



TOWN OF EXETER, NEW HAMPSHIRE

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 772-4709
www.exeternh.gov

LEGAL NOTICE EXETER PLANNING BOARD AGENDA

The Exeter Planning Board will meet virtually via ZOOM (see connection info below* and details attached) on Thursday, June 25, 2020 at 7:00 P.M. to consider the following:

APPROVAL OF MINUTES: May 14, May 28 and June 11, 2020

NEW BUSINESS: PUBLIC HEARINGS

Continued public hearing on the application of Gateway at Exeter, LLC for a proposed lot line adjustment and subdivision at 170 Epping Road. The lot line adjustment will transfer 2.10 acres of land from Tax Map parcel #47-7 to Tax Map parcel #47-6; and subsequently a proposed subdivision of Tax Map parcel #47-7 into two lots in conjunction with a mixed use development being proposed for the site. The subject parcels are located in the C-3, Epping Road Highway Commercial zoning district. PB Case #19-15.

Continued public hearing on the application of Gateway at Exeter, LLC for a site plan review and a Wetlands Conditional Use Permit for the proposed construction of a mixed-use development at 170 Epping Road (TM #47-6 and #47-7). The proposal includes a 224-unit multi-family residential complex, a 2-story 48,560 square foot mixed use building that may include a 20,040 YMCA day care facility, office/retail space and possibly a restaurant along with associated site improvements. The subject parcels are located in the C-3, Epping Road Highway Commercial zoning district. PB Case #19-16.

OTHER BUSINESS

EXETER PLANNING BOARD

Langdon J. Plumer, Chairman

Posted 06/12/20: Exeter Town Hall Kiosk and Town of Exeter website

***ZOOM MEETING INFORMATION:**

Virtual Meetings can be watched on Channel 22 and on Exeter TV's Facebook and YouTube pages.

To participate in public comment, click this link: <https://exeternh.zoom.us/j/86543851931>

To participate via telephone, call: +1 646 558 8656 and enter the Webinar ID: 865 4385 1931

Please join the meeting with your full name if you want to speak.

*Use the "Raise Hand" button to alert the chair you wish to speak. On the phone, press *9.*

More instructions for how to participate can be found here:

<https://www.exeternh.gov/townmanager/virtual-town-meetings>

Contact Bob Glowacky at rglowacky@exeternh.gov or 603-418-6425 with any technical issues.

**TOWN OF EXETER
PLANNING BOARD
MAY 14, 2020
VIRTUAL MEETING
DRAFT MINUTES**

Zoom ID: 208-058-2669

Phone: 1 616 558 8656

I. PRELIMINARIES:

BOARD MEMBERS PRESENT BY ROLL CALL: Chair Langdon Plumer, Vice-Chair Aaron Brown, Pete Cameron, Clerk, Gwen English, John Grueter, Jen Martel, Molly Cowan, Select Board Representative, Pete Steckler, Alternate, Robin Tyner, Alternate and Nancy Belanger, Alternate.

STAFF PRESENT: Town Planner Dave Sharples

II. CALL TO ORDER: Chair Plumer called the meeting to order at 7:12 PM and read out loud the meeting preamble which indicated that an emergency exists and the provisions of RSA 91-A:2 III (b) are being invoked. As federal, state and local officials have determined gatherings of ten or more people pose a substantial risk to the community and the meeting imperative to the continued operation of Town and government and services which are vital to public, health, safety and confidence. This meeting will be conducted without a quorum physically present in the same location and welcome members of the public accessing the meeting remotely.

III. OLD BUSINESS

APPROVAL OF MINUTES

February 13, 2020

Mr. Grueter motioned to approve the February 13, 2020 minutes as amended. Ms. Martel seconded the motion. A roll call vote was taken, Cameron – aye, Plumer – aye, Grueter – aye, English – aye, Brown – aye, Martel – aye, Cowan - abstain. With 6 in favor and 1 abstention, approved 6-0-1.

IV. NEW BUSINESS

PUBLIC HEARINGS

1. The application of Brian Griset for review of a Yield Plan in conjunction with a proposed 16-unit single-family condominium open space development and associated site improvements on property located off of Tamarind Lane and Cullen Way.

Tax Map Parcels: #96-15 and #81-53

R-1, Low Density Residential and

42 NP – Neighborhood Professional zoning districts
43 Case #20-2

44
45 Chair Plumer read out loud the Public Hearing Notice.

46
47 **Ms. English motioned to accept Planning Board Case #20-2 for Yield Plan review. Mr. Cameron**
48 **seconded the motion. A roll call vote was taken, Cameron – aye, Plumer – aye, Grueter – aye, English**
49 **– aye, Brown – aye, Martel – aye, Cowan – aye. With all in favor, the motion passed unanimously 7-0-**
50 **0.**

51
52 Mr. Sharples noted the applicant has submitted a Yield Plan in advance of an Open Space Development
53 as required per Section 7.7.1 of the Zoning Ordinance. The subject parcel is located off Tamarind Lane
54 and Cullen Way in the R-1, Low Density Residential Zoning District, drawing density from the contiguous
55 unimproved parcel in the NP Neighborhood Professional district.

56
57 Mr. Sharples noted the applicant received a Special Exception from the Zoning Board of Appeals on
58 January 21, 2020 to permit residential use of the 30.76-acre parcel within the NP Neighborhood
59 Professional Zoning District.

60
61 Mr. Sharples noted the applicant also received a Variance from Section 4.3 of the Zoning Ordinance to
62 permit a single-family open space development in the R-1 Zoning District which draws density from
63 contiguous unimproved property in the NP District.

64
65 Mr. Sharples noted a Yield Plan needs to be designed in accordance with Section 7.13 of the Site Plan
66 Review and Subdivision Regulations, which he provided to the Board noting that yield plans do not have
67 to be fully designed. Mr. Sharples noted the Planning Department reviewed the Yield Plan which has
68 been revised since submission and attached the latest plan dated 2/20/2020.

69
70 Mr. Sharples included TRC comments and indicated when the Yield Plan is accepted by the Board the
71 applicant will submit an Open Space Development Plan which can be reviewed at that time.

72
73 Mr. Sharples noted the Yield Plan was reviewed by third-party engineer, UEI via email and the email
74 thread is provided to the Board for review. Allison Reese from UEI discussed the size of the building
75 envelope. However Exeter's regulations do not stipulate a minimum building envelope size but, during
76 two prior Yield Plan reviews the Board determined that plans showing a 25'x25' structure within the
77 building envelope should be considered a viable lot. The applicant has addressed all staff and UEI
78 comments. The applicant has submitted a letter from Attorney Justin Pasay dated February 26, 2020
79 with a cost estimate and letter of Gove Group to determine the financial feasibility of the project.

80
81 Mr. Sharples noted a waiver from the 100' perimeter buffer requirement (Section 9.6.2 of the Site Plan
82 Review and Subdivision Regulations) is requested for Lot 5 to be a viable lot. Without a waiver Lot 5
83 would not have a viable building envelope. As such, the applicant has provided two Yield Plans asking
84 the Board to accept the one with the 50' buffer which requires the 100' perimeter buffer waiver. A copy
85 of the criteria for granting a waiver in Section 9.6.2 was provided to the Board for review.

86

87 Attorney Justin Pasay indicated he was present with Christian Smith from Beals Associates and Brian
88 Griset. Attorney Pasay noted the project builds off the design plan they had earlier and he plans to
89 discuss the waiver specifics and a claim by a member of the public that a yield plan cannot require a
90 variance. A legal opinion from Town Counsel was provided to the Board on May 14th. Attorney Pasay
91 indicated that he plans to supplement the file with the applicant's view on that issue and would ask to
92 continue to the next available meeting.

93

94 Attorney Pasay indicated they have met with Conservation Commission and ZBA, looking at Phase 3 of
95 development of subdivision which includes 2 new lots (now 18) all served by municipal water and sewer.
96 The proposal includes three pieces of property: Griset property, unimproved Conservation property and
97 Brickyard Park property which is Town-owned. The Conservation space and open space to Town have
98 been in the works for a long time. Have had discussions with neighborhood. Letters of support for
99 development were included. There are 68.83 acres between three properties, 23.6 acres of uplands.
100 The wetlands encroachment has been limited to less than one-third of an acre. The standard is to prove
101 is reasonable and feasible. All comments have been addressed.

102

103 Christian Smith of Beals Associates indicated the project is pretty similar to the preliminary meeting.
104 Some precise calculations were done and added utilities, driveways, cul-de-sac (to minimize wetlands
105 impact) detailed viable curb-cuts, addressed TRC comments, built off preliminary discussion. Meets all
106 aspects of zoning.

107

108 Attorney Pasay noted the point of the yield plan is to determine density, not to build this, talk about that
109 if gets to Site Plan.

110

111 Ms. English asked the total wetland impact and Mr. Smith noted just over 13,000.' The design was
112 worked out on open space plan to cut under 3,000.'

113

114 Ms. English asked how much upland acreage in the open space area and Mr. Sharples responded there is
115 no open space in a yield plan, the recreation easement is shown.

116

117 Ms. English asked the calculated cost for the driveway in Lot 6 which is 900' and Ms. Smith noted the
118 total parking cost is \$90,000 all totaled and would guess it is one-tenth of that.

119

120 Ms. Tyner asked how much of uplands are used and Mr. Smith noted all is used.

121

122 Mr. Steckler asked if the driveway access easement is existing or required and Attorney Pasay noted it
123 was existing.

124

125 Mr. Steckler questioned the marketability in current conditions and requested an update to this.

126 Attorney Pasay indicated the assumption is the basic lot value of \$175,000. Post COVID lots are going
127 for \$200,000. The test comes down to who's developing and if they want to proceed. "If we didn't think
128 they'd sell, we wouldn't be continuing."

129

130 Ms. Martel asked about driveways off Route 111 and Mr. Smith noted 20' wide off 111 to property line,
131 Lot 15 splits, shared between lots 13 and 14.

132 Chair Plumer opened the hearing to the public for comments and questions at 8:06 PM.

133

134 Neill Bleicken indicated he had significant opposition to this project, 18 households. It will alter the
135 character and he is pursuing counsel.

136

137 Lisa Bleicken expressed it is hard to approve a waiver for transferring density. It looks like they are
138 seeking a buffer strip change for several lots.

139

140 Mark Paige echoed concerns about opposition. Mr. Paige opined the decisions may be premature, the
141 financial situation has changed considerably.

142

143 Laura Knott stated she submitted a letter earlier and is not a direct abutter but sees impact in addition
144 of this plan. Ms. Knott stated the wetlands are not accurately portrayed. The buffer strip is not
145 adequately shown. The 100' buffer should require across all lots. Does not show conventional
146 subdivision. Lots 13-18 are accessed off Kingston Road but also a part of subdivision. The plan uses a
147 private right of way. The building envelope of 25'x25' was sufficient. Puts footprint of house to 35'x35'.
148 Ms. Knott referenced Rose Farm, Exeter Green. Ms. Knott opined it will affect the character of the
149 neighborhood. Jan Elliott at UEI states that in practicality some of lots are not buildable.

150

151 Bob Lietz stated it is total inconsistent with what's in your neighborhood. It won't make Exeter a better
152 place. Should be made compatible with what exists.

153

154 Attorney Pasay indicated Mr. Griset is open to meeting with you. Attorney Pasay noted he did not agree
155 with some of these conclusions. Went through a comprehensive process and don't want to think the
156 variance is useless. Attorney Pasay noted several different concepts were looked at that don't require
157 anything from the trust property and believe this is the best for the Town. Want to provide a return on
158 investment. The only lot that doesn't satisfy the 100' buffer is Lot 5. One plan shows 100' as well. Will
159 supplement details of variance. The waiver, as in all subdivision applications, can be approved if it
160 satisfies the criteria. The lot can accommodate more than 25'x25' buildings and the developer has the
161 right to add lots to land under the protective covenants. It makes no sense to impose a 100' buffer if it
162 would tighten the subdivision. The project is consistent with neighboring property.

163

164 Mark Paige noted a lot of supplement filings have been happening and it still may be premature.

165

166 Mr. Sharples indicated he did send the legal opinion, which is not a public document and relayed what
167 applicants need. Attorney Pasay already said he asked for tabling so not rushing any decision
168 prematurely.

169

170 Trevor Knott noted the yield plan did not align with the Master Plan.

171

172 Mr. Sharples will ask specifics from UEI.

173

174 Laura Knott indicated the building envelope was too much for land it is on.

175

176 Attorney Pasay noted if any specific problems would like to hear. Are coming back on June 11th. The
177 Master Plan says should be transitioning from dense to rural. This plan accomplishes just that. Density
178 is in dense areas. Each envelope shows significant space and 25'x25' box is standard.

179

180 Mr. Smith added the building could be bigger than proposed.

181

182 Vice-Chair Brown asked about Lots 6 and 7 and Ms. Smith indicated there is no requirement that
183 driveway come through frontage.

184

185 Vice-Chair Brown noted he has not seen a decline in pricing since the virus, some have gone up so far.
186 Bring an update for June.

187

188 Attorney Pasay indicated he will provide a copy of what was provided to the ZBA. Didn't agree it was a
189 density transfer.

190

191 Mr. Griset noted the two smallest footprints are 1,300 and 1,800, Lots 2 and 6. Have unique wetlands
192 wanting to preserve and still make compatible. Have R-1 density. Have pre-planted buffers. Are happy
193 to meet with neighbors.

194

195 Laura Knott noted the map that was shown was not provided and requested it be provided.

196

197 Ms. Martel reminded the Board is just reviewing the Yield Plan and it is distracting to hear these other
198 things mentioned. Ms. Martel asked about the shared driveways and Mr. Sharples explained the new
199 revision that allows for shared driveways provided it only service one extra.

200

201 Ms. English asked about the cul-de-sac on Cullen Way and Mr. Sharples noted the cul-de-sac is
202 extended, limit curb-cuts to every so often. Current would be removed, and the rest would go to lots
203 around.

204

205 Ms. Tyner noted it looked like a lot of roadwork and wetlands in some lots with emphasis on stormwater
206 management in the Master Plan.

207

208 **Mr. Cameron motioned to table the hearing until June 11, 2020 at 7 PM. Ms. English seconded the**
209 **motion. A roll call vote was taken, Cameron – aye, Plumer – aye, Grueter – aye, English – aye, Brown**
210 **– aye, Martel – aye, Cowan – aye. With all in favor, the motion passed unanimously 7-0-0.**

211

212 **V. OTHER BUSINESS**

213

214 Election of Officers

215

216 *Vice-Chair Brown nominated Pete Cameron as Clerk. Mr. Grueter seconded the motion. A roll call*
217 *vote was taken, Cameron – aye, Plumer – aye, Grueter – aye, English – aye, Brown – aye, Martel – aye,*
218 *Cowan – aye. With all in favor, the motion passed unanimously 7-0-0.*

219

220 *Mr. Grueter nominated Langdon Plumer as Chair. Vice-Chair Brown seconded the motion. A roll call*
221 *vote was taken, Cameron – aye, Plumer – aye, Grueter – aye, English – aye, Brown – aye, Martel – aye,*
222 *Cowan – aye. With all in favor, the motion passed unanimously 7-0-0.*

223

224 *Mr. Grueter nominated Aaron Brown as Vice-Chair. Mr. Cameron seconded the motion. A roll call*
225 *vote was taken, Cameron – aye, Plumer – aye, Grueter – aye, English – aye, Brown – aye, Martel – aye,*
226 *Cowan – aye. With all in favor, the motion passed unanimously 7-0-0.*

227

228 VI. TOWN PLANNER'S ITEMS

229 Field Modifications

230 Announcements

231 VII. CHAIRPERSON'S ITEMS

232 VIII. PB REPRESENTATIVE'S REPORT ON "OTHER COMMITTEE ACTIVITY"

233 IX. ADJOURN

234 *Vice-Chair Brown moved to adjourn at 9:24 PM. Mr. Grueter seconded the motion. A roll call vote*
235 *was taken, Cameron – aye, Plumer – aye, Grueter – aye, English – aye, Brown – aye, Martel – aye,*
236 *Cowan – aye. With all in favor, the motion passed unanimously.*

237 Respectfully submitted,

238 Daniel Hoijer,

239 Recording Secretary

1 TOWN OF EXETER

2 PLANNING BOARD

3 MAY 28, 2020

4 VIRTUAL MEETING

5 DRAFT MINUTES

6 Zoom ID: 867 9311 9492

7 Phone: 1 646 558 8656

8 I. PRELIMINARIES:

9
10 **BOARD MEMBERS PRESENT BY ROLL CALL:** Chair Langdon Plumer, Pete Cameron, Clerk, Gwen
11 English, John Grueter, Jen Martel, Molly Cowan, Select Board Representative, Pete Steckler, Alternate,
12 and Nancy Belanger, Alternate.

13
14 **STAFF PRESENT:** Town Planner Dave Sharples and Kristen Murphy, Natural Resource Planner

15
16 **II. CALL TO ORDER:** Chair Plumer called the meeting to order at 7:04 PM and read out loud the
17 meeting preamble which indicated that an emergency exists and the provisions of RSA 91-A:2 III (b) are
18 being invoked. As federal, state and local officials have determined gatherings of ten or more people
19 pose a substantial risk to the community and the meeting imperative to the continued operation of
20 Town and government and services which are vital to public, health, safety and confidence. This
21 meeting will be conducted without a quorum physically present in the same location and welcome
22 members of the public accessing the meeting remotely.

23
24 Chair Plumer indicated Alternate Pete Steckler will be active.

25
26 **III. OLD BUSINESS**

27
28 **APPROVAL OF MINUTES**

29
30 May 14, 2020 - Tabled

31
32 *Mr. Grueter motioned to table approval of the May 14, 2020 minutes. Mr. Cameron seconded the*
33 *motion. A roll call vote was taken, Cameron – aye, Plumer – aye, Grueter – aye, English – aye, Martel*
34 *– aye, Cowan – aye, Steckler - aye. With 7 in favor, approved 7-0-0.*

35
36 **IV. NEW BUSINESS**

37
38 **PUBLIC HEARINGS**

39 1. The application of Gateway at Exeter, LLC for a proposed lot line adjustment and subdivision at 170
40 Epping Road. The lot line adjustment will transfer 2.10 acres of land from Tax Map parcel #47-7 to Tax

41 Map parcel #47-6; and subsequently a proposed subdivision of Tax Map parcel #47-7 into two lots in
42 conjunction with a mixed use development being proposed for the site.
43 C-3, Epping Road Highway Commercial zoning district
44 PB Case #19-15
45

46 2. The application of Gateway at Exeter, LLC for a site plan review and a Wetlands Conditional Use
47 Permit for the proposed construction of a mixed-use development at 170 Epping Road (TM #47-6 and
48 #47-7). The proposal includes a 224-unit multi-family residential complex, a 2-story 48,560 square foot
49 mixed use building that may include a 20,040 YMCA day care facility, office/retail space and possibly a
50 restaurant along with associated site improvements.

51 C-3, Epping Road Highway Commercial zoning district
52 PB Case #19-16
53

54 Mr. Sharples indicated the cases are ready to be heard.
55

56 **Mr. Grueter motioned to open both cases for review. Mr. Cameron seconded the motion. A roll call**
57 **vote was taken – Plumer – aye, Grueter – aye, Steckler – aye, Cameron – aye, English – aye, Martel –**
58 **aye and Cowan – aye. With all in favor, the motion passed 7-0-0.**
59

60 Mr. Cameron noted the two cases are interconnected. If the lot line adjustment is denied, then #19-16
61 cannot move forward.
62

63 Mr. Sharples indicated the applicant is seeking lot line adjustment with subdivision into three lots. The
64 applicant has submitted a CUP application. There are three multifamily buildings proposed with
65 approximately 50,000 SF in the C-3 zone.
66

67 The applicant went to the ZBA and got relief. Part of it was affordability component. The applicant
68 appeared before the Planning Board for design review on October 10. Comments regarding wildlife
69 corridor in rear portion of site. The applicant appeared before Conservation Commission twice and also
70 before the TRC. The comment letters are provided.
71

72 The applicant is requesting eight waivers, CUP and Site Plan application. A traffic study was done but
73 was deemed insufficient by scope and was asked to expand the scope, developed a corridor study. The
74 application triggers review from DOT as well because it impacts the state right of way.
75

76 If the Board wishes to act Mr. Sharples indicated he has prepared Conditions of Approval but don't feel
77 it is appropriate to have conditions of approval in light of traffic study insufficiencies.
78

79 Jim Petropulos indicated he is representing Tom Monahan who is present. Dave Tencza, Brendan
80 Quigley, Mark Fouger are here as well.
81

82 Mr. Petropulos noted there is a simple lot line adjustment plan and site plan. The property was
83 purchased in 2018. There have been numerous development proposals on this property. The idea was
84 to develop front and back part of project and convey back part to Town. The ZBA granted variances to

85 allow multifamily residence in this area (mixed use) with the condition to remain workforce housing for
86 thirty years. Approximately 60 acres total with 700' of frontage on Epping Road. The property is fairly
87 flat. Wetland flagging was done on the front 20 acres and there were no less than ten vernal pools. Mr.
88 Petropulos indicated that wetlands are impacted as low value. The lot line is being relocated between
89 small lot and parent lot. There are 43.5 acres of backland to remain untouched and mixed development
90 of two multifamily residential buildings and a commercial building with retail spaces, offices and a
91 daycare facility.

92
93 Mr. Petropulos indicated the YMCA is interested in the space. There will be 98 parking spaces on Lot 6.
94 Lot 7 will contain multifamily residential portion of property with 322 total spaces there. Common areas
95 will be shared off Epping Road with notion of shared parking and home delivery van spots. Stormwater
96 would be captured in two places. The project will be well vegetated. Open space will be 59%. Lighting
97 will be dark sky compliant. Landscape plan is provided. Fiscal Impact Report is provided estimating
98 revenues and evaluates impact to Town facilities. The addition of workforce housing will help. The
99 traffic study determined impact to corridor and site distance of two driveways. There are plans to do
100 corridor study along Epping Road. The Town voted to add a center town lane closer to Continental
101 Drive. Construction will be phased to show what site improvements will go with each part of the
102 building. Will work within Conservation overlay district and have further discussions on TRC comments.

103
104 Ms. English noted she saw what appeared to be a body of water on the plan. Mr. Petropulos noted that
105 area is a combination of upland and wetland with no defined outlet.

106
107 Ms. Martel asked about identifying endangered species and Mr. Quigley indicated a species of Bearded
108 Iris. Fish & Game asked them to include spotted turtles in the endangered species list but the
109 Conservation Commission identified a wood turtle.

110
111 Mr. Quigley noted to protect the endangered species that they address design requirements with
112 stormwater management.

113
114 Ms. Martel asked about parking counts and shared parking and Mr. Petropulos indicated they are
115 requesting a waiver for the parking count. 538 spaces are required and 420 are proposed. Mr.
116 Petropulos did a study on percent usage during different times and according to those calculations the
117 requirement would be just under 400 spaces. Mr. Petropulos indicated he reached out to the director
118 of the YMCA concerning the daycare and there would be one bus per day that enters, parks in the aisle
119 and drops off kids. Mr. Petropulos noted it would be a condition if a restaurant were to come into the
120 development they would have to go back to the Planning Board.

121
122 Mr. Plumer asked about the number of employees and Mr. Petropulos noted there would be 40
123 employees. Mr. Petropulos added in terms of a restaurant that people would not be inclined to do
124 business there without adequate parking.

125
126 Mr. Grueter asked about recreation and Mr. Petropulos noted there is 59% open space with fire pits and
127 a pool. Mr. Grueter noted that most of the open space available was unusable. Mr. Petropulos indicated
128 there are 168 one-bedroom apartments and 56 two-bedroom. There are no three-bedrooms.

129

130 Mr. Steckler added there is not much, if any, connection to the Town Forest to the East and and NH Fish
131 and Game Wildlife area. Because that is the last undeveloped spot on Epping Road and an important
132 area for wildlife. Mr. Steckler noted the wetlands on the site are more valuable than the applicant has
133 indicated. Mr. Steckler asked if there were any vernal pool species in the body of water Ms. English
134 noted on the plan and Mr. Quigley noted there was not much potential for movement to and from the
135 Town Forest. Mr. Petropulos added there is 700' of frontage on Epping Road where the wildlife area is
136 but a good half of that is already developed land. Mr. Quigley noted minnow traps were deployed
137 which mainly found the presence of predatory frogs which explained the lack of vernal species and no
138 egg masses were found. Mr. Quigley stated that NH Fish & Game requested that spotted turtles be
139 included in Natural Heritage Bureau report, but the species actually identified is the Wood Turtle. Mr.
140 Steckler requested that the NHB report be submitted.

