

TOWN OF CENTER HARBOR
PLANNING BOARD
Hearing
Tuesday, July 7, 2020

Due to COVID-19, this meeting was conducted via Zoom. Participants, which included the public, could join in the meeting through video web or by telephone. All documents pertaining to this meeting were sent electronically to Board members and the same files were posted on the Website under the meeting announcement on the PB Calendar for public access.

The Chairman called the meeting to order at 6:00 P.M. Mr. Hanson announced that the meeting was being recorded and provided the protocol of the meeting (that document is contained in this set of minutes). Mr. Hanson asked Bill Ricciardi to do the Roll Call of the PB Members/Alternate Members.

**Roll Call: Chairman, Charles Hanson, in attendance at the Town Office with Ken Ballance Vice Chair, Peter Loudon, in attendance with one else in the room
Secretary, Bill Ricciardi, in attendance with no one else in the room
Selectmen's Rep, Harry Viens, in attendance with no one in the room
Member, Kelli Kemery, clerk Pro Tem, in attendance with no one else in the room
Member, Mark Hildebrand, in attendance with no one else in the room
Alternate Member, Rachel Xavier, in attendance with no one else in the room**

Due to our clerk having to recuse herself, Kelli Kemery has been appointed clerk Pro Tem for this matter.

All votes will be by Roll Call. Voting members are: Charles Hanson, Peter Loudon, Bill Ricciardi, Harry Viens, Kelli Kemery, Mark Hildebrand, and Rachel Xavier.

Mr. Hanson announced that Engineer John Rokeh would have to leave early for another meeting so the Planning Board started the meeting with the Hearing for Edwin Kline and Amanda and Conor Hayes.

- I. HEARING – AMENDMENT TO SUBDIVISION AND BOUNDARY LINE ADJUSTMENT BETWEEN EDWIN KLINE JR. TAX MAP 212 LOT 32 AND J. CONOR AND AMANDA HAYES TAX MAP 212 LOT 30 CASE 2020-05 CONTINUED.** Mr. Hanson announced that John Rokeh had prepared the plan. Carl Johnson had informed Mr. Hanson earlier in the day that Mr. Rokeh has another hearing that he has to go to at 6:30 so Mr. Hanson wanted to start this meeting with this hearing as long as it was alright with everyone else. No one had any objection. Mr. Hanson asked Carl Johnson to begin. Mr. Johnson said that they have done a few hearings and he thinks that everyone is aware of the situation. Through negotiations and with a suggestion by the town to both parties, to narrow up the right-of-way from fifty feet to thirty feet, to try to get the roadway as far away from the Hayes' property as they could they gave Mr. Rokeh the constraints; knowing that it might be designed otherwise had

it been a fifty feet right-of-way. Mr. Johnson felt that Mr. Rokeh could explain how they ended up with what they think is a safe and very well designed roadway given the constraints that they had with both the width and the drainage coming from the easterly side of the property.

Mr. Rokeh asked for permission to share the screen so that he could put the PDF (plan) on the screen. Due to the Zoom Mr. Hanson was unable to grant that permission. Mr. Rokeh said that he could describe what he did. Mr. Rokeh said he did a gravel road eight feet wide travel way with a one-foot wide shoulder so there is basically nine feet. He said that you end up with eighteen feet of gravel and then he went down into ditches on both sides. On the upper side of the road, the northerly side of the road, he said he tried to get the ditch to grade down fast enough to create a little swale along that side. Mr. Rokeh said that he put three culverts going across the road in different spots. One of them is kind of in the first part where everything is reduced down to thirty feet. The other two culverts come across all the way into the Kline property. Mr. Rokeh said it then goes down into the hammerhead and he just graded off the hammerhead, that's the extent of it. On the northerly side, right where the road first starts there is about a three feet high retaining wall, just to keep everything within the thirty-foot right-of-way, it goes up hill pretty sharply right across from the house at the top of where it is starting. That keeps it off of the abutting parcel to the north. Then it goes right into a ditch on the southerly side. Along the southerly side of the road it basically just grades down, it daylights down into the existing drain. Mr. Rokeh said that this is about the best he can do. He played around with it, raising the surface of the road a little bit and lowering the surface of the road. Mr. Rokeh thinks it is better to have it raised a little bit. He said the way he ended up the ditches automatically get created with the down slopes and it doesn't end up introducing anything where the water can get over the top of the road; or where you would have to dig culverts in really deep where you would end up with holes next to the road where the culverts are trying to go. By raising the road, a little bit, the culverts cross over pretty easily.

