

**TOWN OF RYE – BOARD OF SELECTMEN**  
**Monday, September 10, 2018**  
**7:00 p.m. – Rye Town Hall**

***Present: Chairman Priscilla Jenness, Vice-Chair Phil Winslow and Selectman Keriann Roman***

***Others Present: Town Administrator Michael Magnant***

**I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Chairman Jenness called the meeting to order at 7:00 p.m. and led the Pledge of Allegiance.

**II. ANNOUNCEMENTS**

- **N.H. Primary Day is Tuesday, September 11<sup>th</sup>. The polls will be open from 8 a.m. to 7 p.m. at the Rye Elementary School.**
- **Item B of the discussion items will be heard first this evening.**

**Motion by Priscilla Jenness to take Item B of the discussion items out of order. Seconded by Phil Winslow. All in favor.**

**A. Rye Harbor Dredging**

Chairman Jenness introduced the topic: Rye Harbor Dredging is overdue. She explained that the Harbor was hand dug in 1792. It has subsequently been expanded and made deeper. The jetty was put in place to protect it and Route 1A was built in 1900. The State facility has been and continues to be a busy place. The statistics of the use of Rye Harbor was in the Town's newsletter. Although it has been dredged a couple of times, it is needed again.

Chairman Jenness turned the meeting over to Selectman Winslow.

Selectman Winslow introduced the follow guests:

- Chris Scott – Senator Shaheen's Office
- Kerry Holmes – Senator Hassan's Office
- Geno Marconi – Director of Portsmouth Ports and Harbor
- Leo Axtin – Rye Harbor Master
- Judd Gregg – former NH Governor and US Senator

**Don Blouin** presented data on the economics of the harbor. He reported that including the tour boats, commercial boats, lobster and fishing industry, and fuel sales, the harbor generates \$5,000,000 a year in business. He explained that preliminary studies have been done by the Army Corps of Engineers showing the harbor needs to be dredged of 50,000 yards of material. The dredge samples have been tested and approved for either off shore dumping at the Isles of Shoals or at the Cape Arundel site. Mr. Blouin presented pictures and maps of the harbor and discussed the current conditions off the interior jetty. He also included a petition asking for the harbor to be dredge with 700 signatures.

**Peter Reynolds, Granite State Cruises**, reported that Granite State Cruises hosts 16,000 passengers a season. The harbor is not only great for the local economy it impacts hotels, restaurants, entertainment and tourist areas throughout the Seacoast. Low tide in the harbor is becoming a problem. Currently, one of the biggest operational challenges is getting boats out of the harbor at low tide. He is concerned that his company will have to start canceling trips. The inner break water and navigational channel has narrowed and the moorings are too shallow to leave the boats over night because there is not enough water at low tide. The island tours schedule is not flexible due to docking time at the Island. If the tour is not on time, due to low tide, the trip has to be canceled. He pointed out that Rye has a 20 year average between dredges and it is now long overdue.

**Mike Anderson, Rye Harbor Fisherman**, stated that the lowest waters are at 6 a.m. and 6 p.m. His business is at the mercy of the tides. His schedule is not flexible due to a lot of elements, including fishing industry regulations that only allow fishing during day light hours. The harbor electronically monitors commercial boats leaving the harbor. After leaving, a commercial boat cannot return for 24 hours. If the expiration time is within 2 to 3 hours of low tide, the water will be too low to get in. If the fishing boats get in too late they miss the fish trucks that go to market. He explained that this is not just a problem for one fisherman but for everyone that works out of the harbor. Mr. Anderson explained that when a 50 foot boat gets stuck in the harbor or the channel, the other boats can't get in for 3 to 4 hours until the boat is dislodged. He also stated that if a propeller is taken out when a boat hits bottom the cost is approximately \$12,000 to replace. He stressed that timing in the fishing industry is critical. Mr. Anderson stated that the moon tides have the worst effect. He stated that he sent a letter two years ago to the authorities noting that the harbor is running out of time and water. He stressed something needs to be done.

**Sue Reynolds, of Granite State Cruises**, pointed out the harbor has the most direct access to the ocean and is the closest to the Isles of Shoals, making it the most important point of exit for emergency runs to and from the islands.

