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, February 12, 2026 at 7:00 P.M. in the Nowak Room of the Town Office Building located at 10 Front Street, Exeter, New Hampshire, to consider the following:

APPROVAL OF MINUTES: January 22, 2026

NEW BUSINESS: PUBLIC HEARINGS

The application of Scott Boudreau, LLS for a minor subdivision of the property located at 13 Bayberry Lane into two residential lots. The subject property is in the R-2, Single Family Residential zoning district. Tax Map Parcel #86-56. PB Case #25-13.

Pursuant to RSA 231:158, Scenic Road Designation, a public hearing will be held on a request from Unitil for the pruning of trees and removal of hazardous trees on the following Scenic Roads in Exeter: Pickpocket Road, John West Road, Powder Mill Road, Garrison Lane and Birch Road.

OTHER BUSINESS

- Master Plan Discussion
- Land Use Regulations Review
- Field Modifications
- Bond and/or Letter of Credit Reductions and Releases

EXETER PLANNING BOARD
Langdon J. Plumer, Chairman

Posted 01/30/26: Exeter Town Office and Town of Exeter website

TOWN OF EXETER
PLANNING BOARD
NOWAK ROOM
10 FRONT STREET
JANUARY 22, 2026
DRAFT MINUTES
7:00 PM

I. PRELIMINARIES:

BOARD MEMBERS PRESENT BY ROLL CALL: Chair Langdon Plumer, Vice-Chair Aaron Brown, Clerk, John Grueter, Gwen English, Marty Kennedy, Alternate Dean Hubbard, Alternate Sam MacLeod and Select Board Representative Nancy Belanger.

STAFF PRESENT:

II. CALL TO ORDER: Chair Plumer called the meeting to order at 7 PM, introduced the members and activated Alternate Sam MacLeod.

III. NEW BUSINESS:

1. In accordance with RSA 674:54, a public hearing will be held to discuss the Town's intent to construct a new Police and Fire Substation
6 Continental Drive
Tax Map Parcel #47-04-11

Chair Plumer read the notice under RSA 674:54 for a public hearing to discuss the Town's construction of a new Police and Fire Substation. He explained the municipal exemption and that the Board can make recommendations as they did with the salt shed and junior high school.

Interim Town Manager Melissa Roy and Finance Director Corey Stevens presented the plan along with Town Engineer Paul Vlasich. Ms. Roy indicated that the voters approved the construction of the substation on Continental Drive in March of 2024. She noted the location is closer to the High School and will be police headquarters with a small fire substation. ¾ of the building would be used by the police department and ¼ by fire. There will be a large community/training room with its own bathroom, on the first floor, apparatus bay, and sally port.

Mr. Grueter asked if the station downtown would still be police and fire, and Ms. Roy indicated no, only fire.

Ms. Roy described that emergency management and the dispatch center, with bathroom and small break area, will be on Continental Drive and the building will be servicing the town 24/7, 365 days/yr. She noted the building was designed to the budget and started with a design of 23,000 SF and went

down to 19,000 SF. She posted a rendering of the building which she described as rectangular. She noted that the goal was to be net zero and the rest of the solar panels will be over covered parking for the police department.

Ms. Roy indicated the need for fencing for the police vehicles and described the solar canopy with parking underneath.

Mr. Vlasich described the utility plans and town water/sewer. He noted the natural gas which Ms. Roy noted is only for the backup generator. Mr. Vlasich described the existing conditions plan. He noted a utility access easement and discussed drainage and wetlands. Mr. Vlasich described the site plan with two driveway entrances, one is 24' wide for visitors and the other is for employees and equipment. There are 15 parking stalls and two ADA in the front and 35 employee spaces and one employee ADA space in the back. He noted the fenced in location for the dumpster with panels around so that the dumpster won't be visible.

Mr. Vlasich described the stormwater system and subsurface stormwater chambers.

Mr. Vlasich described the grading plan and additional guardrail.

Mr. Vlasich reviewed the lighting plan.

Chair Plumer asked about having an adequate holding area and file storage. Ms. Roy noted there will be three holding cells. The interior will have limited access. She noted the reduction in size doesn't enable future expansion.

Mr. Kennedy asked who can use the community room and Ms. Roy indicated anyone in the community when it is not being used for training.

Mr. Kennedy asked about the construction schedule and Ms. Roy indicated they are doing site work and blasting now and foundations have been started. Mr. Stevens noted the expectation that it will be done by late spring 2027. Mr. Kennedy asked if the information can be shared on the town website.

Ms. English asked about southeast parking where the wetlands were and the affect of flow migration into the southeast culvert. Mr. Vlasich described the swale, catch basins and subsurface area.

Ms. English asked about lighting and Mr. Vlasich noted it will be dark sky compliant. Ms. English asked about the basement and Ms. Roy indicated it was a slab.

Ms. Belanger asked if the cost to go net zero had been separated out and Ms. Roy indicated she did not have that information yet but knows the cost of the solar panels.

Ms. Belanger compared the number of public parking spaces to the capacity of the community room (which is 50) while parking is 15 plus two ADA for the public. Ms. Roy noted that public use of the community room may have to be less capacity than training.

Mr. Kennedy asked if there is parking on Continental Drive and Ms. Roy indicated she did not know but there is not a large impact on traffic as it is mostly staff.

2. The application of Phillips Exeter Academy (PEA) for a Minor Site Plan Review to construct an approximate 5,750 square foot building addition to the existing Love Gymnasium for a new indoor warm-up pool.
C-1, Central Area Commercial and R-2, Single Family Residential zoning districts
Tax Map Parcel #81-1 (54 Court St.)
PB Case #25-11

Chair Plumber read the public hearing notice and Interim Town Planner Ogilvie's memo. He noted that the applicant submitted a minor site plan application for a 5,750 SF building addition to Love Gymnasium for an indoor warming pool and associated site improvements at 54 Court Street. Application and supporting documents dated December 8, 2025 were submitted. A Technical Review Committee meeting was conducted on January 8, 2026 and a copy of the UEI comment letter dated January 9, 2026 were provided. The applicant is requesting a waiver and provided a letter dated January 15, 2025. The applicant submitted revised plans and supporting documents dated January 15, 2026.

Chair Plumer noted the case is ready to be heard.

Vice-Chair Brown motioned to open Planning Board Case #25-11. Ms. Belanger seconded the motion. A vote was taken, all were in favor, the motion passed unanimously.

Corey Belden with Altus Engineering and Mark Leighton Director of Facilities Management at PEA presented the application and displayed the plan. Mr. Belden described the 49-acre parcel and some of the treatment done prior to 2016.

Mr. Belden indicated that they would be using a jellyfish filter and there were no specifications on nitrogen removal, but it did reduce phosphorous and TSS. He noted no new access and no new parking.

Mr. Belden displayed the site plan and noted the number of underground utilities. He noted they are replacing the sidewalk with a concrete sidewalk and displayed architectural renderings. He noted the abutter asked for some evergreen trees to be planted along the addition to soften the view, so five are planned. Ms. English asked if the utility work would interfere with the root systems. Mr. Leighton noted the others planted in 2018 are doing well. Ms. English recommended considering the size of trees. Mr. Belden noted there will be no lights added except for the doors and emergency lights.

Ms. English asked if the windows were floor to ceiling – yes. Chair Plumer asked why there would not be the same as on the gym and Mr. Belden indicated for natural lighting. He noted the warmup pool would be 3.5' to 7' deep and is a requirement to host NE Championships. A state permit is required for public swimming pools from NH DES. Mark Sexton, an environmental consultant, will work with Steve Dalton at the town sewer department on the modification of discharge permit. He described the backwash of filters to a storage tank which will dechlorinate the water before going to the system.

Mr. Belden noted there would be a request for a waiver from Section 9.3.2 of the site plan and subdivision regulations for the removal of 60% nitrogen requirement. Ms. Belanger asked if there were anything available that provided nitrogen removal specifications. Mr. Belden noted there is not a lot of room, the area is challenging and small because of utilities.

Chair Plumer opened public comment at 8:27 PM and being none closed public comment.

Mr. Grueter asked about treating roof runoff and if that was done on all buildings. Mr. Leighton noted that they used the rain garden approach. He described the pipe on the roof and another stormwater treatment device downstream.

Vice-Chair Brown asked if there was need to schedule a site walk and the Board indicated they were familiar with the site.

Mr. Belden noted there is not much nitrogen generated by roof runoff and the site is already developed. Ms. English asked the roof surface, and Mr. Leighton indicated a rubber roof.

Vice-Chair Brown motioned after reviewing the criteria for granting waivers, that the request of PEA, Planning Board Case #25-11, for a waiver from Section 9.3.2 of the site plan and subdivision regulations regarding nitrogen be approved. Ms. Belanger seconded the motion. A vote was taken, all were in favor, the motion passed unanimously.

Vice-Chair Brown reviewed the changes for the minor site plan, landscaping and limitations from the underground utilities.

Mr. Kennedy asked about TRC and UEI comments and Mr. Belden indicated all were addressed and an email was received from Allison indicating no further comments.

Mr. Kennedy motioned that the site plan approval request of PEA, Planning Board Case #25-11 for an addition to Love Gymnasium be approved with the following standard conditions:

1. An electronic as-built plan with details acceptable to the town be provided prior to the issuance of a certificate of occupancy. This plan must be in dwg or dxf file format and in NAD 1983 State Plane New Hampshire FIPS 2800 feet coordinates.

2. A preconstruction meeting shall be arranged by the applicant and his contractor with the Town engineer prior to any site work commencing. The following must be submitted for review and approval prior to the preconstruction meeting:

i. the SWPPP (storm water pollution prevention plan) if applicable, to be submitted to and reviewed for approval by DPW); and

ii. A project schedule and construction cost estimate.

3.Third party construction inspections fees shall be paid prior to scheduling the preconstruction meeting.

4. The Stormwater Management bmp facility maintenance plan in the drainage report dated 12/8 shall be completed and submitted to the town engineer annually on or before January 31st. This requirement shall be an ongoing condition of approval.

5. All applicable state permit approval numbers shall be noted on the final plans.

6. All appropriate fees to be paid including but not limited to sewer/water connection fees, impact fees, inspection fees (including third party) prior to the issuance of a building permit.

7. Restoration and Erosion control surety in an amount and form reviewed and approved by the town planner in accordance with Section 12 of the site plan review and subdivision regulations shall be provided prior to any site work.

8. All landscaping shown on plans shall be maintained and any dead or dying vegetation shall be replaced no later than the following growing season, as long as the site plan remains valid. This condition is not intended to circumvent the revocation procedures set forth in state statutes.