At this time, Rachel Xavier joined the Board. Mr. Hanson explained that Mr. Rokeh had just given an overview of the plan and that the Board had just received the plan the day before so there was not a lot of time to digest it.

Mr. Hanson asked the Board if they had any questions for Mr. Rokeh at this time. Hearing none he asked the public if they had any questions.

Ken Ballance asked Mr. Rokeh to please mark the map that they had received on Pages 1, 3, 4, 5, 6, 7, as Tax Map 212 not 112. Mr. Rokeh asked if that was in the Title Block. Mr. Ballance said, Yes." Mr. Rokeh said that he could.

Mr. Hanson then asked if there were any more questions from the public for Mr. Rokeh. Conor Hayes said that he had some questions on the plan and that his wife Amanda was with him. Mr. Hayes asked Mr. Rokeh where he has the retaining wall across from their house if he could provide detail of that wall, as far as base material for the wall, and drainage behind the wall. Mr. Hayes said that there is nothing to show how it is to be constructed and where it is constructed. Mr. Rokeh said, "Definitely." Mr. Rokeh

said that basically, a lot of time when it is three feet tall you can do it with rocks, but in this case where they are trying to keep it within the road right-of-way it will probably be like a retaining wall block. With it being less than four feet tall you don't have to have an engineered wall, but he could put together a typical detail of what it would be. Mr. Hayes said he was curious where the water that is coming down from the hill, that the wall is retaining, where does that water make its way, what is its exit point. Mr. Rokeh said there will be an underdrain behind the wall and that it will outlet to the west. Mr. Rokeh said that he thinks that the wall is at the very top of the point so it drains both ways. Anything coming off the wall, most of it, will go to the west and right into the swale that starts getting created, and some of it might go to the east a little bit because the road is going to connect with the existing road a little bit. Mr. Hayes said that he just wanted to see something, some sort of detail that would protect the integrity of the wall as it gets hammered with water. Mr. Rokeh said that ideally, he could put be a nice swale on the top, but there is no room. Mr. Hayes said you just don't have it.

Carl Johnson said that the genesis of that wall came from a prior version of the plan which had a road a little bit wider and a little bit higher there. What that caused was a larger slope situation heading essentially right toward the Hayes' house. Mr. Johnson said that in his understanding that is probably a more sensitive area then further down the road. Mr. Johnson said that he spoke to Mr. Rokeh about that and said because of the sensitivity to try to keep the road as far as possible away from their house especially at that location. Mr. Johnson said that the retaining wall causes the road to go down a little bit which reduces the slope easement or slopes at all that would be heading toward the house and the reduced width a little bit in that area helps also. That wall is the result of the general sensitivity toward that specific part of the property. Mr. Rokeh said also to be conscientious of the parcel to the north also on the other side of the road. Mr. Rokeh said that by putting the wall in they don't have to ask for a slope easement up into the northerly parcel. Mr. Hayes said that made sense. Mr. Hayes then said to Mr. Rokeh that he guessed that either he or Carl Johnson, whoever had the data, if on the right side of Sheet 3, if they could possibly show existing and proposed grades station by station so that they could see how things are going to change. Mr. Rokeh said that he could put that down at the bottom. He can show existing and proposed.

Bill Ricciardi asked for some clarification. He said that it could possibly be directed to Ken Ballance, since he is familiar with the Town Ordinances, or Mr. Johnson or Mr. Rokeh. Mr. Ricciardi said that he sees this road, at that point, as going to be sixteen feet wide. Mr. Rokeh said that it is essentially going to be eighteen feet that is flat. Mr. Rokeh said he showed it on his detail as a sixteen-foot-wide travel way with one-foot shoulders on each side. That means it will be eighteen feet total. Mr. Rokeh said that one of the original ones that Carl had tried to do was a twenty-foot-wide road with an eighteen-foot travel way and one-foot shoulders on both sides but the ditches were bleeding out into the abutting parcels too much. Mr. Ricciardi said that the reason he was asking the question was because originally, he thought they were going from fifty feet to thirty feet. Mr. Rokeh said the right-of-way is. Mr. Ricciardi asked if it was now eighteen feet? Mr. Rokeh said, "No, that the right-of-way is still thirty feet, but

the road surface has to sit in the middle of that and you have to be able to do grading down on both sides, that's the slope. The slopes going down from the road on both sides is what ends up pushing right to the edge of the thirty feet." Mr. Ricciardi said at the size, at that point, that width is really not a road, unless he is mistaken it is not a road, it is a driveway. Mr. Rokeh agreed, he said it ends up being a common driveway. A thirty feet right-of-way is not made for a road.

