



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*) on Thursday, November 19th, 2020 at 7:00 P.M. to consider the following:

APPROVAL OF MINUTES: November 12, 2020

NEW BUSINESS: PUBLIC HEARINGS

A request by Wakefield Investment, Inc. (2 Hampton Road LLC) for modifications to a previously approved multi-family site plan for the "Windsor Crossing" development. The subject property is located on Acadia Lane, in the CT-Corporate Technology Park zoning district. Tax Map Parcel #69-3. Case #21404.

The application of People's United Bank for the proposed construction of a drive-thru canopy and reconstruction of the existing parking lot at 1 Center Street. The subject property is situated in the C-1, Central Area Commercial zoning district. Tax Map Parcel #72-205 and #72-216. Case #20-3.

OTHER BUSINESS

EXETER PLANNING BOARD

Langdon J. Plumer, Chairman

Posted 11/06/20: Exeter Town Office 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 access the meeting, click this link: <https://exeternh.zoom.us/j/88133821337>

To access the meeting via telephone, call: +1 646 558 8656 and enter the Webinar ID: 881 3382 1337

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 access the meeting can be found here:

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

Contact us at extvg@exeternh.gov or 603-418-6425 with any technical issues.



TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: November 13, 2020
To: Planning Board
From: Dave Sharples, Town Planner
Re: People's United Bank
1 Center Street
PB Case #20-3

The applicant has submitted an application and plans for site plan review for the proposed construction of a drive-thru canopy and reconstruction of the existing parking lot located at 1 Center Street. The subject property is located in the C-1, Central Area Commercial zoning district and is identified as Tax Map Parcel #72-205 and #72-216.

The applicant appeared before the Historic District Commission on two occasions and was granted approval at their December 19th, 2019 meeting for the proposed improvements with several conditions. I have enclosed a copy of the HDC's decision and the meeting minutes for your review.

The applicant's plans and supporting documents were reviewed by UEI and their comments, dated March 4, 2020 are enclosed for your review. Due to several UEI and staff concerns, the applicant requested a continuance to a later meeting to provide adequate time for them to address those concerns. The applicant had been scheduled for two previous Planning Board meetings and requested continuances to the November 19th, 2020 meeting.

The Applicant has submitted revised plans and documentation dated 10/13/20, and were received in the Planning office on 11/12/20; these materials are enclosed for your review. I have circulated them to staff for their review and hopeful that I will receive comments back prior to the meeting. I will update the board on the status of this review at the meeting.

The Applicant is requesting six (6) waivers from the Board's Site Plan Review & Subdivision Regulations. A copy of their waiver request letter, dated January 14, 2019, and revised October 13, 2020 is included in the enclosed application materials.

In the event the Board decides to take action on the application, I will be prepared with suggested conditions of approval.

Waiver Motions

Parking areas – Aisle Widths waiver motion: After reviewing the criteria for granting waivers, I move that the request of People's United Bank (PB Case #20-3) for a waiver from Section 9.13.6 of the Site Plan Review & Subdivision Regulations to reduce the minimum aisle width within the parking area be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Parking areas – Proposed parking not to back out onto public streets waiver motion: After reviewing the criteria for granting waivers, I move that the request of People's United Bank (PB Case #20-3) for a waiver from Section 9.13.5 of the Site Plan Review & Subdivision Regulations to allow proposed parking to back onto a public street be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Roadways, Access Points waiver motion: After reviewing the criteria for granting waivers, I move that the request of People's United Bank (PB Case #20-3) for a waiver from Section 9.14.9 of the Site Plan Review & Subdivision Regulations to permit a proposed curb cut radii of 10' for a private driveway be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Roadways, Access Points waiver motion: After reviewing the criteria for granting waivers, I move that the request of People's United Bank (PB Case #20-3) for a waiver from Section 9.14.9 of the Site Plan Review & Subdivision Regulations to permit a proposed curb cut of 30 feet for a commercial exit be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Parking areas – Maximum Grade waiver motion: After reviewing the criteria for granting waivers, I move that the request of People's United Bank (PB Case #20-3) for a waiver from Section 9.13.7.4 of the Site Plan Review & Subdivision Regulations to permit a maximum grade of 6% be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Parking space (dimensions) waiver motion: After reviewing the criteria for granting waivers, I move that the request of People's United Bank (PB Case #20-3) for a waiver from Section 5.6.3 of the Zoning Ordinance to a reduction in the size of parking spaces be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Planning Board Motions

Site Plan Motion: I move that the request of People's United Bank (PB Case #20-3) for Site Plan approval be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Thank You.

Enclosures

probably said was replacement in kind. The commission does not have to see an application, for example if the applicant removes some wood siding from their building and replace it with the same kind.

Patrick then asked the commission if there was enough information to accept or deny the application. Gregory stated that it is hard to judge because the damage has already been done to the house. It is a prominent house in the historic district. Curtis stated there is a challenge because there is a precedent of a vinyl window on the right hand side which is incorrect to the period of the house. Patrick again stated, does the commission have enough information to make a decision. He then stated that the three options at this point would be to proceed with a motion for approval, a motion for denial or the applicant asks the commission to table until the next meeting and come back with some different information. Mrs. Miller stated that she does not know what she would do different. Patrick stated it would be a different material window because vinyl windows are not seen as historically appropriate. The information coming back would be a remission of the application and these are the materials we will be using. Gregory said it would also give them the opportunity to read the guidelines as well. Anthony stated that they would like to table the application until next month. Patrick asked for a motion and Curtis made the motion to table the application until next month Case # 19-07. Gregory seconded. All were in favor and application tabled.



The next is the application of R.V. Paolini for changes to the existing structure located at 1 Center Street (Peoples United Bank). The applicant is proposing to remove the existing canopy to the rear of the building over the drive-thru window and constructing a new canopy that will accommodate a two-car wide drive-thru structure. Case # 19-08. Robert Paolini stated he was representing the applicant and owner of 1 Center Street, Peoples United Bank. He is asking for permission to remove the small roof at the rear of the building that is over the drive-up window. They would like to replace it with a larger roof that would accommodate both the drive-up window and the ATM machine, which is currently inside the building. They are trying to make it easier for people to use the ATM machine as a drive-up instead of getting out of their car. Robert stated that if they are granted permission, they are planning on also making an application with the Planning Board to re-work the rear parking lot to get a better flow. Curtis asked if this proposal would re-locate the guard rail that is there. Robert stated that the guard rail would be removed. The whole parking area would change. There would be a more gradual turn into the drive-up. Kathy asked if this parking is just for their building and Robert said yes, it was just for Peoples United. Kathy then asked if they needed all that parking. Robert said that anytime he has been there working, it is full. He then stated that all the material they are using is going to be wood painted. The columns will be a composite of concrete and fiberglass for structure. They are not planning on using any vinyl at all. Gregory asked if there was a reason the roof does not align with the stone coping. Robert stated they were trying to keep the coping exposed and not cover it. They had discussions about raising the roof, but they thought there are not too many architectural details at the back of the building so they were trying to keep the limestone exposed. Patrick asked about the existing canopy that is there now. Would it be raised up? Robert stated that right now it does not really conform and they do have issues with people driving under them and hitting them. They are trying to get it up about ten feet. The horizontal line of limestone still would not stay exposed for the most part. Gregory stated that this building looks like a 1940s or 1950s Georgian revival building with modern elements. Robert said he thinks it was a school house at one point. Gregory stated that it has bay windows and it has a temple center front. It is all in wood and this gives the building its character. It would be nice if the roof on the side at least took some cues from the existing architecture. Looking at the drawings, they tell him that whoever drew them did not understand the architecture. Robert stated they did come up with a couple of designs which incorporated a small gable, but they said it would not work with the water. Gregory stated he thinks it is discouraging to see this being proposed for in front of one of Exeter's most

important buildings in the town. He suggested that the architect, or whoever put the drawings together, look at a book on classical architecture and try and understand this and then suggest something that is more appropriate. Robert asked if they are ok with the flat roof, it is more the columns that the issue is with. Gregory stated that it was. Robert then asked if it would be appropriate to table his application and come back at a later date when he adjusts the architectural rendering. Curtis stated that Robert is going in the right direction. The details just need to be adjusted. Robert stated that he appreciates the information. He will get back to the owner and have a meeting and make it more to the commissions liking. Kathy asked if they were getting rid of the ATM. Robert stated that they were. Kathy then said that Exeter is a walkable community and Citizens Bank has both a drive-thru and one on the street. She said they are discouraging walking in a way. Now you are encouraging someone to get back into their car and go thru the ATM or go into the ATM while walking and this is a safety issue. She stated that she knows it is expensive to have two ATMs, but Exeter prides itself on being the best walking community in the area. Robert said that he will point that out to the owner. Patrick then asked for a motion to table the application Case # 19-08. Curtis made the motion to table and Kathy seconded. All were in favor and application tabled.