9. All outdoor lighting (including security lights0 shall be down lit and shielded so no direct light is visible from adjacent properties or roadways.

10. Applicant shall submit the land use and stormwater management information about the project using the PTAPP Online Municipal Tracking Tool and submittal must be accepted by DPW prior to the preconstruction meeting.

Vice-Chair Brown seconded the motion. A vote was taken, all were in favor, the motion passed unanimously.

IV. OLD BUSINESS

APPROVAL OF MINUTES

January 8, 2026

Mr. Kennedy recommended edits to line 45 and lines 134-135.

Mr. Grueter motioned to approve the minutes of January 8, 2026, as amended. Ms. English seconded the motion. A vote was taken, Ms. Belanger, Mr. Kennedy and Vice-Chair Brown abstained. The motion passed 4-0-3.

V. OTHER BUSINESS

- RiverWoods Company at Exeter – PB Case #24-16
  Request for Extension of Conditional Approval for Site Plan for New Healthcare Facility
  5 White Oak Drive, Tax Map Parcel #97-23

  Eric Saari of Altus Engineering appeared with Attorney Chris Boldt to request an extension from the approval of February of last year. He noted some abutters went to the ZBA and filed suit in August and the court has not yet ruled. He would like to have an extension of 18 months behind that final order.

  Vice-Chair Brown noted that three years would be 2/13/2029. Attorney Boldt noted changes were vested.

  Vice-Chair Brown motioned to grant the extension for four years from the original approval on 2/13/25 of the conditional approval of the site plan for a new healthcare facility at 5 White Oak Lane, Tax Map 97-23 which will expire 2/13/2029. Ms. Belanger seconded the motion. A vote was taken. Ms. English abstained. The motion passed 6-0-1.

- Master Plan Discussion

  Mr. Kennedy reported that the Committee met this morning and reviewed final comments from Complete Streets design guidelines. He noted Scott Vogel would like to come before the Board to give a presentation and he reached out to him about February but hasn't heard back.

- Field Modifications

- Bond and/or Letter of Credit Reductions and Release

- Other

VI. TOWN PLANNER'S ITEMS

VII. CHAIRPERSON'S ITEMS

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

IX. ADJOURN

Ms. Belanger motioned to adjourn the meeting at 8:48 PM. A vote was taken, all were in favor, the motion passed unanimously.

Respectfully submitted.

Daniel Hoijer,
Recording Secretary (Via Exeter TV)

TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: **January 22, 2026**

To: **Planning Board**

From: **Carol Ogilvie, Interim Town Planner**

Re: **Brock Revocable Trust 13 Bayberry Lane PB Case #25-13**

The Applicant has submitted an application for a minor subdivision of two lots on property located at 13 Bayberry Lane, Tax Map Parcel 86-56 in the R-2 Single-Family Residential Zoning District. Attached please find the application, the subdivision plan, and supporting documents for your review.

The subject parcel of 1.081 acres contains an existing house, garage, two sheds, and an artesian well. Following the subdivision, the house and garage would be located on 18, 836 square feet, while the deck, two sheds and the artesian well would be located on the remaining 28, 272 square feet. Both of these lots exceed the minimum zoning requirements for the district.

I have reviewed the application for completeness and find it to meet the submission requirements of the subdivision checklist; in addition, no waivers are being requested.

Should the Board decide to act on the application, suggested motions are provided here for you, and standard conditions of approval will be considered at the meeting.

Planning Board Motions:

Application Acceptance Motion: I move that the request of Brock Revocable Trust (PB #25-13) for a two-lot subdivision be ACCEPTED/NOT ACCEPTED/TABLED.

Subdivision Application Motion: I move that the request of Brock Revocable Trust (PB #25-13) for a two-lot subdivision be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Thank You.

Enclosures

Town of Exeter

Planning Board Application for

- **Minor Site Plan Review**
- **Minor Subdivision**
- **Lot Line Adjustment**

January 2019

Town of Exeter Application for Minor Subdivision, Minor Site Plan, and/or Lot Line Adjustment

Date: January 2019

Memo To: Applicants for Minor Subdivision, Minor Site Plan, and/or Lot Line Adjustment

From: Planning Department

Re: Guidelines for Processing Applications

The goal of the Planning Board is to process applications as quickly and efficiently as possible. To this end, we have designed an application procedure which is simple and easy to follow (see attached). If some of the information being requested seems irrelevant, please check with the Planning Department office, it may be that your particular proposal does not warrant such information.

It is strongly recommended that prior to submitting an application you discuss your proposal informally with the Town Planner. The Town Planner will review your proposal for conformance with the applicable Town regulations and advise you as to the procedures for obtaining Planning Board approval. Please contact the Planning Department office at (603) 773-6112 to schedule an appointment.

The key to receiving a prompt decision from the Planning Board is to adhere closely to the Board's procedures. A chart outlining the "Planning Board Review Process" is attached for your information. Please be aware that a technical review of your proposal by the Technical Review Committee (TRC) will likely precede Planning Board determination. Staff will gladly review the Application process with you so that you understand the various milestones in the process. A checklist is attached to this application to assist you in preparing your plans.

Copies of the applicable "Site Review and Subdivision Regulations" are available on-line on the Town's web site (www.exeternh.gov) or maybe purchased at the Planning Department office on the second floor to the Town Office Building located at 10 Front Street.

It is strongly recommended that you become familiar with these regulations, as they are the basis for review and approval.

TOWN OF EXETER, NH
APPLICATION FOR MINOR SITE PLAN REVIEW, MINOR SUBDIVISION and/or LOT LINE ADJUSTMENT

A completed application shall contain the following items, although please note that some items may not apply such as waivers or conditional use permit:

1.	Application for Hearing	(X)
2.	Abutter's List Keyed to the Tax Map (including name and business address of all professionals responsible for the submission (engineer, landscape architect, wetland scientist, etc.)	(X)
3.	Checklist for plan requirements	(X)
4.	Letter of Explanation	(X)
5.	Written request and justification for waiver(s) from Site Plan/Sub Regulations	
6.	Application to Connect and/or Discharge to Town of Exeter Sewer, Water, or Storm Water Drainage System(s) - if applicable	(X)
7.	Application Fees	(X)
8.	Seven (7) copies of 24'x36' plan set	(X)
9.	Fifteen (15) 11"x 17" copies of the plan set	(X)
10.	Three (3) pre-printed 1"x 2 5/8" labels for each abutter, the applicant and all consultants.	(X)

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.

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
(x) MINOR (3lots or less) SUBDIVISION (2) LOTS

( ) LOT LINE ADJUSTMENT

_____APPLICATION
_____DATE RECEIVED
_____APPLICATION FEE
_____PLAN REVIEW FEE
_____ABUTTER FEE
_____LEGAL NOTICE FEE
_____INSPECTION FEE
_____TOTAL FEES
_____AMOUNT REFUNDED

1. **NAME OF LEGAL OWNER OF RECORD:** The Robert D. Brock Revocable Trust & The Monique Larouche Brock Revocable Trust

   ADDRESS: 13 Bayberry Lane, Exeter, NH 03833

   _____ **TELEPHONE:** (603) 772-7770

2. **NAME OF APPLICANT:** Scott Boudreau, LLS 961

   ADDRESS: 2 Beatrice Lane, Newmarket, NH 03857

   _____ **TELEPHONE:** (603) 659-3468

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

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

4. **DESCRIPTION OF PROPERTY:**

   ADDRESS: 13 Bayberry Lane

   TAX MAP: 86 **PARCEL #:** 56 **ZONING DISTRICT:** R-2

   AREA OF ENTIRE TRACT: 47,108 sf **PORTION BEING DEVELOPED:** _____

5. **EXPLANATION OF PROPOSAL:** The intent of this application is to subdivide Tax Map 86 Lot 56 into 2 lots.

6. **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.

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

ITEM:	NUMBER OF COPIES
A. SUBDIVISION PLAN	7
B.	
C.	
D.	
E.	
F.	

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: Scott Boudreau, LLS 961
ADDRESS: 2 Beatrice Lane, Newmarket, NH 03857
PROFESSION: Land Surveyor **TELEPHONE:** (603) 659-3468

10. **LIST ALL IMPROVEMENTS AND UTILITIES TO BE INSTALLED:** WATER AND SEWER FOR THE PROPOSED LOT

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

(Please check with the Planning Department Office to verify) (YES/NO) NoNo 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 12/29/2025 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.

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.

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Please attach additional sheets if needed

CHECKLIST FOR LOT LINE ADJUSTMENT, MINOR SITE PLAN, or MINOR SUBDIVISION PLAN PREPARATION

The checklist on the following page has been prepared to assist you in the preparation of your subdivision plan. The checklist items listed correspond to the subdivision 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 prior to the technical review of subdivision plans 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 subdivision and lot line adjustment plans and therefore should not be the sole basis for the preparation of these plans. For a complete listing of subdivision 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 subdivision 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 listed in the column labeled "Applicant" with one of the following: "X" (information provided); "NA" (note 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 11 of the "Site Plan Review and Subdivision Regulations" for the proper waiver request procedure. 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.

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

APPLICANT	TRC	REQUIRED EXHIBITS, SEE REGULATION 6.6.2.4
x	☐	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.
x	☐	b) Title of the site plan, subdivision or lot line adjustment, including Planning Board Case Number.
x	☐	c) Scale, north arrow, and date prepared.
x	☐	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.
x	☐	e) Tax map reference for the land/site under consideration, together with those of abutting properties.
x	☐	f) Zoning (including overlay) district references.
x	☐	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.
☐ n/a	☐	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.
x	☐	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.
x	☐	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.
☐ n/a	☐	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.
x	☐	l) State and federal jurisdictional wetlands, including delineation of required setbacks.
x	☐	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."
x	☐	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.

☐ n/a	☐	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.
x	☐	p) For minor subdivisions and lot line adjustments only, the locations, dimensions, and areas of all existing and proposed lots.
x	☐	q) The lines of existing abutting streets and driveways locations within 100-feet of the site.
x	☐	r) The location, elevation, and layout of existing catch basins and other surface drainage features.
x	☐	s) The footprint location of all existing structures on the site and approximate location of structures within 100-feet of the site.
x	☐	t) The size and location of all existing public and private utilities.
x	☐	u) The location of all existing and proposed easements and other encumbrances.
x	☐	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.
☐ n/a	☐	w) The location of all test pits and the 4,000-square-foot septic reserve areas for each newly created lot, if applicable.
☐ n/a	☐	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).
x	☐	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.
x	☐	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.
x x	☐ ☐	aa) The following notations shall also be shown: • 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: Town of Exeter Planning Board _____ _____ Chairman Date

Boudreau Land Surveying P.L.L.C.