Conor Hayes had a question for Mr. Rokeh, regarding the first culvert you come across, that Mr. Rokeh has in place. Mr. Hayes said his concern is that it is going to pinpoint any water collected and discard the water onto Lot 7, which is the Hayes lot. Mr. Hayes asked if it was possible to collect that water at the same point and move it down, whether it is through a culvert or through a swale, down to the second culvert or a catch basin so that it has more of a broad area to leach out once it crosses the road. Mr. Rokeh said not easily, because if he puts a catch basin in the ditch on that side and connects it up to the pipe down below, he couldn't keep it in the right-of-way. There is just no room in a thirty-foot right-of-way to do anything. Mr. Hayes said that his concern is, any water, as it currently stands, water travels the forest mat in a broad fashion, we're going to collect it there, pin point it underneath the road and then it is really going to be shot out, which is going to create a significant amount of water being emptied onto the Hayes' property. Mr. Hayes would much rather see it travel down and then disperse onto Kline Property. Mr. Rokeh said that was why he put in three culverts, to try and minimize the amount of water being collected at any one point. He said to Mr. Hayes that the one that is going under his property is pretty high up, close to the high point, so there is not a lot of drainage that is going to be collected in it. The main part of the drainage is going to be on the second two. Mr. Rokeh said he put a pretty sharp angle on the second one to make sure it did not go onto Mr. Hayes property. Mr. Rokeh said that he could try to run some drainage calculations to see whether he could push it down any farther or something like that. Mr. Rokeh said it would be hard to eliminate it altogether dealing with the thirty feet it would be hard to keep it in the right-of-way.

Susan Patz asked Mr. Hanson if he had received the letter from their attorney. Mr. Hanson responded that yes, they did, he had it right there. Ms. Patz said that it had two points, actually there are three. Ms. Patz said that as abutters she and Helen are concerned about this. The first one in regards to drainage. Since the Hayes' house was built by the Klines, the drainage has flowed very differently there by that road to the north end of their property. It basically runs into their back yard. It has created a number of problems as the letter states. Ms. Patz said that they need that addressed by this plan. She said that it looks like there are three catches and she agrees that they need to go past these houses which are so close together and not drain onto their property. Ms. Patz said that the other point is looking at the acreage. She said their concern is that Lot 6 is a buildable lot. They bought it that way and they need it to stay that way. Presently there is no legal access to it. Ms. Patz said that they had kind of put up a jerry-rig over the years to be able to get there. Their concern is that it would be as part of this plan so that there is legal access to Lot 6. Ms. Patz said that the final point is, Lot 6 was to have land in the back to meet the Town's requirements for acreage

and she doesn't see that anywhere on this plan. They want the additional acreage that was required by Center Harbor to be identified and it hasn't been. Mr. Hanson agreed. He said that currently it is nebulous. It is part of the Kline acreage and that it is actually one thing they had discussed that may be, as part of this to actually have that acreage set aside, not only for your lot but there are maybe two others that have that criteria. Mr. Hanson said that is definitely on the radar. Mr. Hanson asked Ms. Patz if there was anything else. She said that those three points are their concern to the Hayes road issue. Mr. Hanson said that they have their letter and it is part of the record. Mr. Rokeh said that he would like a copy of the letter so he can look at the plan and see what plays into the drainage.