~~Next on the agenda is the application of Lisa and Gregory Wenger for changes to the existing structure located at 101 High Street that include window replacement, removal of a smaller chimney and the proposed construction of an addition. Case # 19-10. Gregory Wenger introduced himself and his wife Lisa. He stated they have owned the property for a year and hope to be in soon. He would like to get permission to renovate the house and to add an addition. Their objective is to create an energy efficient house. They will end up with a three bedroom house to accommodate the family when they come. He then asked the commission if they had any questions. Gregory Colling asked which chimney would be taken down. Mr. Wenger stated it was the one with the picture above it (members had a packet with drawings). There is the prominent chimney in the front of the house that will remain. He stated that they have brought natural gas to the house and will have a gas furnace and the chimney would just be cosmetic. There are some structural issues with it and rather than repair it, they would like to have it removed. Patrick asked if this house was built in the 1940s-1960s. Mr. Wenger stated that it was actually built in a series of phases. The original house was a small cottage that was built in 1950. An extension to that was done in the late 50s. The garage was built thereafter. They would like to bring it to compliance with current day codes. Curtis asked about the materials for the siding. He wanted to know if everything was going to be replaced in kind and with shingles that are already on the house. Mr. Wenger stated they would be and it is cedar shingle that are pre-stained.~~

~~Lisa Wenger stated the windows would be the Anderson 400 series. Curtis stated it looks like they are changing to a cottage style. Lisa stated they wanted something consistent with the area. She stated that in their minds they are improving it with a consistent appearance. They want to have energy efficient. They wanted the appearance and integrity of a wood, but without committing themselves to wood. Patrick asked what the materials of the Anderson 400 series are. Lisa stated they are composite. They are a vinyl coated composite wood and lasts forever. It has the full profile of wood both inside and outside. Gregory Colling stated that he is confused as to what side of the home is on High Street. The photo suggests there is a courtyard with a garage. Lisa stated that regarding the garage, she would like to change the doors. Mr. Wenger then stated that the house is actually set back off of High Street. Lisa told the commission that the garage use to be a former judges office. Kathy stated that she was in the house when it was for sale. She said there is so much potential. It has not been touched since 1952. Lisa said that they were given photographs during their transaction that show her playing piano and various tables set up. They entertained and did ballroom dancing. Mr. Wenger stated the whole house is a time capsule. Lisa said that her original degree is in architectural history and they come before the~~

Historic District Commission

December 19, 2019

Final Minutes

Call Meeting To Order: Patrick Gordon, Chairman, called meeting to order at 7:00 pm in the Wheelwright Room of the Exeter Town Office Building

Members Present: Patrick Gordon, Chairman, Pam Gjettum, Clerk, Kathy Corson, Select Board, Greg Colling, Curtis Boivin, Vice Chair



New Business: Public Hearings: Continued public hearing on the application of R.V. Paolini for changes to the existing structure located at 1 Center Street (Peoples United Bank). The applicant is proposing to remove the existing canopy to the rear of the building over the drive-thru window and constructing a new canopy that will accommodate a two-car wide drive-thru structure. Case #19-08. Robert Pallini spoke representing the bank. He stated they were there a couple of months ago asking for approval to adjust the drive-up roof on the rear of the building. He said they got some good comments on the last visit and he feels they have made all of the adjustments that the board was looking for. Robert brought a board with pictures on it to show the members of the board. He said they had some research done on the columns and adjusted the caps to coincide with the existing building. The last thing that was mentioned was concern about moving the ATM machine because of people walking. Robert stated they had a conversation with the bank and they are willing to leave the existing ATM and just utilize this one for cars. To move it would not be really good for the people who walk because this is a walking community. Robert then stated that he thinks these were the original comments they got and they addressed everything the members wanted. Gregory asked what the width of the column is and the height. It is not showing on the packet that each member had. Gregory made a recommendation about the height to make it architectural correct. Gregory stated that he is just trying to make it look right. Robert agrees with his recommendations. Pam stated that what she is concerned about is the very lovely museum in back of the bank. Robert stated that they did not get any opposition from the museum and they approached them before any plans were made. He then stated that this is part 1 of a larger project where they want to go in and do the parking area and the commission would be getting input from them at that time. Pam then asked if they were good with them blocking their whole entrance. Robert said he does not think they are blocking anything. They are just adding one lane. Patrick explained to Pam that the canopy that is there now will be raised up and not really block all that much. Robert said at the same time, they are going to be readjusting the parking area and lose some space. There is going to be one in way which is where the museum accesses their road. They would then come around and come up. Pam then asked if they were going to come up the hill. Robert said they are going to lose one of the entrances and this will make it much safer because there will not be three cuts in the road. Pam stated that she still wants visual access to the museum. Gregory said what Pam is saying is do not put a drive-thru there at all. It does not necessarily screen that building. You can see through it and it is a flat roof. Kathy said that they could put a whole building there if they wanted to. This is beyond the scope of what the HDC can do. Gregory said that the builder has a right and Kathy agreed. Gregory then said that it is not a public right of way. He said you can look at the museum from Water Street and that is the view the public see. Patrick asked about the roof. He said that in the

drawings, it looks completely flat. Robert said it is with a moderate pitch to try and keep the water from the entrance and the exit. They will incorporate drainage when they do the site plan. Patrick asked in the side elevation view, will it have a peak similar to the existing. Robert stated that it will not. Patrick talked about how to do the pitch so it does not collect water. Patrick asked what the materials would be. Robert said it will be all wood and paint. They will not be using any vinyl. Patrick said he was just putting this out to the commission members that he does not think they would be against the capital base being composite, just because this is going to get so much splash back and potential wicking. Patrick then asked the commission members if they had any other questions or comments. Kathy said this was off the subject but while he is here during your next phase, which is the parking phase, will you be combining parking with the museum. Robert said they will not be doing that. They also own the upper parking lot and they want to utilize it more. Kathy then asked if there would be the same amount of parking they have now, or will it be less. Robert does not know the answer to this question, but he has a feeling that it is going to be less because they do want to have some green space. Patrick asked about the island that the columns are going to sit on, what will be the material. Robert said it will be concrete. Patrick then asked if they could request granite curbing to match the front. Robert stated that he thinks they are going to be doing a lot of granite inside the parking area, but the granite is a big problem with the islands. It rips up tires constantly. Patrick then stated that he does not think concrete would be out of place either. Patrick then asked again if there were any more questions or comments and there were none. This application has already been accepted. He then asked if there was anyone from the public who would like to speak for or against this application. There was no one. Patrick then closed the public hearing. He then asked if there was any further deliberation from any of the board members for this application. Gregory said there were three conditions for approval.

The column capital from the top of the column to the neck molding, 12 inches. The same as the width of the column. The base would be half of the length of the column, six inches. Hip flat roof with a continuous cornis that does not slope.

Gregory then made a motion to approve the application with the three conditions. Curtis seconded. All were in favor and application approved.

~~Other Business: Gardner House Condominiums – 12 Front Street has request a Work Session for modifications of previous approval for the main house. Jeremiah Johnson with McKinney Architects. He was with the two owners of 12 Front Street as well. He passed out a packet to the members of the board. He said that the rear condominium building is under construction now. He said the owners would like to do something different than what was approved in the back of the building. What they are proposing to do in lieu of removing that same portion of the addition and the porch stair area, put a simple, modest two car garage. The intent is to match materials, details, colors like the building in the front. Patrick asked if he had received a copy of the HDC Guidelines. He said he had and looked through them briefly. Patrick said this will reference for sure in terms of historical appropriateness. Patrick's second question was did he find any of the meeting minutes or watch on TV the deliberations on this. He has not. Patrick said this property itself went through a very rigorous and contentious approval process. A lot of energy and work went into the deliberations back and forth so he asked that Jeremiah review them. There was presentation given about the history of the property and the importance of the massing of that unit in particular, what they were calling the back house. That definitely played a part to what the considerations were for the approval for what the commission did make and for any changes to that approval. Patrick then opened it up to the commission members and reminded everyone this is~~



Town of Exeter Historic District Commission

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Certificate of Appropriateness

Official Use Only

Application No. 4DC # 19-08

Date Application received by the Building Department Office 10/1/19 (mm/dd/yyyy)

Date Application accepted by Historic District Commission 12/19/19 (mm/dd/yyyy)

Date Public Hearing held by Historic District Commission 12/19/19 (mm/dd/yyyy)

Disposition of Application:

- Disapproved
- Approved as submitted
- Approved with conditions listed below

Authorized Signature: Patrick H. Jordan

Date of Authorization: 12/19/2019

Conditions of Approval:

- ① COLUMN CAP HEIGHT TO NECK MOLDING TO EQUAL 12".
- ② HEIGHT OF THE TAURUS + BASE TO EQUAL 6"
- ③ FLAT ROOF TO BE HIPPED IN MIN. PITCH ALLOWED PER MANUFACTURER.

2529.00

March 4, 2020

David Sharples, Town Planner
Town Planning Office, Town of Exeter
10 Front Street
Exeter, NH 03833

**Re: Peoples United Bank Parking Lot Redevelopment Site Plan Review
Design Review Engineering Services
Exeter, New Hampshire**

Site Information:

Tax Map/Lot#:	72/205 and 72/216	Review No. 1
Address:	1 Center Street	
Lot Area:	0.11 ac (72/205) and 0.42 ac (72/216)	
Proposed Use:	Existing commercial use	
Water:	Town	
Sewer:	Town	
Zoning District:	C-1	
Applicant:	Chittenden Bank C/O People's United Bank, 850 Main Street, Bridgeport, CT 06604	
Design Engineer:	Berry Surveying & Engineering, Barrington, NH	

Application Materials Received:

- Site plan set entitled "Site Redevelopment" dated January 15, 2019, prepared by Berry Surveying & Engineering.
- Site plan application materials and waiver requests prepared by Berry Surveying & Engineering.
- Drainage Analysis & Sediment and Erosion Control Plan dated January 15, 2019, prepared by Berry Surveying & Engineering.
- Stormwater Management Inspection & Maintenance Plan, prepared by Berry Surveying & Engineering.