Scott Boudreau, LLS 961
2 Beatrice Lane
Newmarket, NH 03857
Phone: (603)659-3468
scott@boudreauls.net

ABUTTER MAILING ADDRESSES

Property Owner
Tax Map 86 Lot 56
The Robert D. Brock Revocable Trust &
The Monique Larouche Brock Revocable Trust
13 Bayberry Lane
Exeter, NH 03833

Applicant
Scott Boudreau
Boudreau Land Surveying
2 Beatrice Lane
Newmarket, NH 03857

Abutters
Tax Map 86 Lot 47
The Robert T. Bergan &
Anne F. Bergan Revocable
Trust of 2002
15 Bayberry Lane
Exeter, NH 03833

Tax Map 86 Lot 46
The Thomas Brewitt Revocable
Trust of 1999
15 Hampton Falls Road
Exeter, NH 03833

Tax Map 86 Lot 45
The Wayne C. Lavigne
Revocable Trust
17 Hampton Falls Road
Exeter, NH 03833

Tax Map 86 Lot 44
The Ward Family 2025
Revocable Trust
19 Hampton Falls Road
Exeter, NH 03833

Tax Map 86 Lot 57
Andrew L. & Erica M. Most
31 Little Pine Lane
Exeter, NH 03833

Tax Map 86 Lot 65
The Sollenberger Family
Revocable Trust
22 Little Pine Lane
Exeter, NH 03833

Tax Map 86 Lot 66-1
Constantin I. & Diana A. Ruset
24 Little Pine Lane
Exeter, NH 03833

Tax Map 86 Lot 66
Steven M. & Erin M. King
11 Bayberry Lane
Exeter, NH 03833

Tax Map 86 Lot 55
Joshua M. Ward, Jr. &
Marissa Lane
12 Bayberry Lane
Exeter, NH 03833

Boudreau Land Surveying P.L.L.C.

Scott Boudreau, LLS 961
2 Beatrice Lane
Newmarket, NH 03857
Phone: (603)659-3468
scott@boudreauls.net

December 29, 2025

RE: Letter of Explanation – Minor Subdivision of 13 Bayberry Lane

Dear Members of the Planning Board,

I am writing to submit this Letter of Explanation in support of the application for a Minor Subdivision of property located at 13 Bayberry Lane, Exeter, New Hampshire (Tax Map 86, Lot 56) for the Robert D. Brock Revocable Trust & the Monique Larouche Brock Revocable Trust. The existing parcel is proposed to be subdivided into two residential lots, each of which will meet or exceed the minimum requirements of the Exeter Zoning Ordinance for the R-2 Zoning District, including lot area, frontage, setbacks, and access. The proposed subdivision is intended to create one additional buildable lot while maintaining the character of the surrounding neighborhood.

Both resulting lots will be served by existing utilities, including public water and sewer, as shown on the accompanying plans. No new roads are proposed as part of this subdivision. Access to Lot 1 will continue to be provided via Bayberry Lane, and access to proposed Lot 2 will be provided via Little Pine Lane, both existing public ways.

The subdivision will not result in any adverse impacts to traffic, drainage, wetlands, or neighboring properties. Existing natural features will be preserved to the greatest extent practicable, and all proposed development will comply with applicable local, state, and federal regulations. The project does not involve steep slopes, floodplains, or environmentally sensitive areas beyond those already reviewed and depicted on the submitted plans.

This minor subdivision is consistent with the Town of Exeter's Master Plan and zoning objectives, allowing for modest residential growth while maintaining the established residential character of the area.
Thank you for your time and consideration of this application. Please do not hesitate to contact me if additional information or clarification is required.

Respectfully submitted,

Scott D. Boudreau
NH Licensed Land Surveyor #961

The Robert D. Brock Revocable Trust
The Monique Larouche Brock Revocable Trust
13 Bayberry Lane
Exeter, NH 03833
603-772-7770
rdbengr@aol.com

December 14, 2025

Exeter Planning Board
Exeter, NH

Re: Authorization to Present Application for Subdivision

To Whom It May Concern,

We, the undersigned property owners of the property located at 13 Bayberry Lane, Exeter, New Hampshire, hereby authorize **Scott Boudreau, LLS 961, of Boudreau Land Surveying, Newmarket, New Hampshire**, to act as our authorized representative for matters related to an application for subdivision before the Exeter Planning Board.

This authorization includes, but is not limited to, presenting the subdivision application, submitting supporting materials, responding to questions, and representing our interests during meetings and hearings before the Board.

This authorization is granted for the purpose of the above-referenced subdivision application and shall remain in effect until the matter is concluded or revoked in writing.

If you have any questions regarding this authorization, please feel free to contact us at the number or email listed above.

Sincerely,

Robert D. Brock

Robert D. Brock

Monique Larouche Brock

Monique Larouche Brock

TOWN OF EXETER, NEW HAMPSHIRE

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

DATE: January 1, 2024

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 . RD Brock Minor Subdivision

Project Location . 13 Bayberry Lane

Applicant/Owner Name . Robert D. Brock Rev. Trust & Monique Larouche Brock Rev. Trust

Mailing Address . 13 Bayberry Lane

Phone Number . 603-772-7770 email . rdbengr@aol.com

Project Engineer . Scott Boudreau, LLS 961 Boudreau Land Surveying

Mailing Address . 2 Beatrice Lane, Newmarket, NH 03857

Phone Number . 603-659-3468 email . scott@boudreauls.net

Type of Discharge/Connection ☒ Sewer ☒ Water ☐ Stormwater

Application completed by

Name . Scott Boudreau

Signature _____ Date 12/22/2025

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 . New discharge line for proposed lot and 4-br residential dwelling

Title of plan . Proposed Minor Subdivision 13 Bayberry Ln

Total design flow (gpd) . 600

**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 . new water supply line

Title of plan . Proposed Minor Subdivision 13 Bayberry Ln

Total design flow (gpd) . _____

Approved _____ Date _____

Water & Sewer Managing Engineer

STORMWATER

Description of work . _____

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) _____

Use	Unit Flow (gpd)	Total Existing Flow
	.	.
	.	.

Total existing flow _____ .

Proposed Use(s)

Describe proposed use(s) _____

Use	Unit Design Flow (gpd)	Total Design Flow
	.	.
	.	.

Total proposed flow _____ .

Impact Fees (80% of the design flow)

Change in flow rate (gpd) _____ . x 0.8 = Impact Fee flow rate (gpd) _____ .

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) _____ . x $1.81= _____ .

Water Impact Fee: Flow increase (gpd) _____ . X $3.74 = _____ .

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 12/29/2025

Name of Property Owner Robert D. Brock & Monique Larouche Brock

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.

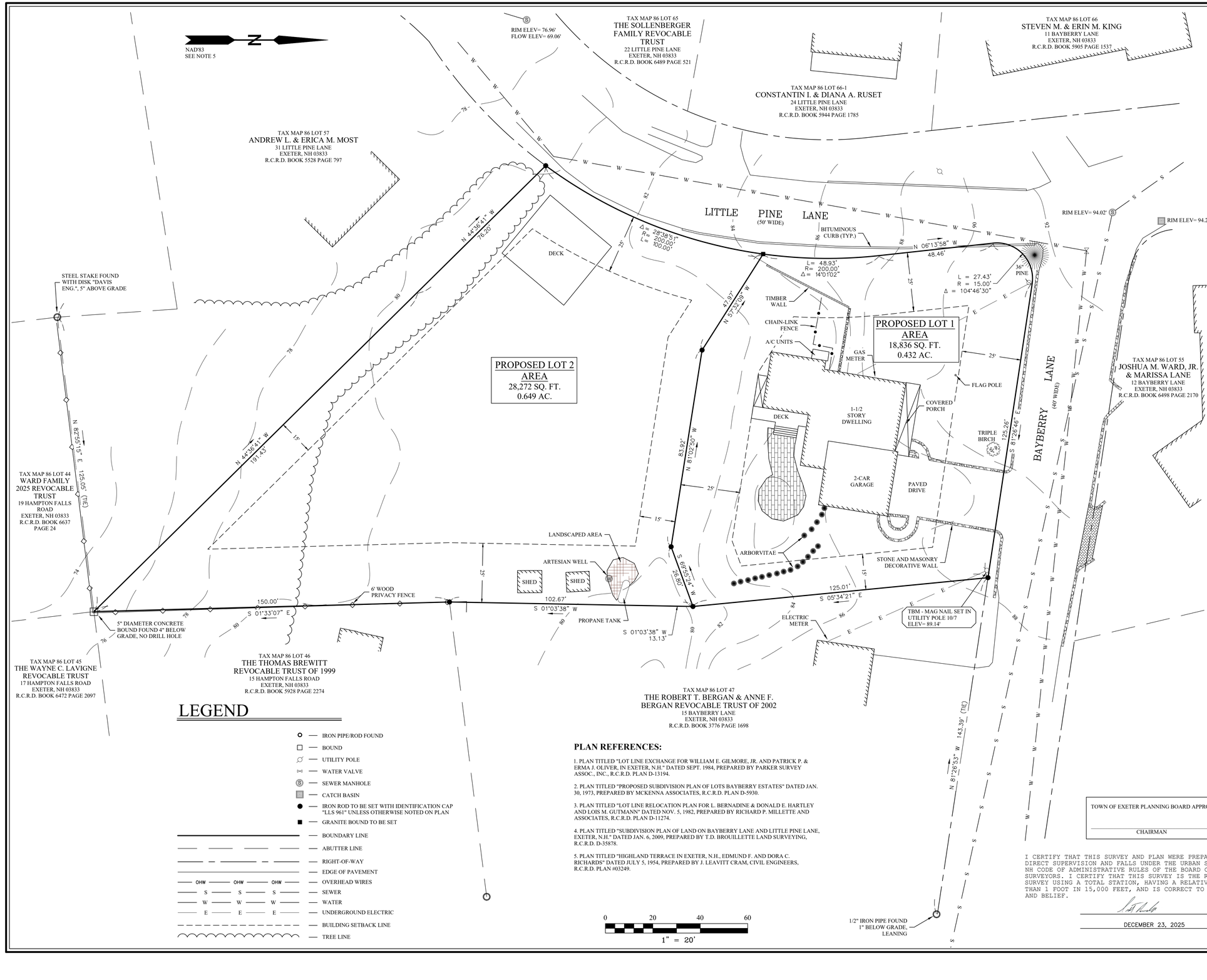
CLASS 3: INSIGNIFICANT INDUSTRIAL USERS

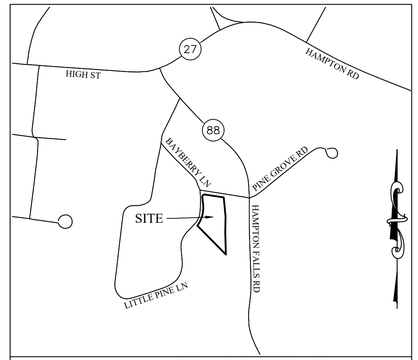
Users which will be eliminated from participation in Exeter's Pretreatment Program. These include industries and/or commercial establishments that discharge only domestic waste (toilets and sinks only) into the municipal sewer system or do not have any reasonable chance of discharging a non-domestic 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.





