



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 on Thursday, July 1, 2021 at 7:00 P.M. in the Nowak Room of the Exeter Town Office building located at 10 Front Street, Exeter, New Hampshire, to consider the following:

APPROVAL OF MINUTES: June 10, 2021

NEW BUSINESS: PUBLIC HEARINGS

The application of Phillips Exeter Academy for a minor site plan review for the proposed construction of a grounds storage yard on Lary Lane. The Applicant is proposing to construct a new 31,000 SF gravel storage lot with a 1,500 SF concrete pad for material storage for PEA projects. The property is located in the R-1, Single Family Residential zoning district and is identified as Tax Map Parcel #94-9. PB Case #21-5.

The application of Nouria Energy Corporation for a site plan review of the proposed redevelopment of the property located at 158 Epping Road. The Applicant is proposing a new retail motor fuel outlet (convenience store with drive-thru and fueling canopy with six islands) and a car wash building with vacuum island spaces. The property is located in the C-3, Epping Road Highway Commercial zoning district and is identified as Tax Map Parcel #47-1-2. PB Case #21-4.

OTHER BUSINESS

- Master Plan Discussion
- Field Modifications
- Bond and/or Letter of Credit Reductions and Releases

EXETER PLANNING BOARD

Langdon J. Plumer, Chairman

Posted 06/18/21: Exeter Town Office and Town of Exeter website

***ZOOM MEETING INFORMATION:**

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

To access the meeting, click this link: <https://exeternh.zoom.us/j/83030719159>

To access the meeting via telephone, call: +1 646 558 8656 and enter the Webinar ID: 830 3071 9159

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.

1 **TOWN OF EXETER**
2 **PLANNING BOARD**
3 **JUNE 10, 2021**
4 **VIRTUAL MEETING**
5 **APPROVED MINUTES**
6 Zoom ID: 845 3412 7142
7 Phone: 1 646 558 8656

8 **I. PRELIMINARIES:**

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

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

16
17 **II. CALL TO ORDER:** Chair Plumer called the meeting to order at 7:00 PM and read out loud the
18 public hearing notice. Chair Plumer read out loud the meeting preamble which indicated that
19 an emergency exists and the provisions of RSA 91-A:2 III (b) are being invoked. As federal, state
20 and local officials have determined gatherings of ten or more people pose a substantial risk to
21 the community and the meeting imperative to the continued operation of Town and
22 government and services which are vital to public, health, safety and confidence. This meeting
23 will be conducted without a quorum physically present in the same location and welcome
24 members of the public accessing the meeting remotely.

25
26 The members introduced themselves by roll call and in accordance with the Right to Know Law
27 noted they were alone in the room.

28
29 **III. OLD BUSINESS**

30
31 **APPROVAL OF MINUTES**

32
33 May 27, 2021

34
35 Edits were suggested by Ms. English, Mr. Cameron, Mr. Steckler and Ms. Cowan.

36
37 *Ms. Cowan motioned to approve the May 27, 2021 Meeting Minutes as amended. Ms.*
38 *English seconded the motion. A roll call vote was taken Grueter – aye, Martel – aye, English –*
39 *aye, Cowan – aye, Cameron – aye, Brown – aye and Plumer – aye. The motion passed 7-0-0.*
40

41 **IV. NEW BUSINESS**42 **PUBLIC HEARINGS**

43 1. The continued public hearing on the application of Brian Griset for a lot consolidation, subdivision,
44 lot-line adjustment, Wetlands Conditional Use Permit, Shoreland Conditional Use Permit and Site Plan
45 review for a proposed 16-unit single family condominium open space development and associated site
46 improvements on properties located off of Tamarind Lane and Cullen Way.

47 R-1, Low Density & NP-Neighborhood Professional zoning districts

48 Tax Map Parcel #96-15, #81-53 and #96-9

49 Planning Board Case #20-2

50

51 Chair Plumer read out loud the Public Hearing Notice.

52

53 Mr. Sharples noted the application was complete for review purposes.

54

55 Mr. Cameron asked Mr. Sharples to clarify what the Board was being asked to accept. Mr. Sharples
56 noted that while the application is complete for review purposes that does not mean the Board cannot
57 take additional information. The vote to accept the application as complete triggers the dates set forth
58 in the regulations for Planning Board review. The 65-day clock starts.

59

60 ***Ms. Martel motioned to accept Planning Board Case #20-2 as complete for review purposes. Ms.***
61 ***English seconded the motion. A vote was taken Cameron – aye, English – aye, Martel – aye, Brown –***
62 ***aye, Cowan – aye, Grueter – aye and Plumer – aye. The motion passed 7-0-0.***

63

64 Mr. Sharples reported the applicant has submitted plans for lot line adjustment, Wetlands Conditional
65 Use Permit, Shoreland Conditional Use Permit and site plan review for a proposed single-family
66 condominium open space development and associated site improvements on properties located off of
67 Tamarind Lane and Cullen Way. At the May 27, 2021 meeting the Board voted to accept the Yield Plan
68 entitled “Preliminary Yield Plan for Residential Development, Tamarind Lane, Exeter, NH (rev. 5/5/21
69 and received in the Planning Office on 5/11/21) as presented for a total of 17 units. There is a bonus of
70 one lot. The applicant appeared before the Conservation Commission at its April 13, 2021 and May 11,
71 2021 meetings for recommendation of the Wetlands and Shoreland CUP applications. The Commission
72 voted to recommend approval of both CUP applications. A copy of the memo from the Commission
73 Chair was provided. Revised open space development site plans dated 5/11/21 were provided by the
74 applicant and a letter from Attorney Pasay dated 5/5/21 and 5/20/21 concerning the supplemental filing
75 were provided at the last meeting. Letters were provided dated June 4, 2021 from Ann & Patrick
76 Flaherty and Brian Griset and an email dated June 9, 2021 from multiple abutters. A select transcript
77 dated 9/26/2019 was provided. Jim Gove is not available for this meeting and will address the CUP
78 applications at a future meeting.

79

80 Attorney Pasay noted Mr. Griset will be presenting the plans for the open space development and has
81 lived at the property for 30 years and has environmental experience.

82

83 Attorney Pasay noted there will be CUP presentations for wetlands and shorelands presented at a later
84 date when Mr. Gove can be present, and waivers requested. A written response to the abutter's letters
85 will be provided next week.

86

87 Brian Griset provided a detailed history of the parcels beginning in 1986 and continuing in 1990 and
88 1991-1993 when lot line adjustments, amended plans and acquisition of the Mendez Trust property and
89 development of the Brickyard Park parcel comprised the parcels now before the Board for subdivision.
90 Wild Apple Lane removed the ROW crossing to preserve the Flaherty property/driveway with a lot line
91 adjustment. The Griset and Mendez properties were combined and resubdivided. Mr. Griset directed
92 the Board to note 15 on Sheet 3 of 4 which prohibits further subdivision.

93

94 Mr. Griset stated the goal has been to protect the neighborhood, and the diversity of the environment
95 and wildlife and provide general public access to a portion of the property for enjoyment. Wildlife
96 corridors have been protected and contiguous green spaces. The proposal limits impact to the greatest
97 extent possible. Two vernal pools will be protected and buffers for sensitive areas.

98

99 Mr. Griset reviewed the 21-page plan set which detailed the lot line adjustment, the subdivision
100 boundary plan, existing surveyor conditions, engineering and the Yield Plan previously approved with
101 the one-unit density bonus.

102

103 Christian Smith of Beals Associates posted the plan showing the boundaries to be relocated for the lot
104 line adjustment for the benefit of the Flahertys.

105

106 Mr. Griset reviewed the existing conditions: 29 acres of poorly drained soil, the swamp oaks, forested
107 areas and vegetated buffers. Mr. Griset showed the location of his home and Farm Road and the
108 meadow. The forested areas provide screening. Mr. Griset noted the public notice refers to a 16-unit
109 development and the Yield Plan is 17 units and subdivision 18 units total. 16 of 17 units of single-family
110 open space, the 17th unit is to be built next to his existing home. The 17th unit on Cullen Way, #96-15-17
111 will be 1.67 acres. #96-45 is the existing home. The common area is 14.59 acres. The remaining
112 Mendez Trust parcel will be deeded to the Town with conservation terms worked out with the
113 Commission concerning hunting. There is 475' of unrestricted access at the Brickyard Condominium
114 Park. Note 15 on the plan states that #96-15 and #96-15-17 cannot be subdivided further. There will be
115 large block retaining walls to minimize slope encroachment. Impacts will be 1,680 SF and 2,960 SF. A
116 waiver will be requested for the road width for 20' where 24' are required. The sidewalk will be 5'
117 instead of 4' and ADA complaint. There will be a mail kiosk at station 300. Previously disturbed upland
118 is being utilized for the entrance road. The two 4" PVC pipes are being changed to two 12" culverts to
119 minimize abutter's drainage concerns. The curbed roadway will collect runoff and be retreated before
120 discharge to the wetlands. No spawning grounds will be impacted by the CUP. The man-made pond will
121 still be functional, and no corridors impacted. The units will have Town water and sewer. There will be
122 a perimeter buffer waiver request to create contiguous green space.

123

124 Mr. Griset discussed the HOA and combined driveway easement and possibility for garage under for
125 Unit 10. Basement slab locations for Units 1-7 will be enclosed and 8-16 will be walkout with two-car
126 garages minimum. There is a pretreatment pond midway through the cul-de-sac and a second

127 pretreatment pond. Underground utilities and driveways are located. There will be 27 on-street parking
128 spaces. Each unit will have two indoor garage spaces and two exterior spaces minimum. There are six
129 minor buffer encroachments on the CUP applications. The fence will be upgraded and enhanced. The
130 landscape plan is sheet 14 of 19. Planting areas that didn't take will be filled in. There will be screening
131 at the mailbox kiosk. The Flahertys provided a letter. The first wet pond adjacent to Unit 16 will have
132 enhanced vegetation screen and the rest of the development protected by visual buffer. The second
133 wet pond area to the right will have white spruce intermixed with existing pine and hemlock.

134

135 Ms. English asked about the effects of the failed culvert being repaired, on this project. Mr. Smith noted
136 it conveys the headwaters of the brook. The stream runs at a different elevation and the property being
137 developed. Mr. Griset noted the culvert collapsed and once restored won't change drainage from rain
138 events.

139

140 Vice-Chair Brown asked about third-party review on wetlands and noted he watched the Conservation
141 Commission meeting and there have been no concerns from the Board and would like to hear from the
142 abutters.

143

144 Chair Plumer opened the hearing to the public at 8:52 PM.

145

146 David Hadden stated they need something more solid. John Elliot agreed and wants to confirm that the
147 delineation is correct.

148

149 Mr. Cameron noted the Board discussed this at its previous session. Mr. Cameron noted he was unsure
150 what a third-party review would do and the request should define the scope of review being requested.
151 Mr. Sharples noted while finding a wetland scientist is a rough road, he didn't know if that should factor
152 into the Board's decision. Vice-Chair Brown noted the Conservation Commission could find nothing
153 specific. Mr. Steckler noted he did not play a wetland scientist on this board but has no reason to
154 question Mr. Gove's delineation. There should be a reason to request a third-party review and there
155 has been no articulation as to why Mr. Gove's delineation shouldn't stand and no question based on
156 what Mr. Steckler noted he saw on site. A comparison to the Gateway project would be hard to make.
157 In that situation it was hard to follow lines due to the age of the flags. This site is clearly marked.

158

159 Ms. English asked where the abutters' concerns lie. As she stated before if she had concerns she would
160 be concerned with the south end but is not concerned. It is fairly easy to read the marks. Ms. English
161 asked what area is of concern to the abutters. Ms. English asked where do the abutters feel the
162 delineation is incorrect.

163

164 Mr. Elliot noted Mr. Steckler is not an expert and noted the abutters are not experts. They are asking for
165 third party review. Mr. Cameron asked if they wanted a total review of everything Mr. Gove did. The
166 scope of work could be vastly different. The Board needs some grounds to request it.

167

168 Mr. Smith noted there was no error in delineation. The error was on the map which was discussed at
169 the last meeting when the Yield Plan was approved. Attorney Pasay added Mr. Gove's delineation is the

170 correct delineation. Regulation 9.1.3 is the basis when the Planning Board has a question about validity,
171 not used to cause delays.
172
173 Jason Conway of 5 Tamarind Lane noted he is an abutter across from the proposed development and
174 there should be a third party assessment given the state of the culvert not working for many years.
175 Assessing the property when its dry versus when the culvert is working.
176
177 Laura Knott of 15 Tamarind Lane noted the applicant brought up questions about the map and asked
178 how do we know there are no other map errors, to make sure maps are correct, that the Yield Plan
179 density is correct and stated she has trouble understanding why the Board thinks this is such a burden to
180 do.
181
182 Neil Bleicken noted he agreed and just wanted to get it right. Mr. Bleicken noted that Mr. Griset agreed
183 and then withdrew his agreement. Mr. Bleicken asked what the harm is. There are no taxpayer dollars.
184 It would add confidence where there is significant opposition.
185
186 Chair Plumer noted in layman's terms the culvert function is like a dam being removed. It is the same
187 amount of water. The culvert is a Town problem, not a property owner problem. Mr. Smith noted it
188 takes years/decades for property to dry up and not be wetlands. Hydric soils within 6" of the surface
189 are used for the determination and surrounding vegetation. There are no additional state maps. Mr.
190 Griset noted the Conservation Commission deliberated this issue and noted the prime wetland overlay
191 map is wrong and this has zero to do with Mr. Gove's delineations. A specific issue should be raised.
192 There should be a specific reason, not just to make the neighbors feel better. The application has 65
193 days. It has already been a year and a half. Nothing has been presented to justify the request.
194
195 Mark Paige noted there were three points. Conservation Commission looked to the Planning Board for
196 direction on this. The third-party review would build confidence for the abutters in the Planning Board's
197 decision and the culvert situation.
198
199 Chair Plumer noted it appears the Board's consensus is that we do not need another wetland scientist to
200 look at this.
201
202 ***Vice-Chair Brown motioned to table Planning Board Case #20-2 to June 15, 2021 at 7:00 PM. Mr.***
203 ***Cameron seconded the motion. A roll call vote was taken Brown – aye, Cameron – aye, Cowan – aye,***
204 ***English – aye, Martel – aye, Grueter – aye and Plumer – aye. The motion passed 7-0-0.***
205
206 2. The continued public hearing on the application of Scott W. Carlisle III for review of a Yield Plan for a
207 proposed 12-lot single-family open space subdivision and associated site improvements on the property
208 located at 19 Watson Road.
209 R-1, Low-Density Residential zoning district
210 Tax Map Parcel #33-26
211 Planning Board Case #20-21
212

213 Mr. Sharples reported the Yield Plan application is ready to be heard. Mr. Sharples noted the applicant
214 has also submitted an open space development plan, but the Yield Plan must receive approval before
215 that can proceed. TRC comments were made on April 29, 2021 and UEI has reviewed. The applicant
216 went before the Conservation Commission for recommendations on the CUP application on June 8,
217 2021. The applicant's response to comments were included in the supplemental packet. Mr. Sharples
218 noted his comments have been addressed. The maximum grade of the road is 8% and they are right at
219 8% and under.

220

221 Mr. Sharples noted there was a site walk on June 8th at 8 AM with the Chair of the Conservation
222 Commission present prior to the applicant appearing at the Commission's June 8, 2021 meeting for the
223 Wetlands CUP recommendation. At the site walk it was discussed whether the plan could be redesigned
224 so that the vernal pool could be in the open space and not on private property. Chair Plumer, Ms.
225 English and Mr. Cameron were not on the site walk. Mr. Dettore noted he was on the site walk and saw
226 no reason not to move forward with the Yield Plan. Vice-Chair Brown agreed that this is a conservative
227 use of this parcel. Concerns would be protecting the vernal pool but that does not affect the Yield Plan.
228 Ms. Martel noted she was on the site walk and agrees and has no problem approving the Yield Plan. Mr.
229 Grueter agreed. The site has topography challenges. Ms. Belanger noted she watched the Conservation
230 Commission meeting and noted their concerns with the vernal pool on Lot 3 and small area of Lot 2. Mr.
231 Steckler noted he was on the site walk and had no concerns with the Yield Plan.

232

233 Mr. Sharples noted the applicant is requesting several waivers from the Site Plan Review & Subdivision
234 Regulations. The request letter was provided at the last Planning Board meeting.

235

236 Chair Plumer opened the hearing to the public for comments and questions at 9:37 PM and being none
237 closed the hearing to the public for deliberations.

238

239 ***Ms. Martel motioned that the request of Scott W. Carlisle III (Planning Board Case #20-21) for a Yield***
240 ***Plan approval of a 12-lot single-family open space development be accepted. Mr. Grueter seconded***
241 ***the motion. A vote was taken Grueter – aye, Martel – aye, English – aye, Cowan – aye, Cameron –***
242 ***aye, Brown – aye and Plumer – aye. The motion passed 7-0-0.***

243

244 V. OTHER BUSINESS

245

246 Master Plan Discussion

247

248 Vice-Chair Brown noted the Master Plan Oversight Committee took a field trip to see several
249 completed projects encompassing decades of development. The oldest development was
250 Captain's Meadow. A couple of homeowners provided feedback. Mr. Grueter noted it was a
251 good exercise and gave a different prospective as to how the developments looked versus what
252 he had envisioned. Mr. Cameron agreed that some were different than he had envisioned,
253 pleasantly so.

254

255 Vice-Chair Brown noted the intersection change at Route 27 and 111A from the grant that Mr.
256 Sharples helped obtain for Epping Road. No traffic is being directed down Columbus Way from
257 that intersection. Ms. English noted people are confused where to go right now that they can't
258 turn down Columbus. Mr. Sharples noted the intersection gains sidewalks for pedestrian use
259 but will not improve the ability to go through the intersection. Chair Plumer noted he noticed
260 an increase in traffic on Washington Street due to the ability not to turn down Columbus.

261

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

263 **VII. CHAIRPERSON'S ITEMS**

264 Chair Plumer discussed the meeting schedule with the Board and recommended changing the July 8,
265 2021 meeting to July 15, 2021. Mr. Sharples will be away on the 8th and noted the Executive Order has
266 expired and a quorum of the Board must meet in person. Prior submissions will need to be renoticed.
267 The Board will meet in person going forward. Mr. Sharples will contact the Board for availability to see if
268 a meeting could be held on the 1st.

269 *Vice-Chair Brown motioned to change the Planning Board Meeting of July 8, 2021 to July 15, 2021.*
270 *Ms. English seconded the motion. A vote was taken Grueter – aye, Martel – aye, Cowan – aye,*
271 *Cameron – aye, Brown – aye, English – aye and Plumer – aye. The motion passed 7-0-0.*

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

273 **IX. ADJOURN.**

274 *Vice-Chair Brown motioned to adjourn the meeting at 9:54 PM. Mr. Grueter seconded the motion. A*
275 *vote was taken all were in favor, the motion passed 7-0-0.*

276

277 Respectfully submitted,

278 Daniel Hoijer,

279 Recording Secretary



TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: June 24, 2021
To: Planning Board
From: Dave Sharples, Town Planner
Re: Phillips Exeter Academy PB Case #21-5

The Applicant has submitted plans for a minor site plan review for the proposed construction of a grounds storage yard on Lary Lane. The Applicant is proposing to construct a new 31,000 SF gravel storage lot with a 1,500 SF concrete pad for material storage for PEA projects. The property is located in the R-1, Low Density Residential zoning district and is identified as Tax Map Parcel #94-19.

The Applicant has submitted a site plan and supporting documents, dated May 18, 2021 and revised plans and documents dated June 15, 2021. These materials are enclosed for your review.

A Technical Review Committee (TRC) meeting was conducted on June 3, 2021 via Zoom. The plans and documents have also been reviewed by Underwood Engineers (UEI). Both the TRC comment letter, dated June 10, 2021 and UEI comments dated June 8th, 2021 are also enclosed for your review.

Due to the location of the proposed project area being within the Town's Aquifer Protection District, the Applicant was required to provide a hydrogeological evaluation of the site. The Applicant obtained the services of Truslow Resource Consulting, LLC to do the evaluation and their letter, dated June 10, 2021, is also enclosed.

The Applicant is requesting a waiver from Section 12.1 of the Board's Site Plan Review & Subdivision Regulations for posting of a performance guarantee for this project. Please see waiver request letter, dated May 18, 2021, enclosed.

In the event the Board decides to take action on the application, I have provided motions below for your convenience. I will be prepared with conditions of approval should the Board decide to grant approval.

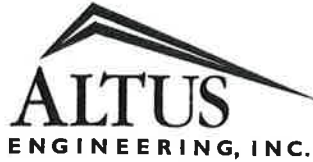
Waivers Motions:

Performance and Maintenance Guarantees waiver motion: After reviewing the criteria for granting waivers, I move that the request of Phillips Exeter Academy (PB Case #21-5) for a waiver from Section 12.1 of the Site Plan Review and Subdivision Regulations regarding a performance and maintenance guarantee be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Planning Board motions:

Minor Site Plan Motion: I move that the request of Phillips Exeter Academy (PB #21-5) for Minor Site Plan approval be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Thank you



**Civil
Site Planning
Environmental
Engineering**

133 Court Street
Portsmouth, NH
03801-4413

June 11, 2021

Barbara McEvoy, Deputy Code Enforcement Officer
Town of Exeter
10 Front Street
Exeter, New Hampshire 03833

RECEIVED

JUN 15 2021

Re: **Larry Lane Grounds Storage Yard
Tax Map 94, Lot 19
P-4749**

EXETER PLANNING OFFICE

HAND DELIVER

Dear Ms. McEvoy:

On behalf of Phillips Exeter Academy, Altus Engineering, Inc. (Altus) is pleased to re-submit the revised *Minor Site Plan Application* for a gravel storage lot on Lary Lane. Altus, Phillips Exeter Academy, and Truslow Resource Consulting met with the Technical Review Committee (TRC) on June 3 to review the project. The following revisions and supplemental information are included in the submittal material:

1. Hydrogeologic Study – Updated Hydrogeologic Study from Truslow Resource Consulting LLC, to addressing the potential impacts of the project in the aquifer protection zone.
2. Wetlands Delineation – Attached is a letter from Gove Environmental Services indicating that they have confirmed the wetlands mapping from 2016 and 2018 and have not identified any vernal pools in the wetlands around the site.
3. Storage – The application has been revised to remove “Yard Waste” as a storage item. The site will be primarily materials to support the construction activities on campus, such as; bricks, granite, fencing, topsoil, crushed stone, piping, concrete structures, etc.

Sheet C-2 has been revised to include the requirements for material storage as well.

4. Stormwater Manual – The manual has been updated to indicate hazardous materials restricted from the site, vehicle storage requirements, and the requirement to have a spill kit on site if equipment is parked overnight.
5. Drainage Report – The drainage analysis has been updated to include the 15% increase in rainfall intensities, watershed maps, and pollutant removals.

In addition, Altus received the following comments from Underwood Engineer's Inc, dated June 8, 2021 and have addressed the comments as indicated below.

General

1. Please confirm the existing 12" driveway culvert at the site entrance is sufficiently sized, has adequate cover, has no history of backups, and is in good condition.