Dear Mr. Sharples:

Based on our review of the above information, in addition to comments provided by the Town, we offer the following comments in accordance with the Town of Exeter Regulations and standard engineering practice.

We recognize this project is a redevelopment of an existing lot with no change in ownership or use. As such, our comments are tailored to review of proposed elements only. Note: The plans

depict the side street as Ladd's Lane in some locations and Governors Lane in others. While coordination is needed, we are going to refer to it as Governors Lane for purposes of the comments.

General and Administrative Comments

1. Existing Roadway: We note the following:

- Governors Lane is a narrow, dead-end road with an existing width that is insufficient to accommodate regular 2-way traffic.
- The project proposes to circulate all of the banks business traffic to it, where currently it largely serves only to accommodate employee parking in the back parcel #205.
- The proposed parking off Governors Lane has vehicles backing into the roadway, which could be problematic for vehicles travelling towards Center Street from the parking lot on Lot 205.
- The intersection of Governors Lane and Center Street appears to have a curb radius of approximately 10'.
- It appears that the layout of parking spaces along the road will reduce the amount of snow storage for the Town plows.
- Given the abutting uses and paved sidewalks to the northwest, it is presumed that pedestrians also frequent Governors Lane, no accommodations are being proposed to accommodate non-vehicular traffic.

2. Waiver Requests: Please refer to Comment 13 below for discussion of the aisle width waiver request. Additional waiver requests are required as detailed in the comments below.

3. Parking Spaces: No waiver request for the required number of parking spaces is provided. Taking into consideration that this is an existing condition and there are adjacent public parking spaces on the street, we do not object to the number of spaces being proposed. However, as the project's parking is accommodated across two separate parcels, it is a concern that a change in ownership of parcel 205 could further reduce the available parking spaces for the bank/office building. If not currently restricted, we recommend that a condition be placed on the approval that prohibits the individual sale of the parcels without the consent of the Exeter Planning Board.

4. Construction Traffic and Parking: Please address how parking will be accommodated during construction, presuming the building will remain open for business. Also, please note that traffic control may be required if the construction is disruptive to downtown vehicle movements.

Cover Sheet

5. A wetland scientist is listed, but no wetlands exist onsite and no wetland delineation is listed on the existing conditions plan. This should be removed as appropriate.
6. The orientation of the location plan is different from the vicinity sketch. A second north arrow should be added.



7. The location plan calls out Ladd's Lane where the vicinity sketch calls out Governors Lane. Coordination is needed.

Existing Conditions Plan

8. **Legend:** There is a dashed line around part of the property, also shown on both sides of Governors Lane to the west, on Sheets 3 and 4. This line is not labeled anywhere, and should be added to the Legend.
9. **Utilities:** All utilities on the parcels should be shown.
10. **Trees:** There is an existing tree to the southwest of the 32" stump near the Well House Foundation. This should be added to the plan.

Site Plan

11. **Parking Spot Layout:** The parking spots located along Governors Lane do not comply with 9.13.5, which prohibits the arrangement of parking spaces such that vehicles will not back into public streets. A waiver is required.
12. **Driveway Widths:** Neither of the driveways complies with the maximum curb cut widths allowed in the Standard Specifications for Construction, Section E.III.B.2.
13. **Aisle Width:** The western lane of the drive through is reduced to approximately 7' in width at the island. This will further decrease the width of the through aisle, where a waiver request has been submitted for a reduced width from 20' to 18', and cars parked across from the island will have difficulty backing out when there is a queue at the window. While we have no objection to a reduction to 18' proximal to the four northerly parking spaces the two more southerly spaces and aisles at the island should be reconfigured.
14. **Driveway Radii:** None of the curb cut radii achieve the required 25' min. radius requirement. Given this is an existing situation in a downtown area and the 25' radii may not be possible, the applicant should increase the radii as much as possible or demonstrate emergency and delivery vehicles can navigate the turns without crossing lanes.
15. **Parking Space Size:** The parking spaces on Lot 205 measure 9'x17'. A waiver is required from section 5.6.3.A, which requires a min. space size of 9'x19'.
16. **Building Access:** There is a side door which opens out into the parking lot. This is shown on the Existing Conditions Plan by noting the concrete pad outside the door, but it is not shown on the Site Plan. Since this door will open into the vehicle queue for the drive-up window, please confirm the purpose and use of this door and how conflicts between the door and window queue will be handled. Is the door solid or equipped with a window?
17. **ADA Compliance:** Truncated domes are required at all sidewalk tip-downs within the ROW.
18. **Tree:** The existing tree noted in Comment 10 above has branches that extend to the EOP. Although the tree is not on this lot, a note should be added to protect the tree during construction.
19. **Underground Utilities:** Note 21 refers to underground telephone, electric, etc. If any new lines are proposed, these should be shown on the plans.



20. Impervious Area: Since two lots are part of this submission, Note 25 should be revised to list criteria for both Lot 205 and 216.

Grading, Erosion and Sediment Control Plan

21. Steep Slopes: Barriers should be considered in the following locations to prevent vehicles from encountering steep slopes:

- The western side of Lot 205
- All parking spaces around the 2:1 slopes of the swale and rain garden

22. Grading: Section 9.13.7.4 sets a max grade of 5%. Since this is an existing parking lot, we acknowledge challenging limitations in grading, however, the grades are as steep as 10%, and the finished floor of the bank is only 0.06 feet above the grade outside. In addition, the flood elevation of the rain garden is almost 3 feet higher than the building's finished floor, bringing into question the possibility of interior flooding in the event of overtopping.

23. Utilities: It is assumed from the structures shown on the Existing Conditions Plan that the water and sewer services are located on the Water Street side of the building. These should be shown on this plan as well.

Detail Sheets

24. Additional details: Provide details for the following:

- Crosswalk (or add a note to the plans directing the Contractor that crosswalk striping shall match existing Town of Exeter crosswalks).

25. Parking Spaces: The parking stall length should be changed to reflect the lengths proposed in details C7 and C8. The lengths should be amended post approval as needed to reflect any waivers granted by the planning board.

26. Outlet Structure: The outlet structure detail should be revised to accurately show only the structure that is proposed, as it is proposed.

Stormwater Design and Modeling

27. Date: The date on the cover sheets say 2019, but the date on the report is listed as 2020. Coordination is needed.

28. Stormwater Narrative:

- On page 2, there is a reference to wetlands, however, there are no wetlands on the site.
- Page 3 states that no infiltration is proposed, yet discussion of the rain garden on page 7 refers to infiltration throughout the text. It appears that the rain garden text is referring to the filtration achieved through the rain garden itself with little expectation of actual infiltration to the site's soils. Please clarify.
- Page 4 has references to two/both rain gardens where only one is proposed.
- Page 6 refers to the City of Exeter. Please change this to the Town of Exeter.



- There is a reference to Sheet E-101 on page 6 and page 9. We are assuming this should be changed to Sheet 4. Also, page 8 refers to Sheet E-102 where no E-102 is included.
- There is a reference to a 50-foot wetland buffer on page 8, while there are no buffers onsite.

29. Inspection and Maintenance Manual:

- Page 3 lists a proposed catch basin and deep sump catch basins, but there are no catchbasins proposed.
- On page 5, the reference to the Town of Barrington should be changed to the Town of Exeter.

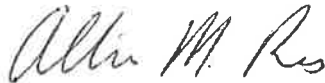
30. PTAP Database: The Applicant is requested to enter project related stormwater tracking information contained in the site plan application documents using the Great Bay Pollution Tracking and Accounting Program (PTAP) database (www.unh.edu/unhsc/ptapp).

A written response is required to facilitate future reviews.

Please contact us if you have any questions.

Very truly yours,

UNDERWOOD ENGINEERS, INC.



Allison M. Rees, P.E.
Project Manager



Robert J. Saunders, P.E.
Senior Project Engineer





TOWN OF EXETER, NH APPLICATION FOR SITE PLAN REVIEW

THIS IS AN APPLICATION FOR:

COMMERCIAL SITE PLAN REVIEW
 INDUSTRIAL SITE PLAN REVIEW
 MULTI-FAMILY SITE PLAN REVIEW
 MINOR SITE PLAN REVIEW
 INSTITUTIONAL/NON-PROFIT SPR

OFFICE USE ONLY

_____ APPLICATION #
 _____ DATE RECEIVED
 _____ APPLICATION FEE
 _____ PLAN REVIEW FEE
 _____ ABUTTERS FEE
 _____ LEGAL NOTICE FEE
 _____ TOTAL FEES

_____ INSPECTION FEE
 _____ INSPECTION COST
 _____ REFUND (IF ANY)

1. **NAME OF LEGAL OWNER OF RECORD:** Chittenden Bank, C/O People's United Bank

TELEPHONE: (603) 781-1636
ADDRESS: 850 Main St, Bridgeport, CT 06604
2. **NAME OF APPLICANT:** Chittenden Bank, C/O People's United Bank
ADDRESS: 850 Main St, Bridgeport, CT 06604
jack.goglin@peoples.com **TELEPHONE:** () _____
3. **RELATIONSHIP OF APPLICANT TO PROPERTY IF OTHER THAN OWNER:** _____
 (Written permission from Owner is required, please attach.)
4. **DESCRIPTION OF PROPERTY:** Single structure on Lot 216 with parking on Lots 205 & 216
ADDRESS: 1 Center Street
TAX MAP: 72 **PARCEL #:** 205 & 216 **ZONING DISTRICT:** C-1
AREA OF ENTIRE TRACT: Lot 216 = 0.42Ac. **PORTION BEING DEVELOPED:** C-1
Lot 205 = 0.11Ac.