**Leo Axtin, Rye Harbor Master**, stated that he had a recent conversation with the new fire chief and confirmed that the harbor would be the point of access during an emergency response to the islands. Mr. Axtin gave the history of the dredging of Rye Harbor, as follows:

- In 1939 the harbor was dredged to open it up to about half of what is there today.
- In 1962 the dredging opened the remaining area to what is there today.

- It was very solidly stated, at the time of the 1962 dredging, that the harbor's dredging window is 20 years.
- That was proven as the harbor was not dredge again until 1990, prior to 1990 (during 1986-1990), sail boats were laid on their sides and commercial boats got stuck in the channel due to the conditions of the basin.

Mr. Axtin pointed out that currently the dredging time table is at year 28. This is way past due and the harbor is in critical condition. He reported that the boats are sitting on the bottom of the harbor at most low tides not just moon tides.

**Geno Marconi, Director of the Division Portsmouth Ports and Harbor or Port Authority,** explained that under State statute, the Port Authority is the sponsoring agency within the State for dredging projects. The Port Authority has been working closely with the Army Corps of Engineers on Rye Harbor, as it is a federal navigation project. He agreed that the harbor is in tough shape. Referring to the drawings of the harbor previously shown by Mr. Blouin, he pointed out the State anchorage and explained that the Port Authority is responsible for the costs of dredging that area. He said that as the Army Corps of Engineers go out to bid and design the project, the Port Authority will "piggyback" on their efforts to address the condition at the anchorage area.

The Port Authority's responsibilities are three fold:

- Obtaining the DES Wetlands permits for the Corps of Engineers. A recent one obtained was \$10,000, as based on square footage.
- The Port Authority permits the mooring in the harbor and is responsible for removal and replacing moorings in the Harbor. Five years ago that cost was \$82,000.
- Dredging the Anchorage Area, (3 acre anchorage in Hampton cost \$114,000.)

He summarized that the total cost will be in the area of \$200,000. The Port Authority has planned for this; however, this is a federal navigational project which comes under the responsibility of the Army Corps of engineers. Federal appropriations are allocated to each District of the Corps of Engineer for these projects. New Hampshire is in the New England District. The New England Corps of Army Engineers is responsible for 170 Navigational projects, of which, 10 are in the State of New Hampshire. Some of the funding is used for the big ship harbors like the Piscataqua River and some is used for small boat harbors. There is a very limited budget. He reported that the Corps of Engineers is aware of this problem and preparing for it. The condition survey shown by Mr. Blouin earlier was done in 2014. The Corps came to Rye earlier this spring to do grab sampling from the bottom of the harbor for testing for compatibility of the materials. They are scheduled to come back for a new updated condition survey. He pointed out that it now comes down to money. He encouraged the Board of Selectmen to write a letter to the Army Corps of Engineers and Congressional Delegation to get funding for this project.

Mr. Marconi stated that when Senator Sheehan was Governor she established the Dredge Management Task Force in order to get all the players in the same room. They meet quarterly to work on priorities of the water ways. This Task Force consists of NH DES, Army Corps of Engineers, NH Fish and Wild Life Service, National Fisheries, DPA, Corps of Engineer's Navigation and Construction Division, and any other regulatory authorities. They are still active

working under the oversight of Chris Williams, Coastal Coordinator of NH DES. They have Rye Harbor on their radar.

Selectman Winslow asked what demands are required for funding, once the new condition survey is completed.

Mr. Marconi replied that he does not know that answer.

Selectman Winslow stated that he was just trying to understand the sequence, to see what could be done now, in order to be preparing for when the survey is completed and the Town can go for the funding.

Mr. Marconi responded that the engineering can be done in short order because this is a maintenance dredge and not a new dredge. He added that there is a lot of historical data collected and a lot of work has already been done. If the Corps has any indication that they will be getting the money the project could be fast tracked.

Selectman Winslow asked if the Dredge Task Force has any authority.

Mr. Marconi replied that the task force is made up of all regulators.

Selectman Winslow asked if Rye has a representative on this task force.

Mr. Marconi replied that he believes so.

Selectman Winslow asked if the Selectmen should have someone attend the meetings.

Geno Marconi replied that the meetings are open and Chris Williams can be contacted for a schedule.

Phil Winslow asked what could be done to influence the decision making policies on the funding.