Carl Johnson said that he had received the letter that day and took a look at some of the comments on it. In terms of access, even though the town considers this strip of land, land owned by the Klines, it is the right-of-way, so called. That showed up in the original subdivision plan and Lot 6 has a significant amount of frontage along that right-of-way. Mr. Johnson said that at this particular point in time there is one access to the lot that is in the lower end. Mr. Johnson said that he didn't know if the Board had the ability to look, with their computers at the existing conditions plan, but there is an access way with a culvert at the lower end that enters up into the field. In terms of a buildable lot, as part of our work we didn't do any investigation of the Heiner property in terms of potential wetlands or potential areas for a test pit and leach field. Mr. Johnson said that the field itself is probably more adaptable to a dwelling than the woods, if you will, because as you cross the stone wall and head toward the north of the Heiner's property, that portion of Lot 6, is very similar to the Kline's property and the remaining Hayes property, in that there are these little dis-conjoined wetlands if you will, and it may be very difficult to put any type of dwelling with an acceptable leach field in that part of the property. Mr. Johnson said that was not something in their purview in trying to design this road and to complete the necessary things that that they had to do to move forward. There are definitely different access options for the Heiners along that length of road. Mr. Johnson said that he is sure that the Klines will be acceptable to looking at the different places to come off of the right-of-way. Mr. Johnson said that there is nothing that they can do to make it a buildable lot. Ms. Patz said that it was purchased as a buildable lot from the Klines so it should be buildable. Correct? Mr. Hanson said that it may have been but he thinks what Mr. Johnson is saying is the conditions when we go out there; Mr. Hanson said that it probably is, just based on that field. Mr. Johnson said that he could enter some comments but that Mr. Rokeh has to take off, so if there were no more comments for Mr. Rokeh he can sign off. Mr. Hanson thought that Conor Hayes had one last question.

Mr. Hayes said that there has been some talk about a slope easement which is an additional condition to what would be their settlement with the Klines. Mr. Hayes said that they have not granted a slope easement to the Klines. Mr. Hayes said that they would be happy to do so, but they want to see exactly what that is, that has to be accomplished. With the reducing of the road from twenty feet plus shoulders to sixteen feet plus shoulder, in looking at the plan with the grades it doesn't really look that any of the re-grading crosses over the thirty-foot mark. Mr. Hayes asked Mr. Rokeh if in

his opinion is the slope easement necessary and if so where. Mr. Rokeh responded that there are a couple of spots where it does. Definitely where the culvert comes across. Mr. Rokeh said that if he has to keep the culvert. Mr. Rokeh also said that he will need a little bit where the culvert comes across just over the property line. Mr. Rokeh was thinking five feet just for the safety of constructing the road. You can't go down to an inch; you need a little bit of room so he thinks a five-foot easement there and a little bit more where the culvert comes across would be reasonable to get the road in. Mr. Rokeh said that where he was with a wider road, he thinks he was proposing an eight to ten-foot easement onto the Hayes' property. In reality, Mr. Rokeh thinks that it isn't much on the Hayes' property. In the end there won't be, but for the sake of constructing the road and in maintaining the ditches the easement will be beneficial.

At this time Mr. Hanson thanked Mr. Rokeh and said that this hearing is going to be continued. Mr. Hanson said that he is sure that there will be questions going down the line. Mr. Rokeh said that if there are any questions on the plans to feel free to email them to Center Harbor and if they get forwarded to him, he will try to answer them or have the plans done before the next meeting. Mr. Hanson asked if anyone on the Board had any questions for Mr. Rokeh because he had to go. Hearing none Mr. Rokeh left.

Bill Ricciardi asked Mr. Hanson if he wanted to address the change in the Minutes from the last meeting. Mr. Hanson said that he wanted to finish the hearing first.

Mr. Hanson said that he spoke with Mr. Johnson earlier. The Town has had an engineer that does work on the roads in town for several years. They are willing to review these plans, to be our third-party individual. The Town will require a one thousand seven hundred and fifty-dollar (\$1750.00) deposit, payable by the applicant to the Town for this work. The Town will refund anything that is left over. The work that will be involved will be: The Town's engineer will review the proposed plans, it will probably involve a site visit with the Road Agent, Jeff Haines. Jeff Haines has also been involved, he has reviewed the plans and is going to be part of this process; then the engineer will actually give a report of their findings and an assessment of the plan that the Board members can use to make decisions on if we are going to approve this, and how we will approve, this because there probably will be some conditions. Mr. Hanson asked if everyone understood this. They answered, "Yes." Mr. Hanson told the Klines that if they could get a check to them as soon as possible they will go ahead and get the engineer going so that they can get that piece done. Mr. Hanson said it would involve another site walk. To that end Mr. Hanson asked the Board, once they got the actual hard data if they wanted to do another site visit. Kind of to Conor Hayes' earlier question about elevation. The Board would literally be able to go out there now that we have a plan, and say the road is going to be up here now or down there. It might be helpful to visualize it. Mr. Hanson said that he was offering that up as a potential. Peter Loudon said that once they have the information from the third party, the engineer, and everything else, he would like to go back out and look at what is actually going to happen as opposed to what they talked about while they were walking; just for education. Mr. Hanson asked Mr. Johnson if Mr. Rokeh would be willing to participate in that. Mr. Johnson said that Mr. Rokeh is a pretty busy guy. Mr. Johnson asked Mr.