141

142 Ms. English asked if the tree cutting done years ago may have affected the viability of those pools and
143 Mr. Quigley indicated that activity helps rather than decreases it.

144

145 Ms. English asked about the phased construction of buildings and Mr. Monahan noted the intention was
146 to do the buildings at the same time with phasing done for financial purposes.

147

148 Ms. English asked if the road to the YMCA would be public and Mr. Petropulos noted all proposed roads
149 would be private.

150

151 Ms. English asked if underground parking was considered and Mr. Petropulos indicated it wasn't
152 financially viable.

153

154 Ms. Martel asked about trash removal and moving vans and Mr. Petropulos indicated there is a good
155 turning radius throughout designed for fire apparatus and would look into moving van loading spaces.

156

157 Mr. Cameron asked the status of the traffic study and Mr. Sharples noted it was in the works as the
158 study initially provided was deemed inadequate by the TRC.

159

160 Mr. Plumer indicated the DOT should be involved with the traffic study. Mr. Sharples indicated the
161 applicant was asked to include the Route 101 interchange in the study and that was not done in the
162 original study.

163

164 Mr. Petropulos indicated waivers are being requested for:

165

- 166 • 7.5.4 High Intensity Soil Survey (HISS) – to provide site specific mapping required for AOT permit
- 167 • 9.7.5.5 Landscape Islands within Parking Lots
- 168 • 9.9.2 Working within 75' buffer of poorly drained soils – identical to wetlands CUP. Applicant
169 did a function and values assessment and has a mitigation proposal.
- 170 • 9.12.1 Requirement of five loading docks – more industrial than commercial, noted companies
171 like Amazon are doing deliveries and have designated spots for such

- 172 • 9.13.1 Parking Spaces
- 173 • Granite Curbing – using concrete where sidewalks
- 174 • 11.3.4 Recreation Space waiver. Recreation space require 90,000 SF of space and the applicant
- 175 is conveying 43 acres to the Town which can be used for passive recreation.
- 176 • 11.7.2 Impact Fee waiver.
- 177

178 Ms. Martel asked to provide a diagram showing distinction between curbing. Mr. Steckler indicated the
179 initial UEI letter did not recommend waivers for parking, loading and recreation space. Mr. Sharples
180 indicated the Board would be receiving an updated letter from UEI.

181

182 Ms. Belanger asked about the Conservation Commission opinion about the back area discussed at the
183 last meeting concerning recreation space and access to the area. Ms. Murphy noted passive recreation
184 was discussed at the last meeting and there was potential for limited passive recreation but wanted to
185 defer to a site walk. The public access and trail parking would be discussed at the next meeting. Mr.
186 Plumer asked about a possible access point off Continental Drive. Ms. Murphy indicated there is a
187 Conservation easement there and it is very wet and steep. Ms. Murphy noted there are no existing
188 trails on the property.

189

190 Mr. Grueter asked about the Impact Fee Waiver and justification and Mr. Monahan indicated it was
191 about keeping the cost down for workforce housing with 56 units for workforce. Mr. Tencza noted they
192 were requesting a full waiver due to the land being conveyed to the Town and the applicants believe the
193 value of the land exceeds the impact fees.

194

195 Mr. Grueter asked about the per unit impact fee. Mr. Fougier indicated \$711 per unit for recreation.
196 The calculation is from 2003. An easement could be provided to access the recreation space. Mr.
197 Sharples noted the calculations were updated in 2009 but found no record of it being adopted.

198

199 Mr. Plumer asked about any deadlines and Mr. Monahan indicated there has been no change despite
200 circumstances. The deadline as of now is the end of June.

201

202 Mr. Petropulos indicated he was okay with tabling until the 25th so the traffic study could be done.

203

204 ***Mr. Cameron motioned to table Planning Board Cases #19-15 and #19-16 to June 25, 2020 at 7:00 PM.***

205 ***Ms. Martel seconded the motion. A roll call vote was taken Plumer – aye, Cameron – aye, Steckler –***

206 ***aye, Grueter – aye, English – aye, Martel – aye, Cowan – aye. With all in favor, the motion passed 7-0-***

207 ***0.***

208

209 **V. OTHER BUSINESS**

210

211 Mr. Sharples indicated he is having an intern from UNH working on a greenhouse gas inventory.

212

213 **VI. TOWN PLANNER'S ITEMS**

214

Field Modifications

215 **Announcements**

216 **VII. CHAIRPERSON'S ITEMS**

217 **VIII. PB REPRESENTATIVE'S REPORT ON "OTHER COMMITTEE ACTIVITY"**

218 **IX. ADJOURN**

219 *Mr. Grueter moved to adjourn at 9:47 PM. Mr. Steckler seconded the motion. A roll call vote was*
220 *taken, Cameron – aye, Plumer – aye, Grueter – aye, English – aye, Martel – aye, Cowan – aye, Steckler*
221 *- aye. With all in favor, the motion passed unanimously.*

222 Respectfully submitted,

223 Daniel Hoijer,

224 Recording Secretary

1 TOWN OF EXETER

2 PLANNING BOARD

3 JUNE 11, 2020

4 VIRTUAL MEETING

5 DRAFT MINUTES

6 Zoom ID: 87028074341

7 Phone: 1 646 558 8656

8 I. PRELIMINARIES:

9
10 **BOARD MEMBERS PRESENT BY ROLL CALL:** Chair Langdon Plumer, Vice-Chair Aaron Brown, Pete
11 Cameron, Clerk, Gwen English, Jen Martel, Molly Cowan, Select Board Representative, Robin Tyner,
12 Alternate, Pete Steckler, Alternate, and Nancy Belanger, Alternate.

13
14 **STAFF PRESENT:** Town Planner Dave Sharples

15
16 **II. CALL TO ORDER:** Chair Plumer called the meeting to order at 7:04 PM and read out loud the
17 meeting preamble which indicated that an emergency exists and the provisions of RSA 91-A:2 III (b) are
18 being invoked. As federal, state and local officials have determined gatherings of ten or more people
19 pose a substantial risk to the community and the meeting imperative to the continued operation of
20 Town and government and services which are vital to public, health, safety and confidence. This
21 meeting will be conducted without a quorum physically present in the same location and welcome
22 members of the public accessing the meeting remotely.

23
24 Chair Plumer indicated Alternate Pete Steckler would be active.

25
26 **III. OLD BUSINESS**

27
28 **APPROVAL OF MINUTES**

29
30 May 28, 2020 - Tabled

31
32 *Mr. Cameron motioned to table approval of the May 28, 2020 minutes. Ms. English seconded the*
33 *motion. A roll call vote was taken, Vice-Chair Brown abstained, Cameron – aye, Plumer – aye, English*
34 *– aye, Martel – aye, Cowan – aye, Steckler - aye. With 6 in favor, approved 6-0-1.*

35
36 **IV. NEW BUSINESS**

37
38 **PUBLIC HEARINGS**

39 1. The continued public hearing on the application of Brian Griset for review of a Yield Plan in
40 conjunction with a proposed 16-unit single-family condominium open space development and
41 associated site improvements on property located off of Tamarind Lane and Cullen Way.

42 R-1, Low Density Residential and
43 NP-Neighborhood Professional zoning districts
44 Tax Map Parcel #96-15 and #81-53
45 Case #20-2
46

47 Mr. Sharples noted the applicant appeared at the May 14, 2020 Public Hearing and it was tabled to give
48 them more time for supplemental materials. A letter of support is provided. Three letters all dated June
49 11, 2020 were received, one from the Attorney for the Exeter Green Subdivision. Recommend going
50 through waiver criteria. Perimeter buffer waiver criteria is given for that section. The applicant has
51 enclosed an argument toward one waiver which they feel is not necessary.
52

53 Attorney Pasay indicated he is present with Brian Griset and Christian Smith. They filed a letter after the
54 last meeting partly to address UEI and waiver. Don't believe a waiver is needed for 7.13. A final Yield
55 Plan was provided and an updated financial analysis. The plan is to summarize our view on four issues
56 and would like to start with 7.13. Have variances to use this Yield Plan for this case.
57

58 Attorney Pasay indicated the plan conforms with regulations, is viable and achievable. Proposing 32
59 plus acres be conveyed to the Town. The process has taken over a year. Received a letter from the
60 Attorney who represents several on Tamarind Lane asking to completely start over and disregard all
61 permitting, and relief granted. No appeals were made. Put Planning Board in a tough spot. In early
62 stages met with Mr. Sharples and Doug Eastman. Learned we needed a Special Exception and relief for
63 transfer of density. Petitions again plan were proposed. Filed an application with the ZBA and
64 requested Administrative Decision with Doug Eastman to determine what relief we needed. The Town
65 has a history of approving similar Yield Plans. Mr. Eastman responded giving guidance. The decision
66 states that variance relief is needed to transfer density. There is a process to appeal Administrative
67 Decision. Filed appeal that asked we did not need variance to use density. Relief requested was
68 intentionally very broad. No provisions were returned that we needed relief from. Lost Administrative
69 Appeal closely. Granted variance to use this plan and Special Exception was statutory process to appeal.
70 None was done. 7.13 issue is language within regulation. Says shall not require variance. Does not
71 prohibit acceptance from plans that benefit from variance relief. All lots comply with R-1. This would
72 contradict ZBA and DES decisions. Variance relief is highest form of relief other than a Court Order.
73

74 Attorney Pasay indicated the Town told us to get a variance and now the argument is that regulations
75 say Yield Plans can't require a variance. Think intent is to say can't throw together plan that does not
76 comply at all. Next argument is that challenges are being made. Appeals did not happen. Disagree with
77 assertions made about ZBA's authority. Comments made by UEI questioned buildability. She clarifies
78 she meant "desirable" instead of "buildable."
79

80 Mr. Sharples indicated he has received a legal opinion addressing 7.13 issue. If close Public Hearing is
81 just deliberation of regular active members.
82

83 Mr. Steckler noted the rundown was helpful. There are a lot of gray areas in decision making. This
84 section (7.13) seems black and white. Mr. Cameron indicated each issue should be resolved on their
85 own, are very complex.

86 Ms. English indicated the process has been thorough. The language in 7.13 is questionable, particularly
87 the use of the word "shall." "Shall" means may and refers to future. Think in our regulations "shall" was
88 meant to mean "must." ZBA has already weighed in. The attorney's letter references Yield Plan density
89 where land belongs to Town.

90

91 Mr. Pasay noted he was not trying to over complicate this. Have tried to be clear about the whole
92 process. Disagree with relief needed but sought it anyway. Planning Board can't ignore the decision
93 made by the ZBA. The issue is remaining land on Exeter Green Subdivision. The Grisets have a contract
94 with the Town and conveyed 9.3 acres to Town. Property is now Exeter Park. Agreement said could
95 develop remaining land and allow use of Town land for density. Mr. Eastman verifies this in his decision.

96

97 Mr. Pasay indicated the Grisets reserved the right to use that land for density. Also said didn't need any
98 more recreational space or land conveyed but it is.

99

100 Mr. Sharples indicated this was reviewed by the TRC and all were in agreement it was usable for
101 determining more density.

102

103 Mr. Steckler noted the ZBA approval process was approval for transfer of density referenced for purpose
104 of Yield Plan or just in general? Attorney Pasay indicated the variance request was this exact Yield Plan.
105 The purpose of the variance was to state that we don't need a variance but if we do, we have a variance
106 request for this exact project. As presented referenced this exact proposal. Intent is to prevent people
107 from showing up with plan that has not been engineered or reviewed. If applicant gets this relief the
108 Planning Board has to recognize those processes.

109

110 Chair Plumer opened the hearing to the public for comments and questions at 8:10 PM.

111

112 Attorney Tim Britain indicated he represents 14 families whose property abuts or is in the
113 neighborhood. There is no question that this Yield Plan depends on transfer of density throughout
114 properties. The appeal is only arguable if the ZBA had authority to allow the transfer of density.
115 Conserved innovative land use control. Zoning Ordinance has never adopted these controls allowing
116 transfer of density. Fact that variance was received is pointless. The ZBA did not have the authority and
117 entire plan relies on that variance. The Yield Plan is invalid and violates 7.13. The language is quite
118 clear. Trying to wordsmith that provision.

119

120 Attorney Britain noted "shall not require a variance." the Section is to compare density to that which is
121 permitted. Would have liked to have been better involved in this plan longer. The argument relies on
122 language applying to future tense. Yield plan requires additional variances that were not granted. Land
123 in NP zone is not eligible for open space development. Trust property not being developed but still
124 being used to determine density. Ask to deny Yield Plan as presented.

125

126 Patrick Flaherty indicated he retained counsel for a year and raised a lot of similar questions. Supplied
127 letter of support for Yield Plan and buffer requirement. Are more directly impacted neighbors.

128

129 Nancy Belanger stated she read agreement between Town and Grisets. Attorney Britain spoke about
130 how the combined properties are determining density. Does agreement pertain to Trust property or
131 just Griset property?
132

133 Mr. Sharples indicated it said the remaining land may be developed and 9.3 acres would be conveyed.
134

135 Mr. Pasay noted the trust property was purchased in 2000. Point of agreement was that any remaining
136 land could be developed. Does not include Mendez property.
137

138 Ms. Belanger asked if it didn't address agreement with Town in Attorney Britain's letter? Attorney
139 Britain noted he does not have the agreement before him. The purpose was to allow the remaining land
140 to be developed for nine lots.
141

142 Mr. Sharples indicated 9 lots were in reference to something else. Those nine lots already exist.
143

144 Attorney Britain noted it still depends on Mendez lot and on the variance granted.
145

146 Attorney Pasay indicated the Yield Plans become arduous to get through. Remind me of point of Zoning
147 Ordinance. Planning Board job is to adopt regulations to go with Yield Plans. These regulations do not
148 supersede all of Article 7. Mr. Eastman gave no article or section we needed relief from, so we got
149 general relief from all of Article 7. By definition, open space subdivision transfers density. Are not
150 arguing over processes that have happened months prior to this. This is not transfer of density. NP
151 District allows high density. Average lot size is 150,000 SF. Point here was to be very conservative.
152 Rose Farm is a perfect example. Did not require variance for transfer of density. Acknowledged
153 complexity. Very deliberate process to be transparent with Town and neighbors, not legal gymnastics.
154 Is point of law that permits people to file for Declaratory Judgement without going through appeal
155 process. In those cases it almost has never worked. If review of ZBA was standard across court states
156 ZBA should be the first body to look at this. Exeter has a permissive Zoning Ordinance.
157

158 Attorney Britain agreed that the legal issue is outside administrative process. Is a question of the ZBA's
159 authority. Draws density. Purpose was to draw from one lot to another. The trust property is in the NP
160 zone, not listed in allowable zones. Perhaps Board can't resolve this issue.
161

162 Mr. Sharples indicated abutter's letters are part of record.
163

164 Laura Knott stated the point of Yield Plan is to determine logical density, what is proposed is above the
165 logical density. It seems that land was never meant for this development. There is no record of phased
166 plan, was excluded from covenants because did not have a house on it at the time. Private rights of way
167 are required. Wetlands are not accurately portrayed but included in density. The majority of property is
168 in the flood zone. Encourage Board to look at total wetland impact. Buffer waiver is required. No
169 reason to include standard waiver. Property being discussed is not part of protective covenants.
170 Question whether density is viable. Applicant is trying to get as much financial benefit as possible.
171

172 Lisa Bleicken indicated she submitted a letter as well. Concerned with Yield Plan. Believe inherent
173 features of site plan should be mentioned. Drainage and wetlands concerns have been had for many
174 years with this plan. Development would require wetland CUPs, "reference another Yield Plan. Concern
175 about flood zones. Are special construction requirements necessary in these zones.

176

177 Mr. Flaherty indicated there is a right of way that would access part of property. Is off of our property.
178 Would apply more at site plan discussion.

179

180 Attorney Pasay noted if the Grisets use proposing this development and it matched all criteria would
181 expect approval because it conforms to regulations. Yield Plan has a different purpose to see if it is
182 possible. Proposed are massive lots across portion of NP zone. Is determination of open space
183 development.

184

185 Christian Smith noted Laura Knott's letter has inconsistencies. Required 40,000 feet? In this zone of
186 building space 45% can be wetland. Have every setback labeled. Perimeter buffer strip is shown. Only
187 lot requesting reduction is Lot 5. Does meet all code. Are two access ways not private rights of ways.
188 Are three pairs of lots accessed by a common driveway. The permissible building envelope is actually
189 proposed house box. Determined to be standard. Every envelope could sustain larger houses than
190 planned. Flood Zone – A zone is a guess without elevation. AE is with elevation and not a single house
191 within that zone. Ms. Knott noted Christian Smith was referring to a prior letter. Believes arguments
192 are still valid.

193

194 Chair Plumer asked to discuss the other waiver request. Buffer strip. Get consensus on 7.13.

195

196 Attorney Pasay indicated he believes no waiver is required. If Board disagrees can move to waiver
197 request.

198

199 Mr. Sharples noted it is recommended to have a waiver. Mr. Cameron agreed the Board should proceed
200 forward assuming a waiver is required. Ms. Martel agreed. Is hard to say if is required if don't know the
201 full request.

202

203 Vice-Chair Brown noted he doesn't think we can hear the waiver just to hear the argument. Ask if you
204 think a waiver is required and feel we should vote to determine as such.

205

206 Mr. Steckler noted he was curious how waivers work with 7.13. What guides us at that point?

207 Mr. Sharples indicated there is always a safety valve, the ability to waiver. Need to meet criteria to
208 grant.

209

210 Mr. Sharples recommended voting on need for waiver, then listen to waiver requests. After all
211 information is obtained the Board could go into deliberations.

212

213 **Mr. Cameron motioned to require waiver from Section 7.13. Vice-Chair Brown seconded the motion.**

214

215 Mr. Steckler expressed concerns about language of motion, suggests amendment.

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A roll call vote was taken Plumer – aye, Brown – aye, Cameron – aye, Steckler – aye, English – aye, Martel – aye, and Cowan – aye. With all in favor, the motion passed unanimously.

Vice-Chair Brown recommended a time limit on meeting. Chair Plumer agreed to limit the meeting to 10:00 PM.

Attorney Pasay presented his request for a waiver from 7.13. Attorney Pasay stated he believes the denial would go against what has already been decided. The ZBA granted relief to use the Yield Plan. Criteria along with statutory variance confirm with ZBA. Variance has more authority (reading criteria). Variance relief is constitutional protection. Would have to prove why this variance doesn't fit plan. Look at if it threatens public health or safety. Developing open space. Preserves character of neighborhood through various uses. Have support from closest abutters. Also have appraisal which has not been rebutted. Unique wetland and uplands. Mendez property has no frontage. Plan benefitted from variance. Has detrimented owner. Unique property in area. Spirit of regulations similar to spirit of ordinance. Does not cause a public threat. Would not vary provisions. Satisfies all other zoning requirements.

Mr. Steckler indicated a request for a waiver has more to do with zoning of properties than with slope and topography? Attorney Pasay indicated the point of a Yield Plan is to depict a reasonable subdivision. Property features are unique. Landlocked and zoned in weird way and ZBA agreed.

Attorney Britain noted the Board determined a waiver was required. Seems to be seeking a waiver in entirety. Don't know how can request waiver of Yield Plan. By waiving are asking to throw out only provision for a Yield Plan. Mendez property is part of this project but only in transferring density. By ordinance cannot be part of this project without another variance. The variance request has to be very specific not for a whole article. The Board should focus on a few things. No unique conditions of property, it comes down to economics. Can develop open space here just not at density desired by applicant. A waiver granted would be contrary to 7.13 and the Zoning Ordinance.

Mr. Sharples indicated are only considering one sentence from 7.13. Would only waive that one part in a motion. Not a blanket waiver for 7.13. Now determine if have info needed to enter deliberations then table to next meeting and not suggest closing public hearing.

Ms. Martel wanted to request seeing potential driveway layouts. Ms. Sharples noted all are shown on the plan.

Mr. Steckler indicated he had enough information to deliberate. Vice-Chair Brown noted he agreed with Mr. Sharples' advice.

Vice-Chair Brown moved to table to July 9, 2020 at 7:00 PM. Mr. Cameron seconded the motion. A roll call vote was taken Plumer – aye, Brown – aye, Cameron – aye, English – aye, Martel – aye, Steckler – aye, and Cowan – aye. With all in favor, the motion passed unanimously.

260 **V. OTHER BUSINESS**

261

262 Garrison Glen, LLC – PB Case #17-29

263 Request for extension of conditional approval for 24 Continental Drive

264 TM #56-3.1

265

266 Mr. Sharples indicated the applicant is asking for a one-year extension of the site plan and conditions of
267 approval approved in 2018.

268

269 ***Ms. English motioned to grant a one-year extension for Planning Board Case #17-29 to be valid***
270 ***through July 11, 2021. Ms. Martel seconded the motion. A roll call vote was taken Plumer – aye,***
271 ***Steckler – aye, Brown – aye, English – aye, Cowan – aye, Cameron – aye and Martel – aye. With all in***
272 ***favor, the motion passed unanimously.***

273

274 **VI. TOWN PLANNER'S ITEMS**

275 **Field Modifications**

276 **Announcements**

277 **VII. CHAIRPERSON'S ITEMS**

278 **VIII. PB REPRESENTATIVE'S REPORT ON "OTHER COMMITTEE ACTIVITY"**

279 **IX. ADJOURN**

280 ***Chair Plumer moved to adjourn at 10:05 PM. Vice-Chair Brown seconded the motion. A roll call vote***
281 ***was taken, Cameron – aye, Plumer – aye, Belanger – aye, English – aye, – aye, Cowan – aye, Steckler -***
282 ***aye. With all in favor, the motion passed unanimously.***

283 Respectfully submitted,

284 Daniel Hoijer,

285 Recording Secretary



TOWN OF EXETER

Planning and Building Department

10 FRONT STREET • EXETER, NH • 03833-3792 • (603) 778-0591 • FAX 772-4709

www.exeternh.gov

Date: June 18, 2020
To: Planning Board
From: Dave Sharples, Town Planner
Re: PB Case #19-15 and Case #19-16 Gateway At Exeter LLC

The Applicant has submitted a lot line adjustment/subdivision application for a proposal to consolidate and re-subdivide Tax Map Parcels #47-6 and #47-7 situated on Epping Road into three lots. The Applicant has also submitted a Wetlands Conditional Use Permit (CUP) and site plan review application for a proposal to construct a mixed use development on the two newly created parcels with frontage on Epping Road. The proposed development will include three (3) multi-family residential buildings consisting of 224 units, a 40,000 square foot mixed use building and associated site improvements. The subject properties are located at 170 Epping Road and are situated in the C-3, Epping Road Highway Commercial zoning district.

The Applicant appeared before the Planning Board at its May 28th, 2020 meeting and was subsequently tabled to allow the development team adequate time to provide revised plans and supporting documentation to address the concerns raised by the Board at that meeting.

The Applicant has submitted revised plans and supporting documents, dated June 16, 2020 and are enclosed for your review. Staff is working through the latest responses with the applicant and will provide the Board with an update at the meeting. The Applicant had also requested that his traffic engineer conduct a “shared parking” analysis for the project using the Urban Land Institute (ULI) methodology. The memorandum from Stephen Pernaw & Company, dated June 15, 2020 is also enclosed for your review.

Also enclosed relating to the traffic issue is a memorandum from Jason Plourde, P.E., PTP with VHB, Inc, dated June 9, 2020 in which he identifies potential transportation improvements that may be required of the proposed project to offset the project’s impacts at the proposed site driveways. Mr. Plourde will be present at the meeting, on behalf of the Town, to present his findings and answer questions.

The Applicant is requesting several waivers, five of which were outlined in a letter from Hayner/Swanson, Inc. initially dated November 19, 2019 and revised May 13, 2020 (previously mailed). The Applicant also provided a letter dated May 11, 2020 outlining a request for two additional waivers regarding recreation space and recreational impact fees (also previously mailed). A second revision of the waiver request letter has been submitted with the June 16th, 2020 submission materials which revises Waiver Request #5 relative to the number of Off-street parking spaces required. Waiver motions for all the requested waivers are included below for your convenience.

The Applicant appeared before the Conservation Commission at their June 9th, 2020 meeting to discuss the recreation use of the proposed conservation land and a deed/stewardship fee baseline for said land. A copy of the memorandum outlining their recommendations, dated June 18, 2020 is enclosed for your review.