Altus has checked the culvert and confirmed that it is a 12" HDPE pipe culvert, in good condition, is adequately sized, and there is no known history of backups.

Overall Site Plan

2. The approximate location of Exeter's Lary Lane Well (water supply) and it's corresponding 400' well radius should be shown on the plans. Please note on the plans that the project area is within the wellhead protection area.

of the Lary Lane Well and the 400 foot well radius, based on GIS and aerial imagery. The project is within the wellhead protection area and the Aquifer Protection Overlay District. The well location, radius, and Aquifer Protection Overlay District have been noted on the plans.

Site Plan

3. An area designated for a concrete washout pit should be indicated on the plan.

A concrete washout area has been added to the plan and detail provide.

4. If within the plan viewport, please incorporate the Lary Lane Well and the 400' protective well radius in the plan.

The Lary Lane Well and 400 foot radius have been added to the plans.

5. The material and inverts of the existing driveway culvert should be labeled.

The culvert material and approximate inverts have been added to the plan.

Detail Sheet

6. A detail for a concrete washout area should be added.

The concrete washout detail has been added to the detail sheet.

Stormwater Design and Modeling

7. The rainfall amounts should be increased by 15% per Town of Exeter requirements.

The rainfall intensities have been increased by 15% and the new results provided. The results do not show any change to the pre-development conditions.

8. PTAP Database: The Applicant is requested to enter project related storm water 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).

Altus will complete the PTAPP tracking information when the project is approved and prior to Planning Board signature of the plans.

Barbara McEvoy
June 11, 2021
Page 3

Enclosed please find the application fee, mailing labels, fifteen (15) copies of the submittal documents for review, and a CD with the electronic (PDF) copy of the submittal:

- Application Form and Checklist;
- Letter of Explanation;
- Waiver Request (Performance Guarantee);
- Drainage Review and Watershed Plans (2 HydroCAD Results);
- Site Maps; USGS, FEMA, Exeter Prime Wetlands, Lary Lane Wellhead, & Site Aerials;
- Site Plans - 22"x34" format. (5 full size, 10 half size);
- Hydrogeologic Study - Truslow Resource Consulting;
- Wetlands Letter – Gove Environmental Services;
- Stormwater Operations and Maintenance Manual;
- CD – Electronic copy of submittal

Please call if you have any questions or require additional information.

Sincerely,



Cory D. Belden, P.E.

Enclosure

Ecopy: Mark Leighton, Phillips Exeter Academy
Danna Truslow, Truslow Resource Consulting LLC



**CHECK LIST FOR MINOR SITE PLAN REVIEW,
MINOR SUBDIVISION AND LOT LINE ADJUSTMENT**

APPLICANT	TRC	REQUIRED EXHIBITS, SEE REGULATION 6.6.2.4
<input checked="" type="checkbox"/>	<input type="checkbox"/>	a) The name and address of the property owner, authorized agent, the person or firm preparing the plan, and the person or firm preparing any other data to be included in the plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	b) Title of the site plan, subdivision or lot line adjustment, including Planning Board Case Number.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	c) Scale, north arrow, and date prepared.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	d) Location of the land/site under consideration together with the names and address of all owners of record of abutting properties and their existing use.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	e) Tax map reference for the land/site under consideration, together with those of abutting properties.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	f) Zoning (including overlay) district references.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	g) A vicinity sketch showing the location of the land/site in relation to the surrounding public street system and other pertinent location features within a distance of 1,000-feet.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	h) For minor site plan review only, a description of the existing site and proposed changes thereto, including, but not limited to, buildings and accessory structures, parking and loading areas, signage, lighting, landscaping, and the amount of land to be disturbed.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	i) If deemed necessary by the Town Planner, natural features including watercourses and water bodies, tree lines, and other significant vegetative cover, topographic features and any other environmental features which are significant to the site plan review or subdivision design process.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	j) If deemed necessary by the Town Planner, 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"/>	k) If deemed necessary by the Town Planner for proposed lots not served by municipal water and sewer utilities, a High Intensity Soil Survey (HISS) of the entire site, or portion thereof. Such soil surveys shall be prepared and stamped 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"/>	<input type="checkbox"/>	l) State and federal jurisdictional wetlands, including delineation of required setbacks.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	m) A note as follows: "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"/>	<input type="checkbox"/>	n) Surveyed exterior 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"/>	<input type="checkbox"/>	o) For minor site plans only, plans are not required to be prepared by a professional engineer or licensed surveyor unless deemed essential by the Town Planner or the TRC.
<input type="checkbox"/>	<input type="checkbox"/>	p) For minor subdivisions and lot line adjustments only, the locations, dimensions, and areas of all existing and proposed lots.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	q) The lines of existing abutting streets and driveways locations within 100-feet of the site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	r) The location, elevation, and layout of existing catch basins and other surface drainage features.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	s) The footprint location of all existing structures on the site and approximate location of structures within 100-feet of the site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	t) The size and location of all existing public and private utilities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	u) The location of all existing and proposed easements and other encumbrances.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	v) All floodplain information, including 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 type="checkbox"/>	<input type="checkbox"/>	w) The location of all test pits and the 4,000-square-foot septic reserve areas for each newly created lot, if applicable.
<input type="checkbox"/>	<input type="checkbox"/>	x) The location and dimensions of all property proposed to be set aside for green space, parks, playgrounds, or other public or private reservations. The plan shall describe the purpose of the dedications or reservations, and the accompanying conditions thereof (if any).
<input type="checkbox"/>	<input type="checkbox"/>	y) A notation shall be included which explains the intended purpose of the subdivision. Include the identification and location of all parcels of land proposed to be dedicated to public use and the conditions of such dedications, and a copy of such private deed restriction as are intended to cover part of all of the tract.
<input type="checkbox"/>	<input type="checkbox"/>	z) Newly created lots shall be consecutively numbered or lettered in alphabetical order. Street address numbers shall be assigned in accordance with Section 9.17 Streets of these regulations.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	aa) The following notations shall also be shown: <ul style="list-style-type: none"> • Explanation of proposed drainage easements, if any • Explanation of proposed utility easement, if any • Explanation of proposed site easement, if any • Explanation of proposed reservations, if any • Signature block for Board approval as follows:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Town of Exeter Planning Board</p> <p>_____ Chairman</p> <p>_____ Date</p>



**TOWN OF EXETER
MINOR SUBDIVISION, MINOR
SITE PLAN, AND/OR LOT LINE
ADJUSTMENT APPLICATION**

OFFICE USE ONLY

THIS IS AN APPLICATION FOR:

MINOR SITE PLAN
 **MINOR (3lots or less)
SUBDIVISION** **LOTS**
 LOT LINE ADJUSTMENT

_____	APPLICATION
_____	DATE RECEIVED
_____	APPLICATION FEE
_____	PLAN REVIEW FEE
_____	ABUTTER FEE
_____	LEGAL NOTICE FEE
_____	INSPECTION FEE
_____	TOTAL FEES
_____	AMOUNT REFUNDED

Phillips Exeter Academy

1. **NAME OF LEGAL OWNER OF RECORD:** Mark Leighton, Director of Facilities Management

ADDRESS: 20 Main Street
Exeter, NH 03833 **TELEPHONE:** () (603) 772-4311

2. **NAME OF APPLICANT:** same as owner

ADDRESS: _____
 _____ **TELEPHONE:** () _____

3. **RELATIONSHIP OF APPLICANT TO PROPERTY IF OTHER THAN OWNER:** _____

N/A
 (Written permission from Owner is required, please attach.)

4. **DESCRIPTION OF PROPERTY:**

ADDRESS: Lary Lane
TAX MAP: 94 **PARCEL #:** 19 **ZONING DISTRICT:** R-1
AREA OF ENTIRE TRACT: 140.5 Acres **PORITION BEING DEVELOPED:** 0.95 Acres



5. **EXPLANATION OF PROPOSAL:** The proposed project will construct a new 31,000 sf gravel storage lot with a 1,500 sf concrete pad for material storage. Stormwater management will provide treatment to the site. No utilities will be provided to the site.

6. **ARE MUNICIPAL SERVICES AVAILABLE? (YES/NO)** No utilities will be provided to the site.
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.

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

<u>ITEM:</u>	<u>NUMBER OF COPIES</u>
A. <u>Letter of Explanation</u>	
B. <u>Checklist for Plan Requirements</u>	
C. <u>Project Plans and Details</u>	
D. <u>Drainage Analysis 133 Court Street, Portsmouth, NH 03801</u>	
E. <u>Additional Maps: FEMA Floodplain Map, Well Head Map, USGS Map</u>	
F. <u>Abutter List and labels</u>	

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

9. **NAME AND PROFESSION OF PERSON DESIGNING PLAN:**

NAME: Cory D. Belden, PE
ADDRESS: 133 Court Street, Portsmouth, NH 03801
PROFESSION: Civil Engineer **TELEPHONE:** () (603) 433-235

10. **LIST ALL IMPROVEMENTS AND UTILITIES TO BE INSTALLED:** _____
The proposed project will construct a new 31,250 sf gravel storage lot with a 1,500 sf concrete pad.
Stormwater management will be provided for treatment. No utilities will be provided to the site.



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

(Please check with the Planning Department Office to verify) (YES/NO) No IF YES, LIST BELOW AND NOTE ON PLAN.

NOTICE:

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

DATE 5/18/2021 APPLICANT'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 EITHER 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.



LETTER OF EXPLANATION Minor Site Plan Review

Civil
Site Planning
Environmental
Engineering

133 Court Street
Portsmouth, NH
03801-4413

Phillips Exeter Academy Lary Lane Grounds Storage Yard

June 11, 2021

Phillips Exeter Academy (PEA) owns a 140.5 acre lot located on the north side of Lary Lane in southern portion of Exeter in the Residential (R-1) District, identified as Tax Map 94, Lot 19. The parcel is a wooded vacant lot with no structures on the site and abuts the Exeter River to the east. Much of the lot is encumbered by wetlands, with pockets of uplands representing approximately 30% of the site. The Town of Exeter maintains a municipal well (0801010) at the end of Lary Lane, which places the development area in the 400 foot wellhead protection area.

PEA is currently proposing to construct a gravel storage lot approximately 31,250 square feet in size to provide a storage area for dry materials such as; stone, granite, bricks, mulch, loam, wood grindings, and general construction items to support the construction projects and maintenance operations on campus. PEA currently has difficulty finding appropriately safe storage areas for much of these items on campus. Because the proposed lot is within the wellhead protection area and in close proximity to wetlands, no de-icing materials (such as salt) or hazardous materials will be stored at this location. Only authorized employees or contractors will be allowed to use the site and no long term parking will be allowed. A sign will be provided and spill kit kept on site for emergencies.

The proposed project complies with the requirements for a Minor Site Plan application. The new gravel lot will be an increase of approximately 0.5% impervious area on the parcel. No utilities will be provided to the site. In 2018, PEA harvested approximately 2.0 acres of tress within the upland area of Lary lane. The new parking lot will be located within the cleared area. The stumps and soils outside of the new gravel lot area will remain.

Stormwater management will be provided on-site utilizing Best Management Practices to treat the runoff and reduce the pollutant loading. Although the site is not anticipated to have significant pollutant loads and 0.5% impervious area will have minimal impact to peak flows, BMPs will help to reduce impacts. To manage the stormwater, a sediment collection pond will be constructed along the low end (east side) of the gravel lot to collect any potential sediment runoff of the gravel lot. This will allow an easily accessible area to be maintained. The sediment pond will discharge to a stone berm level spreader which will allow unconcentrated flow to discharge to a vegetated buffer that is approximately 150 feet in length before the wetlands. Temporary organic filter berms were placed around much of the perimeter of the site during the 2018 tree harvest. These berms will be maintained and left in place to provide additional filtration. The pre and post development conditions have been completed and modeled to analyze flows for the 2-year, 10-year, 25-year, and 50-year storm events. The new site development provides treatment to the new impervious areas and peak flows are maintained as a result of the improvements to the full site.



**Civil
Site Planning
Environmental
Engineering**

133 Court Street
Portsmouth, NH
03801-4413

Minor Site Plan Review - Waiver Request

Lary Lane Grounds Storage Yard

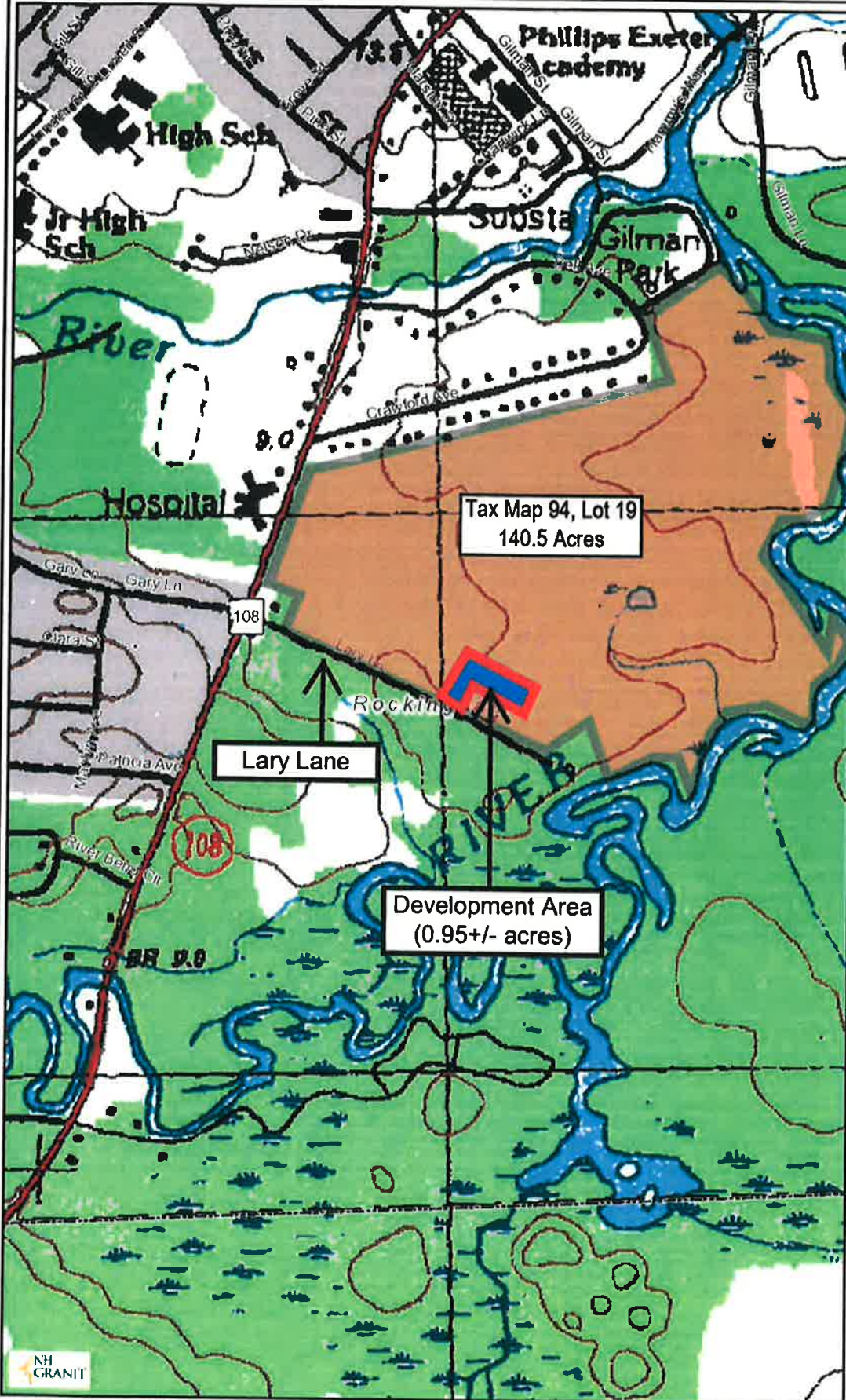
Phillips Exeter Academy

May 18, 2021

12.1 Performance and Maintenance Guarantees

The project involves construction of a new 31,250 square foot gravel storage lot to be located off Lary Lane on the campus of Phillips Exeter Academy (PEA). Site improvements include removal of the existing stumps and installation of new gravel storage lot. No buildings or utilities are proposed. In consideration of PEA's permanence in the community and prior waivers granted for PEA projects, the applicant respectfully requests a waiver from the posting of a performance guarantee for this project.

Map by NH GRANIT



Legend

- State
- County
- City/Town

Map Scale

1: 10,000



© NH GRANIT, www.granit.unh.edu

Map Generated: 5/12/2021

Notes



National Flood Hazard Layer FIRMette

70°57'16"W 42°58'12"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE) Zone A, V, AH, AR
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD

- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee, See Notes, Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS

- NO SCREEN
- Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES

- Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS

- Digital Data Available
- No Digital Data Available
- Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps; if it is not valid as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/11/2024 at 2:07 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



0 250 500 1,000 1,500 2,000 1:6,000 Feet

Basemap: USGS National Map; Orthoimagery: Data refreshed October, 2020



- Parcels
- Prime Wetlands
- Partial Wetland Points
- Partial Wetlands
- Wetlands
- NH Highways
- US Highway
- State Highway
- Town Boundary
- Abutting Towns



The data shown on this site are provided for informational and planning purposes only. The Town and its consultants are not responsible for the accuracy or misinterpretation of the data.

Exeter Wetlands



- Parcels
- NH Highways
- Interstate
- US Highway
- State Highway
- Town Boundary
- Abutting Towns



The data shown on this site are provided for informational and planning purposes only. The Town and its consultants are not responsible for the release or misrepresentation of the data.

1400

2800 ft

Printed on 05/11/2021 at 03:16 PM

Tax Map 94, Lot 19

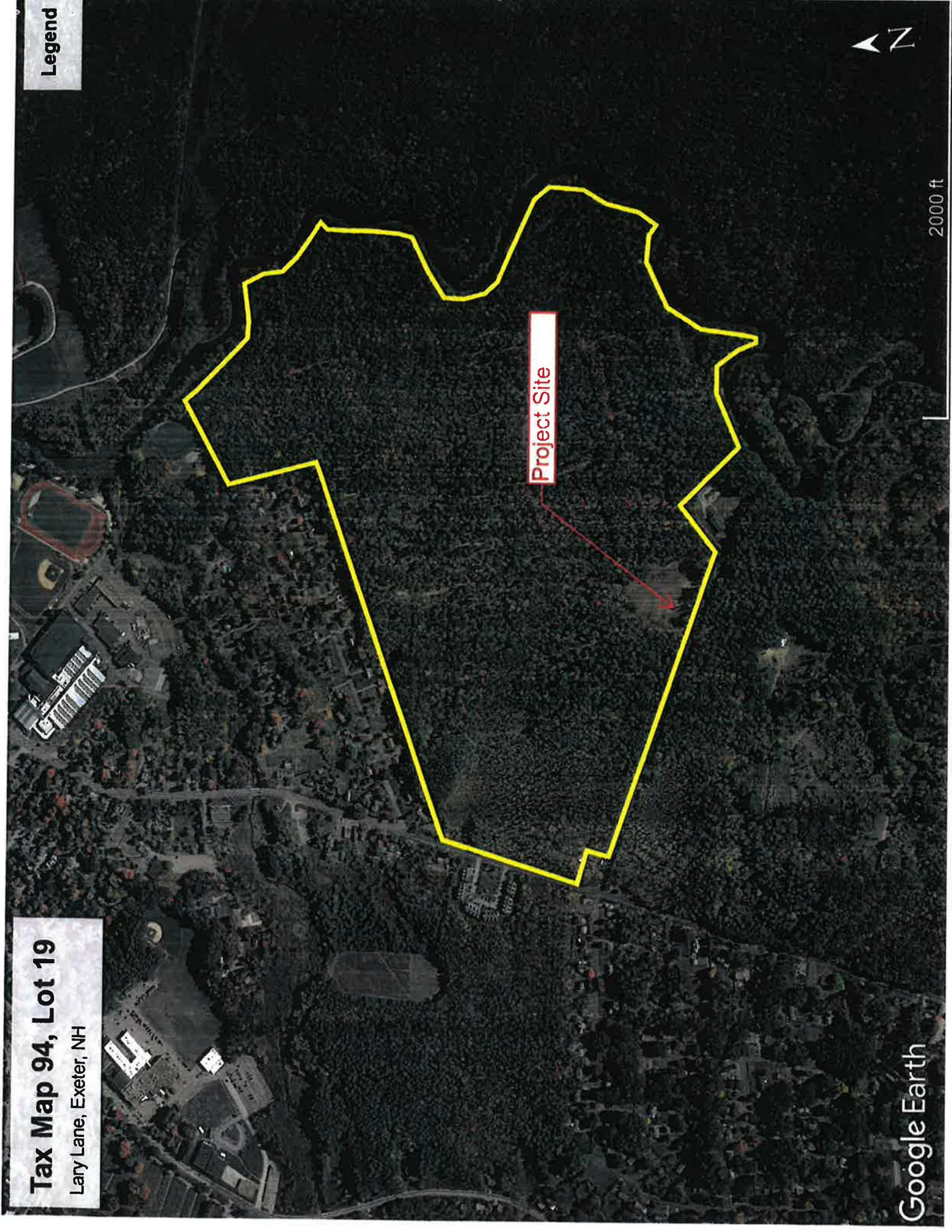
Lary Lane, Exeter, NH

Legend

Project Site

Google Earth

2000 ft





June 10, 2021

Mr. Mark Leighton, Director of Facilities Management
Phillips Exeter Academy
20 Main Street
Exeter, NH 03833

Re: Hydrogeologic Study for Proposed Phillips Exeter Academy Grounds Storage
Yard, Lary Lane, Tax Map 94, Lot 19
Altus Engineering Project 4749

Dear Mr. Leighton,

I am pleased to submit the following hydrogeologic evaluation of the Grounds Storage Yard project proposed for Phillips Exeter Academy on Tax Map 94 Lot 19 on Lary Lane in Exeter, NH as designed by Altus Engineering, Inc. (Altus) of Portsmouth, NH.

Background

The project area is within the Town of Exeter Aquifer Protection District and is west of the Town of Exeter's Lary Lane Well and Water Treatment Plant. Figure 1 illustrates this area of the Town and shows the proposed storage yard. The storage yard will be constructed in an area of approximately 2 acres that was cleared of trees and vegetation by Phillips Exeter Academy (PEA) in 2018. After construction of the yard, the area around the lot will be allowed to revegetate and will not be mowed or trimmed except to prevent vegetation from growing on the lot itself.

The proposed 125 x 250 foot lot will be constructed of crushed gravel and will be sloped towards a sediment forebay to capture sediment and runoff which will then flow to a level spreader that discharges to the re-vegetated area beyond the storage yard.

Lary Lane Well Protective Areas

Based on design documents for the Lary Lane Water Treatment plant (Weston & Sampson, 2011), the proposed storage yard lies outside of the 400-foot sanitary protective radius of the well. The proposed yard is within the wellhead protection area for the Lary Lane and Town of Exeter Gilman Park Well. It is also within an area is classified by the Town and NHDES as a GA2 Groundwater Protection Area – a

zone of potentially high-yielding stratified drift aquifers with no active management. (NHDES OneStop, 2021).