LOCATION MAP
NOT TO SCALE

NOTES:

1. REFERENCE: TAX MAP 86 LOT 56
R.C.R.D. BOOK 6466 PAGE 2498

2. TOTAL PARCEL AREA: 47,108 SQ. FT. OR 1.081 AC.

3. OWNER OF RECORD: THE ROBERT D. BROCK REVOCABLE TRUST &
THE MONIQUE LAROUCHE BROCK REVOCABLE TRUST
ROBERT D. BROCK & MONIQUE LAROUCHE BROCK, TRUSTEES
13 BAYBERRY LANE
EXETER, NH 03833

4. ZONE: R-2 DISTRICT
DIMENSIONAL REQUIREMENTS:

MINIMUM LOT AREA (MUNICIPAL WATER & SEWER)	15,000 sf
MINIMUM FRONTAGE	100 ft.
MINIMUM FRONT SETBACK	25 ft.
MINIMUM SIDE SETBACK	15 ft.
MINIMUM REAR SETBACK	25 ft.

5. HORIZONTAL DATUM IS NHSPC (NAD '83) BASED ON GPS OBSERVATIONS.

6. VERTICAL DATUM SHOWN IS NAVD '88 BASED ON GPS OBSERVATIONS.

7. THE INTENT OF THIS PLAN IS TO SHOW A PROPOSED 2-LOT SUBDIVISION. THE PROPOSED USE FOR THE SUBDIVISION IS SINGLE FAMILY RESIDENTIAL.

8. FIELD SURVEY PERFORMED BY SDB ON 5/5/2025 USING A SPECTRA PRECISION FOCUS 35 ROBOTIC TOTAL STATION WITH DATA COLLECTOR AND CARLSON BRX7 GNSS RTK RECEIVER.

9. UTILITIES SHOWN ARE BASED ON VISIBLE STRUCTURES AND THE TOWN OF EXETER GIS.

10. THE EXISTING DWELLING IS SERVICED BY MUNICIPAL WATER AND SEWER.

11. 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.

12. TAX MAP 86 LOT 56 FALLS ENTIRELY WITHIN "ZONE X" OF THE SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, AS SHOWN ON F.I.R.M. MAP NUMBER 33015C0406E, EFFECTIVE 5/17/2005.

13. NO WETLANDS WERE OBSERVED ON THE SURVEYED PREMISES. SEE WETLAND DELINEATION LETTER DATED APRIL 15, 2025 BY GOVE ENVIRONMENTAL SERVICES, INC.

14. ALL WATER, SEWER, ROAD (INCLUDING PARKING LOT), AND DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 9.3 STORMWATER MANAGEMENT STANDARDS, STORMWATER MANAGEMENT PLAN, STORMWATER POLLUTION PREVENTION PLAN, AND EROSION AND SEDIMENT CONTROL STANDARDS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF PUBLIC UTILITIES IN EXETER, NEW HAMPSHIRE.

LEGEND

- IRON PIPE/ROD FOUND
- BOUND
- UTILITY POLE
- WATER VALVE
- SEWER MANHOLE
- CATCH BASIN
- IRON ROD TO BE SET WITH IDENTIFICATION CAP "LLS 961" UNLESS OTHERWISE NOTED ON PLAN
- GRANITE BOUND TO BE SET
- BOUNDARY LINE
- ABUTTER LINE
- RIGHT-OF-WAY
- EDGE OF PAVEMENT
- OVERHEAD WIRES
- SEWER
- WATER
- UNDERGROUND ELECTRIC
- BUILDING SETBACK LINE
- TREE LINE

PLAN REFERENCES:

1. PLAN TITLED "LOT LINE EXCHANGE FOR WILLIAM E. GILMORE, JR. AND PATRICK P. & ERMA J. OLIVER, IN EXETER, N.H." DATED SEPT. 1984, PREPARED BY PARKER SURVEY ASSOC., INC., R.C.R.D. PLAN D-13194.

2. PLAN TITLED "PROPOSED SURDIVISION PLAN OF LOTS BAYBERRY ESTATES" DATED JAN. 30, 1973, PREPARED BY MCKENNA ASSOCIATES, R.C.R.D. PLAN D-5930.

3. PLAN TITLED "LOT LINE RELOCATION PLAN FOR L. BERNADINE & DONALD E. HARTLEY AND LOIS M. GUTMANN" DATED NOV. 5, 1982, PREPARED BY RICHARD P. MILLETTE AND ASSOCIATES, R.C.R.D. PLAN D-11274.

4. PLAN TITLED "SUBDIVISION PLAN OF LAND ON BAYBERRY LANE AND LITTLE PINE LANE, EXETER, N.H." DATED JAN. 6, 2009, PREPARED BY T.D. BROUILLETTE LAND SURVEYING, R.C.R.D. D-35878.

5. PLAN TITLED "HIGHLAND TERRACE IN EXETER, N.H., EDMUND F. AND DORA C. RICHARDS" DATED JULY 5, 1954, PREPARED BY J. LEAVITT CRAM, CIVIL ENGINEERS, R.C.R.D. PLAN #03249.

TOWN OF EXETER PLANNING BOARD APPROVAL

CHAIRMAN _____ DATE _____

I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION AND FALLS UNDER THE URBAN SURVEY CLASSIFICATION OF THE NH CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. I CERTIFY THAT THIS SURVEY IS THE RESULT OF AN ACTUAL FIELD SURVEY USING A TOTAL STATION, HAVING A RELATIVE ERROR OF CLOSURE OF LESS THAN 1 FOOT IN 15,000 FEET, AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

_____ L.L.S. #961

DECEMBER 23, 2025 DATE

PLAN SHOWING PROPOSED SUBDIVISION
LAND OF
THE ROBERT D. BROCK REVOCABLE TRUST & THE MONIQUE LAROUCHE BROCK REVOCABLE TRUST
(TAX MAP 86 LOT 56)
13 BAYBERRY LANE
EXETER, NH
EXETER PLANNING BOARD CASE NO. 25-13

DRAWN BY: SDB	DATE: DECEMBER 17, 2025
CHECKED BY: ARB	DRAWING NAME: 25009B4
JOB NAME: 25009	SHEET: C1

STATE OF NEW HAMPSHIRE — No. 961 — SCOTT D BOUDREAU — LICENSED LAND SURVEYOR — SIGNATURE

Boudreau Land Surveying P.L.L.C.
SCOTT D. BOUDREAU, L.L.S. #961
2 BEATRICE LANE
NEWMARKET, NH 03857
(603) 659-3468

TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: **January 22, 2026**

To: **Planning Board**

From: **Carol Ogilvie, Interim Town Planner**

Re: **Unitil Application for Scenic Road Tree Work**

Unitil has submitted an application for Planning Board approval to cut trees and remove hazardous trees on five Scenic Roads in Exeter. Pursuant to RSA 231:158, when a public utility plans such work, it is required to receive written approval from the Planning Board following a duly-noticed public hearing. Attached please find the project narrative and supporting documents for your review.

Even though the law requires this hearing, there is no formal application process for such a request. The Board only needs to hold the public hearing and vote to consent to the proposed work.

A suggested motion is provided here for your consideration.

Planning Board Motions

Scenic Road Application Motion: I move that the request of Unitil to perform tree work as described in the submittal letter dated 1/22/2026 on the five Scenic Roads listed in the same letter be APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS / TABLED / DENIED.

Thank You.

Enclosures

To: Town of Exeter Planning Board

From: Ben Richard – Forestry Supervisor, Unitil Forestry Operations

CC:

Date: 2/3/2026

Re: Scenic Road Utility Tree Pruning & Hazard Tree Removal

Proposed Work

Unitil proposes to perform line-clearance maintenance pruning work on an overhead distribution circuit that runs along scenic roadways in the town of Exeter. This work is necessary to ensure safe and reliable electric service.

Pruning will be done on the E43X1 and E19X3 circuits in accordance with Unitil specifications, in accordance with ANSI A300 (American National Standard for Tree Care Operations Part 1 – Tree, Shrub, and Other Woody Plant Maintenance Pruning) as well as the Best Management Practices – Tree Pruning publication companion. All pruning will be overseen by an ISA Certified Arborist. A list of hazard trees will be tagged and removed along these scenic roads pending town approval. This hazard tree list will be created and overseen by an ISA certified & TRAQ certified Arborist. Customers will be notified of the pruning and removals with a personal notification, according to Unitil specifications.

The following circuit and scenic roadways are proposed to be pruned:

Circuit E43X1
- Pickpocket Road
- John West Road
- Powdermill Road

Circuit E19X3
- Garrison Lane
- Birch Road

Please see the attached map for a description of stopping and starting points of overhead electric wires and associated pruning on these lines.