I will update the Board at the meeting if I receive any additional comments from Town departments and/or UEI prior to the meeting. I will be prepared with suggested conditions of approval in the event the Board wishes to grant approval of the project.

Waiver Motions:

High Intensity Soils Survey (HISS) waiver motion: After reviewing the criteria for granting waivers, I move that the request of Gateway At Exeter, PB Case #19-15 and #19-16, for a waiver from Section 7.5.4 of the Site Plan Review and Subdivision Regulations to provide High Intensity Soil Survey information on the **Proposed Site Plan** be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Landscape Islands within /Parking Lots waiver motion: After reviewing the criteria for granting waivers, I move that the request of Gateway At Exeter, PB Case #19-15 and #19-16, for a waiver from Section 9.7.5.5 of the Site Plan Review and Subdivision Regulations regarding landscape islands be provided in parking lots between every 10 to 15 spaces to avoid long rows of parked cars be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Wetland Setbacks – 75 foot structural/parking setback from Poorly Drained Soils waiver motion: After reviewing the criteria for granting waivers, I move that the request of Gateway At Exeter, PB Case #19-15 and #19-16, for a waiver from Section 9.9.2 of the Site Plan Review and Subdivision Regulations regarding the installation of reinforced turf be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Off-Street Loading waiver motion: After reviewing the criteria for granting waivers, I move that the request of Gateway At Exeter, PB Case #19-15 and #19-16, for a waiver from Section 9.12.1. of the Site Plan Review & Subdivision Regulations to provide loading dock spaces be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Parking space (number required) waiver motion: After reviewing the criteria for granting waivers, I move that the request of Gateway At Exeter, PB Case #19-15 and #19-16, for a waiver from Section 9.13.1. to permit less off-street parking than required in accordance with Section 5.6.6 of the Zoning Ordinance be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Recreational Space waiver motion: After reviewing the criteria for granting waivers, I move that the request of Gateway At Exeter, PB Case #19-16, for a waiver from Section 11.3.4. of the Site Plan Review and Subdivision Regulations regarding the requirement to provide area for joint recreational space be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Impact Fee Motion: After reviewing the criteria for granting waivers, I move that the request of Gateway At Exeter, PB Case #19-16, for a waiver from Section 11.7.2 of the Zoning Ordinance regarding payment of impact fees (as they relate to recreation) be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Planning Board Motions:

Lot Line Adjustment and Subdivision Motion: I move that the request of Gateway At Exeter, PB Case #19-15, for Lot Line Adjustment and Subdivision approval be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Conditional Use Permit (Wetlands) Motion: After reviewing the criteria for a Wetlands Conditional Use permit, I move that the request of for Gateway At Exeter, PB Case #19-16, for a Conditional Use Permit be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Site Plan Motion: I move that the request of Gateway At Exeter, PB Case #19-16 for Site Plan approval be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Thank You.

Enclosures

RECEIVED

JUN 16 2020

EXETER PLANNING OFFICE

SITE PLAN
PROJECT NARRATIVE
(revised 15 June 2020)

The project area under consideration for this application is known to the Exeter Assessors Department as Map 47, Lots 6 and 7 and both are currently owned by Gateway at Exeter, LLC of Nashua, NH. The parcel is located in Exeter's C-3 Epping Road Highway Commercial zoning district which allows a mix of permitted uses. The Epping Road corridor contains a number of commercial and industrial businesses. Developed commercial land abuts the property to the south and east. New Hampshire Route 101 immediately abuts the site to the north and, to the west, the property that is immediately adjacent is conservation land owned by the Town of Exeter.

The subject property contains one undeveloped, sparsely wooded lot of 62 acres and one single family residential lot of 0.34 acres. These two parcels will be consolidated and ultimately divided into three different lots. The two future lots, with frontage on Epping Road, will be developed. The remaining back land will remain in its natural state. As can be seen on the preliminary site plans the two lots to be developed contain mild topographical relief. The high point near the center of the lots is at elevation 120.0 +/- and the land slopes off in several directions to the mapped wetlands which range in elevation from 106.0 to 112.0. Wetlands on the property were flagged in 2018 by Gove Environmental Services and field located by Hayner/Swanson, Inc. All of the wetlands identified on the property are forested wetlands with poorly drained mineral soils, typical in New England and within the area. Though ultimately associated with the Little River, these wetland areas lie up gradient and distinctly separate from the river and its contiguous wetlands as defined by the Exeter Shoreland Protection District. The utilities needed to service this site (sewer, water, telephone, electric and gas) are located in Epping Road.

A commercial/residential development is being proposed for the two proposed lots located along Epping Road. On May 22, 2019 the Exeter Zoning Board of Adjustment granted a variance, with conditions, to permit a multi-family residential complex as part of a mixed-use development plan. Proposed Lot 7 will include three, 4-story, multi-family residential buildings that contain a total of 224-units. The buildings will be surrounded by parking on the north, east and west and an entrance road along the new property line to the south. Proposed Lot 6 will contain a 2-story, 38,515 square foot mixed-use building that may include a 19,385 YMCA day care facility along with office and retail uses. These buildings will have a shared entrance road to Epping Road. Other site improvements include underground utilities to service the building, sidewalks, landscaping and site lighting. Stormwater management basins will accommodate the new runoff created by the proposed impervious areas of the roof, parking areas and entrance driveway. A small parking lot is proposed in the rear of the development for public access to the undeveloped land to the west.



June 15, 2020
Job #5532-SPP

Ms. Barbara McEvoy, Deputy Code Enforcement Officer
EXETER PLANNING DEPARTMENT
10 Front Street
Exeter, NH 03833

**RE: PROPOSED GATEWAY AT EXETER SITE PLAN
TRC RE-SUBMITTAL #3
170 EPPING ROAD
EXETER, NEW HAMPSHIRE**

Dear Barbara:

Pursuant to the above referenced project please find enclosed revised plans and application information that attempt to address the third round of various Town of Exeter Technical Review Committee (TRC) comments as well as questions brought forth during the May 28, 2020 Exeter Planning Board meeting. Please find below our responses to the new and/or remaining comments in the same order as they appear in the communications we received.

PUBLIC WORKS COMMENTS (memo dated May 28, 2020)

1. Utility service connections have been added to the project Phasing Plans.
6. Understood. Our Traffic Consultant will be initiating discussions with the NHDOT for this project, including our proposed driveway permit applications.
7. The ingress/egress to the commercial building, on the southeast side of Lot 47-6, has been changed to an exit only. A drop-off area has been added to the plan. There is a total of four (4) delivery van/loading spaces (12' x 25') shown on the plan set in various locations. The parking space closest to the 'delivery van/loading space' for the commercial building has been removed to avoid any conflicts. These 'delivery van/loading spaces' are not included in the overall parking count.

UEI COMMENTS (letter dated May 28, 2020)

1. Understood.
2. See the note added to sheet 9 of 30 that addresses this comment.

OTHER ITEMS (May 28, 2020 Exeter Planning Board Meeting)

1. A copy of the NHB data base report is attached herewith.
2. A copy of the NHDES Wetlands Bureau approval letter is attached herewith.

3. A colored 11" x 17" plan showing the various curb types and locations is attached herewith.
4. The proposed commercial building size has been reduced by 10,049 square feet. The revised plan shows the new footprint and building elevations. Minor revisions to grading and utility connections have also been made to account for the footprint change. The required number of required and proposed parking spaces has also been revised (sheet 1 of 30) along with the open space and building coverage percentages.
5. A drop-off/pick up area has been added to the commercial building site.
6. The southernmost driveway onto Epping Road, in the southeast corner of Lot 47-6, has been changed from an in/out to an exit only traffic movement.
7. As mentioned above there are now four (4) delivery van/loading spaces located within the project. These four spaces are not included in the proposed parking total.
8. Our project traffic consultant has prepared an Urban Land Institute (ULI) shared parking study to provide another method of evaluating our proposed parking reduction waiver request.
9. The proposed Landscape Plans have been revised to account for the changed commercial building footprint. In addition, we received an email from Dave Sharples, AICP on June 9, 2020 regarding additional landscape related comments. Our responses to that email are:

A. Ligustrum and Pyrus has been removed from plant list' They have been replaced with Ninebark/Lilacs; and Ironwood.

B. Taxus have been replaced with broadleaf evergreens and boxwood. Emerald Green arborvitae replaced with Falsecypress. The Thuja Plicata are a deer resistant strain and have been kept on the plan.

C. White oaks have been increased and Scarlet oaks planted away from parking stall areas. The percentage of native trees has been increased. Eleven new native/native hybrid trees & shrubs have been added to the plant list.

D. The comment about gallon size is true, however the gallon containers relate to ornamental grasses. We have upgraded the container size to a 3 gal. container.

E. Light pole locations have been added to the planting plan. Tree selection has been changed to smaller (short) hedge maples, and/or relocated away from pole locations.

F. Plant selection has been adjusted where shade tolerance is questionable.

10. Revised Lot Line Adjustment/Subdivision Plans are attached herewith. The northernmost lot line of Lot 47-6 has been slightly modified.

11. Revised Wetland/Buffer Impact Plans, due to the commercial building change are provided herewith. There is no change to the wetland or buffer impacts.
12. A landscape island has been added to the interior parking bay in the lot located south of Building 'C'.
13. Sheet 6 of 30 includes a 'possible access to backland' location. The intent would be to allow walkers (no bikes or motorized vehicles) to access Lot 47-7-1 in this location. It is our understanding that the Exeter Conservation Commission has approved this location at a recent meeting.
14. Lastly, we have added a revised waiver request letter with this re-submittal effort. The only change is to Waiver Request #5 due to the reduction of the commercial building square footage. Updated required and provided parking numbers and the inclusion of the ULI Shared Parking Analysis, as prepared by Stephen G. Pernaw, P.E. have been provided as part of the revised request.

Please do not hesitate to contact our office if you have any questions or need additional information.

Respectfully,

A handwritten signature in black ink, appearing to read 'J. Petropulos', written in a cursive style.

James N. Petropulos, P.E.
Principal Engineer/ President
Hayner/Swanson, Inc.



November 19, 2019
Revised: February 3, 2020
Revised: May 13, 2020
Revised: May 25, 2020
Revised: June 15, 2020
Job #5532 - SPP

Mr. Langdon Plummer, Chairman
Exeter Planning Board
10 Front Street
Exeter, NH 03833

RECEIVED

JUN 16 2020

**RE: SITE PLAN WAIVER REQUESTS
PROPOSED GATEWAY AT EXETER DEVELOPMENT
CASE #19-16
170 EPPING ROAD
EXETER, NH**

EXETER PLANNING OFFICE

Dear Sir:

On behalf of our client, Gateway at Exeter, and in accordance with Section 13.7 of the Town of Exeter Site Plan Review and Subdivision Regulations (SPR), we respectfully request the following waivers for the above referenced project.

WAIVER REQUEST #1

SPR Regulation: Section 7.5.4 requires High Intensity Soils Survey (HISS) information to be added to the site plan.

Waiver Request: To waive the requirement that the site plan set shows HISS information.

Basis of Waiver: HISS mapping shows the general soil types of the land with an emphasis on the drainage class of the soils. The submitted plan set includes a Site Specific Soils Map prepared by Gove Environmental Services of Exeter, NH. Site Specific Soils Mapping (SSSM) is a more detailed representation of the on-site soils. Both methods provide the Town with a good understanding of the on-site soils. The main reason that Site Specific Soils Mapping was used is that it is a requirement of the New Hampshire Department of Environmental Services Alteration of Terrain Permit process.

Waiver Criteria – SPR Section 13.7

The granting of the waiver will not be detrimental to the public safety, health or welfare or injurious to other property: The difference between these types of soils mapping (HISS v. SSSM) has no detrimental impact to the general public.

The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property: Site Specific Soils Mapping is the preferred method of the New Hampshire Department of Environmental Services Alteration of Terrain Program.

Because of the particular physical surroundings, shape or topographical conditions of the property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out: Since Site Specific Soils Mapping is generally considered to be more detailed than a High Intensity Soils Survey it would be unnecessary effort and expense for our client to have to do both.

The granting of the waiver will not be contrary to the spirit and intent of the regulations: This waiver is not contrary to the Exeter regulations since we are providing a more detailed soils mapping that the code requires.

The waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan: The request is not in variance to the Zoning Ordinance or Master Plan.

WAIVER REQUEST #2

SPR Regulation: Section 9.7.5.5 requires that landscape islands be provided in parking lots between every ten to fifteen spaces to avoid long rows of parked cars.

Waiver Request: To allow parking aisles in excess of ten to fifteen (10-15) parking spaces without the use of a landscaped island.

Basis of Waiver: As can be seen on the site plans, the proposed development will contain several small to medium size parking areas around the buildings. Curbed islands are proposed in the parking areas to define traffic patterns and provide areas for landscaping. The proposed design attempts to balance the amount of site landscaping with the ability to provide ease of snow plowing and general maintenance of the parking lots. As an FYI, a landscape island has been added to the proposed parking lot on the south side of Building 'C'. This is in response to the comment received at the May 28, 2020 Exeter Planning Board hearing. This location was chosen because it was the longest 'interior' parking bay in the proposed development.

Waiver Criteria – SPR Section 13.7

The granting of the waiver will not be detrimental to the public safety, health or welfare or injurious to other property: This request will not adversely impact any residents or properties in the Town of Exeter.

The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property: As described above the intent of the proposed parking areas is to provide for a reasonable balance of defining turning movements, providing green spaces and ease of snow plow maintenance.

Because of the particular physical surroundings, shape or topographical conditions of the property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out: The hardship of complying with this regulation would be the loss of approximately thirteen (13) parking spaces for the entire development.

The granting of the waiver will not be contrary to the spirit and intent of the regulations: The proposed site enjoys significant exterior buffers and provides for over 60% total open space where 30% is required for this zone.

The waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan: The request is not in variance to the Zoning Ordinance or Master Plan.

WAIVER REQUEST #3

SPR Regulation: Section 9.9.2 requires a seventy-five (75) foot structural and parking setback from wetlands that contain poorly drained soils.

Waiver Request: To allow portions of the proposed building and parking areas to be constructed within the seventy-five (75) foot setback.

Basis of Waiver: As can be seen on the plans, wetlands are prevalent throughout this property. In order to meet the development program needs of the proposed building there are numerous areas where the building and parking encroaches into the seventy-five (75) foot setback. Without these encroachments this property would be unable to accommodate this proposed development.

Town of Exeter Site Plan Review and Subdivision Regulations Section 9.9.3 Wetland Waiver Guidelines:

1. Relative value of the wetland including its ecological sensitivity and function with the greater landscape.

Wetlands on the site are predominantly seasonally saturated forested wetlands dominated by red maple (PFO1E) with an understory of highbush blueberry, maleberry, and winterberry. These exist as a complex pattern of small fingers and pockets between ledge, small topographical variations, and larger areas of upland. Other than a single area in the northeast corner which has been observed with standing water during most site visits, they lack significant surface hydrology except seasonally and after significant rain. No streams are present in the development area and no clearly identifiable drainage pattern is evident when viewing the wetlands from the ground. Overall, though, drainage is to the west towards Bloody Brook and Little River.

Generally, these type of wetlands function as buffers for the associated waterways and wetland complexes that lie lower in the drainage basin, Bloody Brook and Little river in this case. Water quality buffering function is derived from the complex drainage path water must take before reaching these waterways. Habitat function is generally not wetland specific and is related primarily to the area being undeveloped woodland.

This is in contrast to the wetlands on the western portion of the property where preservation is proposed. While substantially similar, these wetlands contain a number of vernal pools which likely function together and support significant habitat. Drainage is also better defined with several more direct routes to the waterways. For these reasons, these wetlands in this area and their associated buffers are more important to the protection of downstream resource areas.

2. Functions and Values Assessment

A wetland function and value assessment was conducted using the US Army Corps Highway Methodology guidelines. Functions are self-sustaining properties of wetlands, which exist in the absence of human involvement. Values refers to

the benefits gained by human society from a given wetland or ecosystem and their inherent functions. Functions and values identified as "primary" have been determined to be significant features of the wetland being evaluated; not necessarily indicating the wetland performs these functions or values at a significant level in comparison to other wetlands in the region or even near the site. The Highway Methodology considers 13 functions and values:

Groundwater recharge/discharge: This function considers the potential for a wetland to serve as a groundwater recharge and/or discharge area. Recharge should relate to the potential for the wetland to contribute water to an aquifer. Discharge should relate to the potential for the wetland to serve as an area where ground water can be discharged to the surface.

Flood flow Alteration: This function considers the effectiveness of the wetland in reducing flood damage by attenuation of floodwaters for prolonged periods following precipitation events.

Fish and Shellfish Habitat: This function considers the effectiveness of seasonal or permanent water bodies associated with the wetland in question for fish and shell fish habitat.

Sediment/Toxicant/Pathogen Retention: This function reduces or prevents degradation of water quality. It relates to the effectiveness of the wetland as a trap for sediments, toxicants or pathogens.

Nutrient Removal/Retention/Transformation: This function relates to the effectiveness of the wetland to prevent adverse effects of excess nutrients entering aquifers or surface waters such as ponds, lakes, streams, rivers or estuaries.

Production Export: This function relates to the effectiveness of the wetland to produce food or usable products for human, or other living organisms.

Sediment/Shoreline Stabilization: This function relates to the effectiveness of a wetland to stabilize stream banks and shorelines against erosion.

Wildlife Habitat: This function considers the effectiveness of the wetland to provide habitat for various types and populations of animals typically associated with wetlands and the wetland edge. Both resident and or migrating species must be considered.

Recreation: This value considers the effectiveness of the wetland and associated watercourses to provide recreational opportunities such as canoeing, boating, fishing, hunting and other active or passive recreational activities. Consumptive opportunities consume or diminish the plants, animals or other resources that are intrinsic to the wetland, whereas non-consumptive opportunities do not.

Educational/Scientific Value: This value considers the effectiveness of the wetland as a site for an "outdoor classroom" or as a location for scientific study or research.

Uniqueness/Heritage: This value relates to the effectiveness of the wetland or its associated water bodies to produce certain special values. Special values may include such things as archeological sites, unusual aesthetic quality, historical events, or unique plants, animals, or geological features.

Visual Quality/Aesthetics: This value relates to the visual and aesthetic qualities of the wetland.

Threatened or Endangered Species Habitat: This value relates to the effectiveness of the wetland or associated water bodies to support threatened or endangered species

The wetlands in the development area were evaluated together since they are nearly identical and, if not connected, lie in close proximity to each other. The fact that the wetlands are forested, formed in poorly drained mineral soil, and not directly associated with surface water, limits or precludes many of the functions and values listed above. The wetlands do not support Flood-flow Alteration, Fish and Shellfish Habitat, or Sediment/Shoreline Stabilization as these are derived from a close interaction between the wetland and a waterbody. The wetlands also lack or nearly lack value for Recreation, Uniqueness/Heritage, or Educational/Scientific pursuits. They consist of a uniform and very common forested wetland type and don't contain the wetland types that are typically associated with wetland supported recreation activities and traditional aesthetic qualities. The low permeability of the glacial till derived soils on the site have allowed wetland conditions to develop on the surface but do not allow significant interaction with the groundwater and are not characteristic of groundwater discharge or recharge areas.

Three functions were identified as being supported by the wetlands in the evaluation area. These are Wildlife Habitat, Production-Export, and Sediment/Toxicant Retention & Nutrient Removal. These are described in greater detail in the following sections.

Production Export – This the primary value identified in these wetland areas. The most prominent feature of the evaluation area and the wetlands is their post logging condition. This is of course temporary but significant, especially when considering habitat. Though not exemplary in the region, this does stand out as the most significant function. The early successional species currently present in the wetland areas combined with the remaining mast producing trees produce an abundant source of berries, nuts, seeds, and pollen bearing flowers. This likely provides a substantial source of food for wildlife. Export is limited, however, by its small size and lack of a well-defined waterway or other significant avenue of export. This value is also equally supported in in the upland areas of the site.

Wildlife Habitat— A moderate level of wildlife habitat is present in these wetlands. The current habitat value of the wetlands in this area is suitable for small mammals, insects, and songbirds which may use the wetlands for foraging. Other larger mammals such as deer that are able to tolerate the close proximity of the road also clearly use this area. In a fully forested condition the wildlife habitat value may be different but would still be degraded by the proximity to the road and adjacent development. Except in the small aforementioned ponded area, which supports amphibian species, the habitat value is in not much different than that of the adjacent uplands.

Sediment/Toxicant Retention & Nutrient Removal – Due to its proximity to the roadway these wetlands may serve some moderate water quality function. These wetlands are likely to receive development runoff destined for Bloody Brook and Little River. The convoluted drainage pattern would provide opportunity for treatment long before reaching more defined flow paths. The lack of obvious drainage inputs and the lack of densely vegetated emergent wetland components mitigate the importance of these wetlands for these functions.

The proposed project incorporates several important design choices to mitigate residual impacts to wetlands adjacent to development area. Most importantly is the overall layout of the project which aggregates wetland impacts in a single large block in the eastern part of the property. This largely avoids segmenting wetlands and limits potential residual edge impacts to a single perimeter surrounding the development. The graded areas along this perimeter will be seeded with a conservation seed mix and planted with shrubs to provide screening and provide habitat and screening. These plantings will also offer long term stability of the slopes.

Impacts to wetland in the northeast corner of the site were avoided in order to preserve the more specific wetland habitat present in this area. This results in a loss of the direct wetland connection (Impact Area C) between these wetlands and the wetlands to the west of the development. There are several characteristics of the wetlands and the topography in general which mitigate the potential effects of this segmentation on both side of the development. First is the very flat topography in that area with little discernable east to west flow. The semi-permanent surface hydrology of the small area close to Epping road is discrete and does not extend west. Though partially upland, a near identical habitat connection is being maintained at the edge of the property and more broadly in the wetland just off-site to the north on NHF&G managed land. Surface water will also drain in this direction through, the wetland associated with Impact Area D, and into wetland west of the development. A small adjustment has been made to the slope grading just South of Stormwater Management Pond B to facilitate movement of surface water to its original flow path.

3. Use cannot be reasonably carried out outside of the buffers

Given the network of wetlands on the site, the proposed use cannot be reasonably carried out outside wetlands and their respective buffers.

4. Effort to minimize impacts to the buffer

Several development proposals and concepts have been advanced for this property over the years. Most of these made use of the entire site and all of them involved wetland and buffer impacts of a similar magnitude. They also, however, involved impacts to vernal pools and to the wetlands closer to the Little

River Conservation Land. In general, an alternate development proposal which may appear to minimize wetland and buffer impacts by using a larger portion of the property ends up creating a network of roads and buildings. This ultimately results in a larger overall impact to the wetlands through proximity impacts and fragmentation.

The current proposal seeks to minimize impacts by avoiding this type of development. While extensive in terms of its direct impacts, the current proposal utilizes only 16 acres closest to Epping Road and entirely avoids impacts to the more valuable western portion of the property. This avoids impacts to vernal pool resources and maintains an unfragmented wetland system and habitat block contiguous to the Little River Conservation Land. Within the development area buffer impacts have been minimized with the use of steep grading and the restoration slopes, where appropriate, using native restoration seed mixes.

5. Drainage facilities within the buffer

The proposed stormwater management intent is to provide quantitative and qualitative attenuation of stormwater runoff produced by this development. It is being proposed to include a number of features designed to improve water quality of the stormwater runoff. Deep sump catch basins and sediment fore-bays are used to reduce velocities and settle out suspended solids. The surface-type detention and "wet pond" basin areas will provide for added residence time so that additional settling of suspended solids can occur. Furthermore, by using a multi-stage outlet control structure at each treatment area, peak flow rates can be reduced to the pre-development rates.

6. Recommendations from the Exeter Conservation Commission

On November 12, 2019 the Exeter Conservation Commission voted no objection to the proposed development. A formal letter is pending.

7. Mitigation Proposal

Proposed mitigation consists of preservation of the western 43.6 acres of lot 47-7 and a contribution to the Aquatic Resource Mitigation (ARM) Fund to achieve an overall 20:1 mitigation ratio per federal guidelines. This results in an ARM contribution of \$176,578.41 in addition to the preservation. The proposed method of preservation is fee simple ownership by the Town of Exeter.

Waiver Criteria – SPR Section 13.7

The granting of the waiver will not be detrimental to the public safety, health or welfare or injurious to other property: Development within the

75-foot setback will not adversely impact any surrounding properties or be detrimental to the public safety, health or welfare.

The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property: There are very few properties in Exeter that have so many poorly drained wetland area spread out across the site. Our approach has been to protect the west part of the site, which contains approximately 10 vernal pools, and develop the east part of the property.