5. ESTIMATED TOTAL SITE DEVELOPMENT COST \$ +/- \$70,000

6. EXPLANATION OF PROPOSAL: Redevelopment of existing parking lot and additional drive-thru service window.

7. ARE MUNICIPAL SERVICES AVAILABLE? (YES/NO) Yes, existing

If yes, Water and Sewer Superintendent must grant written approval for connection.
If no, septic system must comply with W.S.P.C.C. requirements.

8. LIST ALL MAPS, PLANS AND OTHER ACCOMPANYING MATERIAL SUBMITTED WITH THIS APPLICATION:

ITEM:	NUMBER OF COPIES
A. <u>See attached cover letter for list of submittal items.</u>	
B. _____	
C. _____	
D. _____	
E. _____	
F. _____	

9. ANY DEED RESTRICTIONS AND COVENANTS THAT APPLY OR ARE CONTEMPLATED (YES/NO) No IF YES, ATTACH COPY.

10. NAME AND PROFESSION OF PERSON DESIGNING PLAN:

Kenneth A Berry, PE, LLS
NAME: Christopher R. Berry
Berry Surveying & Engineering
ADDRESS: 335 Second Crown Point Rd, Barrington, NH 03825
PROFESSION: Surveying & Engineering TELEPHONE: (603) 332-2863

11. LIST ALL IMPROVEMENTS AND UTILITIES TO BE INSTALLED:

Construction of one rain garden for storm water mitigation. No proposed changes to utilities.



12. HAVE ANY SPECIAL EXCEPTIONS OR VARIANCES BEEN GRANTED BY THE ZONING BOARD OF ADJUSTMENT TO THIS PROPERTY PREVIOUSLY?

IF YES, DESCRIBE BELOW. (Please check with the Planning Department Office to verify)

No

13. WILL THE PROPOSED PROJECT INVOLVE DEMOLITION OF ANY EXISTING BUILDINGS OR APPURTENANCES? IF YES, DESCRIBE BELOW.

(Please note that any proposed demolition may require review by the Exeter Heritage Commission in accordance with Article 5, Section 5.3.5 of the Exeter Zoning Ordinance).

There will be no demolition to existing buildings.

14. WILL THE PROPOSED PROJECT REQUIRE A "NOTICE OF INTENT TO EXCAVATE" (State of NH Form PA-38)? IF YES, DESCRIBE BELOW.

No

NOTICE: I CERTIFY THAT THIS APPLICATION AND THE ACCOMPANYING PLANS AND SUPPORTING INFORMATION HAVE BEEN PREPARED IN CONFORMANCE WITH ALL APPLICABLE REGULATIONS; INCLUDING BUT NOT LIMITED TO THE "SITE PLAN REVIEW AND SUBDIVISION REGULATIONS" AND THE ZONING ORDINANCE. FURTHERMORE, IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 15.2 OF THE "SITE PLAN REVIEW AND SUBDIVISION REGULATIONS", I AGREE TO PAY ALL COSTS ASSOCIATED WITH THE REVIEW OF THIS APPLICATION.

DATE 1-15-2020 OWNER'S SIGNATURE

ACCORDING TO RSA 676.4.I (c), THE PLANNING BOARD MUST DETERMINE WHETHER THE APPLICATION IS COMPLETE WITHIN 30 DAYS OF SUBMISSION. THE PLANNING BOARD MUST ACT TO APPROVE, CONDITIONALLY APPROVE, OR DENY AN APPLICATION WITHIN SIXTY FIVE (65) DAYS OF ITS ACCEPTANCE BY THE BOARD AS A COMPLETE APPLICATION. A SEPARATE FORM ALLOWING AN EXTENSION OR WAIVER TO THIS REQUIREMENT MAY BE SUBMITTED BY THE APPLICANT.



SITE PLAN REQUIREMENTS

7.4 Existing Site Conditions Plan

Submission of this plan will not be applicable in all cases. The applicability of such a plan will be considered by the TRC during its review process as outlined in Section 6.5 Technical Review Committee (TRC) of these regulations. The purpose of this plan is to provide general information on the site, its existing conditions, and to provide the base data from which the site plan or subdivision will be designed. The plan shall show the following:

APPLICANT	TRC	REQUIRED EXHIBITS
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.4.1 Names, addresses, and telephone numbers of the owner, applicant, and person(s) or firm(s) preparing the plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.4.2 Location of the site under consideration, together with the current names and addresses of owners of record, of abutting properties and their existing land use.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.4.3 Title, date, north arrow, scale, and Planning Board Case Number.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.4.4 Tax map reference for the site under consideration, together with those of abutting properties.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.4.5 Zoning (including overlay) district references.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.4.6 A vicinity sketch or aerial photo showing the location of the land/site in relation to the surrounding public street system and other pertinent location features within a distance of 2,000-feet, or larger area if deemed necessary by the Town Planner.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.4.7 Natural features including watercourses and water bodies, tree lines, significant trees (20-inches or greater in diameter at breast height) and other significant vegetative cover, topographic features, and any other environmental features that are important to the site design process.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.4.8 Man-made features such as, but not limited to, existing roads, structures, and stone walls. The plan shall also indicate which features are to be retained and which are to be removed or altered.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.4.9 Existing contours at intervals not to exceed 2-feet with spot elevations provided when the grade is less than 5%. All datum provided shall reference the latest applicable US Coast and Geodetic Survey datum and should be noted on the plan.
<input type="checkbox"/> N/A	<input type="checkbox"/>	7.4.10 A High Intensity Soil Survey (HISS) of the entire site, or appropriate portion thereof. Such soil surveys shall be prepared by a certified soil scientist in accordance with the standards established by the Rockingham County Conservation District. Any cover letters or explanatory data provided by the certified soil scientist shall also be submitted.



<input checked="" type="checkbox"/> N/A	<input type="checkbox"/>	7.4.11 State and Federally designated wetlands, setback information, total wetlands proposed to be filled, other pertinent information and the following wetlands note: "The landowner is responsible for complying with all applicable local, state, and federal wetlands regulations, including any permitting and setback requirements required under these regulations."
<input checked="" type="checkbox"/> X	<input type="checkbox"/>	7.4.12 Surveyed property lines including angles and bearings, distances, monument locations, and size of the entire parcel. A professional land surveyor licensed in New Hampshire must attest to said plan.
<input checked="" type="checkbox"/> X	<input type="checkbox"/>	7.4.13 The lines of existing abutting streets and driveway locations within 200-feet of the site.
<input checked="" type="checkbox"/> X	<input type="checkbox"/>	7.4.14 The location, elevation, and layout of existing catch basins and other surface drainage features.
<input checked="" type="checkbox"/> X	<input type="checkbox"/>	7.4.15 The shape, size, height, location, and use of all existing structures on the site and approximate location of structures within 200-feet of the site.
<input checked="" type="checkbox"/> X	<input type="checkbox"/>	7.4.16 The size and location of all existing public and private utilities, including off-site utilities to which connection is planned .
<input checked="" type="checkbox"/> X	<input type="checkbox"/>	7.4.17 The location of all existing easements, rights-of-way, and other encumbrances .
<input checked="" type="checkbox"/> X	<input type="checkbox"/>	7.4.18 All floodplain information, including the contours of the 100-year flood elevation, based upon the Flood Insurance Rate Map for Exeter, as prepared by the Federal Emergency Management Agency, dated May 17, 1982.
<input checked="" type="checkbox"/> X	<input type="checkbox"/>	7.4.19 All other features which would fully explain the existing conditions of the site.
<input checked="" type="checkbox"/> X	<input type="checkbox"/>	7.4.20 Name of the site plan or subdivision.