Distribution Hazard Tree Reporting Form

Circuit Number: 43X1 Scenic Road HTL Vendor: Asplundh Date: 01/20/2026

					SIZE CLASS Tree or Leader Removal											Unitil Use Only	
Street / Town	From Pole#	To Pole#	Phase	Species	<8-≥12"	<12-≥16"	<16-≥20"	<20-≥24"	<24-≥30"	<30"	Leader (Y)	Across Rd. (Y)	(M)aintained or (U)nmaintained	Defects	Comments	Approved for Payment? (w/e date)	Forestry Supervisor Initials
Pickpocket Rd / Exeter	3	4	2	PINE, SOFT	1								U	Dead	Orange around		
Pickpocket Rd / Exeter	15	16	2	ASH			1						M	Insect / Animal Damage	Orange around		
Pickpocket Rd / Exeter	15	16	2	ASH		1							U	Insect / Animal Damage	Other half of 16-20 ash, no tag but if homeowner wants both halves then OK		
Pickpocket Rd / Exeter	17	17	2	ASH			2						U	Insect / Animal Damage	Orange around both		
Pickpocket Rd / Exeter	17	18	2	ASH						2			U	Insect / Animal Damage	Orange around both		
Pickpocket Rd / Exeter	19	20	2	ASH		2							U	Insect / Animal Damage	Orange in front		
Pickpocket Rd / Exeter	19	20	2	ASH				1					U	Insect / Animal Damage	Orange around		
Pickpocket Rd / Exeter	19	20	2	ASH					1				U	Insect / Animal Damage	Orange in front		
Pickpocket Rd / Exeter	20	20	2	ASH				1					U	Insect / Animal Damage	Orange around, only take what is marked with orange		
Pickpocket Rd / Exeter	20	20	2	ASH			1						U	Insect / Animal Damage	Orange around, right behind p20		
Pickpocket Rd / Exeter	20	21	2	ASH					1				U	Insect / Animal Damage	Close to p20 but still in 20-21 span		
Pickpocket Rd / Exeter	21	22	2	ASH		1							U	Insect / Animal Damage	Orange around, set back a little		

Distribution Hazard Tree Reporting Form

Circuit Number: 43X1 Scenic Road HTL Vendor: Asplundh Date: 01/20/2026

					SIZE CLASS Tree or Leader Removal											Unitil Use Only	
Street / Town	From Pole#	To Pole#	Phase	Species	<8-≥12"	<12-≥16"	<16-≥20"	<20-≥24"	<24-≥30"	<30"	Leader (Y)	Across Rd. (Y)	(M)aintained or (U)nmaintained	Defects	Comments	Approved for Payment? (w/e date)	Forestry Supervisor Initials
Pickpocket Rd / Exeter	24	25	2	PINE, SOFT				1					U	Storm Damage	Topped out pine white flag in front, not sure why this wasn't line safed		
Pickpocket Rd / Exeter	24	25	2	ASH	1								U	Insect / Animal Damage	Orange around		
Pickpocket Rd / Exeter	25	26	2	ASH	1								U	Insect / Animal Damage	No tag, only 8-12 ash in span		
Pickpocket Rd / Exeter	26	27	2	ASH				1					U	Insect / Animal Damage	Orange around		
Pickpocket Rd / Exeter	29	30	1	ASH		1							U	Insect / Animal Damage	Orange around		
Powder Mill Rd / Exeter	7	8	1	ASH		1							U	Insect / Animal Damage	Orange around		
Powder Mill Rd / Exeter	7	8	1	ASH				1					U	Insect / Animal Damage	Orange around		
Powder Mill Rd / Exeter	7	8	1	ASH					1				U	Insect / Animal Damage	Orange around, only this half of Codom leave other		
Powder Mill Rd / Exeter	8	9	1	ASH			1						U	Codominant w/ Included Bark Insect / Animal Damage	Codom, other half leaning towards line next to POSTED ash		
Powder Mill Rd / Exeter	8	9	1	ASH		1							U	Codominant w/ Included Bark Insect / Animal Damage	Orange POSTED sign on it		
Powder Mill Rd / Exeter	16	17	1	ASH	2								U	Insect / Animal Damage	One with orange, one with white tag		
Powder Mill Rd / Exeter	17	18	1	ASH	1								U	Insect / Animal Damage	Closer to pole 17, orange around		
Powder Mill Rd / Exeter	17	18	1	ASH	1								U	Insect / Animal Damage	Small dead ash midspan		

Distribution Hazard Tree Reporting Form

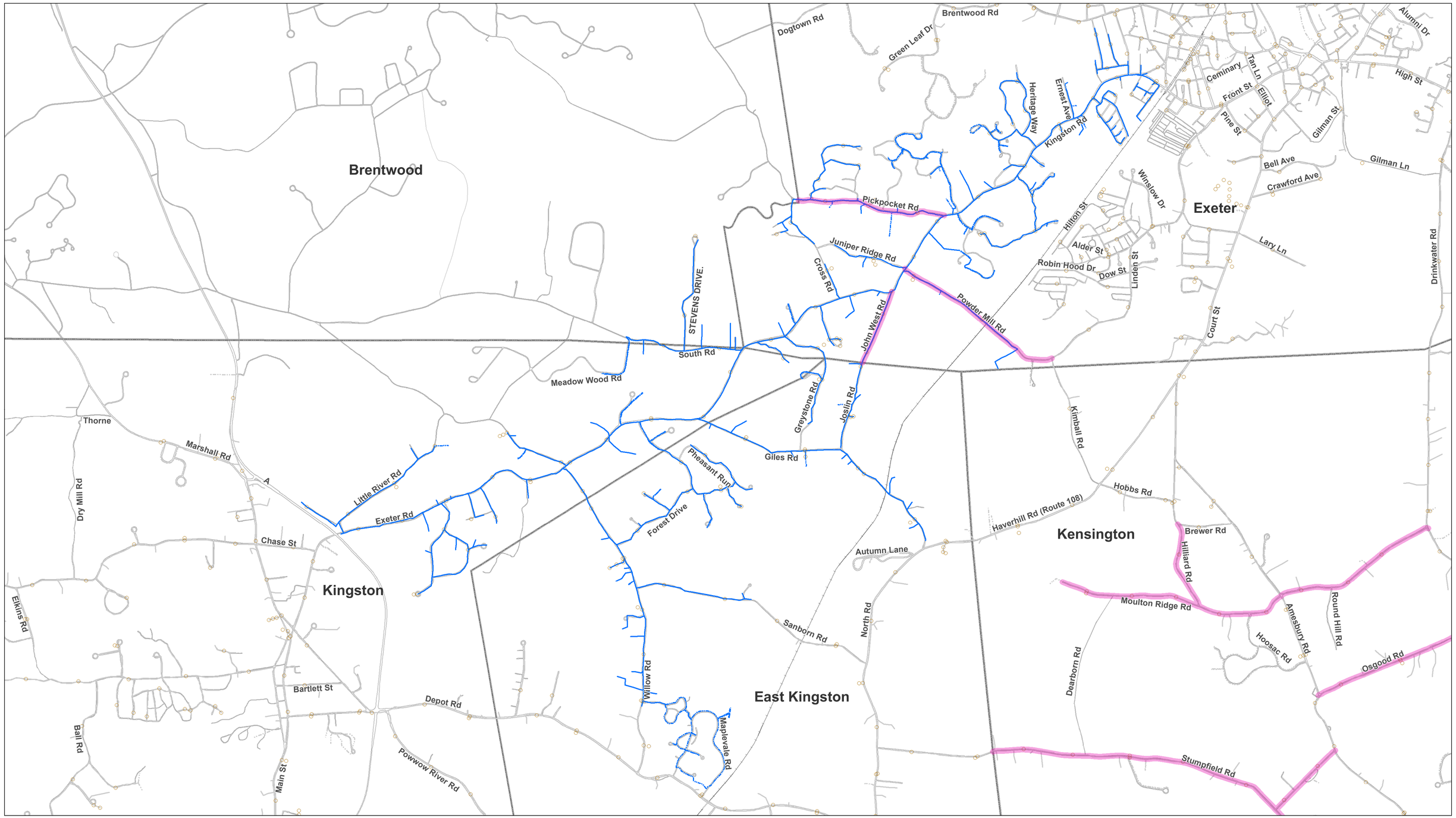
Circuit Number: 43X1 Scenic Road HTL Vendor: Asplundh Date: 01/20/2026

					SIZE CLASS Tree or Leader Removal											Unitil Use Only	
Street / Town	From Pole#	To Pole#	Phase	Species	<8-≥12"	<12-≥16"	<16-≥20"	<20-≥24"	<24-≥30"	<30"	Leader (Y)	Across Rd. (Y)	(M)aintained or (U)nmaintained	Defects	Comments	Approved for Payment? (w/e date)	Forestry Supervisor Initials
Powder Mill Rd / Exeter	18	19	1	ASH	2								U	Insect / Animal Damage	Codom small dead ash		
Powder Mill Rd / Exeter	20	21	1	ASH	2								U	Insect / Animal Damage	2 ash next to gas ROW		
Powder Mill Rd / Exeter	22	22-A	1	ASH	1								U	Insect / Animal Damage	Orange around		
Powder Mill Rd / Exeter	22	22-A	1	ASH		1							U	Insect / Animal Damage	Orange around		
Powder Mill Rd / Exeter	22	23	1	CHERRY	1								U	Dying / Dieback	Orange around		
Powder Mill Rd / Exeter	22	23	1	ASH			1						U	Insect / Animal Damage	Orange around		
Powder Mill Rd / Exeter	22	23	1	ASH				1					U	Insect / Animal Damage	Orange around		
				Maintained Totals:	0	0	1	0	0	0							
				Unmaintained Totals:	13	8	5	6	3	2							
				All Hazard Tree Totals:	13	8	6	6	3	2							

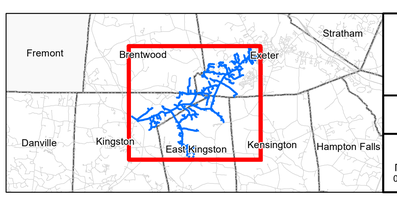
Distribution Hazard Tree Reporting Form

Circuit Number: 19X3 Scenic Roads HTL Vendor: Asplundh Date: 01/20/2026

					SIZE CLASS Tree or Leader Removal											Unitil Use Only	
Street / Town	From Pole#	To Pole#	Phase	Species	<8-≥12"	<12-≥16"	<16-≥20"	<20-≥24"	<24-≥30"	<30"	Leader (Y)	Across Rd. (Y)	(M)aintained or (U)nmaintained	Defects	Comments	Approved for Payment? (w/e date)	Forestry Supervisor Initials
Garrison Ln / Exeter	4	5	1	ASH	1								U	Insect / Animal Damage	White around		
Garrison Ln / Exeter	4	5	1	ASH		1							U	Insect / Animal Damage	White around		
				Maintained Totals:	0	0	0	0	0	0							
				Unmaintained Totals:	1	1	0	0	0	0							
				All Hazard Tree Totals:	1	1	0	0	0	0							