Because of the particular physical surroundings, shape or topographical conditions of the property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out: The property is unique in the sense that it is riddled with fingers of poorly drained soils spread out across the entire 60-acre site. By focusing the project in the eastern portion of the site we are able to protect the vernal pools located in the western portion of the property.

The granting of the waiver will not be contrary to the spirit and intent of the regulations: The work within the 75-foot setback is mitigated by a balance of open space within the project area and the preservation of a sizeable property behind this site.

The waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan: The request is not in variance to the Zoning Ordinance or Master Plan.

WAIVER REQUEST #4

SPR Regulation: Section 9.12.1 which requires a total of five (5) of loading spaces for the commercial building within this project.

Waiver Request: To allow a commercial building with no off-street loading spaces.

Basis of Waiver: The proposed two-story, 38,515 square foot commercial building being proposed as part of this project will likely consist of a day care facility and smaller offices and/or retail spaces. By nature, these types of uses do not typically require a full-size (12' x 50') designated loading space. In fact, the proposed day care facility, which will occupy just over 19,000 square feet of this building, has no need for such a loading area; nor does the smaller office/retail

spaces being considered. Deliveries to these types of uses generally consist of Fed Ex/UPS/Amazon/US Mail style drop-offs, which can be accommodated by the over-sized 'van delivery/loading' space provided in the front parking area (see Site Plan). If the building, for some reason is re-tenanted with a use that does require a formal loading dock area, this site plan would need to be revised and re-approved by the Exeter Planning Board to show the dock location and its impact to the site.

Waiver Criteria – SPR Section 13.7

The granting of the waiver will not be detrimental to the public safety, health or welfare or injurious to other property: Being a private lot and development, this waiver, if granted, will not adversely impact the public safety, health or welfare.

The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property: The type of uses anticipated for this building do not typically need a large loading-dock area.

Because of the particular physical surroundings, shape or topographical conditions of the property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out: A loading area (12 feet x 50 feet) if required for this lot would significantly impact the vehicular access around the building and reduce the number of parking spaces provided.

The granting of the waiver will not be contrary to the spirit and intent of the regulations: Since the intended uses do not require a full loading dock area, we think the spirit and intent of the regulations is met. A designated 'Delivery Van Parking Only' space has been provided in the front parking field of this lot.

The waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan: This request does not vary the provisions of the Exeter Zoning Ordinance or Master Plan.

WAIVER REQUEST #5

SPR Regulation: Section 9.13.1 which requires that the required number of parking spaces shall conform to Article 5.6.6 Off-Street Parking Schedule as outlined in the Exeter Zoning Ordinance.

Waiver Request: To allow 411 parking spaces where 508 spaces are required by Article 5.6.6.

Basis of Waiver: Article 5.6.5 gives the Planning Board the authority to grant reductions in the number of required spaces as part of a site plan review in order to promote better utilization of parking areas, reduction in impervious surfaces and conservation of open space lands.

Furthermore, Article 5.6.4 recognizes that the concept of 'shared parking' may be utilized by a project with two or more uses. Shared parking, of course, means that one or more uses share a common parking lot so that it is used more efficiently. The concept of different uses utilizing parking spaces at different times of the day takes advantage of the fact that parking spaces are only used part-time. The goal is to prevent overbuilding parking lots that have a significant portion of unused spaces. For this particular project, the proposed commercial building would have a peak parking demand during the weekday and possibly weekend for retail uses. The multi-family residential part of the development would have a peak parking demand on evenings and weekends. The implementation of the shared parking concept can be governed by the owner through easements, covenants and lease agreements with its tenants.

This request is being made based on the shared parking evaluation below. We think this approach is reasonable based on the known facts of the project and the information provided in the publication entitled "TDM Encyclopedia, Victoria Transport Policy Institute, dated December 21, 2015".

The required number of spaces per Article 5.6.6 Off-Street Parking Schedule of the Exeter Zoning Ordinance is:

LOT 47-6		
REQUIRED:		
CHILD DAY CARE:	1 SP/EMPLOYEES x 40 EMPLOYEES	= 40 SPACES
	1 SP/3 STUDENTS x 163 STUDENTS	= 55 SPACES
RETAIL:	1 SP/300 SF x 4,950 SF	= 17 SPACES
OFFICES:	1 SP/300 SF x 14,180 SF	= 48 SPACES
LOT 47-6 REQUIRED:		160 SPACES
PROVIDED:	(INCLUDING 6 HANDICAP SPACES)	= 89 SPACES

LOT 47-7		
REQUIRED:		
DWELLING UNITS:	2 SP/2 BED UNIT x 68 UNITS	= 136 SPACES
	1 SP/1 BED UNIT x 156 UNITS	= 156 SPACES
	1 SP/FOR GUESTS/4 UNITS x 224 UNITS	= 56 SPACES
LOT47-7 REQUIRED:		348 SPACES
PROVIDED:	(INCLUDING 14 HANDICAP SPACES)	= 320 SPACES
TOTAL REQUIRED		= 508 SPACES
TOTAL PROVIDED		= 409 SPACES

Table 1 below represents estimated Parking Occupancy Rates and minimum number spaces for the various uses within this project throughout the course of a week.

Notes:

1. Child Day Care rates are estimated as they are not found in any shared parking publications. Based on a conversation with the potential child day care provider drop off times range between 7AM-9AM and pick up times between 3PM-5PM. This provider indicated that the type of drop off/pick up ranges from curbside to parents parking and escorting their child in and out of the building. A bus drops off older children after school. Given the above the Parking Occupancy Rates in Table 1 are considered to be conservative.
2. Table 1 does not include any pedestrian traffic from the residential portion of the project to an office/retail use in the commercial building.

Results:

1. Provided parking meets the needs as identified in the shared parking analysis. Highest number of spaces required is 377 while 409 spaces are provided.
2. Using this method of analysis, the project would contain up to 8% more spaces than the required minimum.
3. The benefits of the shared parking concept are less pavement, less stormwater runoff, more open spaces upon the site.

In addition, Stephen G. Pernaw & Company, Inc. performed a similar 'shared parking' evaluation using the Urban Land Institute (ULI) methodology. The report is attached herewith as part of this re-submittal effort. Mr. Pernaw's results indicate that 318 parking spaces are needed for this project while 409 spaces are provided.

Table 1 Parking Occupancy Rates and Required Spaces

Uses	Required # of Spaces	M-F 8 AM - 5 PM	# Spaces	M-F 6 PM - 12 AM	# Spaces	M-F 12 AM - 6 AM	# Spaces	Sat - Sun 8 AM - 5 PM	# Spaces	Sat - Sun 6 PM - 12 AM	# Spaces	Sat - Sun 12 PM - 6 AM	# Spaces
Multi-Family Residential (224 Units)	348	60%	209	100%	348	100%	348	80%	278	100%	348	100%	348
Offices (14,180 SF)	48	100%	48	20%	10	5%	2	5%	2	5%	2	5%	2
Retail (4,950 SF)	17	90%	15	80%	14	5%	1	100%	17	70%	12	5%	1
Child Day Care (19,385 SF)	95	50%	48	5%	5	5%	5	50%	48	5%	5	5%	5
TOTALS			320		377		356		345		367		356

Waiver Criteria – SPR Section 13.7

The granting of the waiver will not be detrimental to the public safety, health or welfare or injurious to other property: This parking reduction request will not be detrimental to the public safety, health or welfare or injurious to other properties since it involves a private development.

The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property: The development is unique in the sense that it has the opportunity to share parking uses with non-coincidental peaks.

Because of the particular physical surroundings, shape or topographical conditions of the property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out: Meeting the required number of spaces would likely necessitate additional wetland and buffer impacts.

The granting of the waiver will not be contrary to the spirit and intent of the regulations: It is the applicant's opinion that this waiver request is in keeping with Article 5.6.4 of the Exeter Zoning Ordinance in that it seeks to reduce paved areas and increase open space within the project.

The waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan: This request does not vary the provisions of the Exeter Zoning Ordinance or Master Plan.

WAIVER REQUEST #6

SPR Regulation: Section 9.7.5.6 which requires private sites to use granite curbing for all traffic control and planting islands.

Waiver Request: To allow the use of Cape Cod berm in lieu of granite curb in portions of the proposed project.

Basis of Waiver: The project complies with Section 9.7.5.6 by employing slope granite curb in locations that will control traffic (driveway entrances, interior intersections and at all landscape islands. In addition, reinforced concrete curb is to be used where sidewalks are proposed. The areas where relief from this regulation is sought is along the back portions of parking lots. Cape Cod berm (bituminous curbing) is a proven product and is being proposed along the back

edges of the paved parking areas. Cape Cod berm has been used on other sites within this part of Exeter. Of the 7200 linear feet of curbing on the site we are seeking relief of 1670 feet, which is 23% of the overall amount of curbing.

Waiver Criteria – SPR Section 13.7

The granting of the waiver will not be detrimental to the public safety, health or welfare or injurious to other property: Being a private lot and development, this waiver, if granted, will not adversely impact the public safety, health or welfare.

The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property: With regard to curbing our project intent was to comply with the regulation for the control of traffic at key locations within the site and for landscape islands. Due to large quantity of curbing for this project (1.36 miles +/-) we feel it would be reasonable to use cape cod berm in other locations, primarily along the back of parking areas.

Because of the particular physical surroundings, shape or topographical conditions of the property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out: A development of this size and nature relies on 'value engineering' to keep its costs down. Significant cost savings could be achieved by this request.

The granting of the waiver will not be contrary to the spirit and intent of the regulations: This curbing requirement is listed within Section 9.7.5 Landscaping for Parking Areas and New Roadways. The use of cape cod berm along the back edges of the parking lots will not adversely impact the landscaping of the development and therefore, will not be contrary to the spirit and intent of this section.

The waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan: This request does not vary the provisions of the Exeter Zoning Ordinance or Master Plan.

CONCLUSION:

This Project is designed to concentrate open space and focus development in a relatively small lot area. The design of the Project attempts to manage the impervious areas (building footprint and parking areas) to what is reasonably required for the entire

site. The site improvements are shared to some extent and efficiently plan for and meet the needs of a residential complex and the adjacent commercial complex. In designing to efficiently accomplish the overall goals, some of the specific regulations (which are designed to generally apply to site plans) have a particularly harsh impact on this Project. The requested waivers relate to requirements which would cause unnecessary hardships and difficulties under the circumstances of this Project.

This Project will provide workforce rental housing. Workforce rental housing is far more difficult to construct and operate than workforce housing units for sale. Under the rental workforce housing guidelines, the units must be affordable to individuals with sixty percent (60%) of the medium income. Whereas, for workforce housing for sale, the homes must be affordable to individuals who have one hundred percent (100%) of the medium income. As a workforce housing rental project, the collective impact of ordinances and regulations cause significant expense and present a significant impediment to affordability.

The waivers requested from the Site and Subdivision Regulations are waivers which will not cause any harm to the health, safety, or welfare of the public. There is no public benefit to strict application of the rules because strict application will not advance the purposes of Zoning or Planning regulations. Strict application of the certain regulations is not necessary or reasonable. A waiver is uniquely appropriate.

Thank you for your consideration in this matter.

Respectfully,

A handwritten signature in black ink, appearing to read 'JN', written over a horizontal line.

James N. Petropulos, P.E.
President/Principal Engineer
HAYNER/SWANSON, INC.

CONFIDENTIAL – NH Dept. of Environmental Services review

Memo



NH NATURAL HERITAGE BUREAU
NHB DATACHECK RESULTS LETTER
RECEIVED

To: Luke Hurley, Gove Environmental Services, Inc.
8 Continental Drive
Exeter, NH 03833

From: Amy Lamb, NH Natural Heritage Bureau

Date: 10/15/2019 (valid for one year from this date)

Re: Review by NH Natural Heritage Bureau

NHB File ID: NHB19-3277

Town: Exeter

Location: Tax Maps: 47-7

Description: The proposed project will include mixed use commercial/residential development, which will occur on the front 12 acres of the site (along Rt. 27). The remainder of the site is proposed to go into preservation.

cc: Kim Tuttle

JUN 16 2020

EXETER PLANNING OFFICE

As requested, I have searched our database for records of rare species and exemplary natural communities, with the following results.

Comments: Slender blue beardless-iris was documented in a nearby wetland; please provide information about the types and locations of wetlands to be impacted. Site photos would be particularly helpful. Please send the requested information to me at Amy.Lamb@dncr.nh.gov. Contact the NH Fish & Game Department to address wildlife concerns.

Natural Community

Swamp white oak basin swamp

State ¹	Federal	Notes
--	--	Threats to this community include changes to the wetland's hydrology either through damming or increasing drainage. Significant increases in nutrients and pollutants from stormwater runoff could also have a deleterious effect on the wetland.

Plant species

slender blue beardless-iris (*Limnitis prismatica*)*

State ¹	Federal	Notes
E	--	Since this plant grows at wetland edges (marshes, wet meadows, seashore), it would be threatened by changes in local water levels or development in wetlands.

Vertebrate species

Northern Black Racer (*Coluber constrictor constrictor*)

Wood Turtle (*Glyptemys insculpta*)

State ¹	Federal	Notes
T	--	Contact the NH Fish & Game Dept (see below).
SC	--	Contact the NH Fish & Game Dept (see below).

¹Codes: "E" = Endangered, "T" = Threatened, "SC" = Special Concern, "--" = an exemplary natural community, or a rare species tracked by NH Natural Heritage that has not yet been added to the official state list. An asterisk (*) indicates that the most recent report for that occurrence was more than 20 years ago.

Contact for all animal reviews: Kim Tuttle, NH F&G, (603) 271-6544.

Department of Natural and Cultural Resources
Division of Forests and Lands
(603) 271-2214 fax: 271-6488

DNCR/NHB
172 Pembroke Rd.
Concord, NH 03301

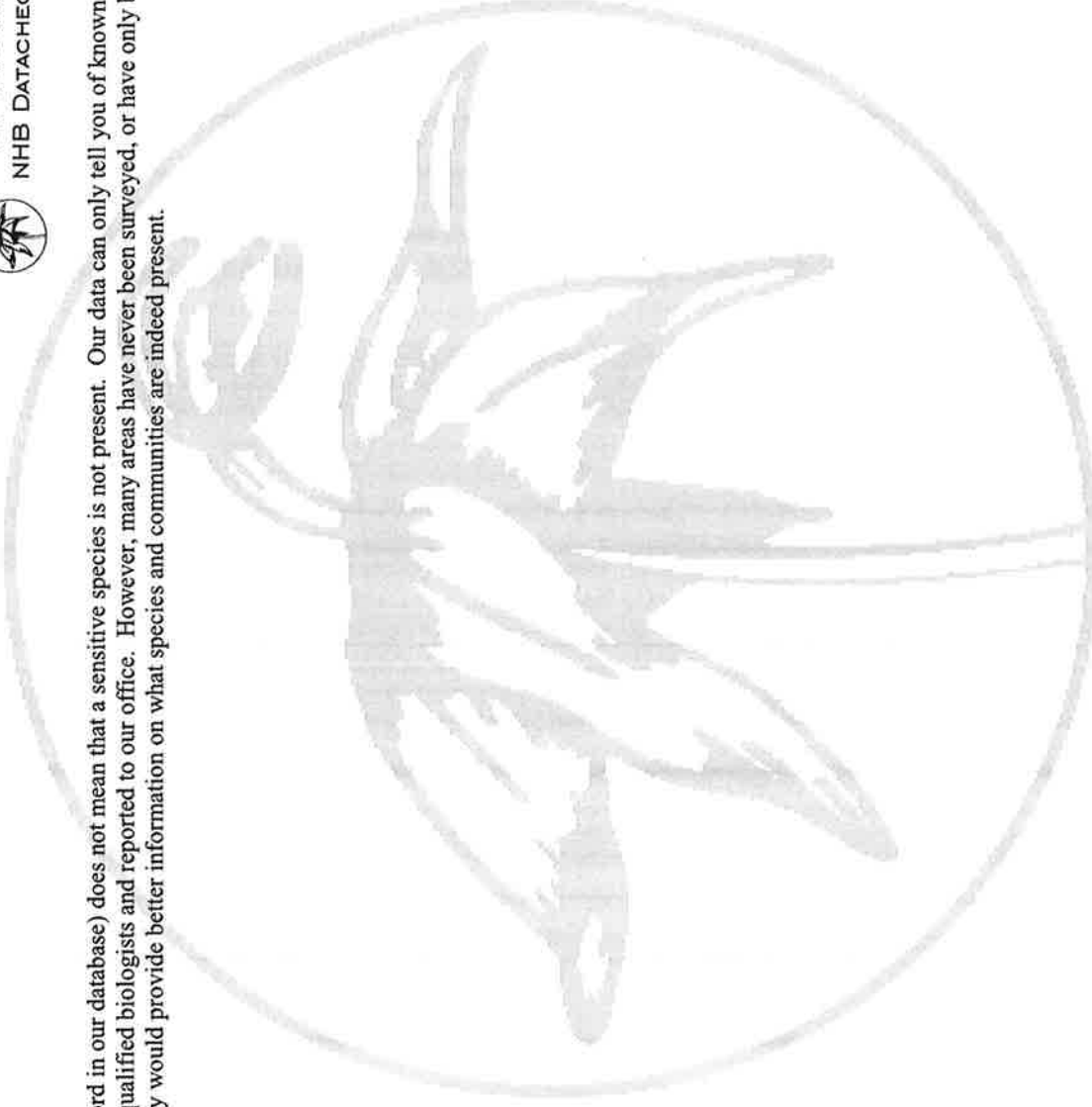
CONFIDENTIAL – NH Dept. of Environmental Services review

Memo



NH NATURAL HERITAGE BUREAU
NHB DATACHECK RESULTS LETTER

A negative result (no record in our database) does not mean that a sensitive species is not present. Our data can only tell you of known occurrences, based on information gathered by qualified biologists and reported to our office. However, many areas have never been surveyed, or have only been surveyed for certain species. An on-site survey would provide better information on what species and communities are indeed present.

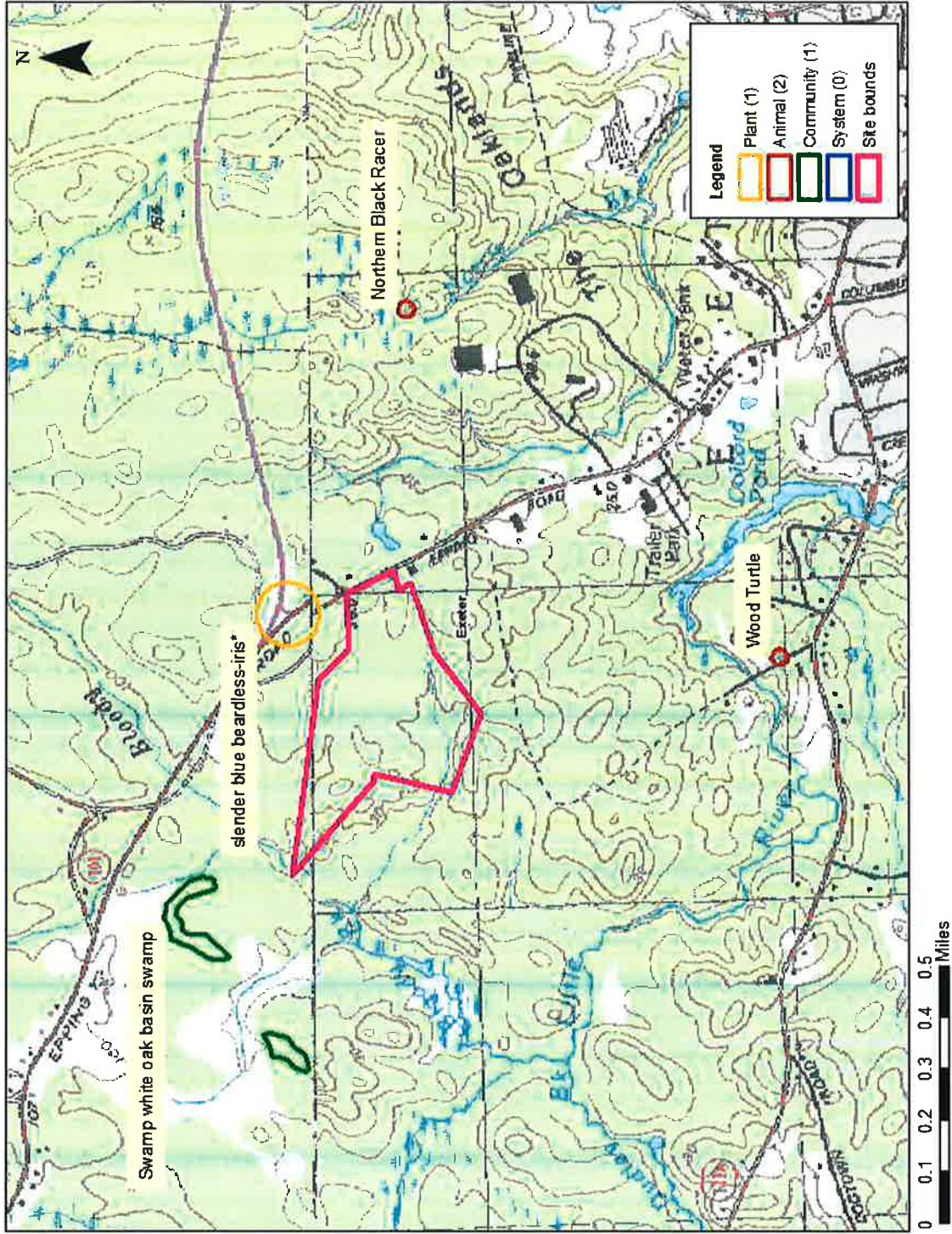


Department of Natural and Cultural Resources
Division of Forests and Lands
(603) 271-2214 fax: 271-6488

DNCR/NHB
172 Pembroke Rd.
Concord, NH 03301

CONFIDENTIAL – NH Dept. of Environmental Services review

NHB19-3277



New Hampshire Natural Heritage Bureau - Community Record

Swamp white oak basin swamp

Legal Status

Federal: Not listed
 State: Not listed

Conservation Status

Global: Not ranked (need more information)
 State: Critically imperiled due to rarity or vulnerability

Description at this Location

Conservation Rank: Fair quality, condition and/or landscape context ('C' on a scale of A-D).
 Comments on Rank:

Detailed Description: 2017: *Swamp white oak basin swamp* in two small depressions adjacent to hayfields. Swamp white oak (*Quercus bicolor*) dominates the canopy, with trees averaging 8-10" in diameter. American hornbeam (*Carpinus caroliniana* ssp. *virginiana*) is frequent in the understory, while shrub cover is relatively low, with common winterberry (*Ilex verticillata*) and highbush blueberry (*Vaccinium corymbosum*) the only frequent species. Herbaceous cover is moderate, with sensitive fern (*Onoclea sensibilis*), dwarf raspberry (*Rubus pubescens*), and Canada-mayflower (*Maianthemum canadense*) the most abundant. The more northern basin had indicators of somewhat more minerotrophic conditions, including American elm (*Ulmus americana*) and field horsetail (*Equisetum arvense*). The invasive multiflora rose (*Rosa multiflora*) was also relatively frequent in this basin.

General Area: 2017: Swamps occur on a property with a mosaic of upland forests, wetlands, and open hayfields. Both basins are immediately adjacent to open fields. The field adjacent to the southern basin has seen drainage from a network of ditches. It is unclear how this might be affecting the basin swamps, or if these swamps were more extensive at one time. Upland forests are a mix of *dry Appalachian oak forest* and *hemlock - beech - oak - pine forest*. It is possible that additional patches of *swamp white oak basin swamp* on other properties nearby.

General Comments:
 Management 2017: Work could be done to control multiflora rose in northern polygon.
 Comments:

Location

Survey Site Name: Bloody Brook
 Managed By:

County: Rockingham
 Town(s): Exeter
 Size: 6.3 acres Elevation:

Precision: Within (but not necessarily restricted to) the area indicated on the map.

Directions: 2017: Swamps occur in basins along edge of hayfields at Conner Farm WMA in exeter.

Dates documented

First reported: 2017-06-08 Last reported: 2017-06-08

New Hampshire Natural Heritage Bureau - Plant Record

slender blue beardless-iris (*Limniris prismatica*)**Legal Status**

Federal: Not listed
 State: Listed Endangered

Conservation Status

Global: Apparently secure but with cause for concern
 State: Critically imperiled due to rarity or vulnerability

Description at this Location

Conservation Rank: Not ranked
 Comments on Rank:

Detailed Description: 1991: 100 plus plants.
 General Area: 1991: Roadside wet ditch with *Pogonia ophioglossoides* (rose pogonia).
 General Comments:
 Management
 Comments:

Location

Survey Site Name: Junction of Rtes. 101 and 27
 Managed By:

County: Rockingham
 Town(s): Exeter
 Size: 7.7 acres Elevation:

Precision: Within (but not necessarily restricted to) the area indicated on the map.