Hanson if he was intending to set a date specific for that meeting. Mr. Hanson said that at this point he just wants to continue this hearing to the 21st, which is the third Tuesday in July and hopefully we will have the report by then. Mr. Hanson said that he was going to continue the hearing to the 21st contingent on the Board receiving the third-party report. Mr. Hanson said that if they don't get the report, he doesn't think that there is any point in continuing this until they get that information from the engineer. Mr. Johnson said that his suggestion would be that when they get close to that, that they ask Mr. Rokeh when he is most available for a site visit. Mr. Johnson said the Mr. Rokeh normally has Zoom meetings three nights a week. Mr. Johnson is sure if they had something in the afternoon it might be a little more accommodating, plus he is in Chichester. Mr. Hanson asked Mr. Johnson if he meant four or five o'clock. Mr. Johnson said, "Yes, something like that would be better." Mr. Hanson asked if anyone had an issue with that. Hearing none, Mr. Hanson asked if they had anything else for this part of the hearing this evening. Any comments?

Mr. Johnson said that he had just one more comment. He said that several roads that he had been involved with in other subdivisions around the area are of similar width. In Meredith they have a process called a Reduced Roadway Standards, where you take the normal "town road" box and for moderate to smaller subdivisions you are allowed to adjust the width of the road. He continued, they have a similar subdivision in Meredith that the roadway is just slightly less than this travel surface and it is servicing eleven lots with a cul-de-sac in the subdivision. Mr. Johnson said that keeping in mind that a standard car is basically six feet wide. On Route 3 there is eleven feet between the yellow line and the white line and you have school buses passing fully loaded dump trucks in opposite directions going fifty miles per hour in that width. He believes that eighteen feet of a travel surface given the consideration here, is pretty acceptable. Ken Ballance said that we have a variable standard and it is eight feet with no shoulders. Our standard variable is from eighteen feet to twenty-four feet but requires shoulders. So, if you're going eight feet you are at sixteen feet just for clarification, it is below our variable standard. Mr. Ballance asked if he was clear on that. Mr. Johnson answered, "Yes, and your standard variable on a right-of-way is fifty feet." Mr. Ballance said that we don't have a standard variable for the right-of-way. We explicitly state it is fifty feet, but also the Planning Board can waiver on that, but it explicitly states fifty feet.

Kellie Kemery asked Mr. Balance if there are any issues with emergency response vehicles in that. Mr. Ballance said eight feet, you have a one-foot shoulder, so you have eight feet of travel surface. If you had two trucks coming one by one there may be an issue in the winter time, but likely in a situation like that they would drive one truck in loaded with hose and everything would happen down at the bottom of the far road. Mr. Ballance told Ms. Kemery that she would really have to talk to the Fire Department about that. He thinks it may be minimally acceptable but this is only his opinion, he is not the Fire Chief any longer. Mr. Hanson said that as part of this they should get Chief Manville and Chief Chase's opinion on this too because in theory this could become a town road at some point in time.

Mr. Hanson asked if there were any other question about this hearing.

Susan Patz said that in regard to the last comments, the width of the road is one thing but the flow of water is the other issue. It comes down that hill from Brashares, all the way down so that flow is a serious part of this road plan. It is not just the width and vehicles back and forth; it is how the water is going to flow. Mr. Hanson said that they are aware of that for sure. Mr. Hanson thanked Ms. Patz.

Bill Ricciardi said that as he listened to this, as long as we have a lot of people involved, mostly everybody involved is here right now, he would like to go on record, at least having everybody hear this, that we are currently going through extraordinary lengths to solve some issues that are maybe older, newer. Mr. Ricciardi wanted everybody to keep in mind that what we are trying to do here is to make this, not everybody is going to be happy one hundred percent, but we are trying to fix this so we don't have somebody ten, fifteen, twenty years from now doing what we are doing right now. We are trying to fix it the way it should have been fixed in the beginning. But we are here now and he just wanted everybody to be aware of the extraordinary energy this is going into making this work. Mr. Hanson thanked Mr. Ricciardi.

Mr. Hanson asked if there was anything else. Hearing none, the hearing was continued to July 21, 2020 at 6:00 P.M. pending confirmation from the town engineer that we will have the report before the meeting. More than a day before.