7.5 Proposed Site Conditions Plan (Pertains to Site Plans Only)

The purpose of this plan is to illustrate and fully explain the proposed changes taking place within the site. The proposed site conditions plan shall depict the following:

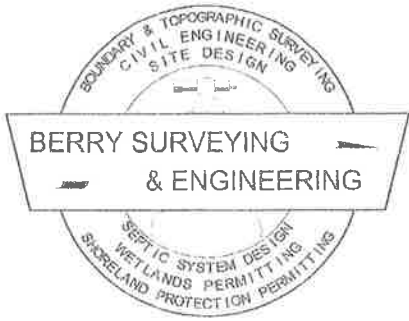
APPLICANT	TRC	REQUIRED EXHIBITS
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.1 Proposed grades and topographic contours at intervals not to exceed 2-feet with spot elevations where grade is less than 5%. All datum provided shall reference the latest applicable US Coast and Geodetic Survey datum and should be noted on the plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.2 The location and layout of proposed drainage systems and structures including elevations for catch basins.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.3 The shape, size, height, and location of all proposed structures, including expansion of existing structures on the site and first floor elevation(s). Building elevation(s) and a rendering of the proposed structure(s).
<input type="checkbox"/> N/A	<input type="checkbox"/>	7.5.4 High Intensity Soil Survey (HISS) information for the site, including the total area of wetlands proposed to be filled.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.5 State and Federally designated wetlands, setback information, total wetlands proposed to be filled, other pertinent information and the following wetlands note: "The landowner is responsible for complying with all applicable local, state, and federal wetlands regulations, including any permitting and setback requirements required under these regulations."
<input type="checkbox"/> N/A	<input type="checkbox"/>	7.5.6 Location and timing patterns of proposed traffic control devices.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.7 The location, width, curbing and paving of all existing and proposed streets, street rights-of-way, easements, alleys, driveways, sidewalks and other public ways. The plan shall indicate the direction of travel for one-way streets. See Section 9.14 – Roadways, Access Points, and Fire Lanes for further guidance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.8 The location, size and layout of off-street parking, including loading zones. The plan shall indicate the calculations used to determine the number of parking spaces required and provided. See Section 9.13 – Parking Areas for further guidance.
<input type="checkbox"/> N/A	<input type="checkbox"/>	7.5.9 The size and location of all proposed public and private utilities, including but not limited to: water lines, sewage disposal facilities, gas lines, power lines, telephone lines, cable lines, fire alarm connection, and other utilities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.10 The location, type, and size of all proposed landscaping, screening, green space, and open space areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.11 The location and type of all site lighting, including the cone(s) of illumination to a measurement of 0.5-foot-candle.
<input type="checkbox"/> N/A	<input type="checkbox"/>	7.5.12 The location, size, and exterior design of all proposed signs to be located on the site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.13 The type and location of all solid waste disposal facilities and accompanying screening.



<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.14 Location of proposed on-site snow storage.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.15 Location and description of all existing and proposed easement(s) and/or right-of-way.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.16 A note indicating that: "All water, sewer, road (including parking lot), and drainage work shall be constructed in accordance with Section 9.5 Grading, Drainage, and Erosion & Sediment Control and the Standard Specifications for Construction of Public Utilities in Exeter, New Hampshire". See Section 9.14 Roadways, Access Points, and Fire Lanes and Section 9.13 Parking Areas for exceptions.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7.5.17 Signature block for Board approval

OTHER PLAN REQUIREMENTS (See Section indicated)

- 7.7 Construction plan
- 7.8 Utilities plan (no change)
- 7.9 Grading, drainage and erosion & sediment control plan
- 7.10 Landscape plan
- 7.11 Drainage Improvements and Storm Water Management Plan
- 7.12 Natural Resources Plan (existing pavement)
- 7.13 Yield Plan (non residential)



BERRY SURVEYING & ENGINEERING

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crberry@metrocast.net

October 13, 2020

Town of Exeter Planning Board
Attention: Dave Sharples – Town Planner
10 Front Street
Exeter, NH 03833

RE: Project Narrative
Chittenden Bank C/O
People's United Bank
1 Center Street
Tax Map 72, Lots 205 & 216

Mr. Sharples, Chair, and Members of the Exeter Planning Board,

Enclosed please find the following project narrative in support of a Site Redevelopment for Chittenden Bank, C/O People's United Bank.

Background and General Narrative:

Chittenden Bank C/O People's United Bank owns the parcel known as 1 Center Street (Map 72, Lot 216) & and Lot 205. Berry Surveying & Engineering has conducted a full boundary survey as well as a topographic analysis. Please note that there were no wetlands found on site. Lot 205 consists entirely of a paved parking area that provides parking access to the existing bank on Lot 216 and slopes gradually down to Ladds's Lane. Lot 216 has an existing 4,272 Sq.Ft. bank on the first floor and 2,136 Sq.Ft. of office space on the second floor. The remaining 2,136 Sq.Ft. on the second floor is storage spaces. The lot slopes gradually down from Ladd's Lane towards the existing bank.

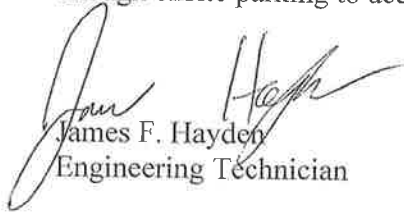
The Proposal:

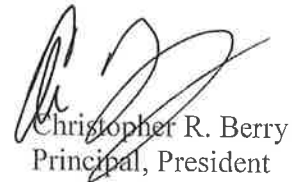
The proposal is to construct a drive through canopy with two drive through lanes. These two lanes will provide access to an ATM and teller. As part of the construction of the drive through lanes, the existing parking lot will be rearranged to make room for the relating vehicles queues. Currently there is access to the bank parking lot off Center Street. However in the proposed layout, the access point will be moved to Ladds's Lane and will have one way circulation through the parking lot to Center Street, keeping the overall traffic flow similar to the existing condition. Several waivers are being requested, a copy of the waiver request is enclosed.

Due to the reconfiguration of the parking lot, there will be a decrease of approximately 2,300 Sq.Ft. of impervious area. The excess existing impervious areas will be turned into landscaped and storm water mitigation areas. A variety of trees and shrubs, native to New Hampshire will be planted throughout the site. In addition, a rain garden will be constructed in the middle of the parking area in order to capture some of the stormwater coming off the parking lot and Ladd's Lane. An in depth drainage analysis has been conducted and is included in the submittal.

The applicant is proposing the above mentioned changes in order to increase the efficiency of the bank and create additional drive through lanes. In addition, interior green space will also be added to the parking lot, as well as storm water mitigation practices.

A parking analysis has also been conducted as part of this submittal. Utilizing the Town of Exeter Regulations and the Parking Generation Manual, it was determined that there will be enough onsite parking to accommodate both the bank and supporting offices.


James F. Hayden
Engineering Technician


Christopher R. Berry
Principal, President





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October 13, 2020

Town of Exeter Planning Board
Attention: Dave Sharples – Town Planner
10 Front Street
Exeter, NH 03833

RE: Parking Analysis
Chittenden Bank C/O
People's United Bank
1 Center Street
Tax Map 72, Lots 205 & 216

Mr. Sharples, Chair, and Members of the Exeter Planning Board,

Enclosed please find the following parking analysis in support of a Site Redevelopment for Chittenden Bank, C/O People's United Bank.

Existing Conditions:

Chittenden Bank, C/O People's United Bank owns the parcel known as 1 Center Street (Map 72, Lot 216), which has an existing 4,272 square foot bank and 15 onsite parking spaces. They also own Lot 205, which is a small 10 space parking lot that services the existing bank.

Project Overview:

The applicant is proposing to construct two drive through lanes for the existing bank located at 1 Center Street. As part of the drive through construction, the applicant will be rearranging the existing parking area in order to accommodate for the drive through and the relating vehicle queue. A portion of the existing parking lot will be turned into a vegetated area as well as an area for storm water mitigation. The existing bank is 4,272 Sq.Ft. on the first floor. The second floor has 2,136 Sq. Ft. of office space, with the remaining 2,136 Sq.Ft. being used as storage space.

The construction of the drive through and redevelopment of the parking lot will result in a decrease of 4 spaces, to 21 spaces. However, the creation of a two lane drive through will divert the parking demand to drive through demand.

Proposed Bank Parking:

The Town of Exeter’s Zoning Ordinance off street parking regulations does not have a bank use. For the purposes of this parking analysis, The Parking Generation Manual 4th edition was used. The Institute of Traffic Engineers Parking Generation 4th edition is a technical information report that has been obtained from the research and experience of various transportation engineers. It was made so that parking calculations can be based off specific uses from real studies.

Land Use Code 912 (Drive-in bank)

The definition of a drive-in bank is “A bank that provides facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building” (See Figure 1).

Figure 1: Drive-in Bank Saturday Peak Demand

**Land Use: 912
Drive-in Bank**

**Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA
On a: Saturday
Location: Suburban**

Statistic	Peak Period Demand
Peak Period	12:00–2:00 p.m.
Number of Study Sites	16
Average Size of Study Sites	5,000 sq. ft. GFA
Average Peak Period Parking Demand	3.47 vehicles per 1,000 sq. ft. GFA
Standard Deviation	1.62
Coefficient of Variation	47%
Range	1.44–8.00 vehicles per 1,000 sq. ft. GFA
85th Percentile	4.66 vehicles per 1,000 sq. ft. GFA
33rd Percentile	2.78 vehicles per 1,000 sq. ft. GFA

The study conducted within the parking manual was conducted in a suburban area for a bank to determine the parking demand based on the square footage of the bank and found an average factor 3.47 spaces per 1,000 Sq. Ft. Assuming the bank is at maximum capacity, this would yield 15 required spaces. $((4,272 \text{ Sq.Ft.}/1,000 \text{ Sq.Ft.}) * 3.47 \text{ spaces per 1,000 Sq. Ft.} = 14.8 \text{ spaces})$. In addition to the bank, there is 2,136 Sq.Ft. of office space on the second floor. Exeter’s Zoning Ordinance 5.6.6 Off-street parking schedule states that there shall be 1 parking space per 250 Sq. Ft. of gross floor area. This would yield 9 required spaces for the office use $(2,136 \text{ Sq. Ft.}/250 \text{ Sq. Ft. per space} = 8.5 \text{ spaces})$.