Mr. Marconi pointed out that this is what the task force does, which is a very productive working group.

Selectman Winslow asked if both representatives from the Governor's and Senator's offices could look into the matter and give the Town some guidance as to what should be done to increase the possibility of getting funding.

**Chris Scott, Senator Sheehan's Office**, stated that the Town is already on the right path, with the work already produced, showing the economic impact of this harbor. He explained that Mike Walsh, the project manager of the Army Corps of Engineers, has this project on the radar. He recommended that people from Rye attend the task force meetings. The next meeting is September 12<sup>th</sup>, at 10:00 a.m., at the NHDES office located on Pease. Senator Shaheen is aware

of the issue and has spoken to Senator Cohen about it. In order to get it into the Army Corps work plan the money has to be appropriated.

Senator Gregg stated that he has been around this harbor all his life. The harbor is a critical element of the character of the State. There are many people who come to the coast to enjoy the seacoast and the harbor is a big part of that. He thanked Mr. Blouin for all his work and he is happy to be supportive of the project. He also thanked the Senators' offices for participating.

**III. PUBLIC COMMENT** – (at the beginning of the meeting, for any comment by any Rye resident on any topic. Requested time limit, up to 5 minutes each person.)

**Peter Crawford, 171 Brackett Road**, expressed his concern regarding the Parsonage. He stated that it is a bad idea to move the residents out and let the building deteriorate. He recommended that the Town hire a management company, as the building has been a source of revenue. He also expressed his concern regarding a notice in the paper for the Conservation Hearing on the 79 acres on West Road. There was no amount given in the notice. In fact, very little information was disclosed.

Mr. Crawford noted that in 2014 a warrant article was passed to allocate \$3,000,000 for the conservation bond. The amount is now down to approximately \$1,300,000. Prior to the approval of that warrant article, Selectmen Musselman introduced a process for conservation acquisition, (A-Q). This plan provided for a number of items to be done prior to an acquisition, such as a survey and an appraisal. The Conservation Commission is not planning to have any of these documents prior to Thursday's hearing. He is concerned that the Board of Selectmen are not on board with having a second hearing and presenting the full set of documents. He stressed that the process needs to happen with full disclosure.

**IV. CONSENT AGENDA ITEMS** – (to be discussed at the meeting only if pulled off the consent agenda by one of the three Selectmen.)

- A. Letter rec'd from Randy Crapo resigning from the CIP committee
- B. Raffle Request-From Star Island to hold a raffle at this year's Gosport Regatta on September 16<sup>th</sup> benefit Star Island.

**Motion by Keriann Roman to accept item A and approve item B on the Consent Agenda. Seconded by Phil Winslow. All in favor.**

**V. DISCUSSION ITEMS**

- A. Meeting Minutes
  - 1. Meeting, Monday, August 27, 2018, 6:30 p.m., Town Hall

The following corrections were noted:

- Page 4, in Selectmen Winslow's motion, 91-A:33 should be 91-A:3

**Motion by Phil Winslow to approve the minutes of August 27, 2018 as amended. Seconded by Keriann Roman. All in favor.**

2. Non-Public Session, Monday, August 27, 2018 (1) Per RSA 91-A:3(d)  
Acquisition

**Motion by Phil Winslow to approve the non-public minutes of August 27, 2018 as written. Seconded by Keriann Roman. All in favor.**

C. Enforcement action – Bernard Drive

Town Administer Michael Magnant asked the Board to postpone discussion at this time. The homeowner was in the Building Inspector's office this morning to obtain the appropriate permits in order to commence the work. This enforcement action was due to the homeowner installing a drain pipe across an abutter's property in order to handle the discharge for his sump pump into Eel Pond.

D. Road Widening Policy

This policy was adopted by the Board of Selectmen in 2005. Chairman Jenness read the policy into the record:

*It should be the policy of the Town of Rye to widen the shoulders of Class 4 highways wherever possible. This is to be accomplished in the following matters; at the time of the reclamation, or reconstruction. When a class 4 highway is reclaimed or reconstructed, the pavement width will be increased from 24 to 26 feet where ever feasible. In areas where no increase or particle increase in pavement width is possible, efforts will be made to create a three foot shoulder on one side of the highway for the appropriate crosswalks or signage. The painted lines delineating the travel lines will be reduced to eleven feet, six inches. This is to give pedestrian space marked of on the side of the road. In times where they are overlaying the highway and it is not possible to increase the pavement width without adequate substructure. When the lines are being repainted however, the travel lines shall be reduced eleven feet, six inches.*

**Selectman Roman** stated that the policy should read Class 5 highways instead of Class 4. She asked the Public Works Director Dennis McCarthy to review this and make a recommendation on whether the Board should amend this policy or develop a new one.