Directions: 1991: Corner of Rtes 101 and 27.

Dates documented

First reported: 1991-06-15 Last reported: 1991-06-15

New Hampshire Natural Heritage Bureau - Animal Record

Northern Black Racer (*Coluber constrictor constrictor*)

Legal Status

Federal: Not listed
 State: Listed Threatened

Conservation Status

Global: Demonstrably widespread, abundant, and secure
 State: Imperiled due to rarity or vulnerability

Description at this Location

Conservation Rank: Not ranked
 Comments on Rank:

Detailed Description: 2012: Area 13078: 1 adult observed. 2009: Area 14214: 1 adult observed, sex unknown.
 General Area: 2012: Area 13078: Residential yard. 2009: Area 14214: Edge of beaver pond which has most of its margin forested with mixed hardwood.

General Comments:
 Management
 Comments:

Location

Survey Site Name: The Oaklands
 Managed By:

County: Rockingham
 Town(s): Exeter
 Size: .9 acres Elevation:

Precision: Within (but not necessarily restricted to) the area indicated on the map.

Directions: 2012: Area 13078: 20 Newfields Road, Exeter. 2009: Area 14214: Edge of beaver pond facing North in Henderson/Swasey Town Forest, Exeter.

Dates documented

First reported: 2009-04-28 Last reported: 2012-06-23

The New Hampshire Fish & Game Department has jurisdiction over rare wildlife in New Hampshire. Please contact them at 11 Hazen Drive, Concord, NH 03301 or at (603) 271-2461.

New Hampshire Natural Heritage Bureau - Animal Record

Wood Turtle (*Glyptemys insculpta*)

Legal Status

Federal: Not listed
State: Special Concern

Conservation Status

Global: Rare or uncommon
State: Rare or uncommon

Description at this Location

Conservation Rank: Not ranked
Comments on Rank:

Detailed Description: 2016: Area 14224: 1 adult observed, sex unknown.
General Area: 2016: Area 14224: Crossing road from residential area to wooded/shrubby area.
General Comments:
Management
Comments:

Location

Survey Site Name: Colcord Pond, west of
Managed By:

County: Rockingham
Town(s): Exeter
Size: .4 acres
Elevation:

Precision: Within (but not necessarily restricted to) the area indicated on the map.

Directions: 2016: Area 14224: Garrison Lane, Exeter.

Dates documented

First reported: 2016-06-28
Last reported: 2016-06-28

The New Hampshire Fish & Game Department has jurisdiction over rare wildlife in New Hampshire. Please contact them at 11 Hazen Drive, Concord, NH 03301 or at (603) 271-2461.



The State of New Hampshire
Department of Environmental Services



Robert R. Scott, Commissioner

June 01, 2020

RECEIVED

JUN 16 2020

GATEWAY AT EXETER LLC
THOMAS MONAHAN
20 TRAFALGER SQ STE 610
NASHUA NH 03060

Re: NHDES File #2019-03500
Subject Property: Epping Road, Exeter, Tax Map #47, Lot #46&47

EXETER PLANNING OFFICE

Dear Mr. Monahan:

The New Hampshire Department of Environmental Services (NHDES) Wetlands Bureau has concluded its review of file #2019-03500. NHDES issues this approval notice for the application to impact a total of 127,045 square feet (2.9 acres) of palustrine forested wetland for the construction of a mixed use commercial and residential development within the Town of Exeter Tax Increment Financing district. Compensatory mitigation involves a one-time payment of \$176,578.41 to the NHDES Aquatic Resource Mitigation (ARM) Fund and partial credit for a 43.6-acre land conservation parcel.

The decision to approve this application was based on the following conditions being met:

1. All work shall be in accordance with the following plans by Hayner/Swanson, Inc. as received by the NH Department of Environmental Services (NHDES) on May 21, 2020:
 - a.) 'Master Wetland Impact Plan' dated October 11, 2019 and revised April 29, 2020; and,
 - b.) Plan set dated November 6, 2019 and revised through May 6, 2020.
2. This approval is not valid until NHDES receives a one-time payment of \$176,578.41 to the NHDES Aquatic Resource Mitigation (ARM) Fund. The applicant shall remit payment to NHDES. If NHDES does not receive payment within 120 days of the date of this approval letter, NHDES will deny the application.
3. This approval is not valid until the applicant/owner executes and records the conservation deed on 43.6 acres as depicted on plans prepared by Hayner/Swanson, Inc. by October 1, 2020.
4. This permit is not valid unless an Alteration of Terrain permit is approved pursuant to RSA 485-A:17 and Rule Env-Wq 1500.
5. This permit is not valid until it has been recorded with the Rockingham County Registry of Deeds by the applicant. Prior to starting work under this permit, the permittee shall submit a copy of the recorded permit to NHDES by certified mail, return receipt requested.
6. The permittee shall schedule pre-construction a meeting with NHDES staff to occur at least 48 hours prior to the start of any work authorized by this permit to review the conditions of this wetlands permit and AoT permit. The meeting can be held on site or at the NHDES offices in Portsmouth and shall be attended by the permittee, his/her professional engineer(s), wetlands scientist(s), and the contractor(s) responsible for performing the work.
7. The qualified professional(s) shall inspect the construction areas and submit a monitoring report to NHDES after a rain event of 1/2 inch or greater within a 24 hour period during restoration activities. The monitoring reports shall include, but not be limited to, documentation of erosion control deployment, construction sequencing, construction activities and status of construction at time of initial monitoring report. Photographs should depict all stages of construction sequencing.
8. Any further alteration of areas on this property that are subject to RSA 482-A jurisdiction will require further permitting.

www.des.nh.gov

29 Hazen Drive • PO Box 95 • Concord, NH 03302-0095

NHDES Main Line: (603) 271-3503 • Subsurface Fax: (603) 271-6683 • Wetlands Fax: (603) 271-6588

TDD Access: Relay NH 1 (800) 735-2964

9. The use of welded plastic or 'biodegradable plastic' netting or thread in erosion control matting shall not be allowed. Several 'wildlife friendly' options such as woven organic material (e.g., coco matting) are commercially available.
10. Construction personnel shall receive training in the identification of wood, spotted, and Blanding's turtle species and northern black racer snakes and are aware of their protected status.
11. All observations of northern black racer snakes encountered from the end of September through the month of April must be immediately reported to NH Fish and Game Dept. (NHFG) (Brendan Clifford 603-271-0463 or Melissa Doperalski 603-271-1738). Please attempt to photograph this species if possible.
12. IF WOOD, SPOTTED OR BLANDING'S TURTLES ARE FOUND LAYING EGGS IN THE WORK AREA, PLEASE CONTACT MELISSA DOPERALSKI AT 271-1738, JOSH MEGYESY AT 271-1125, OR KIM TUTTLE AT 271-6544 FOR FURTHER INSTRUCTIONS.
13. No person undertaking any activity shall cause or contribute to, or allow the activity to cause or contribute to, any violations of the surface water quality standards in RSA 485-A and Rule Env-Wq 1700.
14. Work shall be done during seasonal low flow conditions.
15. Appropriate siltation and erosion controls shall be in place prior to construction, shall be maintained during construction, and shall remain until the area is stabilized. Temporary controls shall be removed once the area has been stabilized.
16. Appropriate turbidity controls shall be installed prior to construction, shall be maintained during construction such that no turbidity escapes the immediate dredge area and shall remain until suspended particles have settled and water at the work site has returned to normal clarity.
17. There shall be no sumps in the outlet pipes of the stormwater detention basins.
18. The contractor responsible for completion of the work shall use techniques described in the New Hampshire Stormwater Manual, Volume 3, Erosion and Sediment Controls During Construction (December 2008).
19. Extreme precautions shall be taken within riparian areas to prevent unnecessary removal of vegetation during construction. Areas cleared of vegetation must be revegetated with like native species within three days of the completion of the disturbance.
20. Discharge from dewatering of work areas shall be to sediment basins that are: a) located in uplands; b) lined with hay bales or other acceptable sediment trapping liners; c) set back as far as possible from wetlands and surface waters, with a preferred undisturbed vegetated buffer of at least 50 feet and a minimum undisturbed vegetative buffer of 20 feet.
21. Dredged materials, whether to be stockpiled or disposed of, shall be dewatered in sedimentation basins lined with siltation and erosion controls, and located outside of areas subject to RSA 482-A jurisdiction.
22. Construction equipment shall be inspected daily for leaking fuel, oil, and hydraulic fluid prior to entering surface waters or wetlands or operating in an area where such fluids could reach groundwater, surface waters, or wetlands.
23. The permittee's contractor shall maintain appropriate oil/diesel fuel spill kits on site that are readily accessible at all times during construction, and shall train each operator in the use of the kits.
24. All refueling of equipment shall occur outside of surface waters or wetlands during construction. Machinery shall be staged and refueled in upland areas only.
25. Within three days of final grading or temporary suspension of work in an area that is in or adjacent to wetlands or surface waters, all exposed soil areas shall be stabilized by seeding and mulching during the growing season, or if not within the growing season, by mulching with tackifiers on slopes less than 3:1 or netting and pinning on slopes steeper than 3:1.
26. Where construction activities occur between November 30 and May 1, all exposed soil areas shall be stabilized within 1 day of establishing the grade that is final or that otherwise will exist for more than 5 days. Stabilization shall include placing 3-inches of base course gravels, or loaming and mulching with tack or netting and pinning on slopes steeper than 3:1.
27. In accordance with Env-Wt 807.02(a), prior to the conservation interest being recorded, the natural resources existing on the conservation parcel shall not be removed, disturbed, or altered without prior written approval of the department and the deed holder.

28. In accordance with Env-Wt 807.02(c), within 60 days after issuance of the permit, the permittee shall submit verification that the compensatory mitigation area has been marked by permanent monuments and signs indicating the location of the area.
29. In accordance with Env-Wt 807.02(b)(2) and (3), prior to work commencing on a project for which the mitigation plan requires a conservation interest to be acquired, the permittee shall record each document that conveys a conservation interest for each parcel to be preserved at the registry of deeds for the county in which the parcel is located; and submit a copy of each recorded document to the department.

The decision to approve this application was based on the following findings:

1. This is a major impact project per Administrative Rule Env-Wt 303.02(c) Projects that involve alteration of nontidal wetlands, nontidal surface waters, and banks adjacent to nontidal surface waters in excess of 20,000 square feet in the aggregate.
2. The applicant proposes to develop the Subject Property for mixed-use retail, commercial, and multi-family residential uses, which shall also be the subject of municipal permitting with the Town of Exeter.
3. All impervious surfaces will be treated by stormwater management systems as permitted by Alteration of Terrain Permits.
4. The applicant has provided evidence which demonstrates that this proposal is the alternative with the least adverse impact to areas and environments under the department's jurisdiction per Rule Env-Wt 302.03.
5. The applicant has demonstrated by plan and example that each factor listed in Rule Env-Wt 302.04(a) Requirements for Application Evaluation, has been considered in the design of the project.
6. NHDES has given partial credit for a 43.6-acre parcel as identified as Exeter Tax Map 47 Lot 7-1. This parcel includes 32% wetlands and the remainder includes other upland habitats.
7. With the consideration of this parcel, NHDES calculated the proposed wetland loss equals a total of 32,006 sq.ft. for a total payment of \$176,578.41 into the ARM fund payment.
8. The NHDES decision is issued in letter form and upon receipt of the ARM fund payment, the NHDES shall issue a posting permit in accordance with Rule Env-Wt 803.08(f).
9. The payment into the ARM fund shall be deposited in the NHDES fund for the Piscataqua-Salmon Falls Rivers watershed per RSA 482-A:29.
10. The application included NH Natural Heritage Bureau (NHB) Datacheck Results Letter NHB19-3277 identifying a natural community, swamp white oak basin swamp, a State-Endangered plant species, slender blue beardless iris (*Limniris prismatica*), and two (2) vertebrate species, northern black racer (*Coluber constrictor*) and wood turtle (*Glyptemys insculpta*).
11. In response to the above-referenced NHB letter, the applicant has coordinated with NH Fish and Game Dept. Nongame and Endangered Species Program (NHFG) and NHB to ensure these documented species are not adversely affecting by the project.
12. In response to NHFG's comments on the NHB letter, NHDES has added conditions to the permit to ensure the protection of the species identified in the NHB letter.
13. NH Division of Historical Resources has reviewed the project location and found, "No Historic Properties Affected."
14. In a letter from the Exeter Conservation Commission (ECC) received by NHDES on November 25, 2019, the ECC stated, "[t]he ECC reviewed the proposed project and associated application materials at a site walk and their monthly meeting as noted above. During the November 12th meeting, the commission voted unanimously to the following:" In summary, "they were supportive in concept of the Town holding conservation interest in the proposed mitigation land with details and deed terms to be developed prior to acceptance. They have reviewed the application and have no objection to the issuance of the wetland permit."
15. In accordance with RSA 482-A:8, NHDES finds that the requirements for a public hearing do not apply as the permitted project is not of substantial public interest, and will not have a significant impact on or adversely affect the values of the palustrine resources, as identified under RSA 482-A:1.

Any person aggrieved by this decision may appeal to the New Hampshire Wetlands Council (the Council) by filing an appeal that meets the requirements specified in RSA 482-A:10, RSA 21-O:14, and the rules adopted by the Council, Env-WtC 100-200. The appeal must be filed **directly with the Council within 30 days** of the date of this decision and must set forth fully **every ground** upon which it is claimed that the decision complained of is unlawful or unreasonable. Only those grounds set forth in the notice of appeal can be considered by the Council.

Information about the Council is available at <http://nhec.nh.gov/> or <http://nhec.nh.gov/wetlands/index.htm>. Copies of the rules are also available from the NHDES Public Information Center at (603) 271-2975.

This permit is contingent on receipt of a one-time payment of \$176,578.41 to the NHDES Aquatic Resource Mitigation (ARM) Fund. The payment should be received after the 30-day reconsideration period or after July 1, 2020. If the payment is not received by NHDES by September 30, 2020 or 120 days from the approval decision, NHDES will deny the application. Please include a copy of this letter with the payment. If you have any questions, please contact me at (603) 271-4059 or lori.sommer@des.nh.gov.

Sincerely,



Lori Sommer
Wetlands Mitigation Coordinator
Land Resources Management, Water Division

cc: Exeter Municipal Clerk/Conservation Commission
Gove Environmental Services

MEMORANDUM

RECEIVED

JUN 16 2020

EXETER PLANNING OFFICE

Ref: 1941A
To: Mr. Thomas Monahan
Gateway at Exeter, LLC
From: Stephen G. Pernaw, P.E., PTOE
Subject: Gateway at Exeter – ULI Shared Parking Analysis
Exeter, New Hampshire
Date: June 15, 2020

As requested, our office has conducted a “shared parking” analysis for the Gateway at Exeter project using the widely accepted Urban Land Institute (ULI) methodology. In multi-use developments, parking spaces can be shared by more than one user; particularly when taking into account the variations in parking demand by hour of day, day of week, and by season for each use. In some cases, one automobile trip can visit multiple uses on a site.

This shared parking analysis is based on recent changes to the overall development proposal. The following tabulation compares the previous development proposal (used in the “*Traffic Impact Assessment*” dated November 13, 2019) and the current development proposal that was utilized in preparing this shared parking analysis.

		Previous Development Proposal	Current Development Proposal	Net Change
Residential:	Multi-Family Units	224 units	224 units	0 units
Commercial:	Office	17,299 sf	14,180 sf	-3,119 sf
	Retail	11,225 sf	4,950 sf	-6,275 sf
	Day Care	20,040 sf	19,385 sf	-655 sf
	Total	48,564 sf	38,515 sf	-10,049 sf

The results of the ULI Shared Parking Analysis are summarized on Table 1 and show that peak parking demand on weekdays will occur during the late evening (10 PM typical) on weekdays with a shared parking demand that results in 270 occupied parking stalls. On weekends the peak parking demand is expected to occur at midnight with 271 occupied parking stalls.

The ULI model also predicts maximum parking demand as if each use was on a separate lot, and there was no shared parking. The weekday analysis shows that there is a 36% reduction in parking demand due to shared parking. The parking reduction on weekends was less at 14%.

Table 1	ULI Shared Parking Analysis Summary ¹	
	Peak WEEKDAY Peak Month	Peak WEEKEND Peak Month
ULI Maximum Parking Demand	424 Occupied Stalls	314 Occupied Stalls
ULI SHARED Parking Demand	270 Occupied Stalls	271 Occupied Stalls
ULI SHARED Parking Reduction	36 percent	14 percent
Representative Instance	December @ 10 PM	January @ 12 AM

¹ ULI Shared Parking Model, 2020

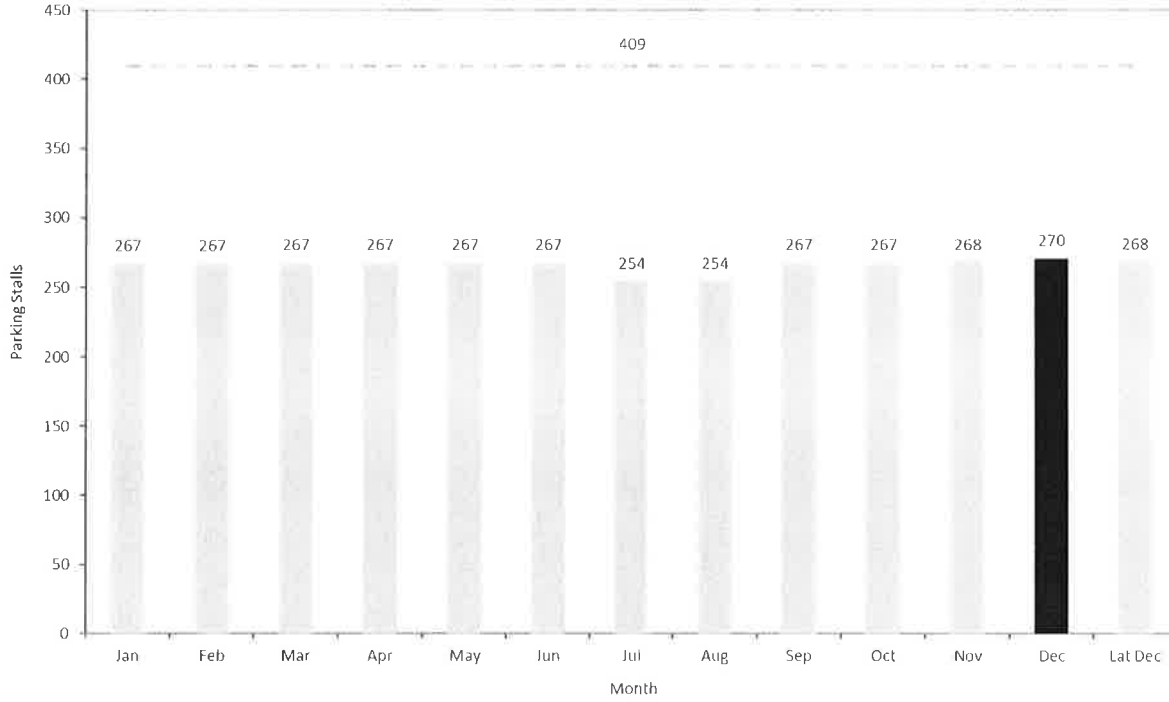
From a site design standpoint, it is generally appropriate to provide a parking supply that exceeds the anticipated peak parking demand by +10% +/- . This added “cushion” will reduce the need to search all parking areas for the last few parking spaces, and accounts for parking inefficiencies such as mis-parked vehicles and snow cover. For these reasons, it is recommended that the parking supply for the current development proposal provide 298 standard parking stalls, in addition to the 20 required accessible stalls. The proposed parking supply of 409 stalls exceeds our recommended number of parking stalls (318) by a considerable margin.

The first attachment shows the monthly variations in parking demand for the subject site. Peak parking demand is expected to occur during the month of December on weekdays. On weekends peak parking demand is expected to occur during 10 months of the year. The second attachment shows the hourly variations in traffic demand on weekdays and weekends during peak month conditions for each individual use and the total parking demand.

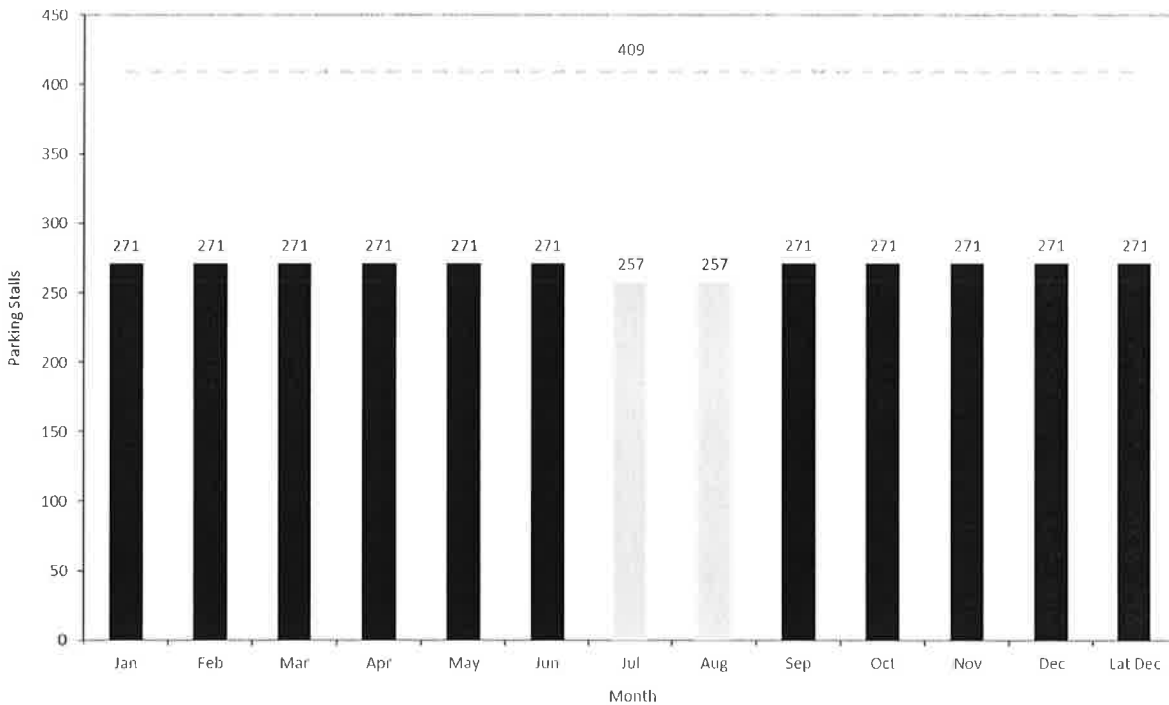
Attachments

CC: James N. Petropulos, P.E., LEED AP, Hayner/Swanson, Inc.