Scenic Roads
Pole
Primary OH Conductor
Primary UG Conductor



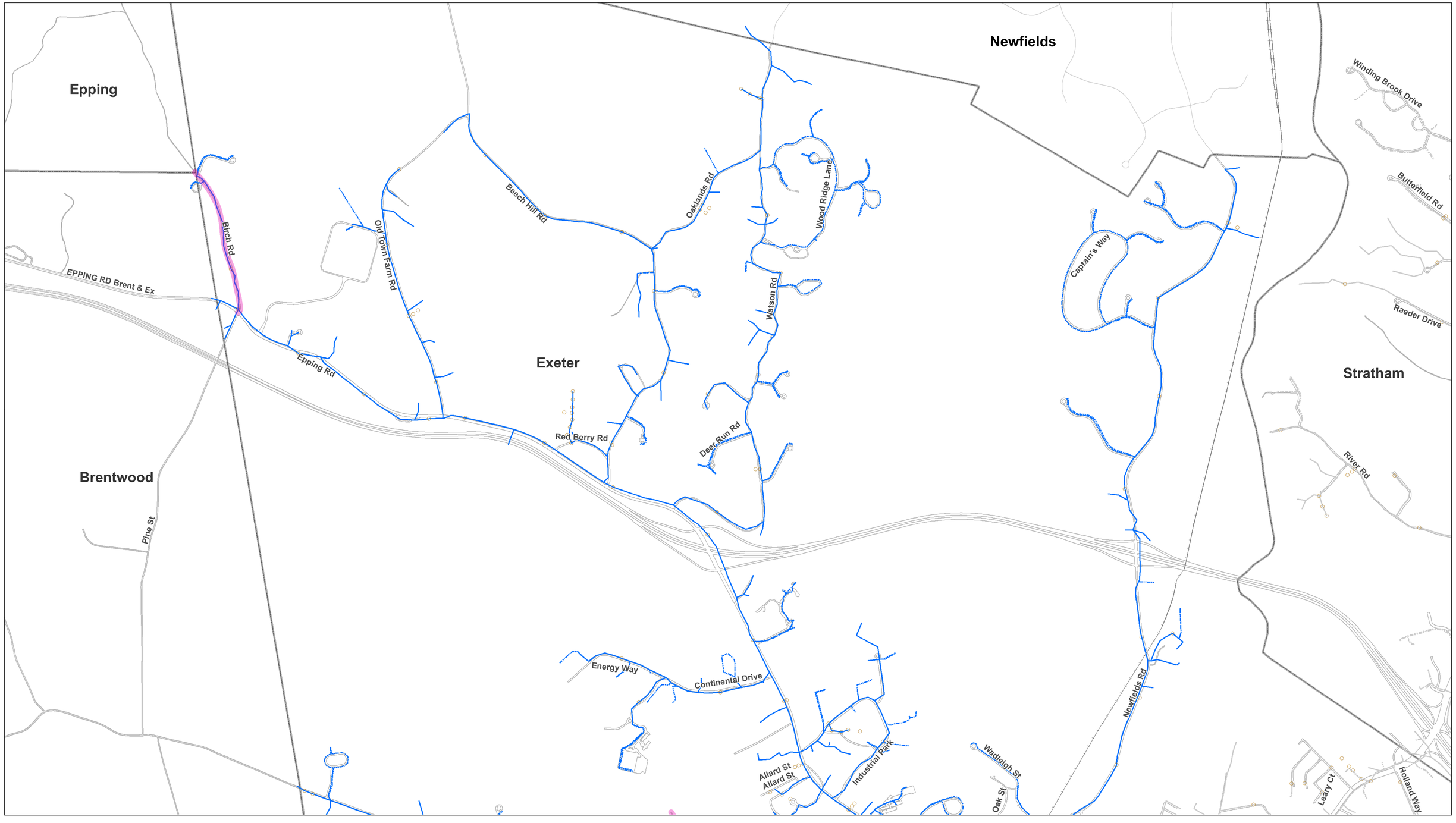
Electric Distribution System
E43X1 Scenic Road Map

Disclaimer: Unitil has prepared these maps based on best available information. The information provided is not warranted for accuracy and may be incomplete. Field verification is advised for all information shown on the maps.

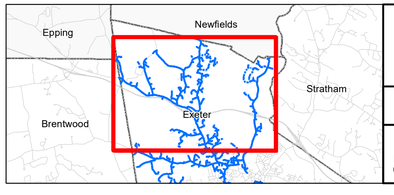
SCALE
0 900 1,800 3,600 Feet

DATE
1/7/2026

Unitil



Scenic Roads
Pole
Primary OH Conductor
Primary UG Conductor



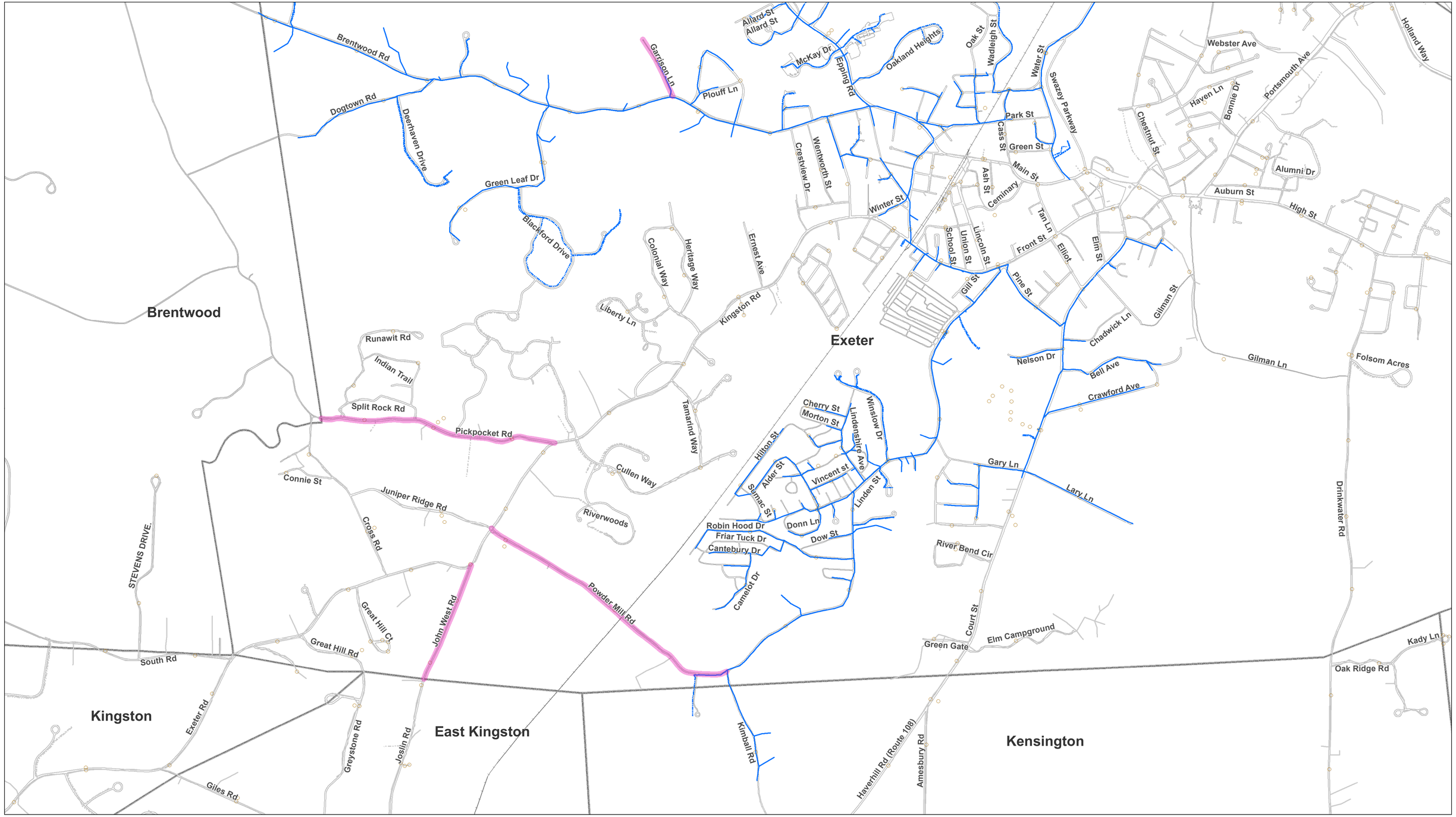
Electric Distribution System
E19X3 Map 1 Scenic Road Map

Disclaimer: Unitil has prepared these maps based on best available information. The information provided is not warranted for accuracy and may be incomplete. Field verification is advised for all information shown on the maps.

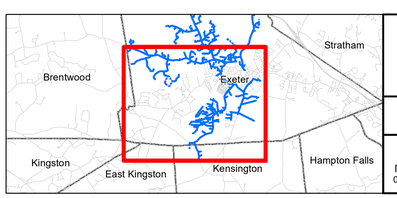
SCALE
0 550 1,100 2,200 Feet

DATE
1/7/2026

Unitil



Scenic Roads
Pole
Primary OH Conductor
Primary UG Conductor



Electric Distribution System
E19X3 Map 2 Scenic Road Map

Disclaimer: Unitil has prepared these maps based on best available information. The information provided is not warranted for accuracy and may be incomplete. Field verification is advised for all information shown on the maps.

SCALE
0 550 1,100 2,200 Feet

DATE
1/7/2026

Unitil

TOWN OF EXETER COMPLETE STREETS POLICY

PREAMBLE

Exeter's traditional New England community layout includes a downtown core centering on Water and Front Streets, residential neighborhoods in close proximity to downtown, town parks and conservation land, gateway business districts and rural highways connecting to neighboring communities including Portsmouth, Hampton, Newfields, Brentwood, and Stratham. Exeter is home to Phillips Exeter Academy, historic districts and individual historical and cultural sites foundational to the nation's history, and nature-based recreational opportunities like the Swasey Town Forest. The town is also served by the Amtrak Downeaster passenger rail service and the Cooperative Alliance for Seacoast Transportation (COAST) on-demand transit, allowing people of all ages and abilities to make trips around town and the region. Exeter's amenities and location make it an attractive place for families and households of all ages and abilities, and for multiple transportation modes.

Exeter's downtown and its in-town neighborhoods are largely walkable and connected by an extensive sidewalk network, which the town has incrementally expanded over many years. Town support for Complete Streets principles was made explicit in the 2018 Exeter Master Plan, and reiterated in Exeter's Bicycle and Pedestrian Master Plan adopted in 2025; both of which call for development of a town Complete Streets Policy. In addition to the call for a Complete Streets Policy, the Bicycle and Pedestrian Master Plan included recommendations for over 50 specific infrastructure and non-infrastructure projects to improve non-motorized safety and accessibility.

1. VISION AND INTENT

Streets and roadways in Exeter will be convenient, safe and accessible for travelers of all ages and abilities, including people walking, bicycling, driving, and riding public transportation.

The term "Complete Streets" means streets that are designed and operated to enable safe access for all users, so that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across streets and roadways.