**Chairman Jenness** explained that the policy was meant to give guidance to the Public Works Director. In order to widen a road, it had to be a new road or it had to have adequate substructure for the extra foot or two on the side to get the pathway.

**Dennis McCarthy, Director of Public Works**, pointed out that the Town does not have Class 4 roads. He stated that the policy seems to be a blanket statement that suggests the desire to have bike lanes, which need four additional feet. Currently, the EPA is looking to reduce the amount of impervious pavement surface. He added that there are a lot of issues in conflict with this policy. The statement does not address where the bike paths are needed. He recommended that the Planning Board have some input into where the bike paths should be. He pointed out that the

Town does not necessarily want bike paths on every road just because they are being reclaimed. He also pointed out that the Town currently blocks out the lines at 10 feet (as a traffic calming method) and the policy is referring to 11.6 foot lines. He summed up by stating the policy needs a lot of work.

**Selectman Winslow** agreed that the policy is inaccurate as written, unfunded, and un-prioritized. It should be sent back to the Planning Board for accuracy. If the Planning Board decides that six roads need to be widened, a bid process should be done followed by a warrant article for funding.

- E. Date for Deliberative Session: Easiest date, Saturday, February 2 – Last day, Saturday, February 9.

**Motion by Phil Winslow to hold the Deliberative Session on Saturday, February 2<sup>nd</sup>, with the snow date of Saturday, February 9<sup>th</sup>. Seconded by Keriann Roman. All in favor.**

## **VI. CORRESPONDENCE**

- A. Letter rec'd from Matthew Westover Requesting that Parking on Perkins Road be Discontinued

Chairman Jenness read the letter into the record. (See attachment.)

**Mary and Matthew Westover** attended the meeting and presented pictures of the parking and traffic problems. They stressed the seriousness of the safety issues in the area. Mary Westover reported that people are even sleeping in their vehicles overnight on Perkins Road right across from their house.

**Sarah Ryan, 56 Perkins Road**, reported that the Sunday before Labor Day, she had friends visiting and in one hour there were eleven cars that turned around in her driveway. People have asked to park in her driveway and if she refuses them they become insulting. Perkins has become the beach access for all the side streets, such as McLaughlin, Pine and Big Rock. All the families that live in the area walk down Perkins Road with their beach supplies. There are no sidewalks so the traffic is dangerous for the pedestrians. The parking starts at Bernard Drive so the road pavement is where the people have to walk.

Mrs. Westover stated that the parkers start pulling in at 4 a.m. and it is very competitive.

**Jim McCauley, 44 Perkins Road**, has been a summer resident for about 55 years. He has seen Perkins Road go from a normal street to a cut through from the camp grounds and 95. He added that they have an average of 18 cars a day turning in their driveway. The cars have hit the fence, taken out the bushes and hit other cars. They leave their trash in the area. They take advantage of the residents' good nature. He also stated that a car pulled into his driveway and the driver asked to park in the yard for the day. The driver also asked to plug the car into the house so it could be recharged while they were at the beach. When Mr. McCauley refused the request, the driver became belligerent and felt entitled.

**Joan Cassin, 17 Perkins Road**, commented that she is worried about her grandchildren walking to the beach.

Selectman Jenness stated that prohibiting parking on the north side of the street was supposed to help the situation. She stated that she does not know what will stop the cars from circling looking for parking spaces. She added that the Board will have to take another look at the situation.

Selectman Roman stated that she agreed with everyone's concerns, as this is a sensitive issue to her. She stated that this is also happening on Old Beach Road and Locke Road where she lives. She stressed that she is not comfortable in waiting until someone gets hurt. She reported that she has been working with the Beach Committee on a proposal to be presented to the Select Board for all the roads that are similarly situated to deal with this issue. The proposal was not finished at the last Beach Committee meeting. She invited concerned residents to attend the next Beach Committee meeting to give some input on a solution. Once the proposal is finished and reviewed by the police department, it will be on the Board of Selectmen's agenda for discussion. The Selectmen would then place it in the form of an ordinance on the warrant for town vote.