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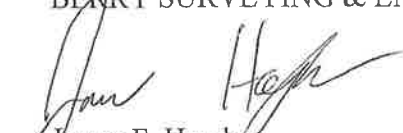
Other Considerations:

In addition to having sufficient parking on site, there are also several parking spaces on Center Street and Water Street. The creation of the drive through, coupled with the onsite parking and street parking will be sufficient to accommodate the uses of the building. Based on the Parking Generation Manual the existing bank would need 15 required spaces to accommodate the parking need. However, this number does not take into account the number of vehicles within the queue. Assuming that the proposed drive through queue is full (6 vehicles), there would be a 6 space reduction in parking demand, yielding 9 required spaces (15 spaces – 6 vehicle queue = 9 spaces).


Conclusion:

The existing parking lot has 25 spaces, while the proposed parking lot will have 21. However there is no existing drive through lanes. The addition of the proposed drive through lanes with a 6 vehicle queue, will lessen the parking demand.

Respectfully Submitted,
BERRY SURVEYING & ENGINEERING

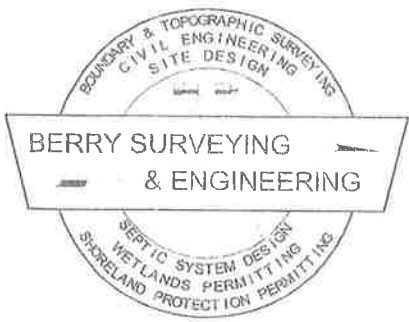


James F. Hayden
Engineering Technician



Christopher R. Berry SIT
Principal, President





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January 14, 2019

Revised: October 13, 2020

Town of Exeter Planning Board
Attention: Dave Sharples – Town Planner
10 Front Street
Exeter, NH 03833

RE: Waiver Request
Chittenden Bank C/O
People's United Bank
1 Center Street
Tax Map 72, Lots 205 & 216

Mr. Sharples, Chair, and Members of the Exeter Planning Board,

Enclosed please find the following waiver request in support of a Site Redevelopment for Chittenden Bank, C/O People's United Bank.

In accordance with the Town of Exeter Site Review Regulations Section 13.7, the following waiver is requested:

1. Identification of Waiver Request: Minimum aisle width of 20 feet for 60 degree parking. 9, 15, 6

- Proposed 60 degree parking area with an 16 foot aisle (where 20 feet is required).

2. Explanation:

The proposal is to construct a drive through canopy with two drive through lanes. These two lanes will provide access to an ATM and teller. As part of the construction of the drive through lanes, the existing parking lot will be rearranged to make room for the vehicles queues. Currently there is access to the bank parking lot off Center Street. However in the proposed layout, the access point will be moved to Ladd's Lane and will have one way circulation through the parking lot to Center Street, keeping the overall traffic flow similar to the existing condition.

3. Waiver Justification:

a. The granting of the waiver will not be detrimental to the public safety, health, or welfare or injurious to other property.

Allowing the applicant to have an aisle width of 16' for 60 degree parking will not be detrimental to the public safety. The proposed parking layout will help to increase public safety by creating

two new crosswalks for pedestrian traffic. In addition, the number of driveway cuts onto Center Street will be reduced from two in the existing condition, to one in the proposed. T

b. 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 conditions which the request for a waiver is based are unique to this lot. The portion of the lot to be redeveloped site at the corner of Ladd's Lane and Center Street, making it hard to redevelop the aisle side of the parking lot. The parking lot was designed to not only meet the necessary parking demand but also to keep all the proposed parking on the subject parcel. Given the existing low speeds and low volumes on Ladd's Lane and the lot, this was deemed appropriate.

c. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations are carried out.

Requiring the applicant to have a 20' aisle width would pose an unnecessary hardship on the applicant. The 16' aisle allows for the required parking to be on site while leaving room for landscaping and stormwater management. If the aisle were to be widened to 20' then the center landscaped island/rain garden would be removed as would additional parking spaces.

d. The granting of the waiver will not be contrary to the spirit and intent of the regulations and the waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan.

Granting this waiver will not be contrary to the spirit and intent of the regulations and the waiver will not vary the provisions of the Master Plan. The spirit and intent of the regulation to allow for safe travel through parking areas. The proposed parking layout, as mentioned above will increase safety and vehicle flow by creating a more stream line traffic pattern. A study was done on other Cities in the area to determine the aisle width for 60 degree parking. The City of Dover has a minimum aisle width of 16 feet for 60 degree parking, while the City of Rochester has a minimum aisle width of 16-18 feet for 60 degree parking.

1. Identification of Waiver Request: According to section 9.13.5 of the Site Review Regulations, parked vehicles are not to back into public streets.

- Proposed parking will back out onto Ladd's Lane.

2. Explanation:

As part of the site re design, a parking array will be constructed along Ladd's Lane. These parking spaces will have to back into Ladd's Lane to leave the site, as there is no other access

point for these spaces. The spaces were designed as angled parking spaces to allow for pulling in and out the space to be easier, with 60 degree one way design.

3. Waiver Justification:

a. The granting of the waiver will not be detrimental to the public safety, health, or welfare or injurious to other property.

The granting of this waiver will not be detrimental to the public because minimal traffic is expected on Ladd's Lane. And there is adequate sight distance for not only the parked cars but also cars travelling on the road to yield. Furthermore there is a 30' section of Ladd's Lane before the parking to allow ample stopping room for on coming vehicles.

b. 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 conditions which the request for a waiver is based are unique to this lot. The portion of the lot to be redeveloped site at the corner of Ladd's Lane and Center Street, making it hard to redevelop the right of ways of either side of the parking lot. The parking lot was designed to not only meet the necessary parking demand but also to keep all the proposed parking on the subject parcel. Given the existing low speeds and low volumes on Ladd's Lane, this was deemed appropriate.

c. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations are carried out.

Requiring the applicant to prevent vehicles from backing onto Ladd's Lane would reduce the proposed parking and require the applicant to request a waiver to the parking regulations.

d. The granting of the waiver will not be contrary to the spirit and intent of the regulations and the waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan.

Granting this waiver will not be contrary to the spirit and intent of the regulations and the waiver will not vary the provisions of the Master Plan. The spirit and intent of the regulation to allow for safe travel through parking areas and public streets. The proposed parking layout, as mentioned above will increase safety and vehicle flow by creating a more stream line traffic pattern.

1. Identification of Waiver Request: According to the Town of Exeter Land Use Regulations, curb cut radii must be at least 25.

- Proposed curb cut radii of 10' for a private driveway.

2. Explanation:

As part of the site re-design, the two existing curb cuts will be removed and there will be one in the proposed condition. The curb cut radii in the existing condition are less than 10' (6-7'), while the new curb cut radii are proposed to be 10

3. Waiver Justification:

a. The granting of the waiver will not be detrimental to the public safety, health, or welfare or injurious to other property.

The granting of this waiver will not be detrimental to the public safety because it will provide one curb cut onto Center Street (instead of two) and provide a fatter radius, making it easier and safer for vehicles to exit the site.

b. 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 conditions which the request for a waiver is based are unique to this lot. The portion of the lot to be redeveloped site at the corner of Ladd's Lane and Center Street, making it hard to redevelop the right of ways of either side of the parking lot.

c. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations are carried out.

Requiring the applicant to provide curb cut radii of 25' would result in the loss of proposed parking spaces on site and the proposed sidewalk extension in front of the site along Center Street. The wider entrance allows for the smaller radii.

d. The granting of the waiver will not be contrary to the spirit and intent of the regulations and the waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan.

Granting this waiver will not be contrary to the spirit and intent of the regulations and the waiver will not vary the provisions of the Master Plan. The spirit and intent of the regulation to allow for safe travel through parking areas and public streets. The proposed parking layout, as mentioned above will increase safety and vehicle flow by creating a more stream line traffic pattern, as well as fatten the curb cut radii. A turning analysis was conducted to show that an ambulance style vehicle can traverse through the site. The turning template is provided in the plan set.

1. Identification of Waiver Request: Maximum curb cut of 24' for commercial drives.

- Proposed curb cut of 30 feet for a commercial exit.

2. Explanation:

As part of the site re-design, the two existing curb cuts will be removed and there will be one in the proposed condition. The existing curb cuts total 48', while the proposed curb cut will be 30'. Although this is more than the allowed maximum, it is still an improvement over the existing condition.

3. Waiver Justification:

a. The granting of the waiver will not be detrimental to the public safety, health, or welfare or injurious to other property.

The granting of this waiver will not be detrimental to the public safety because it will provide one curb cut onto Center Street (instead of two), which will minimize the number of access points to Center Street, reducing the possibility for accidents, by separating the traffic coming into and out of the site.

b. 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 conditions which the request for a waiver is based are unique to this lot. There will be two drive through lanes and a bypass lane, which will all exit onto Center Street via the proposed curb cut. However given the dimensions of the Lot, there is not enough room to merge the three lanes prior to approaching the curb cut.

c. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations are carried out.