The town's vision for Complete Streets is shaped by the Town Master Plan (2018), Bicycle & Pedestrian Master Plan (2025), and public engagement undertaken for the development of this Complete Streets Policy and the accompanying Complete Streets Design Guidelines. Public feedback received as part of all three of these planning processes strongly supported the idea that streets should support safe travel for residents and visitors, strengthen economic centers, and enhance neighborhood livability.

Key elements of the vision include:

- A network of walkable, connected neighborhoods
- A vibrant and accessible town center
- Safe, low-stress walking and bicycling corridors
- Streets that reflect distinct rural, suburban, and downtown character
- Incremental infrastructure investment that supports safety, economic vitality, long-term sustainability and resilience

While motor vehicles are anticipated to remain a principal mode of transportation in town, ensuring that people walking and bicycling can safely get where they need to go in Exeter is important and will yield broader benefits for the community, supporting economic vitality and quality of life for residents, visitors and businesses. People who need complete streets range from youth commuting to school, jobs and entertainment in town; to visitors coming to town to shop and dine; to older adults aging in place in their homes who need to reach the grocery store, library, downtown businesses, or doctor's offices.

The intent of this Policy is to formalize the strategic and comprehensive planning, design, operation and maintenance of Exeter roadways so that Complete Streets principles are able to be incorporated during eligible improvements and projects. These principles strive to provide the best possible combination of service, mobility, convenience, health, and safety while strengthening connection to civic life and essential destinations in Exeter.

All transportation infrastructure and street design and construction projects requiring funding (state, federal, private) or approval by the Town of Exeter shall adhere to the Town's Complete Streets policy. For projects inside the Town's boundaries but outside its jurisdiction, such as on a private development or at an education institution, the Town will advocate that the project comply with the Complete Streets Policy and interconnect with the existing multimodal transportation network.

CORE COMMITMENT

2. ALL USERS AND MODES

Exeter's transportation system will be designed, maintained and operated to the greatest extent possible to ensure and promote the safety, health, comfort and convenience of all users of all modes of transportation. These users include pedestrians, bicyclists, assistive mobility device users, public transit and paratransit riders, motorists, commercial vehicle drivers, emergency crews, and freight providers. Those who cannot drive private cars – including children, and many elderly, disabled or low-income residents – will have increased mobility, independence, and safety. The transportation system will contribute directly to the safety, health, economic vitality and quality of life of all Town residents and will promote access to multi-modal transportation for all.

3. ALL PROJECTS AND PHASES

All transportation and roadway projects, including municipal road repairs, upgrades and expansion projects on public right-of-way, and new private subdivision and commercial projects, are opportunities to incorporate Complete Streets principles in design and construction.

Complete Streets elements that anticipate future demand for walking, bicycling, transit and motorist uses will be integrated into the design of new, rehabilitated or reconstructed roadways and/or transportation infrastructure projects. Complete Streets may be achieved by incorporating single elements into a particular project or incrementally through a series of smaller improvements or maintenance over time.

The Town of Exeter will develop procedures to incorporate Complete Street elements in all transportation projects, including municipal road repairs, upgrades, or expansion projects on public right-of-way. The Town will approach every relevant project – transportation, public utilities, infrastructure, and public and private development – as an opportunity to improve public access and safety along Exeter's transportation network. The Town of Exeter, through collaboration with the appropriate Town boards, committees, and departments, will actively seek opportunities to repurpose rights-of-way to enhance interconnections for people walking, biking, or riding public transit.

Complete Streets principles shall be applied in all street construction, retrofit, and reconstruction projects except the following:

1. Where pedestrians and bicyclists are prohibited by law from using the facility. In this case, alternative facilities and accommodations should be provided within the same transportation corridor, and the ability to reasonably and conveniently cross the facility will be part of the facility design and construction.

2. Where existing right-of-way does not allow for the accommodation of all users. In this case alternatives shall be explored such as obtaining additional right-of-way, use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit vehicles and riders and persons with disabilities.

3. Where the cost of establishing walkways or bikeways or other accommodations would be disproportionate to the need, particularly if alternative facilities are available within a reasonable walking and/or bicycling distance.

4. Where application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety and increase risk of injury or death.

5. Where the construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses, including impact from right-of-way acquisition.

6. Ordinary maintenance activities designed to keep street and other transportation assets in serviceable condition or when interim measures are implemented on temporary detour or haul routes. However, all temporary detours shall comply with temporary traffic control requirements of the Manual of Uniform Traffic Control Devices.

7. Ordinary public works or utility maintenance activities, including, but not limited to: water, sewer and storm sewer main repairs; installation of new or removal of existing water or sewer service lines, installation or repair of fire hydrants, installation or repair of private utility fixtures.

Exceptions from the Complete Street Policy shall be reviewed by the Planning Board which will forward its recommendations to the Select Board with supporting documentation. Any exceptions must be approved by the Select Board, with documentation made publicly available.

BEST PRACTICES:

4. DESIGN

The Town of Exeter shall use the best and latest design guidance, standards, and recommendations to make Complete Streets improvements that are relevant, applicable, functional, and desirable. Design criteria shall not be purely prescriptive, but shall be based on the thoughtful application of engineering and design principles. References include, but are not

Relevant and updated documents and guidelines produced by relevant experts, including but not limited to:

- American Association of State Highway and Transportation Officials (AASHTO), Guide for Development of Bicycle Facilities, 5th Edition (2024)
- American Association of State Highway and Transportation Officials (AASHTO), Guide for the Planning, Design and Operation of Pedestrian Facilities, 2nd Edition (2021)
- Federal Highway Administration (FHWA), Small Town and Rural Multimodal Networks Design Guide (2016)
- FHWA Safe Transportation for Every Pedestrian (STEP) Studio: Tools for Selecting and Implementing Countermeasures for Improving Pedestrian Crossing Safety (2020)
- Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition (2023)

- United States Architectural and Transportation Barriers Compliance Board (the Access Board), Public Right of Way Accessibility Guidelines (PROWAG) (2024)
- United States Architectural and Transportation Barriers Compliance Board (the Access Board), Americans with Disabilities Act (ADA) Accessibility Standards (2010)
- Smart Growth America, Complete Streets Policy Framework (2023)
- The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, 3rd Edition (2025)
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013)

As design guidelines and best practices such as those listed above are updated, the most recent versions shall be referred to in place of older versions.

5. CONTEXT SENSITIVITY

Complete Streets elements included in the planning and implementation of roadway projects shall be applied in a manner sensitive to the context of the community's physical, economic, and social setting. This context sensitive approach seeks a balance between preserving and enhancing scenic, aesthetic, historical, community and environmental resources while improving safety, mobility, accessibility and infrastructure. It includes participation of those affected, and, as much as feasible, neighborhood-based community outreach and/or meetings on or near project sites. Balance is achieved through broad, active and innovative public outreach efforts early and continually, the application of flexibility through design, addressing all relevant modes of travel, and considering the community's goals, values and aesthetics at a level commensurate with project needs.

6. PERFORMANCE MEASURES

Established performance standards shall measure how well the street is serving all users. As better data collection evolves, so will the standards. Using existing baseline data, the following performance measures will be used to show progress. These include both Implementation Measures and Measures of Effectiveness:

Implementation Measures

- New and reconstructed pedestrian and bicycle facilities:
  - Feet of sidewalk
  - Feet of multi-use path
  - Feet of buffered on-street bicycle lanes
  - Number of sharrows
  - Number of crosswalk improvements (high visibility striping, signage, lighting).

- Number and percent of projects identified in Bicycle & Pedestrian Master Plan that have been implemented.
- Number of and reasons for approved exemptions from requirements of this policy
- Average time to complete snow removal from primary and secondary sidewalk networks following snow storms.

Measures of Effectiveness

- Pedestrian and bicycle volume counts to measure use of existing and improved routes. Conduct baseline counts then track changes in volume following completion of improvements.
- Vehicle speed counts in targeted corridors. Establish baseline speed data on targeted streets and track change as traffic calming strategies are incorporated.
- Crash incidence, particularly involving vulnerable road users. Track crash numbers, severity, locations and contributing factors such as speed and distraction.

7. IMPLEMENTATION

The Town of Exeter shall implement this policy in such a way that Complete Streets principles are fully integrated into routine transportation decision-making practices and processes. The following is the implementation plan:

1. Establish new or revise existing procedures, plans, regulations, policies, guidelines and other documentation to assure accommodation of all users in each project and to reflect current best practices in transportation design.
2. Encourage municipal staff and community leaders to attend training on Complete Streets principles and best implementation practices.
3. Establish and maintain an inventory of pedestrian, bicycle and transit infrastructure to assist with prioritization of improvement projects.
4. Promote project coordination among Town departments to encourage the most responsible and efficient use of resources for projects within the public way.
5. Consider capital planning and funding increases to encourage implementation of the Complete Streets Policy and projects identified in the Bicycle and Pedestrian Master Plan, and pursue outside federal, state and private resources.
6. Work with neighboring municipalities and relevant stakeholders as needed to improve interregional travel between Exeter and neighboring communities when Complete Streets improvements warrant such collaboration.
7. Engage residents, business owners and employees along targeted corridors to inform design priorities for complete streets improvement projects.

8. Provide public education on and enforcement of proper road use behavior for all users and all modes
9. Present a Progress Report to the Master Plan Oversight Committee, Select Board and Town Manager each year including performance measures outcomes and Complete Streets implementation successes.

Oversight responsibility: The Select Board and the Town Manager, in concert with other appropriate Town departments and committees, shall oversee implementation, establish reporting requirements, and review annual progress reports.

Exeter Complete Streets Design Guideline

PLANNING BOARD DRAFT 2/3/2026

Acknowledgements

Exeter Master Plan Oversight Committee

Martin Kennedy

Aaron Brown

John Grueter

Dave Sharples, Director of Planning & Sustainability

Steve Cronin, Director of Public Works

Prepared for

Town of Exeter

10 Front Street, Exeter, NH 03833

Prepared by

Rockingham Planning Commission

Scott Bogle, Principal Transportation Planner

Mikayla Jerominek, Regional Planner

Mike Packer, GIS Specialist

Table of Contents

Maps

Glossary of Acronyms

5Es	Engineering, Encourage, Education, Enforcement, Evaluation
ADA	Americans with Disabilities Act
CIP	Capital improvement Program
CMS	Cooperative Middle School
EHS	Exeter High School
MPOC	Master Plan Oversight Committee
MUND	Mixed Use Neighborhood Development
MUTCD	Manual of Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
PROWAG	Public Right of Way Accessibility Guidelines
RPC	Rockingham Planning Commission
RRFP	Rectangular Rapid Flashing Beacon
SS4A	Safe Streets and Roads for All
TAP	Transportation Alternatives Program

Introduction

In 2025 the Town of Exeter adopted its first Bicycle and Pedestrian Master Plan. Among the key recommendations of the Master Plan was that the town develop a Complete Streets Policy and set of Complete Streets Design Guidelines. A Complete Street Policy represents Exeter's commitment to considering the safety and access needs of all road users when making improvements to existing infrastructure or building new projects. It also encourages street design that supports surrounding land use and transportation context.