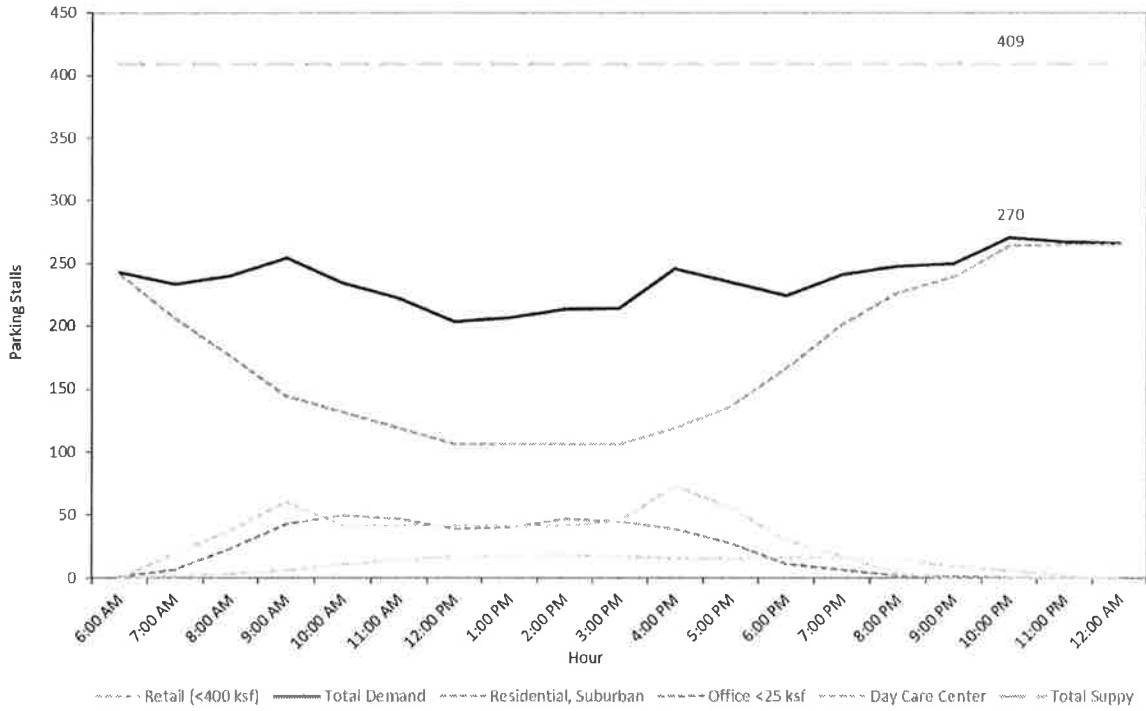
**Weekday Month-by-Month Estimated Parking Demand
Gateway at Exeter, LLC**



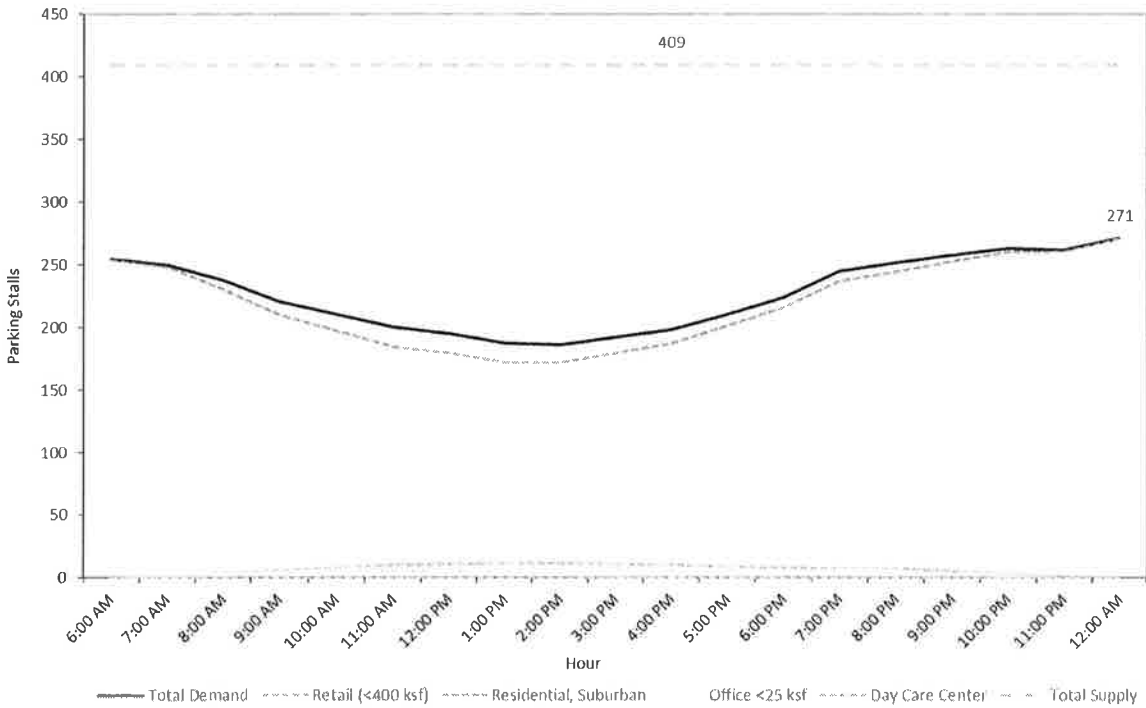
**Weekend Month-by-Month Estimated Parking Demand
Gateway at Exeter, LLC**



Peak Month Daily Parking Demand by Hour (Weekday)
Gateway at Exeter, LLC



Peak Month Daily Parking Demand by Hour (Weekend)
Gateway at Exeter, LLC



Copyright © 2020 All rights reserved. The Urban Land Institute, International Council of Shopping Centers, and National Parking Association.

Project: Gateway at Exeter
 Description: 38,515 sf of commercial + 224 dwelling units

Shared Parking Demand Summary																	
Land Use	Project Data Quantity Unit	Weekday						Weekend				Weekend					
		Base Ratio	Driving Adj	Non- Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non- Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 PM	Peak Hr Adj 12 AM	Estimated Parking Demand			
															Peak Mo Adj December	Peak Mo Adj January	Estimated Parking Demand
Retail Employee	4,950 sf GLA	2.90 0.70	100% 100%	93% 95%	2.71 0.69	ksf GLA	3.20 0.80	100% 100%	95% 79%	3.03 0.64	ksf GLA	30% 40%	100% 100%	4 2			
Retail																	
Food and Beverage																	
Entertainment and Institutions																	
Hotel and Residential																	
Residential, Suburban Studio Efficiency	units	0.85	100%	100%	0.85	unit	0.85	100%	100%	0.85	unit	95%	100%	-	0%	100%	-
1 Bedroom	156 units	0.90	100%	100%	0.90	unit	0.90	100%	100%	0.90	unit	95%	100%	134	100%	100%	141
2 Bedrooms	68 units	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	95%	100%	107	100%	100%	113
3+ Bedrooms Reserved	units	2.50	100%	100%	2.50	unit	2.50	100%	100%	2.50	unit	95%	100%	-	100%	100%	-
Visitor	res spaces	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
Office <25 ksf Reserved Employee	14,180 sf GFA empl	0.30 0.00 3.50	100% 100% 100%	100% 100% 85%	0.30 0.00 3.12	ksf GFA	0.03 0.00 0.35	100% 100% 100%	100% 100% 88%	0.03 0.00 0.31	ksf GFA	0% 100% 1%	100% 100% 100%	- - -	0% 100% 0%	100% 100% 100%	- - -
Day Care Center Employee	19,385 sf GFA	1.75 2.00	100% 100%	100% 100%	1.75 2.00	ksf GFA	0.00 0.00	100% 100%	100% 100%	0.00 0.00	ksf GFA	0% 0%	100% 100%	- -	0% 100%	100% 100%	- -
Additional Land Uses																	
														Customer/Visitor Employee/Resident Reserved	27 243 -	Customer Employee/Resident Reserved	17 254 -
														Total	270	Total	271

Shared Parking Reduction 36% 14%

MAP 47 LOT 8-1
CKT ASSOCIATES
158 SHATTUCK WAY
NEMINGTON, NH 03801
BK 4214 PG 2722
ZONE: C-3
USE: UNDEVELOPED

MAP 47 LOT 5
GLADSTONE REALTY LLC
12 BILLS WAY
BEDFORD, NH 03110
BK 5849 PG 2883
ZONE: C-3
USE: COMMERCIAL

MAP 47 LOT 4-15
164 EPPING ROAD, LLC
3 BROOKHAVEN ROAD
KINGSTON, NH 03848
BK 3775 PG 784
ZONE: C-3
USE: WAREHOUSE

MAP 47 LOT 4-6
EXETER BUSINESS PARK CONDOMINIUM ASSOCIATION
c/o SHERRILL HOLDINGS, LLC
ATTN: JOHN SHERRILL, PRESIDENT
66 CONTINENTAL DRIVE
EXETER, NH 03833
BK 4214 PG 531
ZONE: C-3
USE: OFFICE CONDO

MAP 47 LOT 8
TRAY FRAM CONDOMINIUM
DECLARATION BY TRAY FRAM, LLC
NEW HAMPSHIRE
STATE OF NEW HAMPSHIRE
CONCORD, NH 03302
ZONE: C-3
USE: UNDEVELOPED

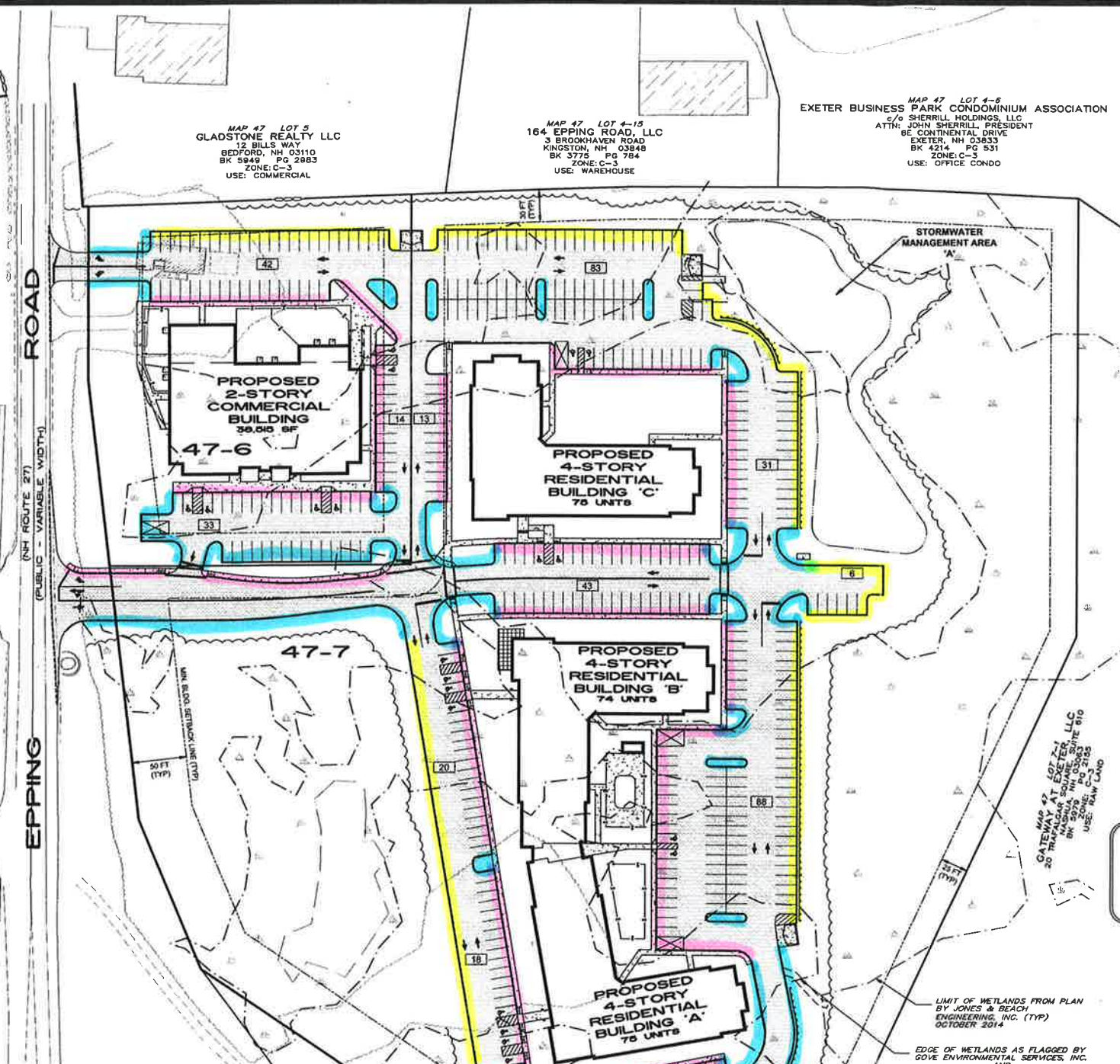
MAP 40 LOT 11
NET LEASE REALTY I, INC.
450 STATE ST
CONCORD, NH 03302
ZONE: C-3
USE: COMMERCIAL

MAP 40 LOT 9
STATE OF NEW HAMPSHIRE
CONCORD, NH 03302
ZONE: C-3

UTILITY CONTACTS
WATER/SEWER:
EXETER PUBLIC WORKS
13 NEWFIELDS ROAD
EXETER, NH 03833
ATT: MATT BERUBE
(603) 773-6197
GAS:
UNIL ENERGY SYSTEMS, INC.
325 WEST ROAD
PORTSMOUTH, NH 03801
ATT: TIM NOONIS
(603) 294-5123
TELEPHONE:
CONSOLIDATED COMMUNICATIONS
1675 GREENLAND ROAD
EXETER, NH 03840
ATT: JOE CONSIDINE
(603) 427-5525
POWER:
UNIL ENERGY SYSTEMS, INC.
325 WEST ROAD
PORTSMOUTH, NH 03801
ATT: TIM NOONIS
(603) 294-5123
CABLE:
COMCAST
334 B CALEF HIGHWAY
EPPING, NH 03842
ATTN: MIKE COLLINS
(603) 679-5695 (EXT 1037)

TOWN CONTACTS
PLANNING DEPARTMENT:
EXETER PLANNING DEPARTMENT
10 FRONT STREET
EXETER, NH 03833
ATT: DAVID SHARPLES, AICP
(603) 778-0591 (EXT. 112)
BUILDING DEPARTMENT:
EXETER BUILDING DEPARTMENT
10 FRONT STREET
EXETER, NH 03833
ATT: DOUGLAS EASTMAN
(603) 773-6113
FIRE DEPARTMENT:
EXETER FIRE DEPARTMENT
20 COURT STREET
EXETER, NH 03833
ATT: PAUL MORIN
(603) 773-6133
PUBLIC WORKS DEPARTMENT:
EXETER ENGINEERING DEPARTMENT
13 NEWFIELDS ROAD
EXETER, NH 03833
ATT: JENNIFER MATES, P.E.
(603) 419-6431

PERMITS:
A. NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES ALTERATION OF TERRAIN PERMIT No. AOT-195, DATE ISSUED: MAY 26, 2020.
B. NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES WETLANDS BUREAU APPROVAL No. 2019-03600, DATE ISSUED: JUNE 1, 2020.
C. NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES SEWER CONNECTION PERMIT APPROVAL No. _____ DATE ISSUED: _____
NOTE: THE CONTRACTOR SHALL COMPLY WITH ALL STIPULATIONS AND CONDITIONS OF PERMITS AND APPROVALS.



NOTE
SEE SHEET 18 OF 30 FOR ADDITIONAL BUILDING DIMENSIONS AND AREA INFORMATION

811 DigSafe
MEMBER/VT
CONTACT DIG SAFE 72 HOURS PRIOR TO CONSTRUCTION
digsafe.com
DIAL 811 OR 1-888-DIG SAFE
1-888-344-7233

ALSO:
CONTACT THE EXETER DEPARTMENT OF PUBLIC WORKS (603) 773-6157

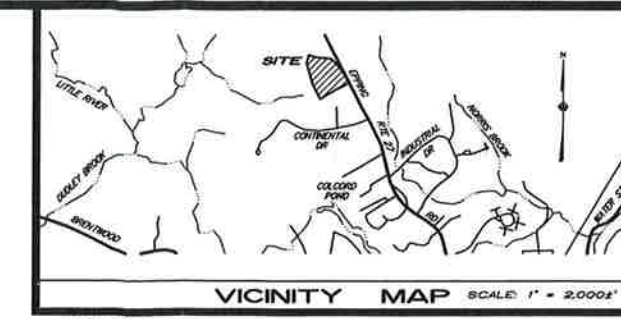
ZONING NOTE
THE ZONING/BUILDING SETBACKS DEPICTED ON THIS PLAN ARE THOSE WE HAVE INTERPRETED FROM THE LATEST ZONING ORDINANCE OF THE MUNICIPALITY AND, AS SUCH, ARE ONLY OPINIONS EXPRESSED BY HAYNER/SWANSON, INC. THE FINAL INTERPRETATION OF THE ORDINANCE CAN ONLY BE MADE BY THE APPROPRIATE ZONING AUTHORITY. SINCE BUILDING ORIENTATION, PROPOSED USES, AND OTHER FACTORS CAN AFFECT THE SETBACKS, PRIOR TO ANY DEVELOPMENT OF THIS PROPERTY, THE BUILDING OWNER MUST CONSULT WITH THE TOWN/CITY TO INSURE THE CORRECT APPLICATION OF THE ZONING ORDINANCE.

CAPE COD BERM
CONCRETE CURB/SIDEWALK
SLOPE GRANITE CURB

PLAN REFERENCE:
1. LOT LINE ADJUSTMENT SUBDIVISION FOR MAP 47, LOTS 6, 7, 8, EPPING ROAD, NH ROUTE 27, EXETER, NEW HAMPSHIRE, PREPARED BY DAVID W. EXETER, LLC, SCALE AS SHOWN, DATED 6 NOVEMBER 2019 WITH REVISIONS THIRD 01/2020, CASE NO. 19-15, AND PREPARED BY THIS OFFICE TO BE RECORDED.

JUN 16 2020

EXETER PLANNING OFFICE
FOR GATEWAY AT EXETER
(THOMAS F. MIGNAN)



NOTES:

- SITE AREA:
MAP 47 LOT 6 2.243 ACRES
MAP 47 LOT 7 14.486 ACRES
- PRESENT ZONING: C-3; EPPING ROAD HIGHWAY COMMERCIAL
MINIMUM LOT REQUIREMENTS:
LOT AREA 40,000 SF LOT 47-6 97,723 SF LOT 47-7 630,098 SF
LOT WIDTH 175 FT 337 FT 750 FT
LOT DEPTH 226 FT 226 FT 750 FT
BUILDING HEIGHT 50 FT 50 FT 50 FT
MINIMUM YARD SETBACKS:
FRONT YARD 50 FT 64 FT 104 FT
SIDE YARD ONE 50 FT 83 FT 45 FT
REAR YARD 25 FT 45 FT 122 FT
- ON MAY 21, 2019 THE EXETER ZONING BOARD OF ADJUSTMENT GRANTED A VARIANCE TO PERMIT A MULTI-FAMILY RESIDENTIAL COMPLEX AS PART OF A MIXED-USE DEVELOPMENT PLAN WITH THE FOLLOWING CONDITIONS:
• THE REMAINING APPROXIMATE 45% ACRES TO THE REAR OF THE SITE REMAIN UNDEVELOPED
• THAT 25% OF THE RESIDENTIAL RENTAL UNITS QUALIFY AS WORKFORCE HOUSING RENTAL UNITS AS DEFINED UNDER THE NH WORKFORCE HOUSING STATUTE.
• THAT THE RESTRICTIONS FOR WORKFORCE RENTAL SHALL BE FOR NOT LESS THAN 30 YEARS
• THAT THE RESIDENTIAL PORTION SHALL REMAIN AS RENTAL UNITS FOR NOT LESS THAN 30 YEARS.
• THE MULTI-FAMILY PORTION OF THE COMPLEX SHALL INCLUDE NOT MORE THAN 24 RESIDENTIAL RENTAL UNITS.
- LOT NUMBERS REFER TO THE CITY OF EXETER ASSESSORS MAPS 40, 41, AND 47.
- SITES ARE TO BE SERVICED BY MUNICIPAL SEWER AND WATER BY EXETER PUBLIC WORKS, UNDERGROUND POWER, TELECOMMUNICATIONS AND GAS UTILITIES.
- PURPOSE OF PLAN:
TO SHOW PROPOSED MULTI-FAMILY RESIDENTIAL AND COMMERCIAL DEVELOPMENTS WITH ACCOMPANYING SITE IMPROVEMENTS UPON LOTS 6 & 7, MAP 47.
- PARKING:
LOT 47-6
REQUIRED:
CHILD DAYCARE: 1 SP/EMPLOYEE x 40 EMPLOYEES = 40 SPACES
1 SP/STUDENT x 153 STUDENTS = 153 SPACES
RETAIL: 1 SP/500 SF x 4,950 SF = 17 SPACES
OFFICES: 1 SP/500 SF x 1,180 SF = 48 SPACES
TOTAL REQUIRED: 198 SPACES
PROVIDED: (INCLUDING 6 HANDICAP SPACES) = 89 SPACES
LOT 47-7
REQUIRED:
DWELLING UNITS: 2 SP/2 BED UNIT x 68 UNITS = 136 SPACES
1 SP/1 UNIT x 156 UNITS = 156 SPACES
1 SP/3 OR 4 UNITS x 224 UNITS = 56 SPACES
TOTAL REQUIRED: 348 SPACES
PROVIDED: (INCLUDING 14 HANDICAP SPACES) = 320 SPACES
- OPEN SPACE:
REQUIRED: LOT 47-6 20.0% LOT 47-7 20.0%
PROVIDED: 33.2% 64.4%
- BUILDING COVERAGE:
REQUIRED: LOT 47-6 40.0% LOT 47-7 40.0%
PROVIDED: 19.6% 10.8%
- THIS PARCEL CONTAINS AREA IDENTIFIED AS ZONE X AS DETERMINED FROM THE FLOOD INSURANCE RATE MAP (FIRM), ROCKINGHAM, TOWN OF EXETER, NEW HAMPSHIRE, COMMUNITY NO. 330130, PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, MAP NUMBER: 33015C0401E, DATED: MAY 17, 2005.
- WAIVERS REQUESTED FROM THE FOLLOWING SITE PLAN REGULATION:
7.5.4 HIGH INTENSITY SOILS SURVEY
9.7.5.5 PLANTING ISLANDS REQUIRED BETWEEN EVERY TEN TO FIFTEEN PARKING SPACES
9.9.2 NO PARKING OR BUILDING WITHIN 75' OF A WETLAND WITH POORLY DRAINED SOILS
9.12.1 LOADING SPACES
9.13.1 REQUIRED NUMBER OF PARKING SPACES
11.3.1.4 REQUIRED AREA OF RECREATION SPACES
11.7 IMPACT FEE - RECREATION
- THE LANDOWNER IS RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL WETLAND REGULATIONS, INCLUDING ANY PERMITTING AND SETBACK REQUIREMENTS REQUIRED UNDER THESE REGULATIONS.
- ALL LANDSCAPING SHALL BE AS SHOWN ON THE PLANS AND CONFORM TO THE APPLICABLE TOWN OF EXETER SITE PLAN REGULATIONS.
- ALL SIGNAGE SHALL CONFORM TO THE APPLICABLE TOWN OF EXETER REGULATIONS WITH ALL PERMITS SECURED PRIOR TO INSTALLATION.
- SITE IMPROVEMENTS DEPICTED ON THE PLAN SHALL CONFORM WITH TITLE III OF THE AMERICANS WITH DISABILITIES ACT WITH REGARD TO DIMENSION, GRADE AND NUMBER OF PARKING SPACES.
- IT SHALL BE UNLAWFUL TO MODIFY, CHANGE, OR ALTER ANY STRUCTURE SHOWN ON THIS SITE PLAN IN ANYWAY WHATSOEVER, OR CONVERT OR ALTER ANY STRUCTURE SHOWN ON THIS SITE PLAN, OR CHANGE THE ABOVE USE INDICATED ON THE PLAN WITHOUT RECEIVING APPROVAL FROM THE TOWN OF EXETER PLANNING BOARD.
- ALL LIGHTING SHALL BE AS SHOWN ON THE PLANS, DIRECTED ONTO THE SITE AND CONFORM TO APPLICABLE TOWN OF EXETER SITE PLAN REGULATIONS.
- THE BUILDING FIRE ALARM AND SPRINKLER SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE STATE OF NEW HAMPSHIRE FIRE CODES AND THE TOWN OF EXETER FIRE DEPARTMENT REGULATIONS.
- A PRE-CONSTRUCTION MEETING SHALL BE ARRANGED BY THE APPLICANT AND HIS/HER CONTRACTOR WITH THE TOWN ENGINEER PRIOR TO THE COMMENCEMENT OF ANY SITE WORK.
- ALL WATER, SEWER, PARKING LOT AND DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 9.8 OF THE ZONING, DRAINAGE AND EROSION & SEDIMENT CONTROL AND THE "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC UTILITIES IN EXETER, NEW HAMPSHIRE", LATEST EDITION. SEE SECTION 9.14 ROADWAYS, ACCESS POINTS AND FIRE LANES AND SECTION 9.13 PARKING AREAS FOR EXCEPTIONS.
- SNOW REMOVAL TO BE PLACED IN OPEN AREAS OF THE SITE AS SHOWN ON SHEETS 9 AND 10 OF 30. IF NEEDED, EXCESS SNOW SHALL BE TRUCKED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
- OWNER OF RECORD:
MAP 47, LOTS 6 & 7
GATEWAY AT EXETER, LLC
20 TRAFALGAR SQUARE, SUITE 810
NASHUA, NH 03063
BK 5875 PG 2155

NO.	REVISION	DATE	BY
1	REVISED COMMERCIAL BUILDING		
2	ADDRESS SECOND ROUND OF TOWN COMMENTS		
3	REVISED COMMERCIAL BUILDING		
4	REVISED COMMERCIAL BUILDING		

PREPARED FOR/RECORD OWNER:
GATEWAY AT EXETER, LLC
20 TRAFALGAR SQUARE, STE 810 NASHUA, NH 03063 (603) 880-0502

MASTER SITE PLAN 6 & 7
GATEWAY AT EXETER
170 EPPING ROAD, NE RT 27
EXETER, NEW HAMPSHIRE

NOVEMBER 2019
5532SPP
1 OF 30
DATE: 11/16/2019



APPROVED
EXETER PLANNING BOARD
CHAIRMAN _____ DATE _____

CURB TYPE and LOCATION SKETCH



To: Mr. David Sharples
Exeter Town Planner
10 Front Street
Exeter, NH 03833

Date: June 9, 2020

Memorandum

Project #: 52676.00

From: Jason R. Plourde, P.E., PTP

Re: Epping Road (NH Route 27) Corridor Study Interim Evaluation
Gateway at Exeter – Exeter, New Hampshire

Vanasse Hangen Brustlin, Inc. (VHB) is in the process of preparing a planning study for the Epping Road (NH Route 27) corridor between Beech Hill Road to the north and Brentwood Road (NH Route 111A) to the south. As part of the overall study, VHB is conducting traffic engineering and transportation efforts with the primary focus on identifying operational and safety deficiencies along the Epping Road (NH Route 27) corridor. In addition, VHB is developing preliminary engineering and design recommendations to address congestion and safety concerns related to existing and potential future deficiencies along the corridor.