Requiring the applicant to provide curb cut of less than 24' would require the three lanes to be "bottle necked" at the entrance and would leave no room between the curb cut the end of the drive through. Additionally the inner most drive through lane would have no way to exit the site without crossing into the other lanes.

d. The granting of the waiver will not be contrary to the spirit and intent of the regulations and the waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan.

Granting this waiver will not be contrary to the spirit and intent of the regulations and the waiver will not vary the provisions of the Master Plan. The spirit and intent of the regulation to allow for safe travel through parking areas and public streets. The proposed parking layout, as mentioned above will increase safety.

1. Identification of Waiver Request: Maximum grade of 5%.

- Proposed parking area with a grade of 6%.

2. Explanation:

As part of the site re-design, the existing parking lot will be re-arranged to provide one way traffic flow off Ladd's Lane through the site. Portions of the existing parking lot have a grade of more than 7%. As part of the site re-design, the parking lot will be flattened to 6%.

3. Waiver Justification:

a. The granting of the waiver will not be detrimental to the public safety, health, or welfare or injurious to other property.

The granting of this waiver will not be detrimental to the public safety because it will flatten out the parking area to make it more compliant with the Exeter Regulations.

b. 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 conditions which the request for a waiver is based are unique to this lot. Given the topography and geometry of the lot, there is little room to grade out the site while maintaining a 5% grade.

c. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations are carried out.

Requiring the applicant to maintain a 5% grade would require additional grading into Ladd's lane which would increase the disturbance of the project.

d. The granting of the waiver will not be contrary to the spirit and intent of the regulations and the waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan.

Granting this waiver will not be contrary to the spirit and intent of the regulations and the waiver will not vary the provisions of the Master Plan. The spirit and intent of the regulation to allow for

safe travel through parking areas and traveled ways. The proposed 6% grade will be an improvement to the existing 7% grade.

1. Identification of Waiver Request: Required parking space dimension of 9' x 19'.

- Proposed 9' x 18' parking spaces.

2. Explanation:

As part of the site re-design, the existing parking lot will be re-arranged to provide one way traffic flow off Ladd's Lane through the site. The existing parking spaces will be removed and new parking spaces will be laid out on Lots 216 & 205.

3. Waiver Justification:

a. The granting of the waiver will not be detrimental to the public safety, health, or welfare or injurious to other property.

The granting of this waiver will not be detrimental to the public safety because some of the angled parking spaces on site are 9' x 17.5' +/- and the parking spaces on Lot 205 are 9' x 17.7' +/- . Therefore the proposed re-design will make the parking spaces more compliant.

b. 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 conditions which the request for a waiver is based are unique to this lot. Given the topography and geometry of the lot, there is not enough room to have 9' x 19' parking spaces while retaining adequate room for traveled ways.

c. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations are carried out.

Requiring the applicant to install 9' x 19' parking spaces would reduce the width of the traveled ways, making the site more narrow and less safe for pedestrian and vehicle travel.

d. The granting of the waiver will not be contrary to the spirit and intent of the regulations and the waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan.

Granting this waiver will not be contrary to the spirit and intent of the regulations and the waiver will not vary the provisions of the Master Plan. The spirit and intent of the regulation to provide

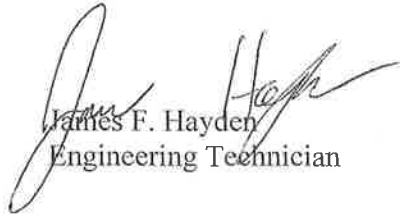
Waiver Request
1 Center Street, Exeter, NH

October 13, 2020

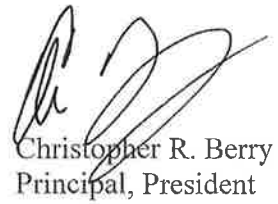
ample room for parking. This proposal will make the existing parking areas more compliant with the regulations.

Thank you for your time and attention to this matter and we hope you look favorably upon the request.

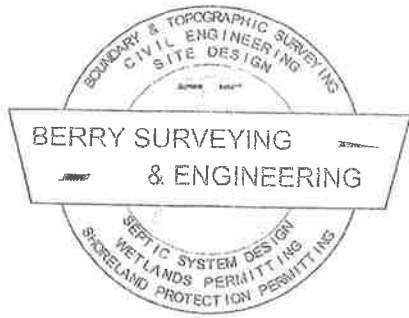
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Engineering Technician



Christopher R. Berry
Principal, President



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October 13, 2020

RECEIVED

NOV 12 2020

EXETER PLANNING OFFICE

Town of Exeter Planning Board
Attention: Dave Sharples – Town Planner
10 Front Street
Exeter, NH 03833

RE: Peer Review Response
Chittenden Bank C/O
People's United Bank
1 Center Street
Tax Map 72, Lots 205 & 216

Mr. Sharples,

Enclosed please find the following response letter based on comments made by Underwood Engineers on March 4, 2020. Our responses are in **bold**.

General and Administrative Comments

1. Existing Roadway: We note the following:

- Governors Lane is a narrow, dead-end road with an existing width that is insufficient to accommodate regular 2-way traffic.

In the existing condition Ladds Lane is approximately 13.5' wide and accommodates a minor amount of two way traffic. Traffic from the applicants second parking area on Lot 205 generates vehicles in a two way format and the abutting Lot does the same. The traffic attributed to Lot 205 is generally for employee parking which includes very specific off peak operational hours from the bank. This is due to the fact that when the bank closes and the employees go home, the only additional traffic to the site is generated by the ATM service. The existing abutting use is a two family home, which generates very few trips and are close to off peak parking and traffic demands of the applicant, much like a Mixed Use Site would operate. The proposed traffic generated by the application of the drive through will be one way traffic (entering) only whereas the site is designed to operate as a one way only. Vehicles that are parked adjacent to Ladds Lane are also designed to operate in a one way format. The addition of the entrance onto Ladds Lane at the rear of the site provides an additional and more convenient opportunity for

bank employees leaving Lot 205 to use the one way format through the site, reducing the trips to the two way section of Ladds Lane. Though there will be increased activity on Ladds Lane, there is the potential for there to be less movement conflict.

- The project proposes to circulate all of the banks business traffic to it, where currently it largely serves only to accommodate employee parking in the back parcel #205. See above response. Though we agree there is a more intense use of the road, the occasion for conflict is potentially reduced.

- The proposed parking off Governors Lane has vehicles backing into the roadway, which could be problematic for vehicles travelling towards Center Street from the parking lot on Lot 205.

The likely hood for conflict in this instance is low whereas the traffic leaving Lot 205 is off peak from the patrons leaving the spaces adjacent to Ladds Lane. The speeds in this area are very low and the opportunity for visibility for someone leaving Lot 205, heading to Central down Ladds is very high. The proximity is so close that instance an employee leaving Lot 205 will either wait for the backing vehicle to clear or simply cut through the site.

- The intersection of Governors Lane and Center Street appears to have a curb radius of approximately 10'.

The curb radius was flattened to 22' at the intersection to become more conforming with the current regulations. The radius in the existing condition is very short as noted in the review. The increased radius provided will improve the functionality of the intersection by opening the section up and allowing traffic to flow easily to and through it towards the project site.

- It appears that the layout of parking spaces along the road will reduce the amount of snow storage for the Town plows.

After review of the plan we do not feel that this modifies the snow storage areas from the existing condition to the proposed condition. The existing condition has the sites curbing along the right of way line of Ladds Lane, leaving no ability to pile snow along the edge in the existing condition. This does not change in the proposed condition. To the contrary, the wind row will pile snow in the new spaces, which will then be the responsibility of the applicant to remove. A note to this affect has been added to the site plan.

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have submitted the justification in a parking analysis performed by BS&E.

4. **Construction Traffic and Parking:** Please address how parking will be accommodated during construction, presuming the building will remain open for business. Also, please note that traffic control may be required if the construction is disruptive to downtown vehicle movements.

The construction of the parking lot on Lot 216 will happen first so that the parking lot on Lot 205 can be utilized during construction for construction personnel and laydown area for materials. Employees will need to seek out on street parking while this takes place as will patrons. Much of the existing patronage is the walk up ATM. When the construction on Lot 216 is completed, the parking lot on Lot 205 can be repaired. In the event work is conducted within the street, traffic control will be coordinated with DPW and the local police if needed.

Cover Sheet

5. A wetland scientist is listed, but no wetlands exist onsite and no wetland delineation is listed on the existing conditions plan. This should be removed as appropriate.

Wetland scientist has been removed as there are no wetlands on site.

6. The orientation of the location plan is different from the vicinity sketch. A second north arrow should be added.

The orientation of the location plan has been revised.

7. The location plan calls out Ladd's Lane where the vicinity sketch calls out Governors Lane. Coordination is needed.

The plans have been updated to read "Ladd's Lane"

Existing Conditions Plan

8. **Legend:** There is a dashed line around part of the property, also shown on both sides of Governors Lane to the west, on Sheets 3 and 4. This line is not labeled anywhere, and should be added to the Legend.

The legend has been revised to show the dashed line. Additional annotation has also been added to the plan.



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9. **Utilities:** All utilities on the parcels should be shown.