Site Hydrogeology

Available publications, well records and other data were used to evaluate existing conditions. The area beneath the site is mapped by the US Geological Survey as stratified drift aquifer within or beneath silt and clay (Moore, 1992). Existing well information illustrates that the sand and gravel that yields water for the Lary Lane Well have up to 44 feet of clay over the sand and gravel that provides the groundwater to the well. Several other wells west and southwest of the Lary Lane well document clay to 10 to 40 feet of depth (see Table below).

Well ID	Location	Total depth of well (ft.)	Soil (3)	Clay (3)	Sand and Gravel (3)	Bedrock (3)
EXW-26 (1)	South of Lary Lane	53	0-4	4-42	42-53	NE (4)
EXW-27 (1)	South of Lary Lane near Exeter River	30.5	NE	0-30.5	NE	NE
EXD-28 (1)	End of Lary Lane at Exeter River	75	0-6	6-50	50-75	Below 75
EXB-3 (1)	Court Street at Exeter River	21.5	NE	0-15.2	15.2-- 21.5	NE
0820477 (2)	157 Court Street	320	NE	0-40	NE	40=320
0820502 (3)	190 Court Street - Exeter Elms Campground	125	NE	0-10	10-17	17-125

(1) – Source of well information Moore, 1992

(2) – Source of well information NH OneStop Database, 2021

(3) - Depth of listed geologic material – feet below land surface

(4) – NE - Not encountered or noted in well log

This clay described in well logs likely includes lenses of silt and fine sand but is predominately marine clay known as the Presumpscot Formation (Goldsmith, 2001). This clay helps to isolate the underlying water bearing sand and gravel from most surficial activities. This clay formation also surrounds the area that is underlain by the sand and gravel aquifer.

Soil formed on the silty clay has a low permeability and helps to treat and filter stormwater and snow melt water infiltration. The wetlands that lay beyond the storage yard also store melt water and runoff and treat and allow slow infiltration and groundwater recharge to the underlying aquifer material. The lot is mostly vegetated and is relatively flat so little channelization has occurred outside of the wetland areas.

No new wells were installed as part of the hydrogeologic assessment. During a site visit on May 26, 2021 2-inch diameter steel well located west of the proposed gravel lot on the PEA lot (Figure 1) was observed. This well location or log was not included in the USGS report or in the NHDES well database. Exeter DPW Water Division was contacted for additional information but there was no well record on file.

Construction

The storage yard will be built on the cleared area. Stumps and roots in the area of the pad will be removed and the area regraded. All stumps and roots outside this area will not be removed. The sediment forebay and the overflow weir for the stormwater management system will require excavation approximately 2 feet below land surface but otherwise there will be no surface excavation. An area approximately five feet wide surrounding the pad will be loamed and seeded, and occasionally mowed to prevent growth of wood materials and plants in the gravel lot area.

Drainage and Groundwater Recharge

All runoff from the pad will be directed to the sediment forebay and level spreader and will recharge on site as specified in the Altus design plans. The end of the level spreader is 150 feet from the edge of the mapped wetland. The entrance road design includes an existing 12-inch culvert beneath the road and will also recharge to the site.

Impervious Surface Coverage

The impervious surface coverage for the lot once the storage yard is complete will be 0.5%, which is considerably below the 10% maximum impervious surface coverage required by the Aquifer Protection Ordinance.

Storage Yard Use

As described in the application, the area will be used for storage of materials such as stone, granite, brick, mulch, loam, excavated soils, wood grindings and other construction materials. There will be no petroleum, fertilizer, herbicide, pesticide, or other hazardous materials used or stored at the site. No repairs of vehicles or other motorized equipment will be completed at the site. No de-icing chemicals or snow removed from offsite sources will be stored at the site.

As I understand it only PEA employees and designated contractors will use and access the site. Additionally no vehicles will be stored at the site on a long term basis. There may be equipment for loading and unloading of materials may be parked overnight. A spill kit will be kept on site in case of an accidental spill or leak.

Little or no use of fertilizers is anticipated after establishment of conservation grasses used for stabilization of the area around the gravel pad, but if required, the fertilizer use restrictions specified in the Aquifer Protection Ordinance will be followed.

Additional language has been added to the stormwater operation and maintenance plan that details allowable and restricted storage uses and fertilizer use restrictions. A sign will also be posted at the entrance of the storage yard to notify users of access and use restrictions.

Summary

In summary, the site hydrogeology of clay and silt over the underlying sand and gravel aquifer affords protection of the aquifer, and the stormwater design will assure that runoff is treated and will recharge on the site. There will be no net change in recharge to the underlying aquifer. The proposed uses should not impact the water quality of the runoff or recharge to the aquifer. An operations and maintenance plan for the lot, signage stating storage restrictions, and close oversight of its use will also prevent impacts to the upland, wetland and underlying aquifer.



Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to be "Danna B. Truslow", with a long horizontal stroke extending to the right.

Danna B. Truslow, PG
Principal Hydrogeologist

Cc: Cory Belden, PE, Altus Engineering Inc.
Exeter Planning Board

References:

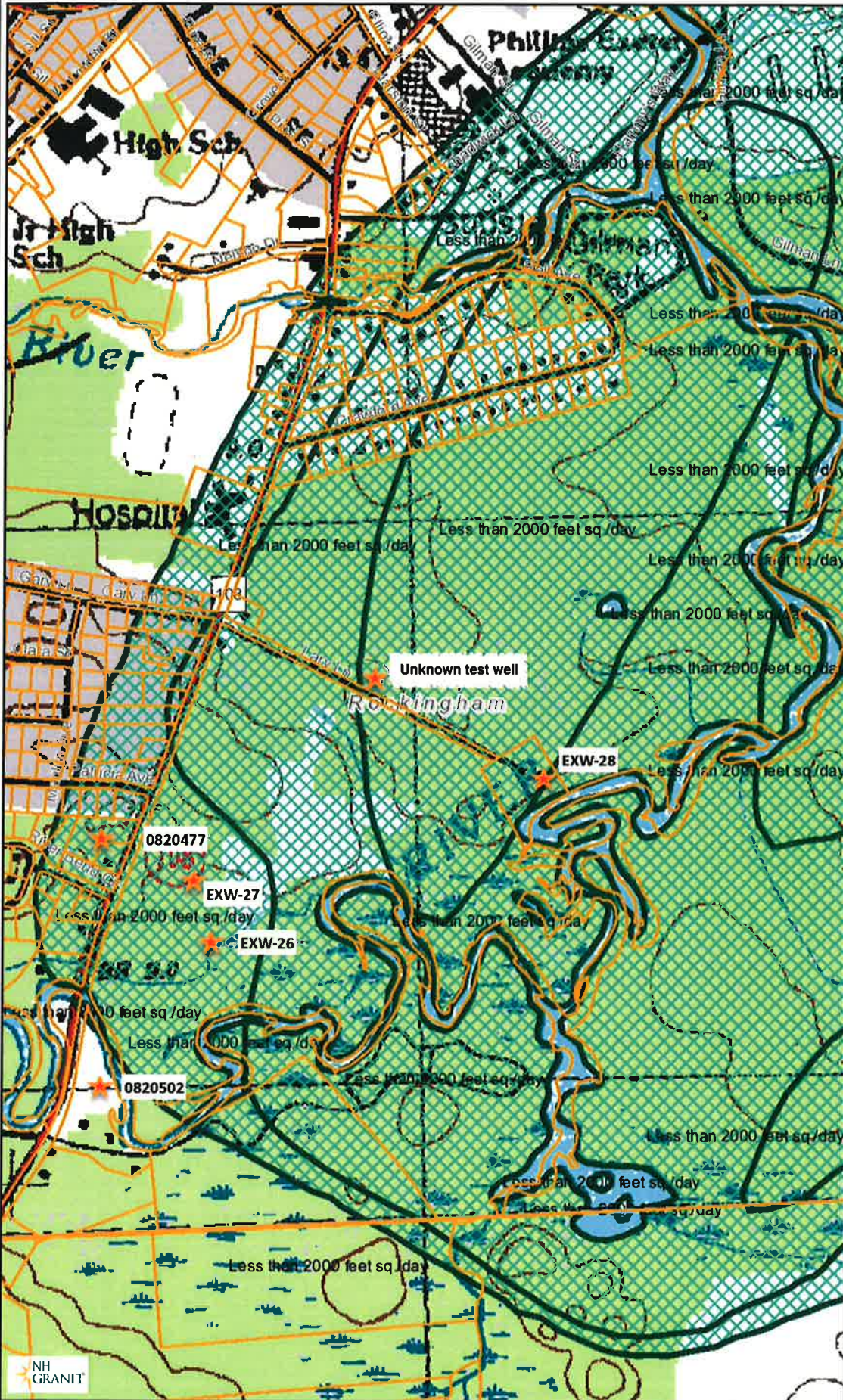
Goldsmith, Richard, 2001, Surficial Geologic Map of the Exeter Quadrangle, Rockingham County New Hampshire. US Geological Survey 7.5 Minute Quadrangle

Moore, Richard B., 1992, Geohydrologic and Groundwater Data for Stratified Drift Aquifer in the Exeter, Lamprey, and Oyster River Basins, Southeastern New Hampshire, United States Geological Survey Open File Report 92-95

New Hampshire Department of Environmental Services One Stop Database webpage, 2021

Weston & Sampson, 2011; Figure 2 – Town of Exeter Proposed Lary Lane Treatment Facility. Town of Exeter Department of Public Works website

FIGURE 1
 Lary Lane Area - Exeter Aquifer Protection District



Legend

- Parcels
 - Parcel Polygons
 - Attributes for Additional Lines
- State
- County
- City/Town
- Aquifer Transmissivity

★ APPROXIMATE WELL LOCATION - MOORE, 1992 OR NHDES ONESTOP

Map Scale

1: 10,000

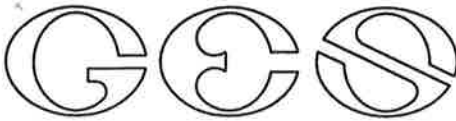


© NH GRANIT, www.granit.unh.edu

Map Generated: 6/1/2021

Notes





GOVE ENVIRONMENTAL SERVICES, INC.

June 9, 2021

**Cory D. Belden, PE
Altus Engineering, Inc.
133 Court St.
Portsmouth, NH 03801**

**Re: Larry Lane, Exeter, PEA
Subject: Wetland Delineation**

Dear Mr. Belden,

Per your request, I evaluated the wetland located behind the Fisher theater on the Phillips Exeter Academy Campus, as it pertains to the request for a Site Plan Application. This wetland was delineated in 2016. Reviewed in 2018 and most recently in the early Summer of 2020. The wetland line is still valid as shown on the plans, as no changes in the wetlands have occurred. No vernal pools are within this wetland.

Please let me know if you have any questions or need anything else.

Sincerely,

A handwritten signature in black ink, appearing to read 'L. Hurley', with a long horizontal flourish extending to the right.

**Luke D. Hurley, CWS, CSS
Vice President
Gove Environmental Services, Inc.**



Civil
Site Planning
Environmental
Engineering

133 Court Street
Portsmouth, NH
03801-4413

DRAINAGE REVIEW

Lary Lane
Grounds Storage Yard
Phillips Exeter Academy

RECEIVED

June 11, 2021

JUN 15 2021

Assessor's Parcel 94-19

EXETER PLANNING OFFICE

Phillips Exeter Academy (PEA) is proposing to develop the 140+ acre parcel located on Lary Lane. The existing property is a wooded lot with no current development on site. PEA is proposing to construct a gravel storage lot approximately 31,250 (250 ft x 125 ft) square feet in size to provide a storage area for dry materials such as; stone, granite, bricks, mulch, yard waste, loam, excavated soils, wood grindings, fencing, and general construction items to support the construction projects and maintenance operations on campus. Because the proposed lot is within the wellhead protection area and in close proximity to wetlands, no de-icing materials (salt) or hazardous materials will be stored at this location.

The proposed storage lot will increase the impervious area of the site by 0.5% impervious area will have minimal impact to peak flows, BMPS will help to reduce impacts. To manage the stormwater, a sediment collection pond will be constructed along the east side (low end) of the gravel lot to collect any potential stones or sediment from runoff of the gravel lot. This will allow an easily accessible are to be maintained. The sediment pond will then discharge to a stone berm level spreader which will allow unconcentrated flow to discharge to a vegetated buffer that is approximately 150 feet in length before the wetlands. Temporary organic filter berms were placed around much of the perimeter of the site during the 2018 tree harvest. These berms will be maintained and left in place to provide additional filtration.

The pre and post development conditions have been completed and modeled to analyze flows for the 2-year, 10-year, 25-year, and 50-year storm events. Although the site discharges to the Exeter River, the peak flows are still maintained as a result of the improvements to the full site. The new site development also provides treatment to the new impervious (gravel) areas with a sediment pond and level spreader to the vegetated buffer. Stormwater management will be provided on-site utilizing Best Management Practices to treat the runoff and reduce the pollutant loading. Appropriate steps will be taken to properly mitigate erosion and sedimentation through construction with the use of temporary and permanent Best Management Practices for sediment and erosion control.

June 11, 2021

DRAINAGE ANALYSIS

This drainage review is intended to show that the proposed development will manage the stormwater to minimize impacts from the pre-development to post-development conditions. The existing parcel is 140.5 acres in size and the proposed gravel lot will be approximately 0.5% of the site. The 2, 10, 25, and 50 year storm event results have been provided for review. The Stormwater Summary Table below shows that the peak flow rates do not increase for the peak storm for any of the storm events.

Stormwater Summary Table
Peak Q (cfs) for Type III 24-Hour Storm Events

	2-Yr Storm (3.22 inch)	10-Yr Storm (5.64 inch)	25-Yr Storm (7.14 inch)	50-Yr Storm (8.57 inch)
PRE - POA #1				
PRE	40.3	93.7	140	186
POST	40.3	93.7	140	186
Net Change	0.0	0.0	0.0	0.0

TSS, NITROGEN, AND PHOSPHORUS REMOVAL

The Town of Exeter stormwater regulations requires that "Runoff from impervious surfaces shall be treated to achieve at least 80% removal of Total Suspended Solids (TSS) and at least 60% removal of both total nitrogen and total phosphorus". Using the NH Stormwater Manual (Vol 2) and Massachusetts Clean Water Toolkit, the following sediment removal rates are anticipated for the proposed BMPs on this project.

<u>BMP</u>	<u>TSS</u>
Vegetated Buffer (NHSWM)	73%
Sediment Forebay	10%
TOTAL TSS REMOVAL	83%

Nitrogen and phosphorus pollutants come primarily from fertilizers, pet waste, human waste, and yard waste. The proposed site will not have any of these pollutant generators, as there are no maintained lawns, allowed storage of fertilizers, or human or pet waste. Per the Town of Exeter stormwater regulations, the use of a natural, vegetated filtration for water quality treatment is recommended for the relatively high nitrogen removal efficiency. Although the NH Stormwater Manual indicates vegetated buffers remove nitrogen and phosphorus at rates of 40% and 45% respectively, the proposed travel path of stormwater is approximately 2,000 linear feet, through a vegetated buffer and wooded wetland before discharging to the Exeter River. As the site is not a nitrogen or phosphorus generator and the long travel path provides additional filtration potential, we believe the requirement for nitrogen and phosphorus removal is met.

CONCLUSION

This Drainage Review demonstrates that the proposed project will manage the stormwater runoff for flow and treatment. The site abuts and drains to the Exeter River. Although it is typically not required to match peak flow rates when discharging to a river system, the peak flows do not increase for any of the storm events analyzed. Pre-Treatment and treatment to the new impervious areas are provided to manage the site runoff and provide treatment to the gravel storage area. No hazardous materials or de-icing material (such as salt) will be stored at this site. In conclusion, the proposed project will not have an adverse effect on abutting properties and infrastructure as a result of stormwater runoff. Appropriate steps will be taken to properly mitigate erosion and sedimentation during construction through the use of temporary Best Management Practices for sediment and erosion control.

ATTACHMENTS

1. Precipitation Tables (15% added for Seacoast Community)
2. NRCS Soils Survey
3. Pre and Post Development Modeling Results
4. Pre and Post-Development Watershed Plans

Sincerely,
ALTUS ENGINEERING, INC.

Cory Belden, PE, Project Manager

Enclosures



Extreme Precipitation Tables

Northeast Regional Climate Center

Data represents point estimates calculated from partial duration series. All precipitation amounts are displayed in inches.

Smoothing	Yes
State	New Hampshire
Location	
Longitude	70.948 degrees West
Latitude	42.981 degrees North
Elevation	0 feet
Date/Time	Tue, 11 May 2021 15:19:56 -0400

Extreme Precipitation Estimates

	5min	10min	15min	30min	60min	120min		1hr	2hr	3hr	6hr	12hr	24hr	48hr		1day	2day	4day	7day	10day	
1yr	0.26	0.40	0.50	0.66	0.82	1.04	1yr	0.71	0.99	1.22	1.57	2.05	2.68	2.90	1yr	2.37	2.79	3.21	3.91	4.54	1yr
2yr	0.32	0.50	0.62	0.82	1.03	1.30	2yr	0.89	1.18	1.52	1.94	2.49	3.22	3.57	2yr	2.85	3.43	3.94	4.68	5.33	2yr
5yr	0.38	0.58	0.73	0.98	1.26	1.62	5yr	1.08	1.47	1.90	2.45	3.16	4.09	4.59	5yr	3.62	4.41	5.05	5.97	6.75	5yr
10yr	0.42	0.66	0.83	1.13	1.46	1.91	10yr	1.26	1.73	2.25	2.92	3.78	4.91	5.56	10yr	4.34	5.34	6.09	7.19	8.07	10yr
25yr	0.49	0.77	0.98	1.35	1.80	2.37	25yr	1.55	2.16	2.81	3.68	4.80	6.25	7.15	25yr	5.53	6.88	7.80	9.19	10.22	25yr
50yr	0.55	0.87	1.12	1.56	2.11	2.80	50yr	1.82	2.55	3.34	4.39	5.75	7.50	8.67	50yr	6.64	8.33	9.42	11.08	12.24	50yr
100yr	0.61	0.99	1.27	1.81	2.47	3.32	100yr	2.13	3.01	3.98	5.25	6.89	9.00	10.50	100yr	7.97	10.10	11.37	13.36	14.66	100yr
200yr	0.69	1.13	1.46	2.09	2.89	3.92	200yr	2.49	3.56	4.72	6.26	8.25	10.82	12.72	200yr	9.57	12.23	13.72	16.11	17.57	200yr
500yr	0.82	1.35	1.76	2.55	3.57	4.89	500yr	3.08	4.44	5.91	7.90	10.47	13.79	16.41	500yr	12.21	15.78	17.61	20.66	22.33	500yr

Lower Confidence Limits

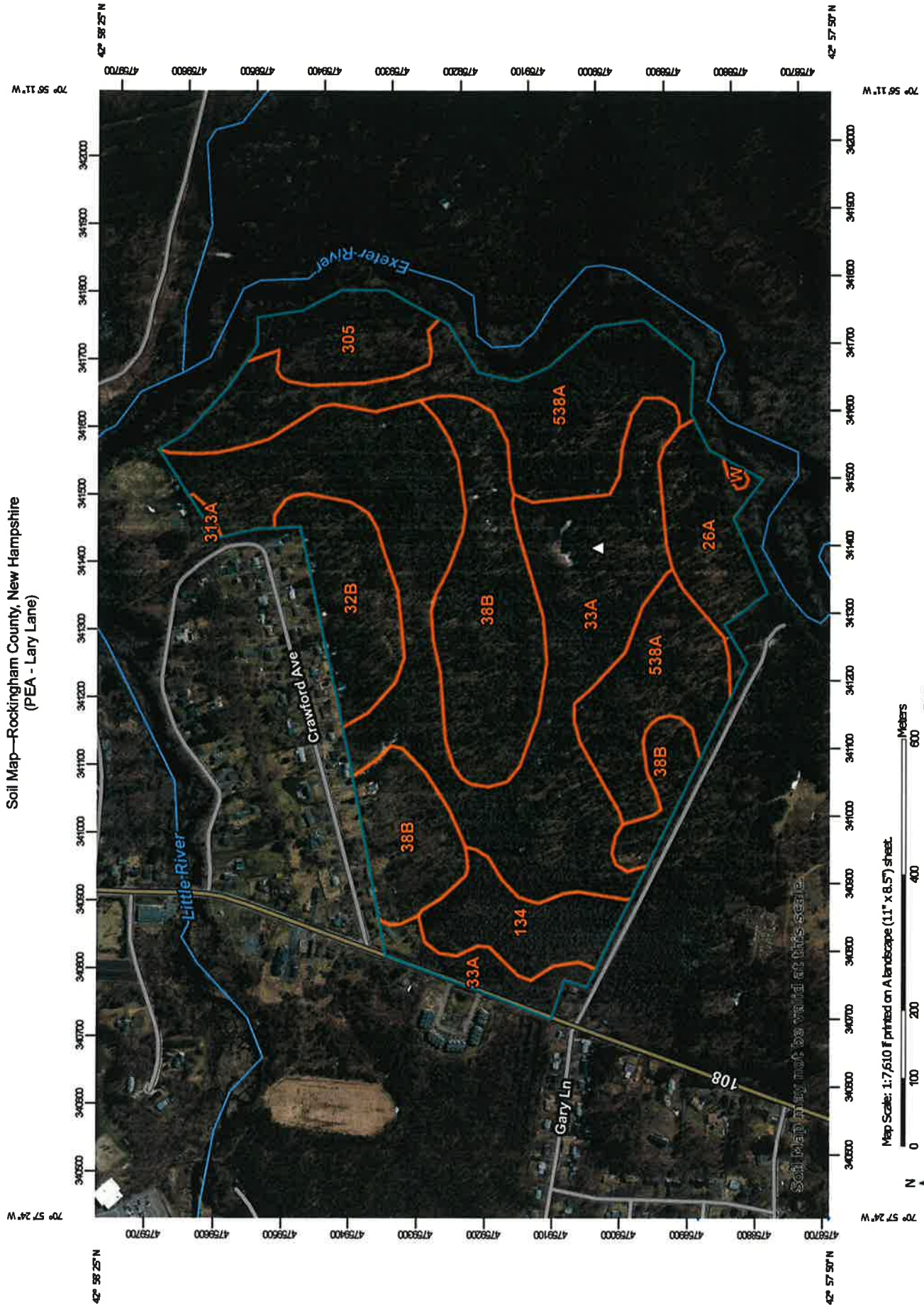
	5min	10min	15min	30min	60min	120min		1hr	2hr	3hr	6hr	12hr	24hr	48hr		1day	2day	4day	7day	10day	
1yr	0.24	0.37	0.45	0.61	0.75	0.89	1yr	0.64	0.87	0.95	1.25	1.54	2.29	2.54	1yr	2.03	2.44	2.89	3.43	4.02	1yr
2yr	0.32	0.49	0.60	0.82	1.01	1.19	2yr	0.87	1.17	1.37	1.82	2.33	3.11	3.49	2yr	2.75	3.36	3.85	4.56	5.14	2yr
5yr	0.36	0.55	0.68	0.94	1.19	1.42	5yr	1.03	1.39	1.62	2.12	2.73	3.81	4.26	5yr	3.38	4.10	4.70	5.62	6.31	5yr
10yr	0.40	0.61	0.75	1.05	1.36	1.63	10yr	1.17	1.59	1.82	2.40	3.07	4.39	4.95	10yr	3.89	4.76	5.46	6.53	7.26	10yr
25yr	0.46	0.69	0.86	1.23	1.62	1.95	25yr	1.40	1.91	2.12	2.78	3.58	4.94	6.02	25yr	4.37	5.78	6.64	7.96	8.89	25yr
50yr	0.51	0.77	0.96	1.38	1.85	2.25	50yr	1.60	2.20	2.37	3.12	4.01	5.59	6.96	50yr	4.95	6.69	7.69	9.26	10.28	50yr
100yr	0.57	0.86	1.08	1.55	2.13	2.58	100yr	1.84	2.52	2.65	3.48	4.48	6.30	8.04	100yr	5.58	7.73	8.90	10.75	11.84	100yr
200yr	0.64	0.96	1.21	1.76	2.45	2.96	200yr	2.11	2.89	2.95	3.88	5.00	7.08	9.69	200yr	6.27	9.32	10.31	12.47	13.68	200yr
500yr	0.75	1.11	1.43	2.08	2.96	3.58	500yr	2.55	3.50	3.42	4.48	5.81	8.22	11.85	500yr	7.27	11.39	12.52	15.14	16.51	500yr