With the current application for the Gateway at Exeter development before the Exeter Planning Board, VHB has prepared this interim memorandum as part of the overall Epping Road (NH Route 27) Corridor Study. The intent of this document is to identify potential transportation improvements that may be required of the proposed Gateway at Exeter development to offset the project's impacts at the proposed site driveways. This document neither represents an application for the Gateway at Exeter development nor proposes improvements on behalf of the applicant but is rather meant to provide the Town of Exeter with assistance in understanding this project's traffic impacts and potential mitigation measures. Further, this document neither proposes nor recommends site access with respect to the New Hampshire Department of Transportation's (NHDOT's) controlled access right of way (CAROW). The applicant would accordingly be required to coordinate with NHDOT regarding the placement and number of any proposed access related to the NHDOT CAROW.

Existing Conditions

Due to the current coronavirus disease 2019 (COVID-19) pandemic that the world is currently experiencing, traffic volumes are uncharacteristically lower than normal travel conditions on New Hampshire roadways. To coincide with the Gateway at Exeter permitting process, the Corridor Study, conceptual plans, and associated data collection efforts were commenced in March 2020. Therefore, historical traffic data from various sources and engineering judgement played a substantial role in establishing 2020 base (existing) traffic volumes.

To establish the 2020 base traffic volume networks as part of the Corridor Study, April 2018, October 2019 (GRIDSMART), and March 2020 traffic data were compared to assess seasonal variation on the corridor. The NHDOT permanent count station on NH Route 125 in Lee is the nearest station to the study area and would typically be used to assess seasonal fluctuations along the Epping Road (NH Route 27) corridor. The Lee data suggest that summer months (June-August) would represent peak conditions with October requiring a 6% increase, April requiring a 16% increase, and March requiring a 25% increase to reflect peak traffic volumes. The raw data, however, show little traffic fluctuation at the Epping Road (NH Route 27) and Continental Drive intersection between the three months of traffic counts, suggesting that the corridor does not experience the same seasonal variation as other regional roadways. Traffic data from October 2019 at the Epping Road (NH Route 27) intersection with Continental Drive were used to

calibrate the remainder of the corridor to establish the 2020 existing conditions, including along the Gateway at Exeter site frontage. The 2020 Existing weekday morning and weekday evening peak-hour traffic volumes are provided in the Appendix.

No-Build Conditions

To determine future traffic demands along the Epping Road (NH Route 27) corridor, existing traffic volumes were projected to the year 2030. For planning purposes, a 10-year design horizon was selected to consider the effects of traffic volumes and potential improvement measures as land use patterns tend to develop over long periods of time. Traffic volumes on the roadway network would include existing traffic, new traffic due to normal traffic growth, and traffic related to significant development by others that are expected to be completed within the design horizons. Consideration of these factors resulted in the development of 2030 No-Build traffic volumes, which assume the proposed Gateway at Exeter development is not built. The incremental impacts of the proposed development may then be determined by adding site-generated traffic volumes (Build conditions) and making comparisons to the No-Build conditions.

To develop 2030 No-Build traffic volume conditions, NHDOT historical traffic volumes were reviewed along Epping Road (NH Route 27) south of the NH Route 101 interchange and north of Brentwood Road (NH Route 111A), as well as along Brentwood Road (NH Route 111A) west of Columbus Avenue. These data revealed a negative growth rate between 2015 and 2019. Coordination efforts with Rockingham Planning Commission officials revealed that an annual growth rate of 0.16% would be appropriate for this area. To provide a conservative scenario for planning purposes, a 0.5% compounded annual growth rate was used to account for general population growth and traffic generated by smaller developments in the area. The 2030 No-Build peak hour traffic volumes were accordingly developed by applying a 0.5% compounded annual traffic growth rate (or 5.1% over 10 years) to the 2020 Existing volumes. The 2030 No-Build weekday morning and weekday evening peak-hour traffic volumes are provided in the Appendix.

Gateway at Exeter Build Conditions

For purposes of this planning study, the proposed site trips and distribution for the Gateway at Exeter development were obtained from the November 2019 Traffic Impact Assessment prepared by Stephen G. Pernaw & Company, Inc. As proposed, the Gateway at Exeter project would consist of 11,225 square feet of retail space, 17,295 square feet of office space, a 20,040 square foot daycare facility, and 224 residential dwelling units. On May 21, 2019, the Exeter Zoning Board of Adjustment granted a variance for the development with conditions such that the 45-acre rear portion of Map 47, Lot 7 would not be developed (i.e., Map 47, Lot 7-1). Site access is proposed to be provided via a full access driveway across from the Mobil gas station southern driveway and a full access driveway approximately 300 feet to the south. The 2030 Build weekday morning and weekday evening peak-hour traffic volumes are provided in the Appendix.

Capacity and Queue Analyses

Capacity and Queue Length Analysis Methodologies

Capacity analyses were performed for the proposed Gateway at Exeter site driveway intersections on Epping Road (NH Route 27) with the 2030 Build traffic volumes during the weekday morning and weekday evening peak hours based on the concepts and procedures in the Highway Capacity Manual (HCM)¹ using the *Trafficware Synchro Software* computer program. This software program is an NHDOT approved traffic analysis tools for determining intersection capacity operations.

The proposed Gateway at Exeter site driveway intersections were also evaluated with respect to vehicle queuing. The quantitative measures of vehicle queue length are defined as the 50th and the 95th percentile queues. The 50th percentile queue represents the average queue length during the peak hour and the 95th percentile queue represents the calculated maximum back of queue that has a probability of 5% or less of being exceeded during the peak hour.

Intersection Operational Results

The capacity and queue length analysis results are summarized in **Table 1** for the 2030 Build traffic-volume conditions. The computer-generated analysis reports are provided in the Appendix. Under 2030 Build traffic volume conditions, the proposed site driveway approaches to the unsignalized intersections with Epping Road (NH Route 27) are projected to operate with capacity constraints (LOS F and volume-to-capacity [v/c] ratio > 1.00). Based on standard traffic engineering practice, a roadway's capacity is reached when the vehicular demand is equivalent to the capacity (i.e., v/c ratio = 1.00). Oversaturated conditions at an intersection (capacity constraints) occur when the vehicular demand exceeds the capacity of the lane or movement (i.e., v/c ratio > 1.00). These conditions result in long delays (LOS F) and could lead to safety concerns as motorists on a minor street approach may become impatient while waiting for appropriate gaps in the mainline traffic stream. Since the proposed development is projected to operate with deficiencies, potential mitigation measures have been evaluated to offset the project's impacts.

Potential Improvements

The final component of a traffic study is the identification of improvement measures that are expected to be effective in eliminating or improving anticipated deficiencies resulting from the combination of existing, background, and project-generated traffic. The following provides a description of improvements that would be expected to improve the operations and safety for the proposed Gateway at Exeter development. As future development occurs along the corridor, the roadway and traffic-volume conditions in which these recommendations are based may change. Therefore, the following improvement measures are subject to revision as the Epping Road (NH Route 27) corridor evolves. For example, additional travel lanes may be required along the Epping Road (NH Route 27) corridor beyond those identified within this document.

¹ Transportation Research Board. *Highway Capacity Manual, 6th ed.: A Guide for Multimodal Mobility Analysis*. 2016.
\\vhb\gbl\proj\Bedford\52676.00 Exeter Route 27 Corridor\Reports\Corridor Study - Gateway\52676.00 Exeter - NH Route 27 Corridor - Gateway at Exeter Planning Study 060920.docx

Table 1 – Unsignalized Intersection Capacity Analysis Summary: 2030 Build Conditions

Intersection/ Peak Hour/Critical Movement	2030 Build				
	v/c	Delay	LOS	50 th % Queue	95 th % Queue
Epping Road (NH 27) and Proposed North Site Driveway					
<i>Weekday AM:</i>					
Site Driveway EB Left/Through	2.19	>300	F	262	395
Site Driveway EB Right	0.09	17.4	C	163	403
Gas Station Driveway WB Approach	1.53	>300	F	76	122
Epping Rd (NH 27) NB Left	0.04	10.3	B	71	212
Epping Rd (NH 27) SB Left	0.10	10.2	B	111	223
<i>Weekday PM:</i>					
Site Driveway EB Left/Through	3.54	>300	F	286	379
Site Driveway EB Right	0.10	15.7	C	209	432
Gas Station Driveway WB Approach	1.51	>300	F	72	108
Epping Rd (NH 27) NB Left	0.04	9.8	A	84	233
Epping Rd (NH 27) SB Left	0.06	12.0	B	90	222
Epping Road (NH 27) and Proposed South Site Driveway					
<i>Weekday AM:</i>					
Site Driveway EB Approach	0.62	77.2	F	62	148
Epping Rd (NH 27) NB Left	0.05	10.3	B	126	441
<i>Weekday PM:</i>					
Site Driveway EB Approach	1.14	244.8	F	195	323
Epping Rd (NH 27) NB Left	0.05	9.8	A	284	861

V/C = volume-to-capacity ratio.
 Delay in seconds.
 LOS = level of service.
 Vehicle queues in feet.

Access Management

Access management strategies are important in improving transportation safety and efficiency by balancing the mobility and access needs of roadway users and enhance safe and efficient property access. These techniques are designed to increase roadway capacity, reduce collisions, and manage congestion. Numerous driveways along a corridor increase potential conflicts, where fewer curb cuts spaced further apart allow for traffic to merge in a more orderly manner and reduce the rate of vehicular collisions.

As documented in the Town's Zoning Ordinance (Article 6.8 Epping Road Strip Management Ordinance, C-3 District), the intent of this regulation is to "lessen congestion upon arterial streets and provide for the safe and orderly flow of traffic within a developing commercial area."² Based on the Epping Road Corridor Overlay District section of the Town of Exeter's Site and Subdivision Regulations (Section 10.3 Access), access points along the corridor should be limited by providing a single point of access for properties with frontage less than 1,200 feet and shared access for lots with minimal frontage.³ Accordingly, proposed access for the Gateway at Exeter development was considered to be provided by way of a single access point as part of this assessment.

Traffic Control and Geometric Layout

Due to the volume of traffic entering and exiting the proposed development via a single access point, a traffic signal is anticipated to be desired at the Epping Road (NH Route 27) site driveway intersection. The traffic signal would operate with three phases: an Epping Road (NH Route 27) northbound and southbound left-turn phase, an Epping Road (NH Route 27) northbound and southbound through/right-turn permissive phase, and a Gateway at Exeter driveway eastbound and Mobil gas station driveway westbound permissive phase. The following geometry would be required at a minimum to accommodate the traffic volumes along Epping Road (NH Route 27) that are graphically depicted on the sketch provided in the Appendix:

- **Epping Road (NH Route 27) southbound approach:** an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. As traffic volumes increase along the corridor with the development of vacant parcels, consideration may be given to constructing a southbound exclusive right-turn lane and an additional southbound through lane.
- **Epping Road (NH Route 27) northbound approach:** an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. As traffic volumes increase along the corridor with the development of vacant parcels, consideration may be given to constructing an additional northbound through lane.
- **Gateway at Exeter Driveway Eastbound Approach:** a shared left-turn/through lane and an exclusive right-turn lane.
- **Mobil Gas Station Southern Driveway Westbound Approach:** a single general-purpose travel lane.

² www.exeternh.gov/sites/default/files/fileattachments/building/page/13081/final_2019_zo_as_amended_3-12-19.pdf

³ www.exeternh.gov/sites/default/files/fileattachments/planning_board/page/14051/2019_site_subdivision_regs_amended_10-24-19.pdf

Capacity and Queue Analyses

Analyses were performed for the Epping Road (NH Route 27) site driveway intersection under 2030 Build traffic volume conditions with the identified improvements implemented. A summary of these analyses is reflected in **Table 2**. The capacity analysis worksheets are provided in the Appendix.

Table 2 – Capacity Analysis Summary: 2030 Build Conditions with Improvements

Intersection/Peak Hour/Lane Group	2030 Build with Improvements				
	v/c	Delay	LOS	50 th % Queue	95 th % Queue
Epping Road (NH 27) and Proposed North Site Driveway					
<i>Weekday AM:</i>					
Site Driveway EB Left/Through	0.32	19.3	B	60	107
Site Driveway EB Right	0.21	16.3	B	27	58
Gas Station Driveway WB Approach	0.24	20.4	C	28	63
Epping Rd (NH 27) NB Left	0.58	26.3	C	40	81
Epping Rd (NH 27) NB Through/Right	0.58	11.3	B	95	165
Epping Rd (NH 27) SB Left	0.65	26.8	C	46	89
Epping Rd (NH 27) SB Through/Right	0.63	11.5	B	109	164
Overall Intersection	--	13.2	B	--	--
<i>Weekday PM:</i>					
Site Driveway EB Left/Through	0.41	22.5	C	71	120
Site Driveway EB Right	0.24	18.4	B	27	55
Gas Station Driveway WB Approach	0.21	22.3	C	26	57
Epping Rd (NH 27) NB Left	0.65	30.3	C	43	84
Epping Rd (NH 27) NB Through/Right	0.70	11.4	B	206	313
Epping Rd (NH 27) SB Left	0.49	30.8	C	23	54
Epping Rd (NH 27) SB Through/Right	0.51	10.4	B	95	147
Overall Intersection	--	12.9	B	--	--

V/C = volume-to-capacity ratio.
 Delay in seconds.
 LOS = level of service.
 Vehicle queues in feet.

Summary of Findings

This technical memorandum has been prepared on behalf of the Town of Exeter to assist the Planning Board in understanding the projected impacts of the proposed Gateway at Exeter development and potential mitigation measures that could be considered to offset the associated traffic impacts at the site driveway(s). VHB prepared a December 24, 2019 traffic engineer peer review letter on the proposed Gateway at Exeter development. As documented in that letter, VHB recommended that the applicant expand the study area beyond the site driveways due to the volume of site trips projected to be generated by the development, coordinate with NHDOT officials due to the potential impact to the Epping Road (NH Route 27) and NH Route 101 interchange, and commit to mitigation measures to offset the project's impacts.

VHB is currently working with the Exeter Town Planner and Town Engineer in preparing an Epping Road (NH Route 27) Corridor Study to identify operational and safety deficiencies along the corridor should vacant parcels along the corridor be developed. In addition, VHB is producing recommendations to address congestion and safety concerns along the corridor. Since the proposed Gateway at Exeter development is located within the Epping Road (NH Route 27) corridor study area, the Exeter Town Planner and Town Engineer have requested that VHB prepare this interim memorandum as part of the overall Epping Road (NH Route 27) Corridor Study to assist the Planning Board in understanding the traffic impacts of the development and potential improvements that may be considered to offset the project's impacts at the proposed site driveways.

As described within this memorandum and within the November 2019 Traffic Impact Assessment prepared for the Gateway at Exeter development, the proposed Epping Road (NH Route 27) site driveways are projected to operate with capacity constraints which could result in long delays and lead to safety concerns. Therefore, VHB has identified potential improvement measures that could be considered for the Gateway at Exeter development. Since traffic volumes would change along the corridor as vacant parcels are developed, additional improvements may be required on Epping Road (NH Route 27) and at the site driveways (e.g., a southbound right-turn lane, additional northbound/southbound through lanes, etc.). The following summarizes the potential improvements.

- **Site Access:** consolidate the proposed access for the Gateway at Exeter development to be provide a single access point.
- **Traffic Control:** place the Epping Road (NH Route 27) site driveway intersection under traffic signal control.
- **Epping Road (NH Route 27) Southbound Approach:** widen Epping Road (NH Route 27) southbound to provide an exclusive left-turn lane, a through lane, and a shared through/right-turn lane.
- **Epping Road (NH Route 27) Northbound Approach:** an exclusive left-turn lane, a through lane, and a shared through/right-turn lane.
- **Gateway at Exeter Driveway Eastbound Approach:** a shared left-turn/through lane and an exclusive right-turn lane.

The Exeter Planning Board should be aware that there is a NHDOT CAROW in proximity to the site. While access to CAROW areas is allowed, the number and potential location of driveways are limited to the points of access granted to

each abutting parcel. Therefore, the applicant will need to coordinate with NHDOT District 6 engineers regarding proposed access within the CAROW. NHDOT District 6 and NHDOT Bureau of Traffic officials have previously requested a formal scoping meeting for the Gateway at Exeter development due to the size, expected trip generation characteristics, and location to the CAROW and NH Route 101 interchange.

Appendices

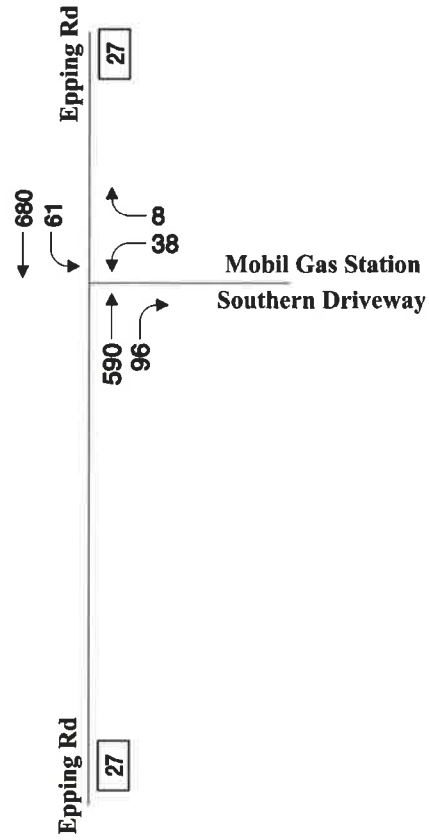
Traffic Volume Networks

Capacity and Queue Analysis Worksheets

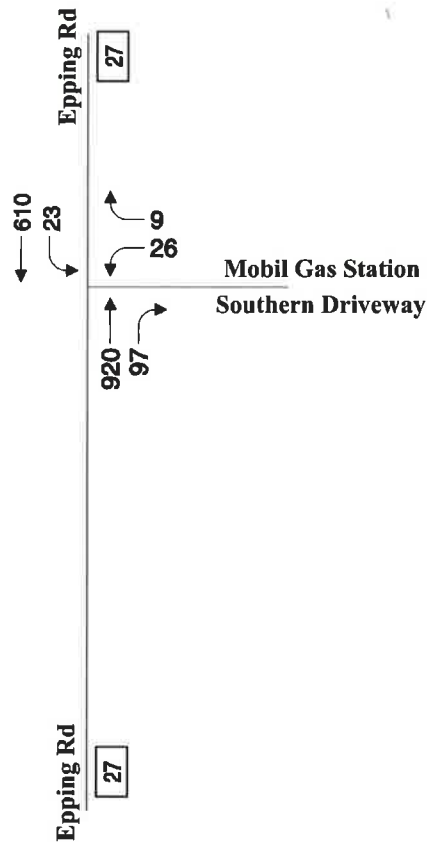
Conceptual Sketch of Potential Improvements

Traffic Volume Networks

Weekday Morning



Weekday Evening



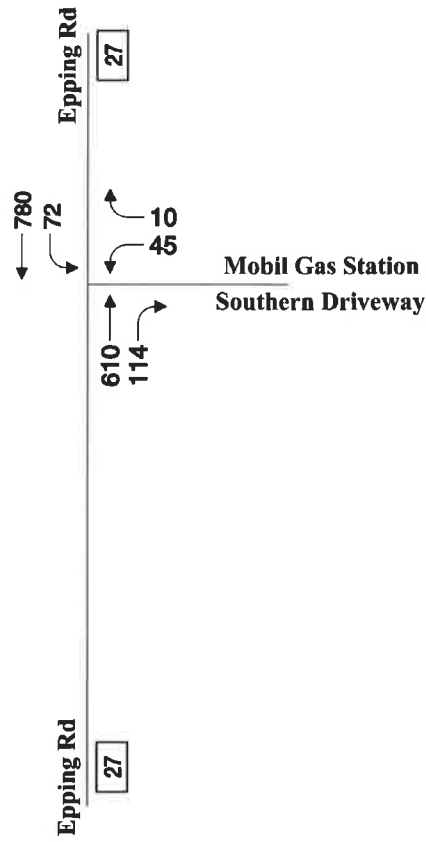
↑
Not to Scale



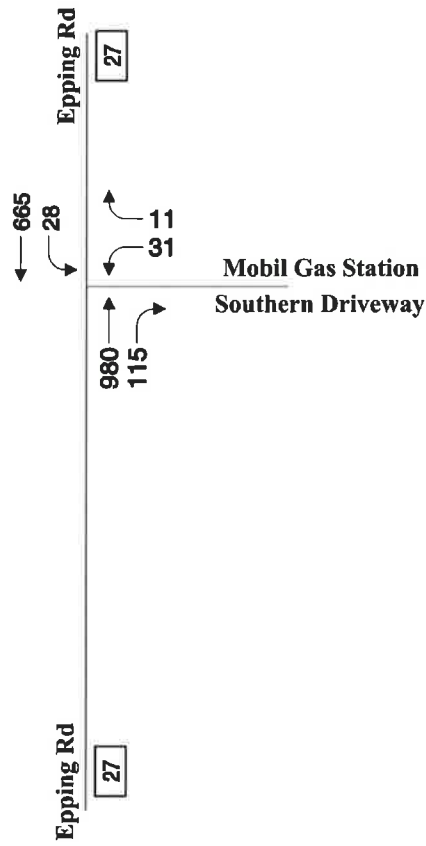
2020 Existing
Peak Hour Traffic Volumes

Figure A-1

Weekday Morning



Weekday Evening

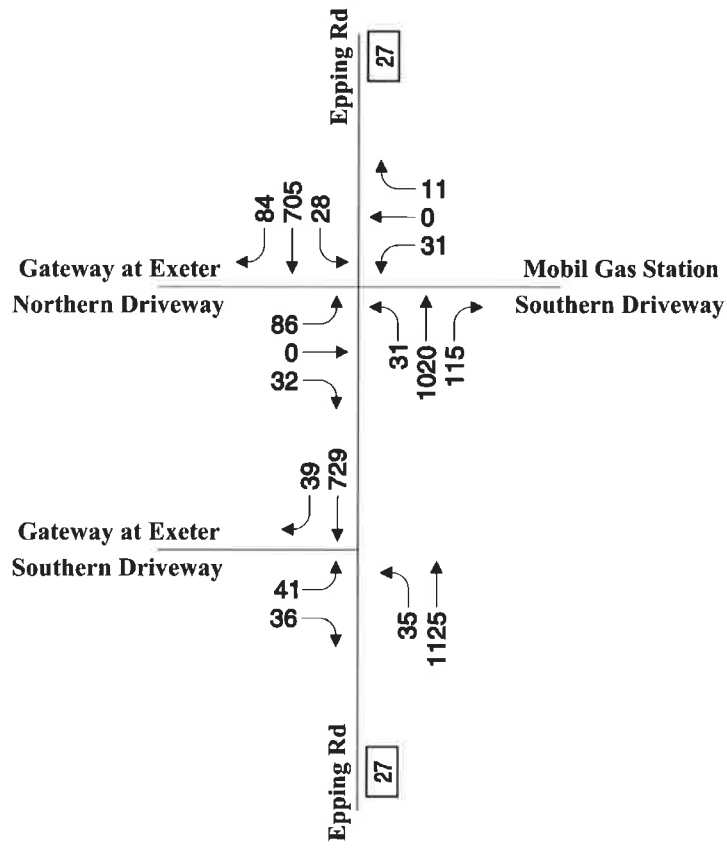
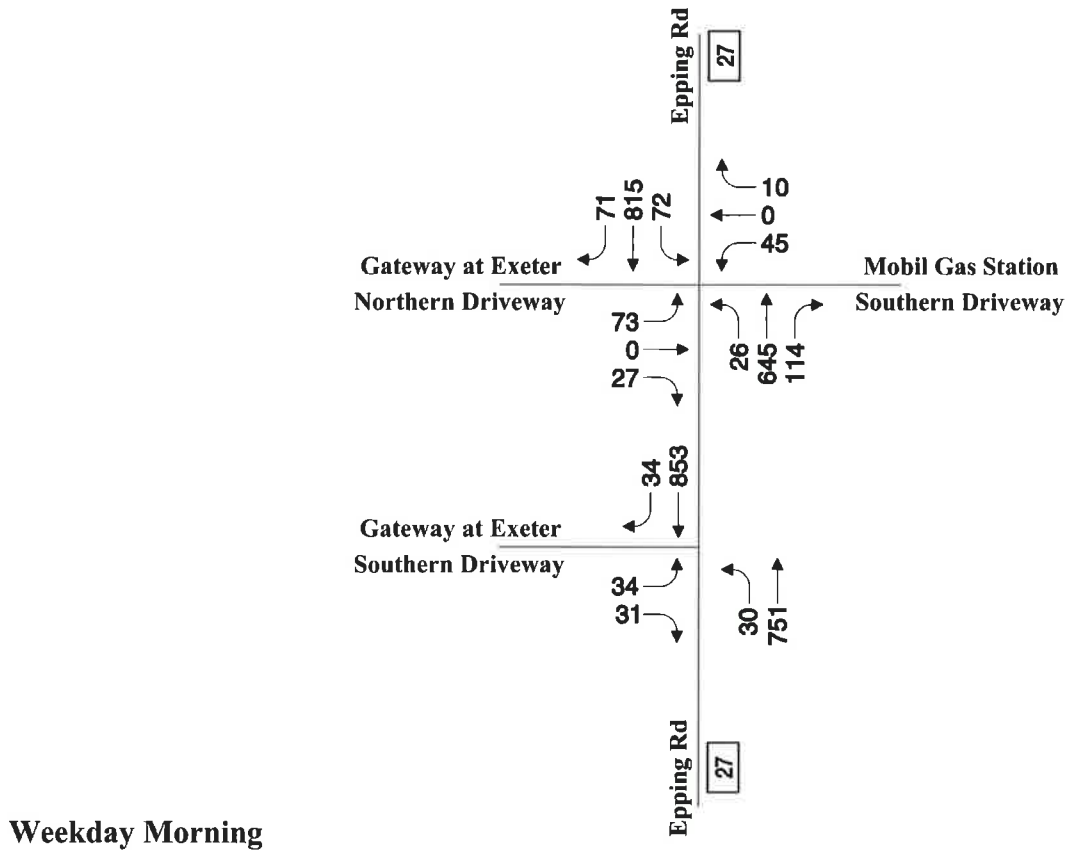