II. Minutes:

Mr. Hanson said that he would like to go back. (Correction made to the May 19, 2020 Minutes). On June 23, 2020 Derek Kline asked about changing the wording in one portion about something that Mr. Ballance said. Mr. Hanson said both he and Mr. Ricciardi agreed because he heard it. Afterward Mr. Hanson went back and listened to the actual recording again. Mr. Hanson would like to amend it again back to the way it originally was with Ken's actual quote which is basically he "may" have in fact thrown out the idea essentially. Mr. Hanson had the actual quote, "One to Attorney Holmes, I think that kind of idea may have come from me through the Town." That is what Mr. Hanson would like it to read, because that's exactly what he said. Mr. Hanson made that motion, seconded by Peter Loudon. Mr. Hanson asked if there was any other discussion. Derek Kline asked Mr. Hanson if he was going to have Ken's actual quote in the Minutes. Mr. Hanson said that is what he is going to do. Replace what we changed it to and have this quote there instead. Derek Kline said that he thought (Ken) also said that he had a meeting at the town. Derek Kline said his father went down to the Town and met with Ken about a proposal. Mr. Hanson said that after listening to it that was what his motion was for the Minutes. Derek Kline said that he just raised it the last time so he was just getting clarification. Mr. Hanson asked if any of the Board members had any questions. Hearing none Mr. Ricciardi did the roll call for the vote to amend the Minutes back to Ken's original quote off of the recording.

Charles Hanson - Aye, Bill Ricciardi - Aye, Harry Viens - Aye, Kelli Kemery - Aye, Peter Loudon - Aye, Mark Hildebrand - Aye, Rachel Xavier - Aye. The vote was unanimously in favor.

MINUTES:

Mark Hildebrand motioned to approve the Minutes of June 23, 2020. Seconded by Peter Loudon. Mr. Hanson asked if there was any discussion on the Minutes. Hearing none, Bill Ricciardi did the roll call to accept the Minutes of June 23, 2020.

Charles Hanson – Aye, Bill Ricciardi – Aye, Harry Viens – Aye, Kelli Kemery – Aye, Peter Loudon – Aye, Mark Hildebrand – Aye, Rachel Xavier -Aye. The vote was unanimously in favor.

III. BUILDING PERMITS:

Permit 2825 Ludwick

Permit 2826 Pizzutti

Permit 2827 Adams

Permit 2828 Doyle

There were no questions or comments from the Board on the permits.

IV. OTHER BUSINESS:

Mr. Hanson asked if anyone had any other business to come before the Board. Hearing none, Mr. Hanson reminded the Board that they are tentatively scheduled to have a meeting on July 21st pending the engineer getting the report to the Board. Mr. Hanson thanked everyone and told everyone to “stay safe.”

V. ADJOURNMENT:

The Chairman adjourned the meeting at 6:45 P.M.

Respectfully submitted by,

A Checklist To Ensure Meetings Are Compliant With The Right-to-Know Law During The State Of Emergency

As Chair of the Center Harbor Planning Board I find that due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor's Emergency Order #12 pursuant to Executive Order 2020-04, this public body is authorized to meet electronically.

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

a) Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means:

We are utilizing the ZOOM platform for this electronic meeting.¹ All members of the Board have the ability to communicate contemporaneously during this meeting through this platform, and the public has access to contemporaneously listen and, if necessary, participate in this meeting through dialing the following phone (See website for call in and password) or by clicking on the following website address: www.centerharbornh.org/planning-board

b) Providing public notice of the necessary information for accessing the meeting:

We previously gave notice to the public of the necessary information for accessing the meeting, including how to access the meeting using Zoom or telephonically. Instructions have also been provided on the website of the Center Harbor Planning Board at: www.centerharbornh.org/planning-board

c) Providing a mechanism for the public to alert the public body during the meeting if there are problems with access:

If anybody has a problem, please call 603-481-1485

d) -Adjourning the meeting if the public is unable to access the meeting:

In the event the public is unable to access the meeting, the meeting will be adjourned and rescheduled.

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, please also state whether there is anyone in the room with you during this meeting, which is required under the Right-to-Know law.

¹ Many public bodies are utilizing video teleconferencing technology, such as Zoom, to ensure the electronic meeting comply with the Right-to-Know law and any applicable due process requirements. In certain circumstances, a regular business meeting of a public body may be conducted utilizing audio-only technology. If you have any questions about the appropriateness of the technology utilized to conduct your meeting, please consult your agency counsel or the Attorney General's Office.