Water and gas utilities are now shown on the existing conditions plan. Power is presumed to be on the north corner of the building whereas there appears to be a transformer in that location. A note has been added to the Site Plan indicating that the final location of sewer line is to be determined by the contractor prior to the start of construction to ensure it is not within the work area.

10. **Trees:** There is an existing tree to the southwest of the 32" stump near the Well House Foundation. This should be added to the plan.

The tree is now shown on the plan.

Site Plan

11. **Parking Spot Layout:** The parking spots located along Governors Lane do not comply with 9.13.5, which prohibits the arrangement of parking spaces such that vehicles will not back into public streets. A waiver is required.

Waiver request has been revised to add a waiver for 9.13.5.

12. **Driveway Widths:** Neither of the driveways complies with the maximum curb cut widths allowed in the Standard Specifications for Construction, Section E.III.B.2.

Although the curb cut is larger than the maximum, it is less than the existing condition and provides a greater separation between the entrance and the exit. The revised plan now provides for a slightly narrowed entrance from the initial design. A waiver is being requested whereas it is still larger than the standards prescribe.

13. **Aisle Width:** The western lane of the drive through is reduced to approximately 7' in width at the island. This will further decrease the width of the through aisle, where a waiver request has been submitted for a reduced width from 20' to 18', and cars parked across from the island will have difficulty backing out when there is a queue at the window. While we have no objection to a reduction to 18' proximal to the four northerly parking spaces the two more southerly spaces and aisles at the island should be reconfigured.

The western lane has been revised to have a 10' travel lane. The aisle width is further reduced to 16' which is the minimum required to operate the space and aisle in a 60 degree parking stall.



14. Driveway Radii: None of the curb cut radii achieve the required 25' min. radius requirement. Given this is an existing situation in a downtown area and the 25' radii may not be possible, the applicant should increase the radii as much as possible or demonstrate emergency and delivery vehicles can navigate the turns without crossing lanes.

A 25' minimum radius is not feasible on this site given the location and layout as noted above. The most critical of radii (Ladds Lane entrance) was increased to a 22' radius to improve the intersection function. Other radii were increased where feasible. An SU vehicle template is now provided in the plan set. This is the largest sized vehicle which could navigate the existing site.

15. Parking Space Size: The parking spaces on Lot 205 measure 9'x17'. A waiver is required from section 5.6.3.A, which requires a min. space size of 9'x19'.

The parking spaces on Lot 205 as well as the remaining proposed spaces are designed at the common 9'X18' and a waiver has been requested to allow this industry standard to be utilized.

16. Building Access: There is a side door which opens out into the parking lot. This is shown on the Existing Conditions Plan by noting the concrete pad outside the door, but it is not shown on the Site Plan. Since this door will open into the vehicle queue for the drive-up window, please confirm the purpose and use of this door and how conflicts between the door and window queue will be handled. Is the door solid or equipped with a window?

The side door is not commonly used and does not contain a full size window. However, assuming that the door is required to meet egress requirements, we have modified the drive aisles and onsite lane delineation to ensure the door and concrete pad remain free from cars.

17. ADA Compliance: Truncated domes are required at all sidewalk tip-downs within the ROW.

Truncated domes are now shown on the plan with provided construction details.

18. Tree: The existing tree noted in Comment 10 above has branches that extend to the EOP. Although the tree is not on this lot, a note should be added to protect the tree during construction.

Note 28 has been added to the site plan stating that the tree is to

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remain and that it is to be protected during construction.

19. Underground Utilities: Note 21 refers to underground telephone, electric, etc. If any new lines are proposed, these should be shown on the plans.

Note 21 is a standard plan note. The note has been expanded to state that it does not apply to this project, whereas there are no proposed utilities at this time.

20. Impervious Area: Since two lots are part of this submission, Note 25 should be revised to list criteria for both Lot 205 and 216.

Note 25 has been revised to include the impervious area for Lot 205.

Grading, Erosion and Sediment Control Plan

21. Steep Slopes: Barriers should be considered in the following locations to prevent vehicles from encountering steep slopes:

- The western side of Lot 205
Landscaped boulders are proposed on the edge of the parking lot. they are proposed to be set back a bit to allow some snow storage. The area is to be slightly flattened to ensure the boulders remain on the slope. In the event the boulders are determined to not be effective during construction, a basic wood frame rail will be installed.
- All parking spaces around the 2:1 slopes of the swale and rain garden. Due to some re-grading on the site, the rain gardens have flattened slopes.

22. Grading: Section 9.13.7.4 sets a max grade of 5%. Since this is an existing parking lot, we acknowledge challenging limitations in grading, however, the grades are as steep as 10%, and the finished floor of the bank is only 0.06 feet above the grade outside. In addition, the flood elevation of the rain garden is almost 3 feet higher than the building's finished floor, bringing into question the possibility of interior flooding in the event of overtopping.

Grading on site has been revised. The interior finished floor is surrounded by a concrete stub wall, which allows the outside grade to be above the floor. This wall and some micro grading in the pavement keep the water from entering the building. Holding the existing spot grades against the building (now shown) we have



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tipped the canopy pad away from the building to the first island, in the same fashion it is in the existing condition. Beyond the island, the grade is returned to a positive slope with varying degrees to ensure the flow of water from the site is maintained to the basin at the entrance. 2% is maintained through the ADA spaces. There are varying degrees of slope in the parking lot, however a 6% max grade was held in the design. To relieve some of the vertical relief, taller curb lines are used in key areas. In the event of pond failure, where the pond reaches elevation 29.0 flow will enter the parking lot over the curb line in the ADA spaces, and flow towards the existing basin. The revised grading plan demonstrates this more clearly.

23. Utilities: It is assumed from the structures shown on the Existing Conditions Plan that the water and sewer services are located on the Water Street side of the building. These should be shown on this plan as well.

The known utilities are now shown. See response above. A note has directed the contractor to ensure the location of the sewer service is out of the work zone prior to start.

Detail Sheets

24. Additional details: Provide details for the following:

- Crosswalk (or add a note to the plans directing the Contractor that crosswalk striping shall match existing Town of Exeter crosswalks).

Note 29 has been added to the site plan stating that the proposed crosswalks are to match the Town of Exeter crosswalks details.

25. Parking Spaces: The parking stall length should be changed to reflect the lengths proposed in details C7 and C8. The lengths should be amended post approval as needed to reflect any waivers granted by the planning board.

The plans and details have been revised to show the same parking dimensions.

26. Outlet Structure: The outlet structure detail should be revised to accurately show only the structure that is proposed, as it is proposed.

The outlet structure has been revised to accurately show the proposed outlet structure.



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Stormwater Design and Modeling

27.Date: The date on the cover sheets say 2019, but the date on the report is listed as 2020. Coordination is needed.

The date has been revised to be the same.

28. Stormwater Narrative:

- On page 2, there is a reference to wetlands, however, there are no wetlands on the site.

The narrative has been revised to remove the wetland reference.

- Page 3 states that no infiltration is proposed, yet discussion of the rain garden on page 7 refers to infiltration throughout the text. It appears that the rain garden text is referring to the filtration achieved through the rain garden itself with little expectation of actual infiltration to the site's soils. Please clarify.

The use of the word infiltration on page 7 refers to the filtration through the bio-media.

- Page 4 has references to two/both rain gardens where only one is proposed.

The reference to "2 rain gardens" has been revised to reference one rain garden.

- Page 6 refers to the City of Exeter. Please change this to the Town of Exeter.

"City" has been changed to "Town".

- There is a reference to Sheet E-101 on page 6 and page 9. We are assuming this should be changed to Sheet 4. Also, page 8 refers to Sheet E-102 where no E-102 is included.

Reference to sheet E-101 is correct. The reference for E-102 has been revised to E-101 on sheet 8.

- There is a reference to a 50-foot wetland buffer on page 8, while there are no buffers onsite.

Reference has been removed.



29. Inspection and Maintenance Manual:

- Page 3 lists a proposed catch basin and deep sump catch basins, but there are no catch basins proposed.

The reference to the catch basins have been removed.

- On page 5, the reference to the Town of Barrington should be changed to the Town of Exeter.


The reference to Barrington has been revised to read Exeter.

30. PTAP Database: The Applicant is requested to enter project related stormwater tracking information contained in the site plan application documents using the Great Bay Pollution Tracking and Accounting Program (PTAPP) database (www.unh.edu/unhsc/ptapp).

Note 30 has been added to the site plan stating that the applicant shall use the PTAPP database.

Respectfully Submitted,
BERRY SURVEYING & ENGINEERING


James F. Hayden
Engineering Technician


Christopher R. Berry SIT
Principal, President



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Please see additional
plan attachments under
“Supporting Documents”
posted for this meeting



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www.exeternh.gov

Date: November 13, 2020

To: Planning Board

From: Dave Sharples, Town Planner

Re: 2 Hampton Road LLC (f/k/a Wakefield Investments, Inc.)
"Windsor Crossing" – Acadia Lane
PB Case #21404

At the last meeting, I informed the Board that I spoke with the applicant and suggested that if they are not prepared to present the case on November 19th, I would recommend they be removed from the agenda and return when they are ready to be heard. I spoke with Christopher Berry, the applicant's engineer, and he requested to be removed from this agenda and they will resubmit and notice abutters when they are ready.

Thank You.