Upper Confidence Limits

	5min	10min	15min	30min	60min	120min		1hr	2hr	3hr	6hr	12hr	24hr	48hr		1day	2day	4day	7day	10day	
1yr	0.28	0.44	0.54	0.72	0.89	1.08	1yr	0.76	1.06	1.26	1.71	2.17	2.96	3.12	1yr	2.62	3.00	3.56	4.28	4.98	1yr
2yr	0.33	0.51	0.63	0.86	1.06	1.26	2yr	0.91	1.23	1.48	1.94	2.48	3.39	3.67	2yr	3.00	3.53	4.06	4.85	5.62	2yr
5yr	0.40	0.62	0.77	1.06	1.34	1.62	5yr	1.16	1.58	1.87	2.48	3.17	4.38	4.93	5yr	3.88	4.74	5.42	6.35	7.20	5yr
10yr	0.48	0.73	0.91	1.27	1.64	1.97	10yr	1.41	1.93	2.26	3.02	3.81	5.45	6.19	10yr	4.83	5.95	6.79	7.88	8.89	10yr
25yr	0.59	0.90	1.11	1.59	2.09	2.56	25yr	1.81	2.50	2.93	3.92	4.88	7.62	8.38	25yr	6.75	8.06	9.12	10.50	11.53	25yr
50yr	0.69	1.05	1.31	1.88	2.53	3.11	50yr	2.18	3.04	3.56	4.78	5.91	9.56	10.56	50yr	8.46	10.15	11.45	13.06	14.18	50yr
100yr	0.81	1.23	1.54	2.22	3.05	3.78	100yr	2.63	3.70	4.34	5.84	7.17	11.99	13.30	100yr	10.61	12.79	14.34	16.29	17.46	100yr
200yr	0.95	1.44	1.82	2.64	3.68	4.62	200yr	3.17	4.51	5.29	7.13	8.68	15.09	16.13	200yr	13.35	15.51	18.00	20.31	21.51	200yr
500yr	1.19	1.77	2.27	3.30	4.70	5.98	500yr	4.05	5.84	6.87	9.32	11.20	20.47	21.74	500yr	18.12	20.90	24.26	27.21	28.40	500yr



Soil Map—Rockingham County, New Hampshire
(PEA - Lary Lane)



MAP LEGEND

- Area of Interest (AOI)
- Area of Interest (AOI)
- Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points
- Special Point Features**
 - Blowout
 - Borrow Pit
 - Clay Spot
 - Closed Depression
 - Gravel Pit
 - Gravelly Spot
 - Landfill
 - Lava Flow
 - Marsh or swamp
 - Mine or Quarry
 - Miscellaneous Water
 - Perennial Water
 - Rock Outcrop
 - Saline Spot
 - Sandy Spot
 - Severely Eroded Spot
 - Sinkhole
 - Slide or Slip
 - Sodic Spot
- Water Features**
 - Streams and Canals
- Transportation**
 - Rails
 - Interstate Highways
 - US Routes
 - Major Roads
 - Local Roads
- Background**
 - Aerial Photography
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Rockingham County, New Hampshire
Survey Area Data: Version 22, May 29, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 30, 2011—Apr 8, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
26A	Windsor loamy sand, 0 to 3 percent slopes	7.7	5.5%
32B	Boxford silt loam, 3 to 8 percent slopes	8.9	6.3%
33A	Scitico silt loam, 0 to 5 percent slopes	51.3	36.6%
38B	Eldridge fine sandy loam, 3 to 8 percent slopes	26.7	19.0%
134	Maybid silt loam	7.6	5.4%
305	Lim-Pootatuck complex	7.1	5.1%
313A	Deerfield loamy fine sand, 0 to 3 percent slopes	0.2	0.1%
538A	Squamscott fine sandy loam, 0 to 5 percent slopes	30.4	21.7%
W	Water	0.2	0.2%
Totals for Area of Interest		140.1	100.0%

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

**STORMWATER MANAGEMENT
INSPECTION AND MAINTENANCE MANUAL**

FOR

**Phillips Exeter Academy
(Lary Lane Storage Yard)**

Exeter, NH

Assessor's Map 94, Lot 19

RECEIVED

JUN 15 2021

EXETER PLANNING OFFICE

Proper inspection, maintenance, and repair are key elements in maintaining a successful stormwater management program on a developed property. Routine inspections ensure permit compliance and reduce the potential for deterioration of infrastructure or reduced water quality. The following responsible parties shall be in charge of managing the stormwater facilities:

RESPONSIBLE PARTIES:

Owner: Phillips Exeter Academy
Name Company Phone

Inspection and Maintenance : _____
Name Phone

NOTE: Inspection and maintenance responsibilities transfer to future property owners.

Included in this Inspection and Maintenance Manual are the following components:

- Drainage Features and Site BMP Functions and Maintenance Descriptions
- Inspection and Maintenance Checklist
- Stormwater BMP Report Form
- Site Development Plan

STORAGE

Function – The area will be used for storage of materials such as stone, granite, brick, mulch, loam, excavated soils, wood grindings and other general construction materials to support the operations on campus at Phillips Exeter Academy.

The project site is located within the Lary Lane Wellhead Protection Area and the Aquifer Protection Overlay District. Therefore, solid waste, petroleum products, hazardous materials, and de-icing agents are not to be stored or used on site.

Specifically, there will be no petroleum products, fertilizer, herbicide, pesticide, or other hazardous materials used or stored at the site. No repairs of vehicles or other motorized equipment will be completed at the site. No de-icing chemicals or plowed snow from offsite sources will be stored at the site.

No long term parking will be allowed on site. During operations, it is possible that equipment (such as a backhoe or loader) could be stored overnight for continuous operations. In this case the equipment will be checked for any leaking fluids prior to storage and a spill kit will be kept on site.

Only PEA employees and designated contractors will use and access the site. A sign shall be posted at the entrance to the storage yard indicating the site is within the aquifer protection zone, no hazardous materials or salt shall be stored on site, only authorized personnel shall use the site, and provide a Phillips Exeter Academy contact number.

SEDIMENT FOREBAY, LEVEL SPREADER AND VEGETATED BUFFERS

Function – Sediment forebay, Level spreader and vegetated buffer filter sediments from the stormwater, covert concentrated stormwater flows into less-erosive sheet flow, minimizing erosion and maximizing the treatment capabilities of associated buffers. Vegetated buffers, either forested or meadow, slow runoff which promotes and reduced peak rates of runoff. The reduced velocities and the presence of vegetation encourage the filtration of sediment and the limited bio-uptake of nutrients.

Maintenance

- Inspect forebay annually for accumulated sediment and remove and dispose of as needed;
- Inspect level spreaders at least annually for signs of erosion and to confirm that flows are being spread to sheet flow, there is no sediment buildup;
- Inspect buffer, confirm level spreader is working, flows are not concentrated, no erosion is occurring, maintain a healthy stand of herbaceous vegetation;
- If a forested buffer, then the buffer should be maintained in an undisturbed condition, unless erosion occurs;
- If erosion of the buffer (forested or meadow) occurs, eroded areas should be repaired and replanted with vegetation similar to the remaining buffer. Corrective action should include eliminating the source of the erosion problem and may require retrofit or reconstruction of the level spreader;
- Remove debris and accumulated sediment and dispose of properly.

LANDSCAPED AREAS - LITTER CONTROL

Function – Landscaped areas tend to filter debris and contaminants that may block drainage systems and pollute the surface and ground waters.

Maintenance

- Litter Control and lawn maintenance involves removing litter such as trash, leaves, lawn clippings, pet wastes, oil and chemicals from streets, parking lots, and lawns before materials are transported into surface waters.
- Litter control shall be implemented as part of the grounds maintenance program.
- The five foot grassed area around the storage pad should be mowed 2-3 times per year to prevent growth of woody plants.
- Use of fertilizer in the grassed should be minimal. If fertilizer is necessary to maintain mowed area, application should be in accordance with Town of Exeter Aquifer Protection District guidance for fertilization 9.2.3 K – Section 12.

GENERAL CLEAN UP

Upon completion of the project, the contractor shall remove all temporary stormwater structures (i.e., temporary stone check dams, silt fence, temporary diversion swales, catch basin inlet basket, etc.). Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required shall be dressed to conform to the existing grade, prepared, and seeded. Remove any sediment in catch basins and clean drain pipes that may have accumulated during construction.

Once in operation, all paved areas of the site should be swept at least once annually, preferably at the end of winter prior to significant spring rains.

APPENDIX

1. Inspection and Maintenance Checklist
2. Stormwater BMP Report Form
3. Site Development Plan

Inspection & Maintenance Checklist

BMP / System	Minimum Inspection Frequency	Minimum Inspection Requirements	Maintenance/ Cleanout Threshold
BMPs:			
Sediment Forebay	Annually	<ul style="list-style-type: none"> • Check for trash & debris. • Check for sediment buildup. 	Remove trash & debris and accumulated sediment
Vegetated Buffer	Annually	Check for sediment buildup, erosion, vegetation loss, debris, and damage.	Remove sediment and debris, repair as needed.
Stone Berm Level Spreader	Annually	Check for sediment buildup, debris and signs of erosion.	Remove sediment and debris. Immediately repair.
Storage Area	Bi-Annually	<p>Storage area is in Aquifer Protection area.</p> <p>Check materials being stored at site.</p> <ul style="list-style-type: none"> • No hazardous Materials to be stored • No De-icing agents to be stored • Spill kit on site (for equipment) 	<p>Remove any materials not allowed at site. confirm protocols and methods approved contractor use.</p> <p>Check signage.</p> <p>Provide gate if needed.</p>



PHILLIPS EXETER ACADEMY



ALTUS ENGINEERING, INC.



ISSUED FOR: PLANNING BOARD APPROVAL

ISSUE DATE: JUNE 11, 2021

REVISIONS: 0 BY DATE
1 BY DATE
1 BY DATE

DRAWN BY: CGS
APPROVED BY: CGS
DRAWING FILE: 07/05/21.DWG

SCALE: 1" = 30'

CORNER: PHILLIPS EXETER ACADEMY
30 MAIN STREET
EXETER, NH

PROJECT: GROUNDS STORAGE YARD
TAX MAP 94 LOT 19

TITLE: SITE DEVELOPMENT PLAN

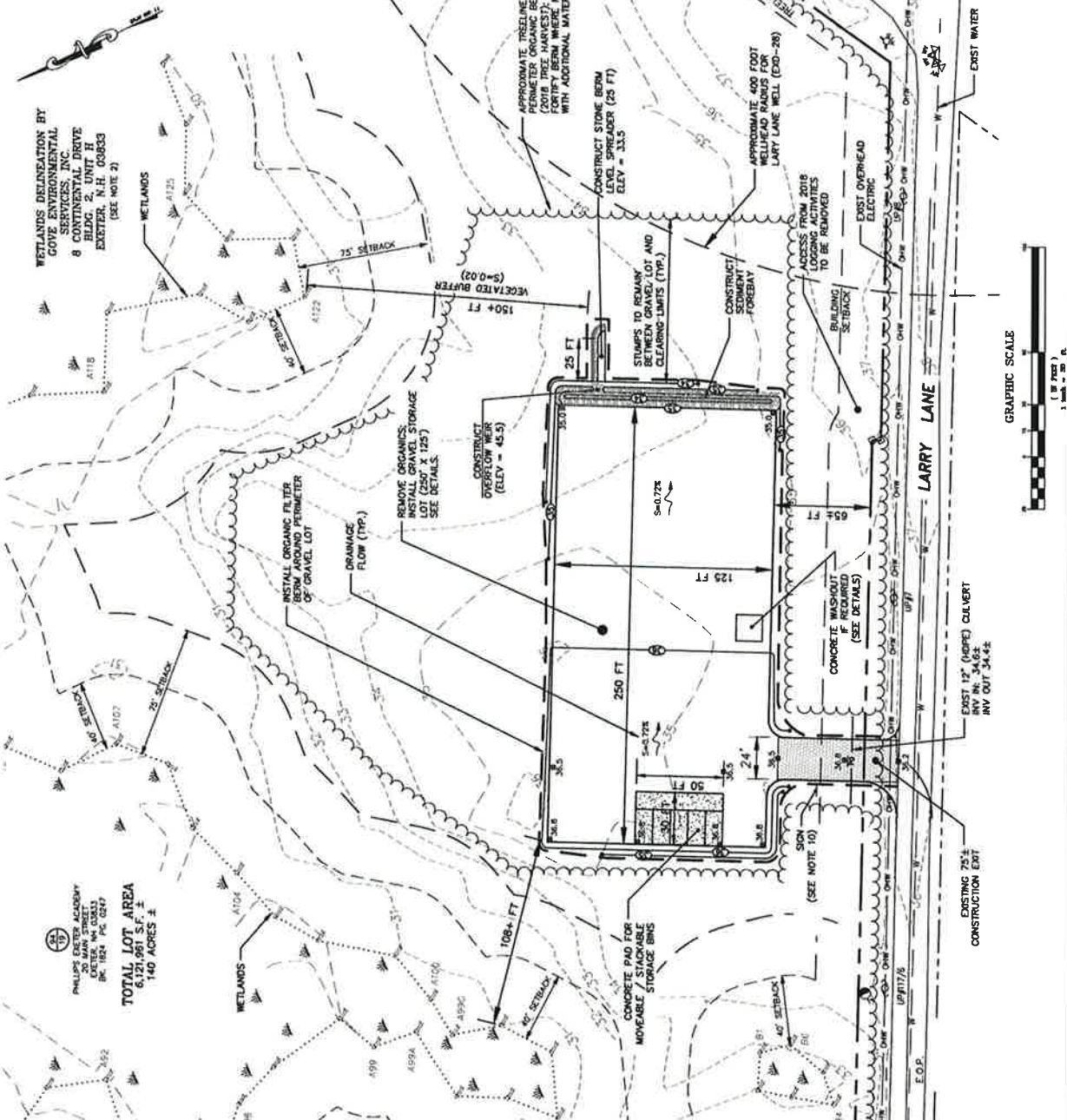
SHEET NUMBER: C-2

CASE #21-5

APPROVED FOR THE RECORD:

EXETER PLANNING BOARD DATE

- NOTES: 1. PLAN BASED ON EXISTING CONDITIONS SURVEY BY MILDENHAM... 2. WETLANDS... 3. A PORTION OF THIS PARCEL... 4. FLOOD ELEVATION... 5. CONSTRUCTION NOTES...



2682.00

June 8, 2021

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

**Re: PEA Lary Lane Storage Yard
Design Review Engineering Services
Exeter, New Hampshire**

Site Information:

Tax Map/Lot#:	94 / 19	Review No. 1
Address:	Lary Lane	
Lot Area:	140.5 ac (0.95 ac developed for this project)	
Proposed Use:	Storage Yard for Dry Materials	
Water:	N/A	
Sewer:	N/A	
Zoning District:	R-1	
Applicant:	Phillips Exeter Academy	
Design Engineer:	Altus Engineering	

Application Materials Received:

- Site plan set entitled “Grounds Storage Yard” dated May 18, 2021 prepared by Altus Engineering.
- Site plan application materials prepared by Altus Engineering.
- Drainage Review, prepared by Altus Engineering, dated May 18, 2021.
- Stormwater Inspection and Maintenance Manual prepared by Altus Engineering.
- Hydrogeologic Study dated June 1, 2021, prepared by Truslow Resource Consulting.

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.

General

1. Please confirm the existing 12” driveway culvert at the site entrance is sufficiently sized, has adequate cover, has no history of backups, and is in good condition.

Overall Site Plan

2. The approximate location of Exeter's Lary Lane Well (water supply) and its corresponding 400' well radius should be shown on the plans. Please note on the plans that the project area is within the wellhead protection area.

Site Plan

3. An area designated for a concrete washout pit should be indicated on the plan.
4. If within the plan viewport, please incorporate the Lary Lane Well and the 400' protective well radius in the plan.
5. The material and inverts of the existing driveway culvert should be labeled.

Detail Sheet

6. A detail for a concrete washout area should be added.

Stormwater Design and Modeling

7. The rainfall amounts should be increased by 15% per Town of Exeter requirements.
8. **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

Planning and Building Department

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

www.exeternh.gov

Date: June 10, 2021

To: Cory Belden, P.E., Altus Engineering, Inc.
Mark Leighton, Director of Facilities, PEA

From: Dave Sharples, Town Planner

Re: Site Plan Review TRC Comments - Phillips Exeter Academy
PB Case #21-5
Tax Map Parcel #94-19

The following comments are provided as a follow-up for the technical review of the site plans and supporting documents submitted to the Planning Office on May 18, 2021 for the above-captioned project. TRC meeting was held on Thursday, June 3rd, 2021.

TOWN PLANNER COMMENTS

PUBLIC WORKS COMMENTS

1. Identify the wetlands and buffers near the existing storage area.
2. Confirm that the materials in the existing storage area will be relocated to the new storage area and identify how the existing disturbed area will be restored.

FIRE DEPARTMENT COMMENTS

Basic requirement of the Exeter Fire Department. This list is not all inclusive and other requests may be made during the review process. Unless specifically required by code, some room for compromise is open.

(Rev 5: 9/7/2017) Architectural Review:

- Interior utility room access
- Interior sprinkler room access
- Adequate attic access (sized for FF, if applicable))
- Catwalk access in unfinished areas that have sprinklers (handrails preferred)
- If building has truss roof or floors, must display sign according to ordinance 1301. Knox box required for all buildings with fire alarm or sprinkler systems (ordinance 1803)

Civil/Site Review:

- Hydrant near site access and towards rear of site (if applicable)

Sprinkler Review:

- NFPA 13(R,D) sprinkler system where required
- FDC: 4-inch storz with at least 18" clearance to ground
- Electric bell (no water motor gong)
- Attic protection in 13R systems

Fire Alarm Review:

- Single red beacon or strobe indicator on exterior (not horn-strobe)
- NFPA72 Fire Alarm System where required
- Cat 30 keys for pull stations and FACP

Elevators:

- Heat and smoke top and bottom (heats for the shunt trip)
- Dimensions to accommodate a stretcher (usually a 2500 lbs) 3'6" by 7' at a minimum
- Elevator recall to appropriate floor during an activation
- Sprinkler protection top and bottom if ANY combustibile material in shaft. (can omit per NFPA 13 guidelines)
- Phone in car needs to be able to dial 911

Ladder Truck Turning Radius Dimensions – see attached diagram entitled "L1 Dimensions"

NATURAL RESOURCE PLANNER COMMENTS

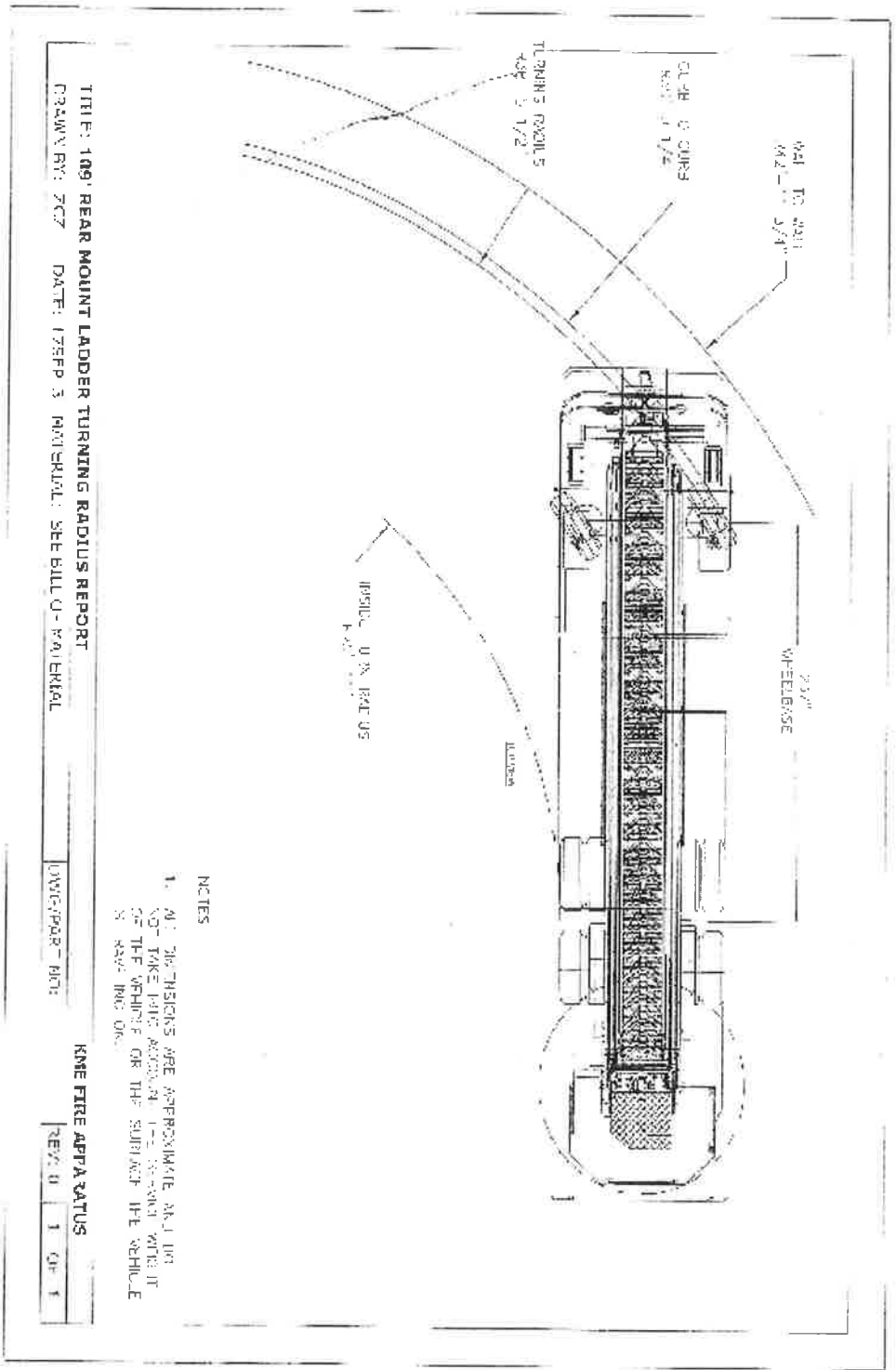
Existing Conditions:

- Add prime wetland boundary to plans
- Add existing lay down area and note that area will be abandoned and allowed to naturally restore

Site Plan:

- Add date of wetland survey, confirm timing was appropriate to determine absence of vernal pools and add wetland scientist stamp to plans.
- Add note either on plans or in maintenance manual that natural fiber filter sock or other similar material will be added around any storage of exposed soils
- Please add existing filter berm to plans and note that existing filter berm will be supplemented where needed prior to site work.