**Peter Crawford, 171 Brackett Road**, pointed out that this issue has been talked about for over 5 years and still nothing has been done. Something has got to be done. He stated that the Police Chief is going to say that if it's done in this area it has to be in all areas. Steve Hillman of the Beach Committee will say that denying parking is denying access. He stressed that there needs to be way to counter those arguments. He likes the idea of making the parking for residents only.

**Mike Netishen, 15 Bernard Drive**, agrees with everything said. The last two summers have been the worst in the thirty years he has been in Rye.

**Police Chief Walsh** stated that the attraction on Perkins Road is getting to Jenness State Beach. That is one of the first things you see on the State Website. When asking tourists if they have heard of Wallis Sands State Park, they have not. Wallis Sands State Park has a much bigger parking lot. Regardless, on any Sunday by 10:00 a.m. there is no available parking. On Labor Day weekend there were two vehicles towed for safety reasons. There are a lot of liability issues with towing, so the department does not take it lightly. He added that the department has conducted a number of surveys on neighboring and like kind communities on parking fines, open containers and dog fines. He will be working with the Town Administrator on recommendations to bring to the Board. He pointed out that there have been unintended consequences of putting out parking boxes three years ago. People are now parking further up Maple, Perkins, Wallis, Central and Cable Roads and Pine Street. They are also parking on grassy areas of town owned properties. This is a direct result of taking away the 51 spaces three years ago. He concluded that the issue needs to be fixed but not by pushing them into the next neighborhood. The Town needs to be looked at as whole to make it safer and better.



B. Email rec'd from Eddy Tabit re: Beach Parking

Chairman Jenness read the email from Eddy Tabit. (See attached.)

C. Letter rec'd from Rye Water district re: Grove Road Landfill Sampling

Chairman Jenness read the letter into the record. (See attached.)

**Selectman Winslow** stated that if the Water District decides to not continue monitoring, the Town should continue to do it regardless.

**Town Administrator Magnant** suggested that the Board meet with the Rye Water District Commissioners and invite Craig Musselman to attend.

**VII. OLD BUSINESS**

A. Hoyle-Tanner Contract for Harbor Road Bridge

**Town Administrator Magnant** explained that he does not have the documents this evening. When the DPW director presented the Board with the contract, Selectman Roman had some edits and items she wanted incorporated into the contract. That has been done and sent to Primex for review. It came back from their Attorney today. He asked the Board for authorization for either Dennis McCarthy or himself to sign the contract providing that all of the changes have been incorporated.

Selectmen Roman stated that she was concerned about the indemnity. If Primex has approved it, she has no other concerns.

**Motion by Priscilla Jenness to authorize either the Town Administrator or Dennis McCarthy to sign the documents for the contract on Harbor Road Bridge.**  
**Seconded by Keriann Roman. Vote: 2-0-1 Abstained: Phil Winslow**

B. 2019-2020 NHMA Legislative Policy Review

The Board reviewed the NHMA Legislative Policy the results are as follows:

Policy # 08	Charitable Organizations	Board Support
Policy # 09	Clarification of Elderly Exemptions Prorating Disabled, Deaf, and Blind Exemptions	Board Support
Policy # 10	Assessment Mythologies of Big Box Stores	Board Support
Policy # 11	Income Approach on Appeal	Board Support

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Policy # 12	Charitable Definition and Mandated Property Tax Exemptions	Board Support
Policy # 13	Sale of Tax Deeded Policy	Board Abstained
Policy # 14	State Revenue Structure and State of Education Funding	Board Support
Policy # 15	Changes to the Official Ballot Process and the Default Budget	Board Support
Policy # 16	Infrastructure Development and Land Use	Board Support
Policy # 17	Municipal Authority to Adopt more recent Codes	Board Support
Policy # 18	Municipal Cooperation	Board Support

**Priority Policy Recommendations:**

Regulation of Short Term Rentals	Board Support
Highway Funding	Board Support
Water Quality Infrastructure	Board Support
State Adoption of Building and Fire Codes	Board Support