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Not to Scale



2030 No Build
Peak Hour Traffic Volumes

Figure A-2



↑
Not to Scale



2030 Build
Peak Hour Traffic Volumes

Figure A-3

Capacity and Queue Analysis Worksheets

Intersection: 23: Epping Road / NH 27 & Gateway North/Gas Station South

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	314	314	107	217	188
Average Queue (ft)	262	163	76	71	111
95th Queue (ft)	395	403	122	212	223
Link Distance (ft)	298	298	84	205	168
Upstream Blk Time (%)	68	42	67	6	9
Queuing Penalty (veh)	0	0	0	44	71
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 41: Epping Road / NH 27 & Gateway South

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	165	582	13
Average Queue (ft)	62	126	0
95th Queue (ft)	148	441	5
Link Distance (ft)	239	993	205
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 116

Intersection

Int Delay, s/veh	45											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	73	0	27	45	0	10	26	645	114	72	815	71
Future Vol, veh/h	73	0	27	45	0	10	26	645	114	72	815	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	-2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	0	0	0	8	3	7	4	0
Mvmt Flow	81	0	30	50	0	11	29	717	127	80	906	79

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1950	2008	946	1960	1984	781	985	0	0	844	0	0
Stage 1	1106	1106	-	839	839	-	-	-	-	-	-	-
Stage 2	844	902	-	1121	1145	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4	3.3	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	~ 49	60	320	~ 47	62	398	709	-	-	771	-	-
Stage 1	258	289	-	359	384	-	-	-	-	-	-	-
Stage 2	361	359	-	249	277	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 37	42	320	~ 33	44	398	709	-	-	771	-	-
Mov Cap-2 Maneuver	~ 37	42	-	~ 33	44	-	-	-	-	-	-	-
Stage 1	238	221	-	331	354	-	-	-	-	-	-	-
Stage 2	323	331	-	173	212	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s\$	574.3	\$ 489.4	0.3	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	709	-	-	37	320	40	771	-	-
HCM Lane V/C Ratio	0.041	-	-	2.192	0.094	1.528	0.104	-	-
HCM Control Delay (s)	10.3	0	-	\$ 780.3	17.4	\$ 489.4	10.2	0	-
HCM Lane LOS	B	A	-	F	C	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	8.9	0.3	6.3	0.3	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	31	30	751	853	34
Future Vol, veh/h	34	31	30	751	853	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	7	4	0
Mvmt Flow	38	34	33	834	948	38

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1867	967	986	0	0
Stage 1	967	-	-	-	-
Stage 2	900	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	81	311	709	-	-
Stage 1	372	-	-	-	-
Stage 2	400	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	74	311	709	-	-
Mov Cap-2 Maneuver	74	-	-	-	-
Stage 1	340	-	-	-	-
Stage 2	400	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	77.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	709	-	116	-	-
HCM Lane V/C Ratio	0.047	-	0.623	-	-
HCM Control Delay (s)	10.3	0	77.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	3.1	-	-

Intersection: 23: Epping Road / NH 27 & Gateway North/Gas Station South

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	314	256	100	219	184
Average Queue (ft)	286	209	72	84	90
95th Queue (ft)	379	432	108	233	222
Link Distance (ft)	298	298	75	204	168
Upstream Blk Time (%)	89	65	79	10	19
Queuing Penalty (veh)	0	0	0	121	129
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 41: Epping Road / NH 27 & Gateway South

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	249	894
Average Queue (ft)	195	284
95th Queue (ft)	323	861
Link Distance (ft)	239	993
Upstream Blk Time (%)	58	4
Queuing Penalty (veh)	0	42
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 292

Intersection

Int Delay, s/veh	69											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	86	0	32	31	0	11	31	1020	115	28	705	84
Future Vol, veh/h	86	0	32	31	0	11	31	1020	115	28	705	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	-2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	0	0	0	3	3	4	3	0
Mvmt Flow	96	0	36	34	0	12	34	1133	128	31	783	93

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2163	2221	830	2175	2203	1197	876	0	0	1261	0	0
Stage 1	892	892	-	1265	1265	-	-	-	-	-	-	-
Stage 2	1271	1329	-	910	938	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.5	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	~ 35	44	373	~ 33	45	229	779	-	-	545	-	-
Stage 1	339	363	-	206	243	-	-	-	-	-	-	-
Stage 2	208	226	-	326	346	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 27	33	373	~ 24	34	229	779	-	-	545	-	-
Mov Cap-2 Maneuver	~ 27	33	-	~ 24	34	-	-	-	-	-	-	-
Stage 1	287	322	-	174	206	-	-	-	-	-	-	-
Stage 2	167	191	-	262	307	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$	1056.4	537.5	0.3	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	779	-	-	27	373	31	545	-	-
HCM Lane V/C Ratio	0.044	-	-	3.539	0.095	1.505	0.057	-	-
HCM Control Delay (s)	9.8	0	\$	1443.6	15.7	\$	537.5	12	0
HCM Lane LOS	A	A	-	F	C	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	11.6	0.3	5.3	0.2	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh	9.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	41	36	35	1125	729	39
Future Vol, veh/h	41	36	35	1125	729	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	46	40	39	1250	810	43

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2160	832	853	0	0
Stage 1	832	-	-	-	-
Stage 2	1328	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	53	372	795	-	-
Stage 1	431	-	-	-	-
Stage 2	250	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 44	372	795	-	-
Mov Cap-2 Maneuver	~ 44	-	-	-	-
Stage 1	362	-	-	-	-
Stage 2	250	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	244.8	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	795	-	75	-	-
HCM Lane V/C Ratio	0.049	-	1.141	-	-
HCM Control Delay (s)	9.8	0	244.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	6.4	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection: 23: Epping Road / NH 27 & Gateway North/Gas Station South







Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	136	76	78	103	169	190	105	170	181
Average Queue (ft)	60	27	28	40	89	95	46	102	109
95th Queue (ft)	107	58	63	81	154	165	89	156	164
Link Distance (ft)	279	279	62	212	212	212	164	164	164
Upstream Blk Time (%)			3			0		0	1
Queuing Penalty (veh)			0			0		1	1
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Zone Summary

Zone wide Queuing Penalty: 2

23: Epping Road / NH 27 & Gateway North/Gas Station South
 Timing Report, Sorted By Phase

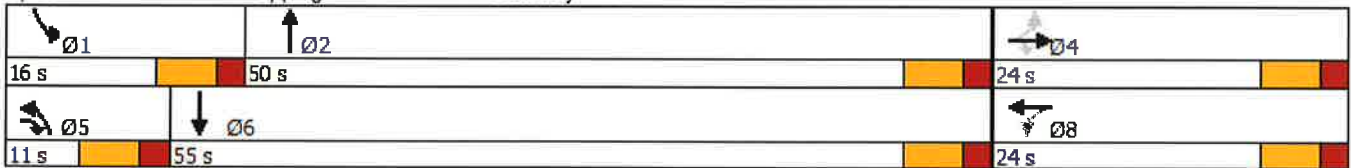
2030 Build w/ Improvements
 Weekday AM

						
Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	16	50	24	11	55	24
Maximum Split (%)	17.8%	55.6%	26.7%	12.2%	61.1%	26.7%
Minimum Split (s)	11	24	24	11	24	24
Yellow Time (s)	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	16	66	0	11	66
End Time (s)	16	66	0	11	66	0
Yield/Force Off (s)	10	60	84	5	60	84
Yield/Force Off 170(s)	10	60	84	5	60	84
Local Start Time (s)	74	0	50	74	85	50
Local Yield (s)	84	44	68	79	44	68
Local Yield 170(s)	84	44	68	79	44	68

Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 23: Epping Road / NH 27 & Gateway North/Gas Station South



23: Epping Road / NH 27 & Gateway North/Gas Station South
 HCM 6th Signalized Intersection Summary

2030 Build w/ Improvements
 Weekday AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↕		↖	↕	
Traffic Volume (veh/h)	107	0	58	45	0	10	56	610	114	72	780	105
Future Volume (veh/h)	107	0	58	45	0	10	56	610	114	72	780	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1894	1776	1776	1874	1919	1919
Adj Flow Rate, veh/h	119	0	64	50	0	11	62	678	127	80	867	117
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	8	8	7	4	4
Cap, veh/h	376	0	307	221	14	21	107	1174	220	123	1368	185
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.06	0.41	0.41	0.07	0.42	0.42
Sat Flow, veh/h	1680	0	1610	610	107	158	1804	2836	531	1784	3227	436
Grp Volume(v), veh/h	119	0	64	61	0	0	62	403	402	80	490	494
Grp Sat Flow(s),veh/h/ln	1680	0	1610	874	0	0	1804	1687	1680	1784	1823	1840
Q Serve(g_s), s	0.0	0.0	1.6	1.4	0.0	0.0	1.6	8.6	8.6	2.0	9.9	9.9
Cycle Q Clear(g_c), s	2.9	0.0	1.6	4.3	0.0	0.0	1.6	8.6	8.6	2.0	9.9	9.9
Prop In Lane	1.00		1.00	0.82		0.18	1.00		0.32	1.00		0.24
Lane Grp Cap(c), veh/h	376	0	307	255	0	0	107	698	695	123	773	780
V/C Ratio(X)	0.32	0.00	0.21	0.24	0.00	0.00	0.58	0.58	0.58	0.65	0.63	0.63
Avail Cap(c_a), veh/h	737	0	715	610	0	0	193	1588	1582	382	1911	1930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	15.9	19.9	0.0	0.0	21.4	10.5	10.6	21.2	10.6	10.6
Incr Delay (d2), s/veh	0.5	0.0	0.3	0.5	0.0	0.0	4.9	0.8	0.8	5.6	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.5	0.6	0.0	0.0	0.7	2.5	2.5	1.0	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	16.3	20.4	0.0	0.0	26.3	11.3	11.3	26.8	11.5	11.5
LnGrp LOS	B	A	B	C	A	A	C	B	B	C	B	B
Approach Vol, veh/h		183			61			867			1064	
Approach Delay, s/veh		18.3			20.4			12.4			12.6	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	25.3		12.2	8.8	25.8		12.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	44.0		18.0	5.0	49.0		18.0				
Max Q Clear Time (g_c+I1), s	4.0	10.6		4.9	3.6	11.9		6.3				
Green Ext Time (p_c), s	0.1	5.7		0.7	0.0	7.9		0.2				

Intersection Summary

HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Intersection: 23: Epping Road / NH 27 & Gateway/Gas Station South







Movement	EB	EB	WB	NB	NB	NB	B41	B41	SB	SB	SB
Directions Served	LT	R	LTR	L	T	TR	T	T	L	T	TR
Maximum Queue (ft)	142	67	63	93	280	295	64	108	68	157	163
Average Queue (ft)	71	27	26	43	186	206	7	13	23	87	95
95th Queue (ft)	120	55	57	84	294	313	45	65	54	139	147
Link Distance (ft)	279	279	54	211	211	211	988	988	164	164	164
Upstream Blk Time (%)			2		11	19				0	0
Queuing Penalty (veh)			0		36	62				0	0
Storage Bay Dist (ft)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Zone Summary

Zone wide Queuing Penalty: 98

23: Epping Road / NH 27 & Gateway/Gas Station South
Timing Report, Sorted By Phase







2030 Build w/ Improvements
Weekday PM

						
Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize						
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	12	54	24	12	54	24
Maximum Split (%)	13.3%	60.0%	26.7%	13.3%	60.0%	26.7%
Minimum Split (s)	11	24	24	11	24	24
Yellow Time (s)	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2
Minimum Initial (s)	5	10	5	5	10	5
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	12	66	0	12	66
End Time (s)	12	66	0	12	66	0
Yield/Force Off (s)	6	60	84	6	60	84
Yield/Force Off 170(s)	6	60	84	6	60	84
Local Start Time (s)	78	0	54	78	0	54
Local Yield (s)	84	48	72	84	48	72
Local Yield 170(s)	84	48	72	84	48	72

Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	65

Splits and Phases: 23: Epping Road / NH 27 & Gateway/Gas Station South

 Ø1	 Ø2	 Ø4
12 s	54 s	24 s
 Ø5	 Ø6	 Ø8
12 s	54 s	24 s

23: Epping Road / NH 27 & Gateway/Gas Station South
 HCM 6th Signalized Intersection Summary

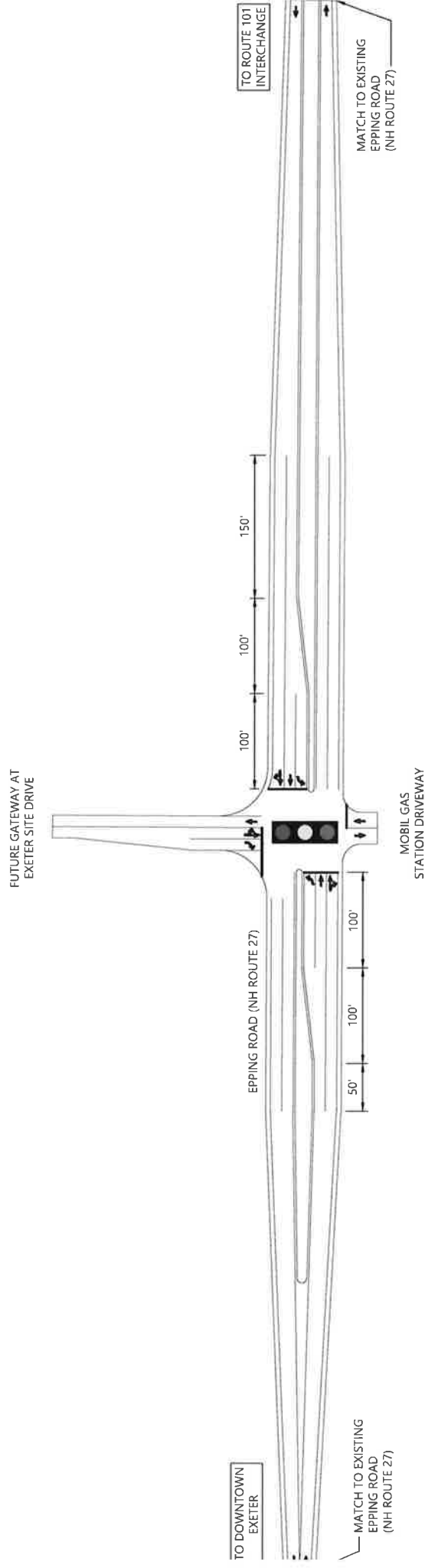
2030 Build w/ Improvements
 Weekday PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	0	68	31	0	11	66	980	115	28	665	123
Future Volume (veh/h)	127	0	68	31	0	11	66	980	115	28	665	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1894	1850	1850	1919	1934	1934
Adj Flow Rate, veh/h	141	0	76	34	0	12	73	1089	128	31	739	137
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	3	3	4	3	3
Cap, veh/h	347	0	313	172	18	25	112	1558	183	63	1436	266
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.06	0.49	0.49	0.03	0.46	0.46
Sat Flow, veh/h	1595	0	1610	405	135	190	1804	3168	372	1827	3094	573
Grp Volume(v), veh/h	141	0	76	46	0	0	73	603	614	31	439	437
Grp Sat Flow(s),veh/h/ln	1595	0	1610	730	0	0	1804	1757	1783	1827	1837	1830
Q Serve(g_s), s	0.0	0.0	2.1	0.8	0.0	0.0	2.1	14.0	14.1	0.9	8.9	8.9
Cycle Q Clear(g_c), s	4.2	0.0	2.1	5.0	0.0	0.0	2.1	14.0	14.1	0.9	8.9	8.9
Prop In Lane	1.00		1.00	0.74		0.26	1.00		0.21	1.00		0.31
Lane Grp Cap(c), veh/h	347	0	313	215	0	0	112	864	877	63	853	850
V/C Ratio(X)	0.41	0.00	0.24	0.21	0.00	0.00	0.65	0.70	0.70	0.49	0.51	0.51
Avail Cap(c_a), veh/h	645	0	650	509	0	0	205	1600	1623	208	1673	1667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	18.0	21.8	0.0	0.0	24.2	10.4	10.4	25.0	9.9	9.9
Incr Delay (d2), s/veh	0.8	0.0	0.4	0.5	0.0	0.0	6.2	1.0	1.0	5.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.8	0.6	0.0	0.0	1.0	4.2	4.3	0.5	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	18.4	22.3	0.0	0.0	30.3	11.4	11.4	30.8	10.4	10.4
LnGrp LOS	C	A	B	C	A	A	C	B	B	C	B	B
Approach Vol, veh/h		217			46			1290			907	
Approach Delay, s/veh		21.0			22.3			12.5			11.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	31.9		13.0	9.3	30.5		13.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	48.0		18.0	6.0	48.0		18.0				
Max Q Clear Time (g_c+I1), s	2.9	16.1		6.2	4.1	10.9		7.0				
Green Ext Time (p_c), s	0.0	9.9		0.8	0.0	6.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Conceptual Sketch of Potential Improvements



CONCEPTUAL LAYOUT FOR GATEWAY AT EXETER DRIVEWAY

THIS CONCEPTUAL LAYOUT HAS BEEN DEVELOPED TO SHOW AN EXAMPLE OF THE MINIMUM REQUIRED IMPROVEMENTS NEEDED TO ACCOMMODATE THE TRAFFIC VOLUMES AT THE EPPING ROAD (NH ROUTE 27) AND THE GATEWAY AT EXETER DRIVEWAY INTERSECTION. THESE IMPROVEMENTS DO NOT TAKE INTO ACCOUNT NHDOT'S REQUIRED DECISION REGARDING THE NUMBER AND LOCATION OF THE DRIVEWAY WITH RESPECT TO THE CONTROLLED ACCESS RIGHT OF WAY, NOR DOES THIS CONCEPT PROPOSE THESE IMPROVEMENTS ON BEHALF OF THE DEVELOPER.

**TOWN OF EXETER
CONSERVATION COMMISSION MEMORANDUM**

Date: June 18, 2020
To: Planning Board
From: Andrew Koff, Chair, Exeter Conservation Commission
Subject: Gateway at Exeter LLC, Epping Road Recreation Use of Proposed Conservation Land

Project Info:

Project Location: Epping Road, Exeter, NH
Map/Lot: Map 47, Lots 6 & 7
NHDES File No: Unknown
CC Review Date: Site Walk 10/30/19, CC Meeting 11/12/19, CC Meeting 5/13/20, Cons Land Walk w/
small subcommittee 6/2/20, CC Meeting 6/9/20
PB CASE: 19-16

This memo is provided in addition to prior memos on this project sent in November 2019, and May 2020.

Recreation Use

During the May 2020 Conservation Commission meeting, it was felt more time onsite was needed to evaluate the baseline documentation report and to determine the suitability of the proposed conservation area for passive recreation. The previous site walk was focused on the development portion of the property, not the proposed conservation area. On June 2nd, a subset of the Conservation Commission (Carlos Guindon, Bill Campbell, and Andrew Koff) and Kristen Murphy met and walked the proposed conservation area. Observations from the site walk were discussed by the full Commission at the June 9th meeting.

The Commission expressed they were supportive of limited recreation on the property but protection of the natural resources present was the primary management goal, particularly the site's vernal pools. We noted the former logging road, which cuts across the northern portion of the conservation area and connects to the northwest portion of the proposed development, could accommodate an out-and-back trail. This trail would not connect to the Little River Conservation Area trails, would not cause additional impacts to the area's natural resources and has limited cost or effort to create. Given the sensitivity of the site, the Commission wants to continue to be involved in approval of the trail design including the location, width, length, surface materials. We did not feel a parking area is needed for this relatively limited trail in order to avoid additional wetland impacts in the developed portion of the property. We are only supportive of passive non-motorized, non-mechanized trail use and felt a gate or other structure is required to limit ATV or bike access outside of the conservation area where the development ends and the trail begins and should be installed as part of the development expenses. We also felt timing of trail construction was important and that it needed to occur prior to the residents moving in to avoid the chance for rogue trails or dispersed use in sensitive areas.

To address these concerns, in addition to revising designs to add a gate at the junction of the development and the logging road, they recommend the Planning Board include the following condition:

- Prior to issuing a certificate of occupancy, a trail open to foot traffic only would be installed at the applicant's expense following review and approval by the Conservation Commission of the location, length, width and surface materials.

Baseline Documentation Report and Deed:

The Commission also addressed the baseline documentation report, management plan and deed for the conservation area and provided the applicant with additional edits to these documents. At the time of the meeting, the applicant was still working to incorporate the edits. The Commission felt additional review could be addressed by the subcommittee and authorized the Chair to sign off on these revisions after final review by the subcommittee.

- It is important to note that finalization of these documents and recording of deeds prior to construction is required by the wetland permit.

Stewardship Fee:

In order to cover expenses for monitoring the property and ensuring compliance with the conservation deed in perpetuity, the Commission voted to require a one-time stewardship fee of \$7,500 paid by the applicant and deposited to the Conservation Fund. The applicant requested the ability to split payment of this fee over two years and the Commission was supportive of this.



Andrew Koff
Chair, Exeter Conservation Commission

cc: Jim Petropulos, HSI
Brendan Quigley, GES Inc.