Please submit any revised plans along with a letter responding to these comments (and other review comments, if applicable) no later than June 15, 2021, but sooner if possible, to allow staff adequate time to review the revisions and responses prior to the planning board hearing.



TITLE: 1091 REAR MOUNT LADDER TURNING RADIUS REPORT
 DRAWN BY: ZCZ DATE: 17SEP 3 MATERIAL: SEE BILL OF MATERIAL

INVESTIGATOR: AIC

KME FIRE APPRAISAL
 REV: 0 1 OF 1

NOTES

1. ALL DIMENSIONS ARE APPROXIMATE AND DO NOT TAKE INTO ACCOUNT THE REAR MOUNT OF THE VEHICLE OR THE SURFACE OF THE VEHICLE.
2. REV: 000 ON.

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



TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: June 24, 2021
To: Planning Board
From: Dave Sharples, Town Planner
Re: Nouria Energy Corporation PB Case #21-4

The Applicant has submitted an application and plans for site plan review for the proposed redevelopment of the property located at 158 Epping Road. The Applicant is proposing a new retail motor fuel outlet (convenience store with drive-thru and fueling canopy with six islands) and a car wash building with vacuum island spaces. The property is located in the C-3, Epping Road Highway Commercial zoning district and is identified as Tax Map Parcel #47-1-2. PB Case #21-4.

The Applicant has submitted a site plan and supporting documents, dated May 4, 2021. These materials are enclosed for your review. At the writing of this memo, revised plans have not yet been received addressing TRC and UEI comments.

A Technical Review Committee (TRC) meeting was conducted on May 20, 2021 via Zoom. The plans and documents have also been reviewed by Underwood Engineers (UEI). Both the TRC comment letter, dated May 28th, 2021 and UEI comments dated May 24th, 2021 are also enclosed for your review.

The Applicant provided a Traffic Impact and Access Study, dated 4/20/21, prepared by Greenman-Pedersen, Inc. (GPI) with their submittal. A summary of their conclusions is enclosed (the full report is available on the website). A traffic peer review was conducted by VHB on behalf of the Town on the Traffic Impact and Access Study. A copy of their review letter, dated May 18, 2021 is enclosed.

There are no waivers being sought in conjunction with the application. However, the Applicant did appear before the Zoning Board of Adjustment at their March 16, 2021 meeting and was granted a special exception for the gasoline and/or /service station use, a variance for less than the required front yard setback of 50 feet and a variance for the setback of the proposed freestanding sign of less than 35 feet from a front setback. A copy of the minutes from that meeting are enclosed for your review.

I would anticipate that the Board will want to conduct a site walk. I would encourage the Board to accept the application as complete for review purposes, hold the public hearing, share any initial thoughts the Board may have and schedule the site walk.

Planning Board motions:

Table Motion: I move that the application of Nouria Energy Corporation (PB Case #21-4) be TABLED to the (date/time) Planning Board meeting and revised plans/documents shall be submitted to the Planning Office on or before (date) or the application may remain on the table to a future meeting.

Thank you



RECEIVED

MAY 4 2021

TOWN OF EXETER, NH APPLICATION FOR SITE PLAN REVIEW

EXETER PLANNING OFFICE

OFFICE USE ONLY

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

PB# 21-4	APPLICATION #
5/4/21	DATE RECEIVED
\$ 250.00	APPLICATION FEE
580.00	PLAN REVIEW FEE
100.00	ABUTTERS FEE
50.00	LEGAL NOTICE FEE
\$ 980.00	TOTAL FEES
pct. # 10922	

TRC - 5/20/21
 PH - 6/10/21
 24

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

1. NAME OF LEGAL OWNER OF RECORD: Mike Lambert c/o 158 Epping Road, LLC

TELEPHONE: (603) 777-7036

ADDRESS: 156 Epping Road, Exeter, NH 03833

2. NAME OF APPLICANT: Mike Durant c/o Nouria Energy Corporation

ADDRESS: 326 Clark Street, Worcester, MA 01606

TELEPHONE: (508) 459-7118

3. RELATIONSHIP OF APPLICANT TO PROPERTY IF OTHER THAN OWNER: _____

See attached authorization letter

(Written permission from Owner is required, please attach.)

4. DESCRIPTION OF PROPERTY: Former Exeter Jaguar Dealership Lot

ADDRESS: 158 Epping Road

TAX MAP: 47 PARCEL #: 1-2 ZONING DISTRICT: C-3

AREA OF ENTIRE TRACT: 165,423 sf PORTION BEING DEVELOPED: 78,600 sf



5. ESTIMATED TOTAL SITE DEVELOPMENT COST \$ \$2.18 Million

6. EXPLANATION OF PROPOSAL: Re-develop the existing car dealership into a new retail motor fuel outlet with drive-thru and car wash.

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

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:

<u>ITEM:</u>	<u>NUMBER OF COPIES</u>
A. <u>Site Re-Development Plans</u>	<u>5</u>
B. <u>Stormwater Management Report</u>	<u>5</u>
C. <u>Traffic Impact & Access Study</u>	<u>5</u>
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:

NAME: Frank C. Monteiro, c/o Greenman-Pedersen, Inc.

ADDRESS: 44 Stiles Road, Salem, NH 03079

PROFESSION: Civil Engineer TELEPHONE: (603) 499-7292

11. LIST ALL IMPROVEMENTS AND UTILITIES TO BE INSTALLED:

Utility connections consist of a new water line, sanitary sewer connection, underground gas and electric and an onsite stormwater management system



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)

Special Exception for a gasoline and/or service station

Variance from Section 6.8.2 for reduced front yard setback

Variance from Section 6.8.2 for a reduction in the required setback for a freestanding sign

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).

Yes, demolition of the existing/former Jaguar auto dealership and developed paved lot.

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 4/20/21

OWNER'S SIGNATURE

Chris Tymula (Authorized Agent)

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.



ABUTTERS: PLEASE LIST ALL PERSONS WHOSE PROPERTY IS LOCATED IN NEW HAMPSHIRE AND ADJOINS OR IS DIRECTLY ACROSS THE STREET OR STREAM FROM THE LAND UNDER CONSIDERATION BY THE BOARD. THIS LIST SHALL BE COMPILED FROM THE EXETER TAX ASSESSOR'S RECORDS. (See attached abutters list)

TAX MAP _____
NAME _____
ADDRESS _____

TAXMAP _____
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Please attach additional sheets, if needed



CHECKLIST FOR SITE PLAN REVIEW

The checklist on the following page has been prepared to assist you in the preparation of your site plan. The checklist items listed correspond to the site plan requirements set forth in Section 7 of the “Site Plan Review and Subdivision Regulations”. Unless otherwise indicated, all section references within this checklist refer to these regulations. Each of the items listed on this checklist must be addressed by the applicant prior to technical review of the site plan by the Technical Review Committee (TRC) See section 6.5. of the “Site Plan Review and Subdivision Regulations”. This checklist **DOES NOT** include all of the detailed information required for site plan preparation and therefore should not be the sole basis for the preparation of these plans. For a complete listing of site plan requirements, please refer to Section 7 of the “Site Plan Review and Subdivision Regulations”. In addition to these required plan items, the Planning Board will review site plans based upon the standards set forth in Sections 8 and 9 of the “Site Plan Review and Subdivision Regulations”. As the applicant, it is **YOUR RESPONSIBILITY** to familiarize yourself with these standards and to prepare your plans in conformance with them.

Please complete this checklist by marking each item in the column labeled “Applicant” with one of the following: “X: (information provided); “NA” (not applicable); “W: (waiver requested). For all checklist items marked “NA”, a final determination regarding applicability will be made by the TRC. For all items marked “W”, please refer to Section 13 of the “Site Plan Review and Subdivision Regulations” for the proper request procedure to be followed. If waivers are requested, a justification letter for requested waivers is strongly suggested. All waiver requests will be acted upon by the Planning Board at a public hearing. Please contact the Planning Department office if you have any questions concerning the proper completion of this checklist.

All of the required information for the plans listed in the checklist must be provided on separate sheets, unless otherwise approved by the TRC.

NOTE: AN INCOMPLETE CHECKLIST WILL BE GROUNDS FOR REJECTION OF YOUR APPLICATION.



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 checked="" type="checkbox"/>	<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"/>	<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"/>	<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"/>	<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"/>	<input type="checkbox"/>	7.4.14 The location, elevation, and layout of existing catch basins and other surface drainage features.
<input checked="" type="checkbox"/>	<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"/>	<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"/>	<input type="checkbox"/>	7.4.17 The location of all existing easements, rights-of-way, and other encumbrances.
<input checked="" type="checkbox"/>	<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"/>	<input type="checkbox"/>	7.4.19 All other features which would fully explain the existing conditions of the site.
<input checked="" type="checkbox"/>	<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 checked="" type="checkbox"/>	<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 checked="" type="checkbox"/>	<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 checked="" type="checkbox"/>	<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 checked="" type="checkbox"/>	<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
- 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
- 7.13 Yield Plan



SITE PLAN REVIEW APPLICATION CHECKLIST

A COMPLETED APPLICATION FOR SITE PLAN REVIEW MUST CONTAIN THE FOLLOWING

1. Application for Hearing (✓)
2. Abutter's List Keyed to Tax Map (✓)
(including the name and business address of every engineer, architect, land surveyor, or soils scientist whose professional seal appears on any plan submitted to the Board)
3. Completed- "Checklist for Site Plan Review" (✓)
4. Letter of Explanation (✓)
5. Written Request for Waiver (s) from "Site Plan Review and Subdivision Regulations" (if applicable) ()
6. Completed "Preliminary Application to Connect and /or Discharge to Town of Exeter- Sewer, Water or Storm Water Drainage System(s)"(if applicable) (✓)
7. Planning Board Fees (✓)
8. ~~Seven (7)~~ ^{Five (5)} full-sized copies of Site Plan (✓)
9. ~~Fifteen (15)~~ ^{Five (5)} 11"x17" copies of the final plan to be submitted **TEN DAYS PRIOR** to the public hearing date. (✓)
10. Three (3) pre-printed 1"x 2 5/8" labels for each abutter, the applicant and all consultants. (✓)

NOTES: All required submittals must be presented to the Planning Department office for distribution to other Town departments. Any material submitted directly to other departments will not be considered.

April 20, 2021

Mr. Dave Sharples, Town Planner
Town of Exeter
Exeter, NH 03833

SUBJECT: 158 Epping Road
Nouria Energy Corporation
Site Re-Development Plans
Proposed Retail Motor Fuel Outlet

Dear Mr. Sharples:

On behalf of our client, Nouria Energy Corp, Greenman-Pedersen, Inc is providing the following information to accompany the Site Plan application for the above referenced project.

This Re-development project is located at 158 Epping Road and identified by the Town Tax Maps as Tax Map 47 Lot 1-2. Located within the Epping Road Highway Commercial (C-3) zoning district, this 3.8-ac lot was formerly operated by the Exeter Jaguar Dealership. For purposes of this submittal package, only the front portion of the site abutting Epping Road will be evaluated as part of the proposed site re-development. This portion of site is fully developed consisting of a 10,531-sf showroom building and surround by a paved parking lot and drive aisles on all four sides. The remainder of the site in the rear is partially developed with a small wetland pocket located along the southwest corner of the site.

Access to the site along Epping Road is through a shared access curb cut with the adjacent 156 Epping Road parcel. Onsite utilities consist of connections to the Town sewer and water services along Continental Drive and underground gas and electric services from Epping Road. Onsite stormwater management consists of a series of catch basins and roof drain connections draining through the site to the southwest.

As part of the site re-development plans, all onsite infrastructure will be razed/disconnected to allow for a new retail motor fuel facility. The proposed development consists of a new 5,500-sf convenience store with donut shop drive-thru, a retail fueling canopy with 6-islands (12 fueling positions), and a 4,182-sf car wash building with associated vacuum island spaces.

Access to the site will be provided by a reconstructed shared access driveway along Epping Road and a new full access curb cut located along Continental Drive. This new curb cut will allow for direct access to the signalized intersection at Continental Drive and Epping Road and will allow for adequate site distance and onsite vehicular circulation. The site will also provide 22 new striped parking spaces which include ADA parking along the front of the proposed C-store and (2) EV parking charging spaces along the side of the site.

Two (2) new state of the art double wall fiberglass underground fuel storage tanks will be located adjacent to the new canopy structure and the site will also include a new fenced dumpster enclosure, loading zone, signage, snow storage areas and landscaping. Utilities will consist of similarly located connection points along the roadways and a new onsite stormwater management system is proposed. The new stormwater system will consist of deep sump, hooded catch basins, hydrodynamic separators, bio-retention, underground recharge and a filtering treatment system to treat & reduce peak rates of runoff, while maintaining a similar discharge point as existing conditions. In addition to the new stormwater

management infrastructure onsite, a Long-Term Inspection & Maintenance program is incorporated to establish procedures during and after construction.

Additionally, it should be noted that the Exeter ZBA granted approval back on March 16, 2021 for a Special Exception due to the gasoline and/or service station use, a variance for less than the required front yard setback of 50' and a variance for the setback of the proposed freestanding sign of less than 35' from a front setback.

We look forward to presenting the application before the Exeter TRC and Planning Board at the upcoming hearings in May 2021.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Tymula', with a long horizontal flourish extending to the right.

Chris Tymula
Project Manager

cc: Mike Durant, Nouria Energy Corporation

To Whom It May Concern:

Michael Lampert (the "Owner") is the owner of the property located 158 Epping Road, Exeter, New Hampshire (the "Property"). The Owner hereby authorizes Nouria Energy Corporation and its agents, including, but not limited to any attorneys, architects, and/or engineers that Nouria Energy Corporation may designate, to execute, submit and prosecute applications and any applicable materials to the Federal, State and Municipal boards, commissions, agencies and the like on behalf of the Owner, for the purpose of obtaining permits and approvals (including rezoning) for the development of the Property.

February 15, 2021

By:

Name:

 Michael Lampert

Title:

Member

Duly authorized



April 14, 2021

Town of Exeter Planning Board
10 Front Street
Exeter, NH 03833

RE: Agents Letter of Authorization
Planning Board Application
158 Epping Road
MAP 47 LOT 1-2

To Whom It May Concern:

Nouria Energy Corporation hereby authorizes Greenman-Pedersen, Inc (GPI) to submit applications, plans and any applicable materials to the Federal, State and Municipal boards, commissions, agencies and the like on behalf of Nouria Energy Corporation, for the purpose of obtaining permits and approvals for the redevelopment of the property located at 158 Epping Road, Exeter, New Hampshire.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael O'Connell". The signature is fluid and cursive, with a long horizontal line extending to the right.

Construction Permitting Manager
Nouria Energy Corporation



TOWN OF EXETER, NEW HAMPSHIRE

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

www.exeternh.gov

DATE: February 13, 2018
TO: Applicants
FROM: Planning & Building Department
RE: Preliminary Application to Connect and/or Discharge to Town of Exeter Sewer, Water and/or Storm Drainage System(s)

Attached is the "Preliminary Application to Connect and/or Discharge to Town of Exeter Sewer, Water or Storm Water Drainage System(s)". This Application form must be completed by the applicant or the applicant's authorized agent for projects that are subject to Planning Board approval or for a change of use. It is a prerequisite for submission of the "Applications for Sewer Service, Water Service and Storm Drainage Work." All of the application forms referenced above must be completed and approved prior to the issuance of a building permit. This application is intended to address a number of different scenarios and therefore, all sections may not be applicable to your particular situation. Please read the application carefully and fill out as completely as possible. If there are any questions, please feel free to contact the Planning and Building Department Offices. All forms must be submitted to the Planning and Building Department Office for review and distribution.

Please Note: Any approval(s) granted in conjunction with this application will be valid for a period of one (1) year from the date of such approvals(s).



TOWN OF EXETER - DEPARTMENT OF PUBLIC WORKS

**PRELIMINARY APPLICATION TO CONNECT AND/OR DISCHARGE TO TOWN OF EXETER
SEWER, WATER, AND/OR STORMWATER DRAINAGE SYSTEM(S)**

Project Name Site Re-Development Plans Prepared for Nouria Energy Corp

Project Location 158 Epping Road

Applicant/Owner Name Mike Lambert c/o 158 Epping Road, LLC

Mailing Address 156 Epping Road

Phone Number (603) 777-7036 email mike@aprrinc.com

Project Engineer Frank C Monteiro c/o Greenman-Pedersen, Inc


Mailing Address 44 Stiles Road, Suite One, Salem, NH 03079

Phone Number 603-499-7292 email fmonteiro@gpinet.com

Type of Discharge/Connection Sewer Water Stormwater

Application completed by

Name Chris Tymula c/o Greenman-Pedersen, Inc

Signature  Date 4/20/21

Reviewed and verified by Planning & Building Department _____

DESIGN FLOWS

The water and sewer design flow shall be based upon the New Hampshire Code of Administrative Rules, Env-Wq 1000 Subdivisions; Individual Sewage Disposal Systems, Table 1008-1 Unit Design Flow Figures (current version) or other methodology which may be deemed acceptable by the Town of Exeter. The minimum fee for a single-family residential unit is based on the design flow for two (2) bedrooms. Existing water and sewer flows may be based on meter readings for the current use.

If the proposed discharge is non-residential or is residential but exceeds 5,000 gallons per day (gpd), Section C must be completed. Certain water and sewer discharges must be approved by the State of New Hampshire Department of Environmental Services by way of permit and plan submittals. It is the responsibility of the applicant to ensure submittals are made to the state through the town is necessary. Final town approval cannot be made without the state's approval if required.

Stormwater design flows are based on the drainage analysis prepared by the applicant using the most current published precipitation data available.

APPROVALS ARE VALID FOR PERIOD OF ONE (1) YEAR FROM DATE OF APPROVAL

SECTION A: PROPOSED NEW CONNECTIONS OR MODIFICATION OF EXISTING CONNECTIONS

SANITARY SEWER

Description of work Proposed 5,500 sf Convenience Store, Retail Fuel Canopy with 6 fuel islands and 4,182sf Car Wash facility

Title of plan Utility Plan

Total design flow (gpd) 3,325 gpd

**For any non-residential discharge or residential discharge exceeding 5,000 GPS, or for a change of use, complete Section C of this form.*

Approved _____ Date _____
Water & Sewer Managing Engineer

WATER

Description of work Proposed 5,500 sf Convenience Store, Retail Fuel Canopy with 6 fuel islands and 4,182sf Car Wash facility

Title of plan Utility Plan

Total design flow (gpd) 3,325 gpd

Approved _____ Date _____
Water & Sewer Managing Engineer

STORMWATER

Description of work N/A

Title of plan _____

Total design flow (10-year storm, CFS) _____

Approved _____ Date _____
Highway Superintendent

APPROVALS ARE VALID FOR PERIOD OF ONE (1) YEAR FROM DATE OF APPROVAL

SECTION B: IMPACT FEES

Provide the following information to determine if a water and/or sewer impact fee will be required for a new development or a change or increase in use.

Current/prior Use(s)

Describe current use(s) _____

<u>Use</u>	<u>Unit Flow (gpd)</u>	<u>Total Existing Flow</u>
Former Jaguar Car Dealership	Based on Town obtained water meter readings	.
		.
		.
Total existing flow		.

Proposed Use(s)

Describe proposed use(s) _____

<u>Use</u>	<u>Unit Design Flow (gpd)</u>	<u>Total Design Flow</u>
Convenience Store/Fuel Islands	5 gpd/100 sf + 10 gpd/employee + 75 gpd/island	825 gpd
Car Wash	20 gpd/veh	2,500 gpd
Total proposed flow		3,325 gpd

Impact Fees (80% of the design flow)

Change in flow rate (gpd)	3,325	x 0.8 = Impact Fee flow rate (gpd)	2,660
---------------------------	-------	------------------------------------	-------

If there is a decrease in flow rates, no water or sewer impact fee will be charged. If there is an increase in flow rates, a water and/or sewer impact fee will be charged using the following formula:

Sewer Impact Fee: Flow increase (gpd)	2,660	x \$4.85 =	\$12,901
Water Impact Fee: Flow increase (gpd)	2,660	x \$2.00 =	\$5,320

Approved by Town of Exeter

Town Planner _____	Date _____
Water & Sewer Managing Engineer _____	Date _____

APPROVALS ARE VALID FOR PERIOD OF ONE (1) YEAR FROM DATE OF APPROVAL

SECTION C: SANITARY SEWER CLASSIFICATION AND BASELINE MONITORING

(NON-RESIDENTIAL DISCHARGES OR RESIDENTIAL DISCHARGE OVER 5,000 GPD)

In accordance with Title 40 of the Code of Federal Regulations, Part 403 Section 403.14, information provided herein shall be available to the public without restriction except as specified in 40 CFR Part 2. A discharge permit will be issued on the basis of the information provided in this section.

In accordance with all terms and conditions of the Town of Exeter, New Hampshire Ordinances Chapter 15, all persons discharging wastewater into the town's facilities shall comply with all applicable federal, state, and local Industrial Pre-treatment rules.

PART I - USER INFORMATION

Property Owner Name _____
Owner's Representative _____
Address _____
Phone _____ email _____
Tenant Name _____
Address _____
Phone _____ email _____

PART II - PRODUCT OR SERVICE INFORMATION

Products Manufactured _____
Services Provided _____
SIC Code(s) _____ Building Area (SF) _____
Number of Employees _____ Days/week of operation _____ Shifts per day _____

PART III - CATEGORY OF SEWER DISCHARGE

Type of Discharge Septic Proposed Existing Change of Use

Water Use (gpd) _____ (from Section A)

Check all that apply:

- Domestic waste only (toilets & sinks)
- Domestic waste plus some process wastewater

Federal pre-treatment standards (40 CFR) applies

PART IV - CLASSIFICATION DETERMINATION

(to be completed by Town staff)

CLASS 1 - SIGNIFICANT OR CATEGORICAL INDUSTRIAL USER _____

CLASS 2 - MINOR INDUSTRIAL OR COMMERCIAL USER _____

CLASS 3 - INSIGNIFICANT INDUSTRIAL OR COMMERCIAL USER _____

CLASS 4 - NON-SYSTEM USER, OR DISCONTINUED SERVICE _____

See attached sheet for the basis of the determination.

Determined by _____ Title _____ Date _____

Approved _____ Date _____

Water & Sewer Managing Engineer

PART V - CERTIFICATION

I have personally examined and am familiar with the information submitted in this section for the above name use. The information provided is true, accurate and complete. I am aware that there are significant penalties from federal, state and/or town regulatory agencies for submitting false information, including the possibility of fine and/or imprisonment.