**Standing Policy Recommendations:**

Current Use Scientific/Technical Standard for Regulatory Operations	Board Opposed
Land Use and Environmental Regulation and Preemption	Board Support
Renewable Energy and Energy Conservation	Board Support
Oppose State Wide Zoning Mandates	Board Support
Conservation Investment	Board Support

**Floor Policy:**

- |    |   |               |
|----|---|---------------|
| A. | Lower Abatement Interest Rate from 6% to 4%   | Board Support |
| B. | Clarifying that the town moderator has the official ballot vote session, Town Meeting in the event of severe weather or emergency                     | Board Support |
| C. | Legislation to allow Municipalities to Regulate the use of outdoor watering on all properties.  | Board Support |
| D. | Support a bill that will clarify that the Site Valuation Committee does not have Jurisdiction over use of Municipal Roads by merging Utility Projects | Yes - Support |

**SENATE BILLS VETOED BY THE GOVERNOR**

Does the Town want to have the legislation override the Veto?

SB 446      Increase the maximum allowable capacity for net metered renewable energy projects to 5 megawatts from 1 mega watts

Vote: 2-0-1 Abstained: Phil Winslow

SB 365      Require Electric Distribution Companies, Eversource and Unitel to buy energy from six eligible bio-mass facilities and one waste to energy facility all located in New Hampshire.

Vote: 2-0-1 Abstained: Phil Winslow

**VIII. NEW BUSINESS**

- The Selectmen agreed to hold the Board of Selectmen's Meeting that is scheduled for November 14<sup>th</sup> on Monday, November 12<sup>th</sup>.

**Motion by Phil Winslow to move the Board of Selectmen's Meeting scheduled for November 14<sup>th</sup> back to Monday, November 12<sup>th</sup>. Keriann Roman. All in favor.**

## **IX. OTHER BUSINESS**

- The Selectmen received the audit report for year ending December 2017 and agreed that they should discuss the report at a future date.

**Motion by Keriann Roman to go into non-public session per RSA 91-A: 3, II (a) Personnel at 9:57 p.m. Seconded by Phil Winslow. Roll Call: Roman – Yes, Winslow – Yes, Jenness – Yes**

**At 10:18 p.m., Keriann Roman made a motion to come out of Non-Public Session. Seconded by Phil Winslow. Roll Call: Jenness – Yes, Winslow – Yes, Roman - Yes.**

**Motion by Keriann Roman to seal the minutes of the non-public session just concluded for reputation. Seconded by Phil Winslow. All in favor.**

## **ADJOURNMENT**

**Motion by Keriann Roman to adjourn at 10:20 p.m. Seconded by Phil Winslow. All in favor.**

Respectfully Submitted,  
Dyana F. Ledger

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9/10/18 Corina A

29 August 2018

Board of Selectmen  
Town of Rye  
10 Central Road  
Rye, New Hampshire 03870



RE: Public Safety Issue – Parking on Perkins Road

Dear Board of Selectmen:

Due to significant safety concerns, we request the Town of Rye discontinue parking along Perkins Road.

Currently, parking is allowed on the south side of Perkins Road from the north end of the Dunes Motel property, continuing west along the next three residential properties to the posted sign marking the end of parking, east of Bernard Road. The area along Perkins Road provides for approximately 18 vehicles to park alongside the road (off the pavement) and in front of the private properties along Perkins Road, closest to the Jenness Beach area.

This street parking is unique to Perkins Road, as no other side street along Route 1A in the community provides for street parking. Visitors to the Jenness Beach area of Rye are aware of the parking allowed on Perkins Road and the traffic flow is excessive as cars/vans/trucks drive up and down Perkins Road, searching for open parking spaces. During this search process, drivers circle the area, speeding and dangerously entering and exiting private driveways to quickly reverse direction in order to compete for an open parking spot on Perkins Road. This search process draws hundreds of additional cars to the Jenness Beach end of Perkins Road while residents and visitors in the community are walking along Perkins Road to the beach, with their children and beach items. This traffic situation (caused by the street parking on Perkins Road) is hazardous and disruptive to the community.