I acknowledge and agree to pay all charges incurred for monitoring, testing and subsequent analysis performed on the Town of Exeter sewer, water and/or stormwater drainage system(s), in the course of determining the town's ability to serve the project. Further, I acknowledge and agree that failure to accurately declare said flow requirements shall be sufficient cause to deny access to the Town of Exeter sewer, water and/or stormwater drainage system(s).

Signature of Applicant _____ Date _____

Name of Property Owner _____

APPROVALS ARE VALID FOR PERIOD OF ONE (1) YEAR FROM DATE OF APPROVAL

USER CLASSIFICATION SYSTEM FOR INDUSTRIAL DISCHARGE

CLASS 1: SIGNIFICANT INDUSTRIAL USER

Any industry and/or commercial establishment that:

- Is subject to National Pre-treatment standards as outlined in 40 CFR (Code of Federal Regulations) 403.5 (a) (b).
- Discharges a non-domestic waste stream of 5,000 GPD, or more.
- Contributes a non-domestic waste stream totaling 5% or more of the average dry weather hydraulic or organic (BOD<TSS< etc.) capacity of the Town of Exeter Sewer Treatment Facility.
- Has the reasonable potential, in the opinion of the POT Supervisor, to adversely affect the treatment plant, its workers, or the collection system by reason of inhibition, pass-through pollutants, or sludge contamination.

CLASS 2: MINOR INDUSTRIAL USERS

Small industries and commercial establishments (e.g. restaurants, auto repair shops, cleaners, etc.) whose individual discharges do not significantly impact the Town of Exeter Sewer Treatment Facility or systems, degrade receiving water quality or contaminate the sludge. Industries that have the potential to discharge a non-domestic or process waste stream, but at the present time discharge only sanitary waste, may also be included in this class. However, this class shall not include any categorical industries. Industries and commercial establishments in this classification will require a permit and be subject to all inspection, compliance monitoring, enforcement, and reporting requirements of the pretreatment program.

CLASS 3: INSIGNIFICANT INDUSTRIAL USERS

Users which will be eliminated from participation in Exeter's Pretreatment Program. These include industries and/or commercial establishments that discharge only domestic waste (toilets and sinks only) into the municipal sewer system or do not have any reasonable chance of discharging a non-domestic waste stream to the POTW. Class 3 users will be required to notify the Exeter Sewer Division of any change in discharge quantity or character.

CLASS 4: NON-SYSTEM USER

Any industry, business or commercial establishment identified in the Master List of Industrial Users that are not connected to the Exeter Sewer system or which has ceased to discharge to the system.

Industries and/or commercial establishments classified as Class 1 or Class 2 users will be regulated individually and have specific effluent limitations (including conventional pollutants, where necessary) in the discharge permit. All Class 1 and Class 2 users will require a State Discharge Permit, and be subject to all inspection, compliance monitoring, and enforcement and reporting requirements of the pretreatment program.

LIST OF ABUTTERS
Application for TRC/Planning Board
158 Epping Road, Exeter, NH
April 30, 2021

OWNER OF RECORD:

Tax Map 47 / LOT 1-2 - SUBJECT PROPERTY
158 Epping Road, LLC
158 Epping Road
Exeter, NH 03833

APPLICANT:

Nouria Energy Corporation
326 Clark Street
Worcester, MA 01606

ABUTTERS:

1. Tax Map 47 / Lot 1-1
156 Epping Road, LLC
156 Epping Road, Unit 1
Exeter, NH 03833
2. Tax Map 47 / Lot 1-3
3-5 Continental Drive, LLC
156 Epping Road
Exeter, NH 03833
3. Tax Map 47 / Lot 2
Dabrowski Realty Holdings of NH LLC
c/o Badeb Tax Mgmt LLC
6920 Pointe Inverness Way, 301
Ft. Wayne, IN 46804
4. Tax Map 47 / Lot 2-1
Christina M. Hardy
7701 Silver Lake Drive
Delray Beach, FL 33446
5. Tax Map 47 / Lot 4-12
GNS Realty Trust, LLC
4 Continental Drive, #A
Exeter, NH 03833

6. Tax Map 47 / Lot 9
CKT & Associates
158 Shattuck Way
Newington, NH 03801

ENGINEERS/SURVEYORS:

Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079

WETLAND CONSULTANT:

Gove Environmental Services
8 Continental Drive, Bldg. 2 Unit H
Exeter, NH 03833

ARCHITECT:

Phase Zero Design
35 Pond Park Road, Bay 16
Hingham, MA 02043



June 2, 2021

Ref: 52785.00

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

Re: Traffic Engineer Peer Review
Proposed Retail Motor Fuel Outlet

Dear Mr. Sharples,

Vanasse Hangen Brustlin, Inc. (VHB) has conducted a peer review of the April 2021 Traffic Impact and Access Study prepared by Greenman-Pedersen, Inc. (GPI) for the proposed retail motor fuel outlet to be located at 158 Epping Road (NH Route 27) in Exeter, New Hampshire. The development would be constructed on the southwest quadrant of the Epping Road (NH Route 27) and Continental Drive signalized intersection. As proposed, the build program includes replacing the existing Jaguar automobile dealership with a retail motor fuel outlet that would consist of a 5,500 square foot convenience store, a gasoline station with 6 multi-product dispensers (12 vehicles fueling positions [vfps]), and a 4,182 square foot automated car wash.

Access is currently provided via a full access driveway on Epping Road and a full access driveway on Continental Drive. The Epping Road driveway is located approximately 195 feet south of Continental Drive and provides shared access with Al's Automotive & Truck Service Center. The Continental Drive driveway is located approximately 345 feet west of Epping Road and provides shared access with storage structures to the west of the Jaguar automobile dealership building (a partial fence signifies a separation of the uses). As proposed, the Epping Road driveway would be modified to provide a more defined access point that would continue to provide shared access with Al's Automotive & Truck Service Center. The existing Continental Drive driveway would remain and provide access only to the storage structures west of the proposed retail motor fuel outlet (i.e., no connection to the proposed uses). In addition, a new driveway would be constructed on Continental Drive approximately 115 feet west of Epping Road for access only for the proposed retail motor fuel outlet.

VHB has reviewed the traffic study for consistency with standard traffic engineering practice and methodologies, including Town of Exeter guidelines and requirements, as applicable. This peer review letter has been prepared to outline our findings, comments, and recommendations on the traffic study.

Engineers | Scientists | Planners | Designers

2 Bedford Farms Drive
Suite 200
Bedford, New Hampshire 03110
P 603.391.3900
F 603.518.7495



Study Area

The traffic impacts of the proposed development were evaluated at the following 'study area' intersections:

- Epping Road and Continental Drive
- Epping Road, Brentwood Road (NH Route 111 A), and Columbus Avenue
- Epping Road and existing/proposed site driveway
- Continental Drive and proposed site driveway

Institute of Transportation Engineers (ITE) methodologies¹ and New Hampshire Department of Transportation (NHDOT) guidelines² suggest that an intersection should be evaluated when site trips are projected to experience a noticeable increase in peak hour traffic volumes (i.e., ≥ 100 vehicles). The rationale is that an increase of 100 vehicles per hour could impact the vehicular operations on an intersection approach. A safety or capacity deficiency may require the study of a project's impacts at an intersection even if that intersection is projected to experience less than 100 peak hour site trips.

Comment 1. Based on the trip-generation and distribution projections detailed within the Traffic Impact and Access Study and as reflected on Figure 6 and 7, the proposed development is estimated to increase traffic volumes between 62 and 66 vehicles per hour along Epping Road north of Continental Drive and between 42 and 52 vehicles per hour to the south of the Epping Road site driveway during the weekday AM and weekday PM peak hours. Therefore, the study area appears to be reasonable unless there are increases in the trip-generation estimates or changes in the trip-distribution patterns that would increase the site trips to exceed the 100 vehicles per hour threshold (see Comments 3 and 8).

Traffic Volumes

Existing Conditions

In coordination with Town of Exeter officials, VHB prepared a planning study for the Epping Road corridor between Beech Hill Road to the north and Brentwood Road to the south.³ As part of the overall study, VHB conducted traffic engineering and transportation efforts with the primary focus on identifying operational and safety deficiencies along the Epping Road corridor. In addition, VHB developed

¹ Institute of Transportation Engineers. Transportation Impact Analyses for Site Development: An ITE Proposed Recommended Practice. Washington, DC. 2010.

² Bollinger, Robert E. Inter-Department Communication. New Hampshire Department of Transportation, Bureau of Traffic. 17 Feb. 2010.

³ Vanasse Hangen Brustlin, Inc. Epping Road (NH Route 27) Corridor Study. Dec. 2020.



preliminary engineering and design recommendations to be considered in addressing congestion and safety concerns related to existing and potential future deficiencies along the corridor.

As part of the Corridor Study, VHB developed 2020 Base weekday AM and weekday PM peak hour traffic volumes. Due to the current coronavirus disease 2019 (COVID-19) pandemic, traffic volumes are not representative of typical travel conditions on New Hampshire roadways. Therefore, GPI obtained the 2020 Base traffic volumes from the Epping Road (NH Route 27) Corridor Study and assumed that traffic volumes did not grow between 2020 and 2021 within the study area (i.e., the 2020 Base traffic volumes are reflective of 2021 Existing traffic volumes).

Comment 2. VHB concurs with the methodology used in developing the 2021 Existing traffic volumes. Based on a review of NHDOT historical traffic volumes, traffic volumes in the area have generally experienced a negative growth rate between 2015 and 2019. Therefore, VHB finds the rationale to be acceptable that the 2020 Base traffic volumes from the Corridor Study may be representative of 2021 Existing traffic volumes. The Applicant should confirm with the Exeter Town Planner that no land development projects have been constructed in the area that would have increased traffic volumes subsequent to the Corridor Study's traffic counts (i.e., March 2020).

Comment 3. Although turning movement counts were not collected at the Jaguar automobile dealership driveways as part of the Corridor Study, the dealership was in operation at the time of the traffic counts. It appears that GPI estimated the existing site trips based on ITE trip-generation methodologies,⁴ distributed the site trips along the adjacent roadway network, and included these site trips on the 2021 Existing traffic-volume networks within the Traffic Impact and Access Study (Figures 2 and 3). Since the Jaguar automobile dealership was operational at the time of the traffic counts for the Corridor Study, VHB finds this approach to be reasonable.

Based on the trip-generation methodology for the existing Jaguar automobile dealership, however, the ITE trips for the weekday PM peak hour were developed using the regression equation. In accordance with ITE guidelines, the average rate should be used in calculating the site trips for this dealership during the weekday PM peak hour.⁵ In the absence of traffic counts for the existing driveways, the Applicant should therefore update the trip-generation estimates for the existing automobile dealership. This methodology would reduce the existing site trips by approximately 14 trips during the weekday PM peak hour. Combined with potential modifications to the trip-generation methodology for the proposed development (see Comment 8), the Applicant should

⁴ Institute of Transportation Engineers. Trip Generation Manual, 10th ed. Washington, D.C. 2017.

⁵ Since the coefficient of determination (R^2) is <0.75 (suggesting that the fitted curve equation does not fit with the data) and the line corresponding to the fitted curve equation is not within the cluster of data points at the size of the development (12,187 square feet), a different methodology should be considered (e.g., the average rate).



confirm that the difference in the existing and proposed site trips would not require an expansion to the study area (see Comment 1).

Comment 4. Based on ITE guidelines, "The time period(s) that provide the highest cumulative directional traffic demands should be used to assess the impact of site traffic on adjacent street system and define roadway configurations and traffic control measure changes needed in the study area . . . In general, the critical traffic time period for a given project is directly associated with the peaking characteristics of both the project-related travel and area transportation system."⁶ Upon review of the trip-generation calculations provided in the Appendix of the Traffic Impact and Access Study, the proposed development is shown to generate more site trips during the Saturday midday peak hour than during the weekday PM peak hour. Therefore, the Applicant should provide support that the Saturday midday peak hour should not be evaluated (i.e., is not a critical time period) for the proposed development and along the Epping Road corridor.

Future Conditions

2030 No-Build Traffic Conditions

Similar to establishing existing traffic volumes within the study area, GPI obtained the 2030 Mid-Term Build traffic volumes developed as part of the Epping Road (NH Route 27) Corridor Study. The 2030 Mid-Term Build traffic volumes were developed by applying a 0.5% compounded annual traffic growth rate (or 5.1% over 10 years) to the 2020 Base volumes and adding vehicle trips associated with the full build-out of Ray Farm Exeter, Gateway at Exeter, Unitol Corporation, and Primrose Daycare School developments. This Mid-Term condition omits the development of the vacant parcels along the corridor and cross easements between abutting properties. As part of the Traffic Impact and Access Study, GPI used the 2030 Mid-Term Build traffic volumes from the Corridor Study to reflect 2030 No-Build traffic volumes for the proposed retail motor fuel outlet development.

Comment 5. VHB concurs with the methodology used in developing the 2030 No-Build traffic volumes. The Applicant should confirm with the Exeter Town Planner that no land development projects are planned to be constructed and occupied by 2030 that would increase traffic volumes in the area.

As detailed within the Traffic Impact and Access Study, the following roadway improvement projects by others were assumed to be in place by the 2030 design year.

- **NHDOT Project #41372:** construct sidewalks along Epping Road, Brentwood Road, Winter Street, and Spring Street.
- **Transportation Alternatives Transportation Alternatives Program (TAP) Grant for the Epping Road, Brentwood Road, and Columbus Avenue Intersection:** the Town of Exeter is addressing pedestrian safety by eliminating the northwest intersection, restricting Columbus Avenue to allow

⁶ Ibid. 1.



right-turns in/right-turns out only, striping a crosswalk across the Epping Road and Brentwood Road intersection (northeast), and constructing a median island along Brentwood Road to restrict left turns at Columbus Avenue and serve as a pedestrian refuge area for the crosswalk. These improvements are intended to improve safety but not increase vehicular capacity.

Mid-Term Improvements as Part of the Corridor Study: a Two-Way Left-Turn Lane (TWLTL) (aka, center turn lane) would be constructed along the Epping Road corridor segments from north of Cronin Road to Continental Drive and from south of Continental Drive to south of Brookside Drive.

Comment 6. The Applicant should provide anticipated timeframes for these identified planned roadway improvements to confirm that construction of such measures would occur within the 2030 design horizon.

Comment 7. As documented within the Epping Road (NH Route 27) Corridor Study, different levels of improvements were identified along the Epping Road corridor for planning purposes. The roadway and traffic-volume conditions in which these recommendations were based may change as future development occurs along the corridor and as transportation improvements are implemented. Therefore, the Corridor Study states that the Epping Road corridor should be reevaluated in the future as vacant parcels are developed and as current land uses are redeveloped because the improvements are subject to revision as the Epping Road corridor evolves. The redevelopment of the Jaguar automobile dealership parcel was not included within the Corridor Study and there are no commitments to implement the Mid-Term improvements evaluated within the Corridor Study. Therefore, the Applicant should evaluate the traffic impacts of the proposed retail motor fuel outlet without the improvements identified within the Corridor Study (i.e., without the potential TWLTL along Epping Road adjacent to the site).

2030 Build Traffic Conditions

Site trips for the proposed retail motor fuel outlet development were estimated using data provided in the ITE Trip Generation Manual.⁷ The site trips were then distributed along the adjacent roadway network with 55% of site traffic originating from/destined to the north on Epping Road, 30% from/to the south on Epping Road (south of Brentwood Road), and 15% from/to the west on Brentwood Road. These trip percentages were noted to have been based on existing travel patterns.

The vehicle trips calculated for each of the proposed uses represent single-use trips at the site on the study area system. Based on ITE methodologies, some patrons of mixed-use or multi-use developments could visit more than one of the uses on the site (internal trips).⁸ In addition, not all of the vehicle trips expected to be generated by the proposed development represent new trips on the study area roadway system. A portion of the vehicles visiting the proposed retail uses may already be present in the adjacent

⁷ Ibid. 4.

⁸ Institute of Transportation Engineers. Trip Generation Handbook, 3rd ed. Washington, DC. Sept. 2017.



passing traffic stream (pass-by trips) or are diverted from another route to the subject site (i.e., diverted trips).

Comment 8. VHB generally concurs with the methodology used in developing the site trips. The Applicant should, however, revisit the calculations based on the following:

- The Traffic Impact and Access Study used Land Use Code 960 (Super Convenience Market/Gas Station) to estimate the proposed site trips for the convenience market and fueling dispensers. The independent variable selected was the number of fueling positions (i.e., 12 vfps) and not the size of the convenience market (i.e., 5,500 square feet). Based on a review of the ITE data for this land use, the size of the convenience market should be considered instead of the number of fueling positions because this variable shows a stronger relationship in trip making.⁹ The changes in the site trips would then require a modification to the internal trip calculations.
- The Traffic Impact and Access Study used ITE pass-by data for Land Use Code 945 (Gasoline/Service Station with Convenience Market). ITE issued an erratum subsequent to the publication of the ITE Trip Generation Handbook 3rd edition that provided pass-by data specific to Land Use Code 960 (Super Convenience Market/Gas Station).¹⁰ Since the proposed site trips were estimated using Land Use Code 960 (Super Convenience Market/Gas Station) for the convenience market and fueling dispensers, the Applicant should update the trip-generation characteristic estimates accordingly (i.e., new and pass-by trips).

Due to the changes in the trip-generation estimates and trip characteristics for the proposed development, the Applicant should revise the proposed 2030 Build traffic volumes and intersection analyses.

Access is proposed to be provided via the existing shared driveway on Epping Road and a new driveway on Continental Drive. To determine if available sight lines are sufficient for vehicles to enter and exit the site driveways, vehicle speed observations and sight distance measurements were collected.

Comment 9. As presented in Table 3 of the Traffic Impact and Access Study, vehicles were measured to be traveling at 85th percentile speeds between 40 and 42 miles per hour (mph) along Epping Road south of Continental Drive and between 34 and 36 mph along Continental Drive west of Epping Road. The 85th percentile speed indicates the speed that most drivers consider safe and reasonable under ideal conditions. Since this speed more

⁹ The size of the proposed convenience market is closer to the ITE average size than the number of fueling positions (5,000 square feet vs. 14 vfps) and the proposed convenience market falls within the cluster of the ITE data points for the size of the convenience market.

¹⁰ Institute of Transportation Engineers. Trip Generation Handbook, 3rd ed, Errata. Washington, DC. 06 Feb. 2018.



accurately represents the overall travel speed on a roadway, 85th percentile speeds are typically used to verify speeding concerns. These observations indicate that most motorists travel faster than the posted speed limits along Epping Road and Continental Drive (i.e., 30 mph).

As documented within the Traffic Impact and Access Study, "[the] primary use of [the vehicle speed] information is explained in the Sight Distance section where the speeds are correlated to sight distance measurements and taken at the location of the site driveways to assure adequate sight distances exist at the driveways to provide safe operation." As noted in the Sight Distance section of the traffic study, however, "[due] to the proximity of the [Epping Road] intersection, it is not likely that vehicles traveling in the westbound direction will be traveling greater than 22 mph on Continental Drive between Epping Road and the site driveway as they are entering onto Continental Drive from a turning movement . . . The speed measurements collected along Continental Drive were captured further west closer to Jillian Lane."

Since the Traffic Impact and Access Study has stated that vehicle speeds are important in determining sufficient sight lines to and from a driveway but the speed measurements obtained in the field along Continental Drive are being disregarded for use in determining the required sight lines, then the Applicant should either collect vehicle speeds at the approximate location of this proposed site driveway or base the required sight lines on the posted speed limit. In addition, the Applicant should provide the sight distance calculations for review as well as sight line profile plans.¹¹

The Epping Road shared driveway is located approximately 195 feet south of Continental Drive and is approximately 235 feet in width. As shown on the April 20, 2021 Proposed Site Re-Development Plans Access prepared by GPI, this shared driveway would be reduced to 44 feet in width with the northern edge of the driveway to generally remain in the same location and a new island to be constructed at the southern end of the driveway.

Comment 10. Based on a preliminary review of the proposed site driveways reflected on the site plans, the access easement between the site and Al's Automotive & Truck Service Center does not appear to be large enough (i.e., east-west) to accommodate motorists exiting the proposed retail motor fuel outlet's western internal driveway onto the shared driveway (destined for Epping Road) without crossing into the abutting private property. Therefore, the Applicant should consider extending the existing access easement further to the west.

Comment 11. As shown on the Truck Turn Plan submitted with the site plans, fuel tankers would enter the site from Epping Road southbound by turning right into the site driveway. The truck path is shown to cross into both of the exiting lanes on the shared driveway approach at Epping Road (i.e., the exclusive left-turn lane and the exclusive right-turn lane). After

¹¹ As per the Town of Exeter's Site Plan Review and Subdivision Regulations (Section 8.7.3).



entering the site, traveling northbound, and stopping at the underground fuel tanks, the truck path is shown to cross into the internal curbing and grassed area between the underground tanks and the Continental Drive driveway. In addition, the truck path is shown to exit the western internal site driveway, cross into Al's Automotive & Truck Service Center parking spaces (approximately 5 spaces), and use the exclusive right-turn lane on the site driveway to turn left and exit onto Epping Road northbound. The Applicant should provide traffic engineering support to justify these conflicts or modify the site layout to accommodate fuel tankers.

- Comment 12. As shown on the site plans, there are several conflicting maneuvers at and within 140 feet of the Epping Road site driveway.¹² The Applicant should provide traffic engineering support for the close proximity of these three intersections, the conflicts that would occur within a short decision distance, and any proposed internal signage and pavement markings that would help signify which motorist has the right of way and improve safety.

As shown on the April 20, 2021 Proposed Site Re-Development Plans Access prepared by GPI, the proposed development would include a drive-through window for the convenience market. The layout would provide for up to 10 vehicles to queue within the drive-through storage area. In addition, the proposed automated car wash would provide for up to 17 vehicles to queue within the storage area.

- Comment 13. The drive-through area for the convenience market was not described within the Traffic Impact and Access Study. The Applicant should provide information related to the proposed drive-through window with respect to the use (convenience items, doughnut shop, coffee, etc.) and detail the expected operations to ensure there is an adequate stacking area to accommodate vehicle queues.¹³ In addition, the Applicant should provide information related to the proposed automated car wash to ensure that there is adequate storage space available to accommodate vehicle queues.

Intersection Analyses

As presented in Table 6 of the Traffic Impact and Access Study, the traffic operations at the study area intersections were evaluated under 2021 Existing, 2030 No-Build, and 2030 Build traffic-volume conditions for the weekday AM and weekday PM peak hours.

¹² At the western internal driveway, at the eastern internal driveway, and at Epping Road.

¹³ For example, calculations using Kendall's Notation on the mathematical theory of probability and Andrey Markov's Queue Theory (M/M/1 Queuing System – Poisson arrival process, an exponential service time distribution, and one server).



Comment 14. Based on previous comments within this traffic peer review letter, the Applicant should reevaluate the 2030 No-Build traffic volumes,¹⁴ the 2030 Build traffic volumes,¹⁵ and the project's impacts at the study area intersections.¹⁶

Comment 15. Upon review of Table 6 of the Traffic Impact and Access Study, the Epping Road driveway would be blocked by vehicles extending southerly from the Continental Drive signalized intersection during the weekday PM peak hour (distance = 195 feet, average queue = 262 feet, 95th percentile queue = 410 feet). In addition, the proposed Continental Drive driveway would be blocked by vehicles extending westerly from the Epping Road signalized intersection during the weekday PM peak hour (distance = 115 feet, average queue = 116 feet, 95th percentile queue = 255 feet). These projected vehicle queues will likely change due to the modification of the 2030 Build traffic volumes and with the current geometry along Epping Road (i.e., no TWLTL).

The reported Epping Road vehicle queues suggest that motorists would have long delays turning left from the site onto Epping Road northbound. In addition, the Epping Road northbound left-turns entering the site may block access for Epping Road northbound vehicles destined for Continental Drive. Further, the Continental Drive vehicle queues suggest that vehicles would have difficulty entering the site from Continental Drive that may result in stacking along Continental Drive easterly to the Epping Road intersection. As the site is located on a corner lot and has access to a signalized intersection, consideration may be given to restricting left turns to and from the site via the Epping Road site driveway (right-turn in/right-turn out only) and restricting left turns into the site from Continental Drive westbound (right-turns in, left-turns out, and right-turns out).¹⁷

Pedestrian Accommodations

In compliance with the Town of Exeter's Site Plan Review and Subdivision Regulations (Section 7.14.4.2), traffic studies for land development projects are required to address pedestrian safety, circulation, access, and egress.

Comment 16. Based on a review of the Traffic Impact and Access Study, pedestrian safety, circulation, and facilities were not addressed. Therefore, the Applicant should engage the traffic

¹⁴ No TWLTL and updated trip generation estimates for the existing Jaguar automobile dealership.

¹⁵ No TWLTL and updated trip generation for the proposed convenience market and fueling dispensers.

¹⁶ Traffic-volume increases, confirm that the 100 vehicle per hour threshold on any approach is not exceeded, and revised intersection analyses.

¹⁷ Exiting motorists destined to Epping Road north could turn right from the site onto Continental Drive eastbound and then turn left at the Epping Road signalized intersection. Entering motorists from Continental Drive westbound could instead enter the site via the Epping Road driveway.



engineering consultant in evaluating existing and proposed pedestrian accommodations associated with the proposed development within the site and along Epping Road in the vicinity of the site due to the proximity of existing commercial uses in the area. In addition, the Applicant should coordinate with the Exeter Town Planner with regard to any potential sidewalk projects or improvements along Epping Road adjacent to the site.

Off-Street Parking and Loading

In accordance with the Town of Exeter's Site Plan Review and Subdivision Regulations (Section 7.14.4.3), traffic studies for land development projects are required to address off-street parking, loading, and emergency vehicle access.

Comment 17. Upon review of the Traffic Impact and Access Study, off-street parking, loading, and emergency vehicle access were not addressed. Therefore, the Applicant should engage the traffic engineering consultant to evaluate these items.

Findings

In general, concerns have been identified within this traffic peer review letter on the traffic study prepared for the proposed retail motor fuel outlet. The trip-generation estimates for the proposed project should be recalculated, the future traffic-volume analyses at the study area intersections should be reevaluated, changes to the location and/or turning restrictions at the site driveways should be considered, internal circulation and turning paths should be reassessed, an updated sight distance study should be conducted, and missing information from the Town of Exeter's Site Plan Review and Subdivision Regulations should be provided.

Please do not hesitate to contact us if you have any questions or if we can be of any further assistance.

Sincerely,

Vanasse Hangen Brustlin, Inc.

A handwritten signature in cursive script that reads "Jason R. Plourde".

Jason R. Plourde, P.E., PTP

Transportation Systems Team Leader
JPlourde@vhb.com

TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: May 28, 2021

To: Chris Tymula, P.E., GPI

CC: Nouria Energy Corporation

From: Dave Sharples, Town Planner

Re: Subdivision / Site Plan Review TRC Comments
PB Case #21-4 Nouria Energy Corporation
Site Plan Review – Retail Motor Fuel Outlet w/drive-thru and carwash
158 Epping Road
Tax Map Parcel #47-1-2

The following comments are provided as a follow-up to the TRC Meeting held on May 20th, 2021 via ZOOM for the review of the subdivision/site plans and supporting documents submitted on 5/4/21 for the above-captioned project

TOWN PLANNER COMMENTS

1. Are there any known environmental hazards onsite? Have any environmental studies been completed and, if so, please provide copies;
2. Does the site have any prior history of auto repair?
3. Provide LLS stamp and wetland scientist stamp on Sheet 2 of 13.
4. Show monuments in accordance with Section 9.25.
5. In the northern property corner there is a call out that states “NH Waterfall Area?” Please explain this;
6. If applicable, list of state permits required;
7. UEI will review and send comments under separate cover;
8. Provide note per Section 7.5.5 of the Site Plan regulations;
9. Provide note per Section 7.5.16 of the Site Plan Regulations;
10. State the annual reporting requirement for stormwater BMP’s in Section 1 of the report instead of “as needed”;
11. Provide a single maintenance checklist with all stormwater BMP’s listed to make the annual reporting to the Town Engineer more efficient;

12. Once finalized, provide two copies of the stormwater maintenance manual developed by the applicant's engineer and signed by the owner per Section 7.5.13 of the Site Plan Regulations;
13. Can a sample of the proposed cement siding be provided with manufactures specs to determine compliance with Section 9.2.4.2 of the Site Plan Regulations?
14. Provide assurance that all mechanical equipment shall be screened from adjacent roadways;
15. Was a landscape architect involved in creating the landscape plan?
16. Can you provide evidence that the selected plant species are compatible with the soil conditions on the site?
17. Proposed snow storage areas appear to conflict with landscaping. Please clarify;
18. Section 9.7.5.2 requires that parking areas "shall be adequately shaded to reduce the amount of reflected heat." Although there are 10 trees proposed, none are along the Epping road frontage that will provide shade to the paved area. Please revise plans by providing shade trees along the Epping Rd perimeter of the pavement;
19. Section 9.7.5.3 states that where feasible, a minimum of 10-feet of landscaping is required between the edge of any paved surface and the property line..." The strip out front is only 8' and suggest revising accordingly;
20. Please state if all lighting is full cut off and dark sky compliant;
21. Please provide hours the lighting will remain and evidence of a timer to reduce light intensity if they will remain on after 10pm and meets all requirements of Section 9.20;
22. The TRC recommends review of traffic impact study by VHB. Of particular concern is allowing left turns onto Epping Rd from the access that straddles the lots;
23. In accordance with Section 9.15, the Planning Board has routinely required pedestrian access to and from commercial sites along Epping Road. As part of a project just north of this proposal, the board required a sidewalk along Epping Rd and would anticipate the board will be having a discussion on a sidewalk as part of this proposal;
24. The town is currently in design of road improvements on Epping Rd from Cronin Rd to Continental that will include a sidewalk that connects the traffic signals at Continental to the sidewalk that was a condition of approval on the project by Cronin Rd;
25. Confirm the traffic study addresses how it meets the requirements of Sections 7.14.4.1-4 and 8.7.1-8;
26. Please show the adjacent outdoor seating/fencing on the adjacent lot to the south to understand how traffic will work in this area. It appears that the striped parking spaces called out "to remain" are fenced off and being used as outdoor seating. It is unclear how traffic will work exiting the site onto Epping Rd in this area. It appears cars will have to move quickly to the right when approaching Epping Rd. Please also explain how traffic to the rear of the site will access the 8' black gate entrance and provide width of this access aisle on the plans;
27. Please provide information on when the gravel area in the rear of the lot was constructed. Aerial photos show that this area was vegetated in 2016 but has since

been cleared. This area is within wetlands buffers as shown on the plan. The town has no record of any site plan approval or conditional use permit for the development of this area. It also appears to exceed 10,000 square feet of disturbance and will need to meet the town's stormwater regulations. This matter should be addressed as part of this site plan review; and,

28. The TRC recommends the Planning Board conduct a site walk. In preparation for the site walk, at a minimum, the applicant should all clearly mark all access points and where the buildings and structures will be located. In other words, it should be easy for the board to understand where the buildings will be and where traffic will flow through the site.

PUBLIC WORKS COMMENTS

The following comments are based on the information provided by the applicant to the Planning Department, received May 4, 2021.

1. In addition to Digsafe, add DPW (603-773-6157) to be contacted to locate water, sewer, and drainage.
2. ADD NOTE: The contractor must obtain a valid utility pipe installer's license and the job supervisor or foreman must be certified by the town prior to working on any water, sewer, or drainage pipes that are in a town street or right of way, or that will connect or may be connected to town water, sewer, or drainage system. A licensed supervisor or foreman must be present at the job site at all times during construction of these utilities.

Traffic

1. General concern of entrance and exits through existing turn lanes on abutting roads. Suggest VHB engineers review.
2. The whole area of the Epping Rd entrance between 156/158 Epping Rd is busy and somewhat confusing. This should be coordinated with the current use (outdoor dining) at 156 Epping Rd if that is to remain.
3. Provide a sidewalk along Epping Road.
4. The scope of the traffic study should include the intersection of Epping Road with the Route 101 ramps.

Grading & Drainage

5. The O&M plan should be a separate document that addresses the maintenance of the drainage system after construction and should include a plan that labels all of the drainage features and snow storage areas. Do not include construction phase activities in this document if they do not apply to the completed project. Add any

notes regarding snow removal and winter maintenance. DPW suggests adding a note about the NHDES Green Snow Pro certification program.

6. Rainfall amount should be NRCC plus %15 per AoT. Env-Wq 1503.08 (I) If the project is for infrastructure having a projected life that extends beyond 2050 and is within the coastal or great bay region, such additional information as is necessary to address projected storm surge, sealevel rise, and precipitation events identified in the 2014 Science and Technical Advisory Panel Report, SeaLevel Rise, Storm Surges, and Extreme Precipitation in Coastal New Hampshire: Analysis of Past and Projected Future Trends, prepared by the Coastal Risks and Hazards Commission and available at <http://www.nhcrhc.org/stap-report/>
7. Revise watershed boundaries to include runoff from the portions of 156 Epping Rd and Continental Drive onto this site.
8. The existing drainage system that crosses onto 156 Epping Rd is identified as 12" CMP, but the owner indicated during the TRC meeting that those pipe have been upgraded to HDPE. Please confirm the size and materials. Also, the existing CB near the proposed infiltration system indicates that there is standing water in the structure above the inverts. This suggests an issue with the downstream system. The system should be evaluated for structural deficiencies or obstructions.
9. Provide pipe sizing calculations for onsite drainage and the downstream drainage system that this site will discharge to.
10. The watershed boundary that includes flows from Continental Drive heading to the Epping Rd intersection is increased in post-development conditions. Confirm that the existing infrastructure has adequate capacity for the increased flow.
11. It appears that ponding may occur along the lot line of 156/158 in post-development.
12. Provide the stormwater quality calculations to address section 9.3 of the Site and Subdivision Regulations.

Utilities

13. Will there be a water service for the firewood processing operation on the west half of the site? If they will be metered separately, a separate water shut-off is required.
14. Grease Trap or Oil/Water Separator: Please provide the operation and maintenance plan for the tanks. The holding tank and floor drains must be registered with NHDES Drinking Water and Groundwater Bureau Groundwater Discharge Permit program and will be included in the Town's inspection program.
15. The sewer service from the car wash only has 2 feet of cover. Confirm that the material specified (PVC) is of sufficient strength for this location and the amount of cover.
16. The sewer service should enter the sewer main in the direction of the flow in the main. As shown, the service is pointing "upstream".
17. The proposed water service is shown under the concrete pad for the vehicle charging stations. Suggest moving this for ease of future maintenance.

18. Gas and electric layouts approved by Unitil are required for the final plans and prior to scheduling a pre-construction meeting. The gas service appears to conflict with existing drainage pipes in the ROW.
19. Add note regarding the hours of the outdoor lighting operations according to Site Plan regulation Section 9.20.4. 10 pm lighting curfew.

Details

20. Erosion Control notes: change the inspection frequency to every 0.25 inches of rainfall instead of 0.5 inches of rainfall to coincide with the 2017 Construction General Permit.
21. Sewer Details: update details to conform to Env-Wq 700; the sewer service detail doesn't match what is proposed on the utility plan.
22. Water details: update details to confirm to Env-Dw 402.

FIRE DEPARTMENT COMMENTS

Basic requirement of the Exeter Fire Department. This list is not all inclusive and other requests may be made during the review process. Unless specifically required by code, some room for compromise is open.

(Rev 5: 9/7/2017) Architectural Review:

- Interior utility room access
- Interior sprinkler room access
- Adequate attic access (sized for FF, if applicable)
- Catwalk access in unfinished areas that have sprinklers (handrails preferred)
- Knox box required for all buildings with fire alarm or sprinkler systems

Civil/Site Review:

- Hydrant near site access and towards rear of site (if applicable)

Sprinkler Review:

- NFPA 13(R,D) sprinkler system where required
- FDC: 4-inch storz with at least 18" clearance to ground
- Electric bell (no water motor gong)
- Attic protection in 13R systems

Fire Alarm Review:

- Single red beacon or strobe indicator on exterior (not horn-strobe)
- NFPA72 Fire Alarm System where required
- Cat 30 keys for pull stations and FACP

Elevators:

- Heat and smoke top and bottom (heats for the shunt trip)
- Dimensions to accommodate a stretcher (usually a 2500 lbs) 3'6" by 7' at a minimum
- Elevator recall to appropriate floor during an activation
- Sprinkler protection top and bottom if ANY combustibile material in the shaft. (can omit per NFPA 13 guidelines)
- Phone in car needs to be able to dial 911
- NFPA 1221 radio assessment where required.

Ladder Truck Turning Radius Dimensions – see attached diagram entitled “L1 Dimensions”

NATURAL RESOURCE PLANNER COMMENTS

None in addition to those previously mentioned regarding wetland buffer impacts.

Please submit any revised plans along with a letter responding to these comments (and other review comments, if applicable) no later than June 9th, 2021 but sooner if possible, to allow staff adequate time to review the revisions and responses prior to the planning board hearing.

2674.00

May 24, 2021

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

**Re: Nouria Energy Gas Station
Design Review Engineering Services
Exeter, New Hampshire**

Site Information:

Tax Map/Lot#:	47 / 1-2	Review No. 1
Address:	158 Epping Road	
Lot Area:	3.8 ac (1.8 ac developed for this project)	
Proposed Use:	Gas Station and Car Wash	
Water:	Town	
Sewer:	Town	
Zoning District:	C-3 Epping Road Highway Commercial	
Applicant:	Nouria Energy Corporation	
Design Engineer:	Greenman-Pedersen, Inc. (GPI)	

Application Materials Received:

- Site plan set entitled “Proposed Site Re-Development Plans” dated April 20, 2021 prepared by GPI.
- Site plan application materials prepared by GPI.
- Traffic Impact and Access Study, dated April 2021, prepared by GPI.
- Stormwater Management Report, including an Inspection and Maintenance Manual, dated April 20, 2021, prepared by GPI.

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. Some of the items below were discussed at the TRC meeting held on May 20, 2021.

General and Administrative Comments

1. Please note any floor drains or holding tanks must be registered with the DWGB of the NHDES.

2. As discussed at the TRC meeting, the site has undergone development of the rear portion of the lot over the past decade. Given this project will disturb 94,000 SF, the historic modifications to the lot, and changes in use, the applicant must verify the AoT status of the project site to determine if an AoT application is required.

Cover Sheet and Existing Conditions

3. The test pit locations should be added to the Existing Conditions Plan.
4. Please add the required permits, permit numbers and expiration dates as appropriate to cover sheet.

Site Plan

5. The type of curbing proposed should be labeled.
6. Parking Layout:
 - The ADA parking spots are shown with an 8' width, where 9' width is required by the Town of Exeter. A waiver request should be submitted.
 - Is an ADA van spot required? if so, one should be designated as such.

Will this site layout accommodate all fire truck turning movements while assuming the parking spaces are occupied? This should also be confirmed with the Town of Exeter Fire Department.
7. It is noted the vacuum spaces are only accessible by driving through the car wash.
8. Please confirm with the DPW that 3 driveways to this lot are allowed.

Grading and Drainage Plan

9. Please add a note stating the site disturbance area.
10. The ADA space has too little cross slope between spot grades 98.15 and 98.10. It appears there is sufficient flexibility in the design cross slopes to improve on this flat area.
11. Flush parking spaces around the building, requiring bollards for delineation and safety is awkward. If the proposed entry doors are to be installed as shown, the doors interfere with the mobility needs of the ADA striped access space.
12. The ultimate discharge location of the existing closed drainage system on Lot 1-1 should be shown somewhere on the plans, along with pipe sizes, materials and inverts downstream of connection point.

Utility Plan

13. Please provide a brief narrative regarding the operation of sewer discharges from the car wash and the reclaim tanks.
14. Some of the drainage and sewer structures are approximately 8' deep. Buoyancy calcs should be completed during the shop drawing process.
15. It is noted the existing water service may be located in the vicinity of the Tire Warehouse driveway, near the proposed sewer tie-in, per prior site plans.



Lighting and Landscaping Plans

16. A note should be added to indicate lighting shall be dark sky compliant.
17. A tree is shown over the sewer service from the southeast corner of the car wash. The tree should be shifted to avoid the conflict.
18. Landscaping areas are shown in the snow storage areas along the northern and eastern sides. Please confirm the plants shown are resilient to plow piles.

Detail Sheets

19. Buffalo boxes should be called out in the valve box detail.
20. The ESHWT should be shown in the "Typical Underground Infiltration System Cross Section" detail on sheet 13.
21. The "On-Site Rigid Concrete Pavement Detail" on sheet 9 refers to a geotechnical report, however no report has been submitted.

Stormwater Design and Modeling

22. Both discharge points are labelled DP#2.
23. The test pit locations should be added to the Pre-and Post-Development Drainage Plans; the elevation of the test pit locations and elevations of the ESHWT should be added to the test pit logs or a table on the plans.
24. Pipe sizing calculations for all existing pipes on lot 1-1 downstream of the connection point should be provided.
25. The drainage report identifies the BMPs and their treatment removal efficiencies. While it appears the system will adequately meet the MS4 regs, the report does not appear to include the pollutant loading calculations for nitrogen and phosphorous for this site.
26. **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



TECHNICAL MEMORANDUM

REF: NEX-2020283.00

DATE: April 20, 2021

TO: Nouria Energy Corp
c/o Tom Healey
326 Clark Street
Worcester, Massachusetts 01606

FROM: Ms. Heather L. Monticup, P.E., Director of Land Development - Traffic
Ms. Susannah E. Theriault, P.E., Project Engineer

RE: Traffic Impact and Access Study
Retail Motor Fuel Outlet
158 Epping Road – Exeter, New Hampshire

INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact and Access Study* (TIAS) for a proposed retail motor fuel outlet located 158 Epping Road (NH Route 27) in Exeter, New Hampshire. The site is currently occupied by a ±12,190 square foot (SF) vacant Jaguar auto dealership. The project consists of razing the existing buildings on the site and constructing a retail motor fuel outlet with a ±5,500 SF convenience store, a gasoline station with six (6) Multi-Product Dispensers (MPDs) having twelve (12) vehicle-fueling positions (VFPS), and a ±4,182 SF automated car wash having one (1) tunnel. Access and egress are proposed via two (2) full access/egress driveways; one on Epping Road (NH Route 27) and one on Continental Drive.

The site is bounded by Continental Drive to the north, Al's Service Center to the south, Epping Road (NH Route 27) to the east, and vacant land to the west. The site location in relation to the surrounding roadways is shown on the map on Figure 1.

CONCLUSIONS

Existing and future conditions in the study area have been described, analyzed, and evaluated with respect to traffic operations and the impact of the proposed redevelopment. Conclusions of this effort are presented below.

- The site located at 158 Epping Road (NH Route 27) is currently occupied by a ±12,190 SF vacant Jaguar auto dealership. The project consists of razing the existing buildings on the site and constructing a retail motor fuel outlet with a ±5,500 SF convenience store, a gasoline station with six (6) MPDs having twelve (12) VFPS, and a ±4,182 SF automated car wash having one (1) tunnel. Access and egress are proposed via two (2) full access/egress driveways; one on Epping Road (NH Route 27) and one on Continental Drive.
- Available sight distances at the proposed site driveways exceed the minimum and desirable SSD and ISD requirements for safe operation with exception to the site driveway on Continental Drive, east of the intersection, which is limited to 125 feet due to the adjacent T-intersection Epping Road (NH Route 27). Based on AASHTO requirements, 125 feet is safe for speeds up to 22 mph. Due to the proximity of the intersection, it is not likely that vehicles in the westbound direction will be traveling greater than 22 mph on Continental Drive in between Epping Road and the site driveway as they are entering onto Continental Drive from a turning movement. Left-turn speeds are generally 15 mph and right-turn speeds are generally 9 mph.
- The proposed redevelopment is expected to generate 118 *additional* vehicles trips (54 entering and 64 exiting) during the weekday AM peak hour and 94 *additional* vehicles trips (51 entering and 43 exiting) during the weekday PM peak hour beyond the study area. At the site driveways, the proposed redevelopment is expected to generate 350 *additional* vehicles trips (170 entering and 180 exiting) during the weekday AM peak hour and 268 *additional* vehicles trips (138 entering and 130 exiting) during the weekday PM peak hour. Traffic-volume increases beyond the study area during the peak hours are expected to be in the range of 13 to 66 vehicles. These increases represent, on average, one additional vehicle approximately every 1 minute to 4.5 minutes during the peak hours.
- Under existing and future traffic-volume conditions, the signalized intersection of Epping Road (NH Route 27) at Continental Drive is expected to operate at an overall LOS A/B with all movements at LOS C or better during the weekday peak hours. There are no drops in level of service as a result of the proposed redevelopment project. Increases in delay as a result of the redevelopment are less than 3 seconds on the overall intersection, and less than 5 seconds on any particular movement. The volume-to-capacity (v/c) ratios are below 1.00 indicating there will be adequate capacity to accommodate the anticipated traffic volumes.
- Under existing traffic-volume conditions, the Columbus Avenue left-turn movement onto Epping Road operates at LOS D with all other movements at this Epping Road/Brentwood Road/Columbus Avenue location at LOS A/B during the weekday peak hours. With the geometric improvements at this location, the Brentwood Road eastbound left-turn onto Epping Road is expected to operate at LOS D with all other movements at LOS A/B under future traffic-volume conditions. With the proposed redevelopment in place, increases in delay on any movement are expected to be less than 4 seconds with a negligible increase in queue lengths. The v/c ratios are anticipated to be well below 1.00 indicating there will be adequate capacity to accommodate the anticipated traffic volumes.