Additionally, the parked cars along Perkins Road reduce visiting drivers' ability to see pedestrians, bikers and other cars traveling on the street as the visitors hastily turnaround in driveways between parked cars, blocking sight lines. Drivers of visiting vehicles boldly enter private driveways constantly, resulting in danger to residents of the private properties along Perkins Road and pedestrians on the street. The majority of residents have been forced to place orange cones and other signage on their property lines/driveways attempting to deter visiting vehicles from utilizing their driveways to quickly turn around on the street during their search for a parking spot. This situation is hazardous, intrusive and disruptive to the quiet enjoyment of the residents and taxpayers of Rye.

Historically, many residents from our community have raised this safety issue with the Board of Selectmen and other departments of the Town of Rye. We request action be taken now for safety reasons, based upon the hazardous circumstances noted above. From our property perspective and travel in the neighborhood, we have observed

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repeated dangerous situations and near-misses along Perkins Road, due to voluminous traffic flow attracted to the parking allowed along the street.

The parking allowed on Perkins Road presents an unnecessary risk and liability for the residents of the community and for the Town of Rye.

We welcome a meaningful discussion at the next meeting of the Board of Selectmen and encourage you to engage other relevant town departments to be present at the meeting in order to achieve a positive solution to this matter.

Best regards,

Mary and Matthew Westover

Rye address:

9 Perkins Road  
Rye, New Hampshire 03870

Mailing address:

91 Mount Vernon Street  
Boston, Massachusetts 02108

Additional contact information:

Mary (email) marymurphywestover@gmail.com  
Mary (mobile) 617.901.1174  
Matthew (email) westovermatthew@gmail.com  
Matthew (mobile) 617.510.0346

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9/10/18 Corvus B

**Janice Ireland**

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**From:** Eddy Tabit <etabit@gmail.com>  
**Sent:** Wednesday, September 5, 2018 10:24 AM  
**To:** Janice Ireland  
**Subject:** Beach Parking

Dear Board,

As the summer quickly comes to end, it seems like an appropriate time to review the town's beach parking situation. As a taxpayer, I find it incredibly frustrating that I cannot find a parking spot on some of the hottest days of the year. I realize that there just are not enough spots for all permit holders. But the most frustrating part is to see non-residents parked there.

It appears that the signs warning of \$100 tickets are not a very effective deterrent. I have also been told that most tickets are merely \$30. Honestly, that's a normal day of parking at any beach. I know that towing has been mentioned in the past, but there have been obstacles to this type of action. Although, I'm still confused as to why cars are not towed when they park across from Sawyers beach (along Eel Pond). Chief Walsh has mentioned to me that some of that land is private. Is there any way to clearly mark what is town land?

I simply ask that the Board consider some actions that might improve the residents' beach access. The key is certainly to find a penalty that is severe enough to keep people from parking in these spots, but that can also be administered effectively by the town.

I thank you for your service to Rye and I look forward to potential solutions to this issue.

Regards,

Eddy Tabit

9/10/18 *Corvus* C

*Rye Water District*

60 Sagamore Road  
PO Box 156  
Rye, NH 03870-0156  
(603)436-2596  
Fax (603) 436-6257

September 5, 2018

Priscilla Jenness, Chairman  
Rye Board of Selectmen  
10 Central Road  
Rye, NH 03870-2522

Re: Grove Road landfill sampling

Dear Ms. Jenness:

The Rye Water District (RWD) has reviewed and discussed the content of your letter dated July 23, 2018 regarding the RWD sampling Grove Road landfill monitoring

The RWD Commissioners are very concerned with the low levels of PFAS compounds being detected in the Garland well and the potential source of them. The RWD Commissioners appreciate the recent efforts of the Rye Selectmen in the sampling of the existing Grove Road landfill monitoring wells for PFAS compounds and providing that information to us. For reference, we started sampling the Garland well in March 2016 and have been sampling the well on a monthly basis since July 2017. We expect to continue monthly sampling for the foreseeable future. At this time however, we do not believe it would be appropriate for the RWD to take on the responsibility of sampling Grove Road landfill monitoring well MW-102 or MW-6. We will continue to analyze the Garland Well PFAS data and evaluate the need and/or necessity of up gradient monitoring.

The RWD Commissioners are willing to meet with the selectmen to explain in further detail our thinking on this subject.

If you have any further questions on this matter feel free to contact us.

Sincerely,



Arthur L. Ditto, Chairman

RWD Commissioners