- Under future traffic-volume conditions, the site driveway on Epping Road (NH Route 27) is anticipated to operate with left-turn movements out of the site at LOS D and right-turn movements at LOS C during the weekday peak hours. All queues on site are anticipated to be one vehicle or less with v/c ratios well below 1.00 indicating adequate capacity. The Epping Road northbound left-turn movement into the site is anticipated to be LOS B with queue lengths of one vehicle or less.
- Under future traffic-volume conditions, the site driveway on Continental Drive is expected to operate with all movements at LOS A/B during the weekday peak hours. Queue lengths are anticipated to be one vehicle or less and v/c ratios are anticipated to be well below 1.00 indicating there will be adequate capacity to accommodate the anticipated traffic volumes.

Town of Exeter
Zoning Board of Adjustment
March 16, 2021, 7 PM
Town Offices Nowak Room
Final Minutes

I. **Preliminaries**

Members Present: Vice-Chair Robert Prior, Clerk Rick Thielbar, Laura Davies, Kevin Baum, Martha Pennell - Alternate, Christopher Merrill - Alternate, Esther Olson-Murphy - Alternate, Anne Surman - Alternate

Members Absent: Chair Joanne Petito, Hank Ouimet - Alternate

Call to Order: Acting Chair Bob Prior called the meeting to order at 7 PM.

Mr. Prior read a statement:

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

Public notice of this meeting was posted on the town website and on the bulletin board of the town offices at 10 Front Street. As provided in that public notice, the public may access the meeting online and via phone.

Please note that all votes taken during this meeting shall be done by roll call vote. Let's start the meeting by taking a roll call attendance. When each member states their presence, please also state whether there is anyone in the room with you during this meeting and who that person is (son, daughter, spouse, etc...), which is required under the Right-to-Know law.

II. **New Business**

- A. The application of Nouria Energy Corporation for a special exception per Article 4. Section 4.2 Schedule I to permit the proposed construction of a gasoline station, a convenience store with drive-thru, a carwash and associated site improvements; and for two variances per Article 6, Section 6.8.2 for relief from the requirement that the second 25' of the front yard be landscaped and to permit a pylon sign to be located approximately 7' from the front property line, where a setback of 35' is required. The subject property is located on a portion of the property at 158 Epping Road and situated in the C-3, Epping Road Highway Commercial zoning district. Tax Map Parcel #47-1-2. Case #21-3.

John Arnold, an Attorney at Hinckley Allen; Tom Healey from Nouria Inc; and Project Engineer Chris Tymula from GPI, were present to discuss the application. Of the

45 alternates, Ms. Olson-Murphy will vote on the special exception, and Mr. Merrill will vote
46 on the variances.

47 Attorney Arnold said that the proposal is for 158 Epping Road, which is in the C3
48 Zoning District, and was until recently a Jaguar Auto Dealership. Nouria would demolish
49 the existing building and add a new 5,500 square foot convenience store, as well as a
50 fueling station and car wash. Mr. Healey said that Nouria has several locations in New
51 England under the brands Shell and Irving. Nouria operates its own stores, and has
52 1,300 employees throughout New England. This location fits well into their network
53 geography, and would be typical of their existing operations.

54 Mr. Tymula gave a presentation on the site layout. There will be 22 parking
55 spaces, 11 in the front and 11 on the side. There's a drive through component. There's a
56 car wash in the rear of the site, with seven additional parking spaces for the vacuums.
57 There's a fenced dumpster enclosure in the rear. The fuel storage tanks are in front of
58 the canopy. There would be a free standing sign on the corner, at 7 and 12 feet from the
59 property lines. The proposed access is a new curb cut on Continental Drive, and there
60 will be an additional curb cut between parcels.

61 Attorney Arnold noted that gas stations are not allowed by right in Exeter; they
62 are always a special exception. He discussed the specific exception criteria. 1) The use
63 is permitted by special exception; yes, that's the case in the C3 zoning district. 2) No
64 threat to public health, safety and welfare; no, gas stations are regulated by State and
65 federal law to ensure public safety and environmental compliance. There's nothing
66 inherently dangerous about this location, and it is accessible from Route 101 without
67 going through any residential areas. 3) Will be compatible with zoning district and
68 adjacent uses; yes, Tire Warehouse is to the north, and there's another gas station up
69 the street that was built in 2001, so this is consistent with the uses. 4) Adequate
70 landscaping and screening are provided; yes, there will be a dramatic improvement to
71 the site. Some of the paving will be changed to mowed landscaping. The proposed sign
72 will be in a very similar location to the existing sign.

73 Ms. Davies asked if the sign needs to be so close to the road, but Mr. Prior
74 suggested sticking to the criteria for now. Mr. Baum looking at open space numbers, is
75 that based on the full lot, rather than the leased area? Attorney Arnold said yes, the
76 calculation is for lot 1-2, including the area in the back. Within the leased limits, they
77 have 22% open space and 78% impervious, where 20% is required.

78 Mr. Thielbar asked why they didn't believe that question 9 of the application was
79 applicable to the buried gasoline storage tanks, per 2.2.33. Attorney Arnold said that
80 question 9 applies to a separate use category, for hazardous storage of material such as
81 pipelines and other storage, not for retail gasoline stations. He previously had a
82 discussion with the Code Enforcement Officer which confirmed this point. Mr. Prior said
83 they would be covered under 2.2.32, the gasoline or automotive service station
84 definition, rather than the hazardous storage definition. Mr. Prior said this is ultimately a
85 Planning Board question anyway.

86 Mr. Prior opened the discussion to public comment, but there was none. He
87 closed the public session. He asked if the applicants had further comment, but they did
88 not. Mr. Prior opened the deliberative portion of the meeting.

89 Ms. Davies asked whether there is a limit on the number of uses that can be on a
90 single parcel. Mr. Prior said the Mobil Station on Epping Road, which has the same
91 range of uses, sets the precedent. Ms. Davies said there's a completely separate use to
92 the rear in this proposal, which is leased to a wood processing operation. Mr. Baum said
93 he doesn't believe the ordinance prohibits multiple uses on one lot. It's likely something
94 Doug Eastman would have vetted.

95 Mr. Prior went through the special exception criteria. 1) The use is permitted in
96 article 4.2 schedule 1; yes, gas stations are permitted in the C3 Zoning District by
97 special exception. 2) That the use is so designed, located, and proposed to be operated
98 that the public health, safety, and welfare will be protected; yes. The design with two
99 separate entrances and exits is probably good. He has a minor concern with traffic from
100 the shared entrance on Epping Road taking a left, but that's a Planning Board issue. 3)
101 The proposed use will be compatible with the zoning and post-1972 development; yes,
102 it's entirely appropriate to have a gas station in this zone. 4) Adequate landscaping and
103 screening are provided as required; yes, they will have a development that is actually
104 more compatible with nearby locations, with a strip of grass. Overall it will be an
105 improved appearance. The screening would be from the use behind and next door, both
106 of which are being appropriately handled. 5) Adequate offstreet parking and loading is
107 provided, and ingress and egress are designed to create minimum interference on
108 abutting streets; yes, they're providing 22 parking spaces where 19 are required. Given
109 the constraints of the lot, the two entrances are appropriate. 6) The use conforms with all
110 applicable regulations governing the district where located; yes, the property is in a good
111 location where the use is permitted by special exception. They're allowed to have 36 gas
112 stations in Exeter based on the number of registered vehicles, and this is the only 5th or
113 6th. They're an adequate distance from the lot lines. There's no automotive service
114 besides the gas station. It meets all the requirements for gas stations. 7) This will go to
115 the Planning Board, where they should take into consideration the proposed entrance
116 and exit. There's a DOT and a town component to this issue. There's an existing curb
117 cut to this property. Ms. Davies said they need to get the modification approved, but she
118 doesn't see that being an issue. 8) The project will not negatively impact abutting
119 property values; yes, they've had no testimony to that effect. He thinks that cleaning up
120 and modernizing the property will help abutting property values. 9) N/A, this is not the
121 case, as this is not the storage of hazardous material, and 10) N/A, this is not a Tech
122 Park district.

123 Mr. Thielbar said Nouria Energy is not the owner of the property, so do they have
124 the authorization to apply? Mr. Prior said he assumes they will have a long-term lease
125 on the property. Mr. Baum said that owner approval is listed on page 7 of the packet,
126 and he's comfortable that this has been filed, although it's not the packet. Mr. Prior said
127 that before he, as acting Chair, signs the letter of approval, he will ask to see the owner
128 authorization.

129 Mr. Baum made a motion to approve the special exception for a convenience store with drive-
130 through gasoline station and carwash as presented. Ms. Davies seconded. Ms. Davies asked if
131 they should include a condition that the Planning Board review should particularly consider the
132 ingress and egress. Mr. Prior said the Planning Board are going to review it anyway, so he's fine

133 with that not being a condition. By a roll call vote, Ms. Davies, Mr. Baum, Mr. Thielbar, Ms.
134 Olson-Murphy, and Mr. Prior voted yes, and the motion passed 5-0.

135
136 Mr. Prior said they will now consider the two variances. Attorney Arnold said the
137 variance request relates to the front yard setback. Section 6.8.2 of zoning requires a 50
138 foot building setback, for the second 25 feet to be landscaped, and for the signs to be
139 set back 35 feet. The proposal complies with the building setback, but the landscaping
140 only covers 8 feet inside the property line, and the signage is 7 feet from the property
141 line. The right of way for Epping Road is unusually wide; there is 58 feet between the
142 edge of the pavement and the front property line. Some of that is currently paved, but
143 that will be removed and reseeded. Including the right of way, there's about 65 feet of
144 green space between the road and the parking lot, and the signage is 41 feet from the
145 road. Since this area is in the right of way, it doesn't count towards the setback, so they
146 require a variance.

147 Attorney Arnold went through the variance criteria. 1) The variance is not
148 contrary to the public interest and 2) the spirit of the ordinance is observed; yes, from the
149 edge of the road, you'll see 65 feet of green space and 40 feet of space before the
150 signage, which results in a more uniform and cohesive streetscape. The fuel canopy
151 aligns with the buildings on neighboring properties. The purpose of the ordinance is to
152 beautify the street and provide a buffer between the road and the development, which is
153 still observed. 3) No harm to the general public or 4) negatively impacting property
154 values; no, this will be a dramatic improvement to the property and will bring new
155 business to a vacant site, which will benefit surrounding businesses and the general
156 public. By allowing the reduced setbacks, it makes it easier for motorists to identify the
157 site. 5) Hardship criteria; yes, if they were forced to strictly comply with the setbacks,
158 they would need to shift the site back 50 feet, which would impact the public visibility and
159 the long-term success of this business. There's still ample green space provided
160 between the roadway and the edge of the site, so there's no need for the extra setback
161 to achieve those purposes.

162 Mr. Prior said Route 27/Epping Road is very wide in this area, much wider than
163 on other segments of the road. The signage in this area is consistent in its distance from
164 the roadway. This parcel will be similar to other properties in this area.

165 Mr. Thielbar said he has no problem with the setback from Route 27, but they're
166 only 12 feet from Continental Drive on the corner of the lot. Attorney Arnold said they
167 reviewed it with the Code Enforcement Officer, who determined that the 50 foot building
168 setback applied off of Continental Drive, but regarding green space and signage, the
169 only relief needed was that from Epping Road. Mr. Prior said they're discussing 6.8.2,
170 and 6.8 is specific to the front yard along Epping Road. There's no special consideration
171 in this district for the side yard. Ms. Davies said there's a 58 foot margin between the
172 pavement and the property line now. It would have been acquired as a right of way for a
173 reason, and it won't always be that way. They may add lanes and use some of that right
174 of way. Mr. Prior said there's a dedicated turning lane in front of this property, so it's the
175 only section with three lanes in this area. Attorney Arnold said there's 65 feet of green
176 space currently, so they could widen the road and still have a similar amount of

177 perceived setback. Mr. Lampert said they just put in a significant amount of investment
178 in creating the turning lane and signal, and they won't be taking that out anytime soon.

179 Ms. Surman said she likes their point about the consistency of the signs. She
180 agrees with the point that the intersection is really recent and won't be removed soon.
181 It's a commercial district, and this will be in keeping with the other properties.

182 Mr. Baum asked about the size of the proposed sign. Attorney Arnold said they're
183 looking to comply with the requirements of the area, and if they can't they'll come back in
184 the future for relief.

185 Mr. Prior opened the discussion to public comment, but there was none. He
186 closed the public hearing.

187 Mr. Prior first asked the Board to consider relief from the requirement that the 25
188 feet from the front of the property be landscaped. Ms. Davies said if the right of way is
189 extraordinarily wide and the setbacks are huge it makes it difficult to do business there.
190 She has no issue with this variance. Mr. Baum said this will create an equal streetscape.

191 Ms. Davies went through the variance criteria for the landscaping. 1) The
192 variance is not contrary to the public interest and 2) the spirit of the ordinance is
193 observed; yes, as the applicant described, this will be consistent with the neighborhood
194 and won't alter its character. The wide right of way will go a long way to fulfilling the
195 intent of the ordinance. 3) Substantial justice is done; yes, she doesn't see any harm to
196 the public or other individuals. This will be an improvement. 4) Values of surrounding
197 properties will not be diminished; yes, there's been no testimony to this effect, and this
198 will be an improvement to the property. 5) Literal enforcement of the ordinance will result
199 in unnecessary hardship; yes, she doesn't see any reason to pursue literal enforcement,
200 where there's so much green space in the right of way, and it's consistent with the other
201 properties. It would be a hardship on the applicant to have to comply with the literal
202 ordinance, and there's no benefit.

203
204 Ms. Davies moved to approve the application for variance for relief from Article 6
205 sections 6.8.2 for relief from requirement that the second 25 feet of the front yard be
206 landscaped. Mr. Thielbar seconded. In a roll call vote, Ms. Davies, Mr. Thielbar, Mr.
207 Baum, Mr. Merrill, and Mr. Prior voted yes, and the motion passed 5-0.

208
209 Mr. Baum went through the variance criteria for the sign. He said that there's no
210 other real place to put this sign, given the landscape and the shared driveway. 1) The
211 variance is not contrary to the public interest and 2) the spirit of the ordinance is
212 observed; yes, this does not threaten any of the objectives of the criteria. It's consistent
213 with the general character of the locality and there's no risk to public safety or welfare. It
214 will actually make it easier for motorists to see the sign without taking their eyes off the
215 road. The goal of the ordinance is to have some distance from the front of the lot to the
216 sign, which is achieved by the right of way. 3) Substantial justice is done; yes, there's no
217 benefit to the public in denial, and it would be a hardship to the applicant. 4) Values of
218 surrounding properties are not diminished; yes, they've heard no evidence to the
219 contrary, and it should improve the value of surrounding areas. 5) Literal enforcement of
220 the ordinance will result in unnecessary hardship; yes, because of the wide right of way

221 here. 6) The proposed use is reasonable; yes, a gas station is permitted in this zone by
222 special exception, and it's reasonable to have a sign visible from the roadway.
223

224 Mr. Baum moved to approve the variance application as presented for a variance from 6.8.2 to
225 allow a pylon sign to be located 7 feet from the front lot line where a 35 foot setback is required.
226 Mr. Thielbar seconded. In a roll call vote, Ms. Davies, Mr. Thielbar, Mr. Baum, Mr. Merrill, and
227 Mr. Prior voted yes, and the motion passed 5-0.

228

229 **III. Other Business**

230 A. Mr. Prior announced that Ms. Petito will not be continuing on the Board when her
231 term expires in April. One of the current five alternates will need to become a
232 regular voting member of the Board. His term expires in April, but he's asked to
233 be reappointed to the Board as a voting member. He thinks Mr. Ouimet will also
234 let his membership expire in April. Ms. Davies asked if any of the alternates
235 would like to become a voting member. Ms. Olson-Murphy said yes. Ms. Pennell
236 said she would only like to be a full member if necessary. Mr. Merrill and Ms.
237 Surman said they support Ms. Olson-Murphy becoming a full member.

238 Ms. Davies nominated Ms. Olson-Murphy for a full membership on the Zoning Board of
239 Adjustment, effective April 2021. Mr. Thielbar seconded. In a roll call vote, Ms. Davies, Mr.
240 Thielbar, Mr. Baum, and Mr. Prior voted yes, and the motion passed 4-0.

241

242 Mr. Prior said there will be an opening for an alternate, and encouraged
243 members of the public to apply.

244 B. Approval of Minutes - February 16, 2021

245 Corrections: Mr. Thielbar said in line 54, they should add "from the existing
246 second floor" for clarity.

247 By a show of hands, Mr. Prior, Mr. Thielbar, Mr. Baum, Ms. Pennell, Ms. Olson-Murphy, and Ms.
248 Surman were in favor of approving the minutes as amended, and the minutes were approved 6-
249 0.

250

251 **IV. Adjournment**

252

253 Ms. Davies moved to adjourn. Mr. Baum seconded. All were in favor and the meeting was
254 adjourned at 8:44 PM.

255

256 Respectfully Submitted,

257 Joanna Bartell

258 Recording Secretary

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



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

FYI - 7/1/21
PB Mtg

June 7, 2021

Re: Epping-Brentwood-Exeter 43416

Planning Board Chairman
Langdon Plumer
10 Front Street
Exeter, NH 03833

RECEIVED

JUN 10 2021

EXETER PLANNING OFFICE

Dear Mr. Plummer:

The proposed project is a sign replacement project located on NH Route 101, from mile marker 115 EB/WB to miler marker 125 EB/WB, in Epping, Brentwood, and Exeter and incudes Exits 6, 7, 8, and 9 ramps. The project will replace one bridge mounted sign and the remaining signs will be ground mounted. The installation of some sign posts will require auguring. The signs are being replaced due to poor retro-reflectivity and to meet Manual on Uniform Traffic Control Devices (MUTCD) compliance. All proposed work is within the State right-of-way. Attached is a location map.

Engineering studies have been initiated to refine the scope and limits of work necessary for this project. The Department's Bureau of Environment is in the process of evaluating the potential environmental impacts associated with the project. To assist in this evaluation, I am asking that you notify me of any concerns relative to the project's potential impacts on environmental, social, economic, or cultural resources, such as wetlands, historic properties, and invasive plant species.

Some transportation projects require mitigation for possible wetland/stream impacts. The natural resources in this project area have not yet been identified and investigations are forthcoming. Preliminary engineering studies have begun and the Department will attempt to avoid, and minimize impacts through design before determining if there will be any stream or wetland impacts that may require mitigation. As a proactive measure the Department would like to request a list of the Town's preferred/priority mitigation efforts that the Department may evaluate and consider undertaking if it is determined that the project does in fact require mitigation. Please let us know if your Town has identified such priorities. In the absence of any Town priorities to evaluate the Department will pursue permittee responsible mitigation through the Stream Passage Improvement Program (SPIP). If it's determined that no viable options exist through the SPIP, the Department will pursue a payment into the Aquatic Resource Mitigation Fund (ARM Fund), at which time those funds will become competitively available through the ARM fund grant process.

As such, does the Town have a list of priority mitigation efforts (Top 10 Priority List) that the DOT may evaluate and consider undertaking if it is determined that the project does in fact require mitigation? If so, please provide the list. (e.g. problematic culvert/bridge crossings, land protection, habitat restoration, etc.)

The tentative advertising date for this project is August 21, 2021. Please feel free to contact me if you have any questions or require further information regarding the project. This letter has been sent to the Planning Board, Historical Society, Conservation Commission, and Board of Selectmen.

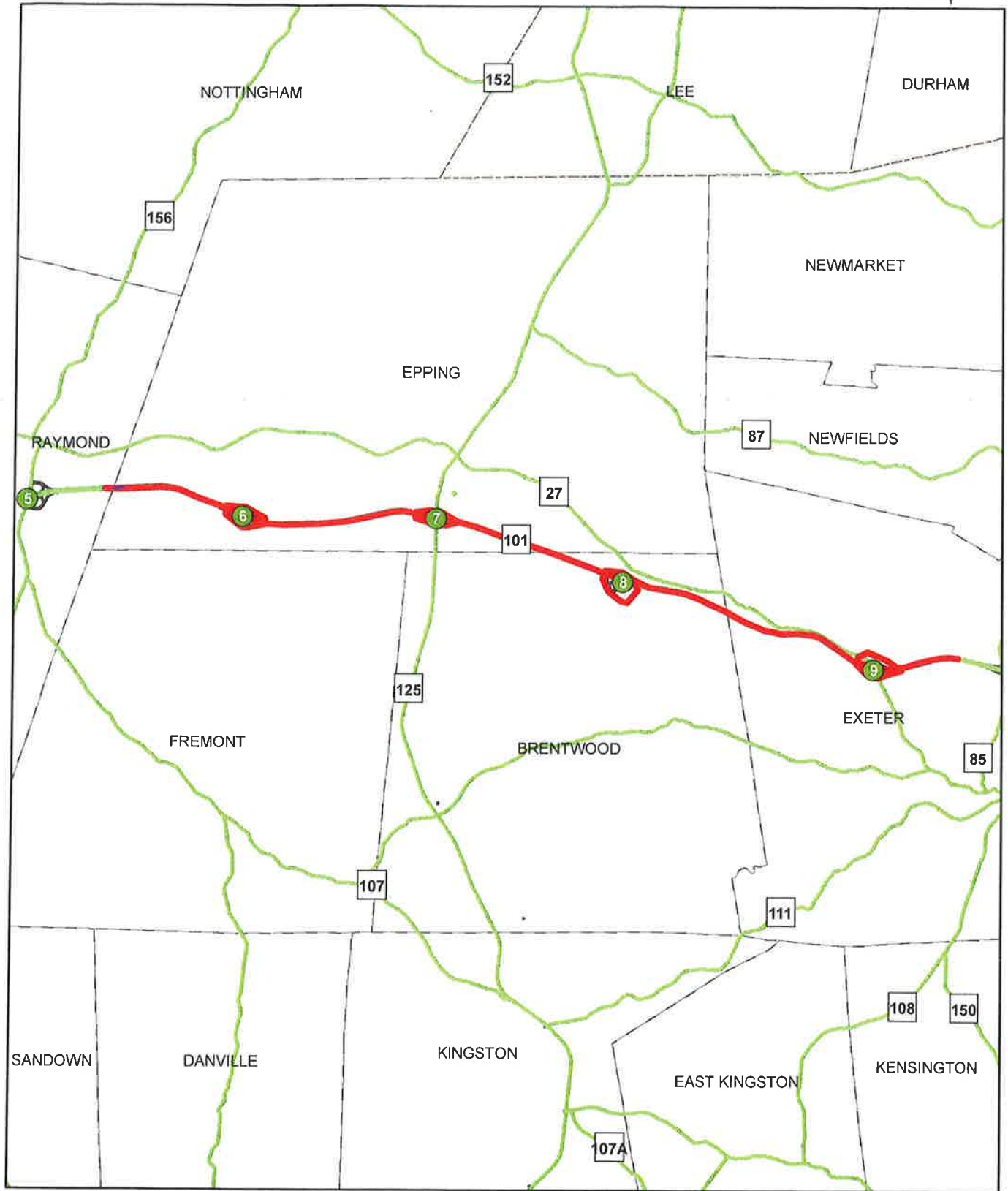
RECEIVED
Thank you for your assistance.

Sincerely,



Kerry Ryan
Environmental Manager
Kerry.ryan@dot.nh.gov

Epping-Brentwood-Exeter 43416



Legend

- 43416 Project Area
- Turnpikes
- Interstates
- US Routes
- State Routes
- Circles
- Ramps

0 0.5 1 2 Miles

1:100,000