These Design Guidelines are intended to work in tandem with Exeter's Complete Streets Policy to provide a consistent framework for designing, retrofitting, and evaluating streets so they safely accommodate all users, regardless of age, ability, or travel mode.

This document draws upon best practices from national and state transportation agencies while tailoring strategies to the scale, character, and goals of Exeter. While each street is unique, the guidelines are intended to create a foundation for predictable design and long-term investment for safe accommodation of all road users.

What are Complete Streets?

Complete Streets are streets designed and operated to enable safe, comfortable, and convenient travel for everyone, regardless of age, ability, or how people get around. This includes pedestrians, bicyclists, motorists, transit riders, emergency responders, freight operators, and people of all ages and abilities.

A Complete Street is not a one-size fits all prescription. A complete street will look different in Boston or Brentwood than in Exeter; and within Exeter, 'completeness' looks different on Water Street than Portsmouth Avenue, Washington Street or Drinkwater Road. Rather than following a single template, Complete Streets are context-sensitive. Their design responds to land use, expected vehicle mix and travel speeds, likelihood of pedestrian and bicycle activity, and local community vision. Depending on this mix of factors, different types of streets should incorporate a range of design elements to safely accommodate all users. These elements may include sidewalks, widened shoulders, side paths, buffered bicycle lanes, curb extensions, crossing safety improvements such as flashing beacons, median islands, wider or narrower lanes, traffic calming devices, street trees, benches, etc. The mix of design elements corresponds to the safety and access needs of mix of users prioritized for each different street type.

This guide outlines a series of street design recommendations for Town staff, residents and consultants to consider when working in the public right of way. The intent is to provide flexible guidance for accommodating and balancing needs of multiple users of town roadways when making investment and design decisions.

Benefits of Complete Streets

Complete Streets create wide-ranging benefits including:

- **Safety:** Reduced crashes and safer environments for all users.
- **Economic Vitality:** Increased foot traffic and support for local businesses.
- **Accessibility:** Ensuring residents and visitors can get where they need and want to go in town, regardless of age, disability or access to a private automobile.
- **Public Health:** More opportunities for active transportation.
- **Mobility:** Manage congestion and ensure safe freight access
- **Environmental Sustainability:** Reduced greenhouse gas emissions and stormwater improvements.

Nearly 28% of daily trips in the U.S. are less than a mile long – a distance easily covered on foot or by bicycle. To the extent our roads can be designed or redesigned such that people feel safe walking or bicycling to work, to school, to the grocery store or the town recreation center, many trips can be converted from driving to other modes; with benefits in traffic congestion, parking availability, air quality and health. The community survey conducted for Exeter's Bicycle and Pedestrian Master Plan in 2023 garnered over 880 responses, of which 82% indicated they would be more likely to walk and/or bicycle with access to more traffic separated biking/walking paths.

> *A Complete Streets policy can give the Town guidance around planning and implementing walking and biking infrastructure… By thinking holistically about mobility, roadways become safer.*
>
> *- Exeter Master Plan (2018)*

Vision for Complete Streets in Exeter

The town's vision for Complete Streets is shaped by the Town Master Plan, Bicycle & Pedestrian Master Plan, and public engagement undertaken for the development of Complete Streets Policy and these Design Guidelines. Streets should support safe travel for residents and visitors, strengthen economic centers, and enhance neighborhood livability.

Key elements of the vision include:

- A network of walkable, connected neighborhoods
- A vibrant and accessible town center
- Safe, low-stress walking and bicycling corridors
- Streets that reflect distinct rural, suburban, and downtown character
- Incremental infrastructure investment that supports safety, economic vitality, long-term sustainability and resilience

Components of Complete Streets

Roadside Zone Elements

The roadside zone includes everything between the curb and building frontage, including elements highlighted below. Each of these are also discussed in the Exeter Bicycle & Pedestrian Master Plan:

- **Sidewalks** – Sidewalks are spaces for walking, window-shopping, sitting or socializing that are separated from vehicle traffic by some combination of curb, planted buffer strip, and on-street parking. Sidewalks can be made of concrete, asphalt, or brick; and should be a minimum of five feet, and up to 20 feet in some contexts such as to allow outside dining areas.
- **Traffic Separated Multi-Use Paths** – Multi-use paths are similar to sidewalks in being horizontally and vertically separated from automobile traffic, but are wide enough to accommodate bi-directional bicycling and walking traffic. With growing driver distraction, larger vehicles and higher traffic speeds there is growing public demand for traffic-separated bicycling facilities.
- **Street Furnishings** – Streetscape elements like trees, lighting, benches play an important role in creating a safe and inviting environment for pedestrians. Lighting at crosswalks is especially critical to ensure drivers see people in crosswalks or waiting to cross. Mature trees provide shade, offsetting summertime heat for pedestrians and making downtown streets more attractive for shoppers and other road users. Benches offer respite for anyone walking, and especially older adults and young families.
- **Stormwater Features** – While rainwater on a rural highway will drain to the shoulder and be absorbed into the ground, adding curbing for vertical separation between roadway and sidewalk introduces the need for drainage infrastructure to manage stormwater. This can include connections to existing town-wide storm drain network, or other strategies like permeable pavement and bioswales.
- **Bicycle parking and amenities** - It is important to have a secure place to park bicycles as part of encouraging bicycle transportation. Racks should be placed near the entrance of buildings and parks. Given width constraints that limit dedicated bicycle lanes in Exeter's downtown, providing racks at entrances to downtown would encourage bicycling for utilitarian trips, whether to shop, eat, or visit the library or park. Covered bicycle parking area is preferred, as well as amenities like self-serve bicycle maintenance stations.
- **Transit Stops and Shelters** – In communities served by fixed route public transportation, a complete streets design treatment will often include transit shelters paired with pull-outs allowing cars to pass buses at regular stops. Exeter is not currently served by fixed route transit, though this should be considered as a future scenario in planning for major corridors.

Components of Complete Streets

ADA and Accessibility Considerations

Ensuring accessibility for all users is a fundamental principle of Complete Streets. The Americans with Disabilities Act (ADA) sets out principles for universal design of streets to ensure they safely accommodate travelers regardless of not just travel mode but also mobility limitations. A companion document to the ADA is the Public Rights of Way Accessibility Guidelines (PROWAG), produced by the United States Access Board, which provides a framework for designing inclusive public spaces. Design and operating considerations emphasized under the ADA and PROWAG, and required when streets are altered, include:

- Sidewalk curb ramps with compliant slopes at all intersections.
- Tactile strips to provide detectable warning at curb ramps.
- Minimum clear areas and passing areas on sidewalks and median refuge islands.
- Maximum slopes including ≤5% for longitudinal/running slope and ≤2% cross-slope.
- Accessible pedestrian signals with audible and vibrotactile features.
- Accessible parking spaces with proper sizing, slopes and signage, including spaces sized for accessible vans.
- Timely snow removal from sidewalks for equitable access.

Roadway Zone Elements

The roadway zone includes travel and operational areas. Each of these are also discussed in the Exeter Bicycle & Pedestrian Master Plan:

- **Travel lanes** – The travel lane is the portion of the road that carries vehicles, whether cars, trucks, buses and in many cases bicycles. The width of the travel lane is a key factor that influences vehicular speed. Per the Institute of Traffic Engineers (ITE), roads with speeds below 35 mph are usually suitable for 10’ travel lanes depending on truck traffic volumes. On narrower suburban or rural roads such as most in Exeter, an effective traffic calming strategy is visually narrowing the road by striping narrower travel lanes.

Components of Complete Streets

Roadway Zone Elements - Continued

- **Marked Bicycle Lanes** – Marked bicycle lanes designate a specific space for bicycling on a roadway, though without vertical physical separation. These are often marked with a single line of paint and stencils, though can be "buffered" with a wider painted horizontal separation. These are an improvement over having no dedicated space for bicycling, though offer no protection from a vehicle veering into the lane. If placing a bicycle lane next to parallel parking it is critical to provide a door zone buffer area to reduce the likelihood of bicyclists being hit by drivers opening their car doors into traffic.
- **Sharrows** – Shared-lane marking arrows, or "sharrows" are road markings used to indicate a travel lane where inadequate space exists to the right of traffic for people on bicycles to ride. The sharrow puts motorists on notice to expect bicyclists in the lane. Sharrows are not appropriate for roads with speeds over 30mph and should not be considered a substitute for bike lanes unless there is inadequate space for a designated bike lane. They should be accompanied by Bikes May Use Full Lane signs and a community outreach effort to remind drivers of bicyclists' right to use the travel lane.
- **On-street parking** – On-street parking meets some of the parking need for adjacent land uses, whether on residential streets or in the downtown. It can have benefits for bicycle and pedestrian safety in creating a buffer between automobile travel lanes and adjacent sidewalks, bicycle lanes or multi-use paths; and has a traffic calming effect by typically narrowing travel lanes and increasing driver focus. A key design consideration is minimizing the potential for "dooring" of passing cyclists as parkers exit their vehicles.
- **Median Refuge Islands** – Median refuge islands are vertically separated spaces at the center of wider multi-lane arterial road that offer shelter to pedestrians if they are unable to cross the entire street in a single walk signal cycle. They are particularly beneficial for pedestrians with limited mobility, whether older adults, people with disabilities, or families with children who may need more time to cross wide streets.

High visibility crosswalk markings installed on Front Street in 2023

- **Marked Crosswalks** - A marked crosswalk signals to motorists that people frequently cross at that location, and that they are required to slow down and yield to people in the crosswalk. How a crosswalk is painted and marked makes a big difference in how visible it is to oncoming vehicles. The Continental/Longitudinal Bar striping pattern is highly visible and has become the standard in Exeter. Visibility should be increased with lighting and signage at the crosswalk,

and potentially additional markings such as advance warning signage, sharks teeth pavement markings, and rectangular rapid flashing beacons (RRFBs). In placing sidewalks it is critical to consider factors such as sight lines, lighting and crossing length.

Traffic Calming Strategies

- **Narrower lane widths.** The width of the travel lane is a key factor that influences vehicular speed. On narrower suburban or rural roads such as most in Exeter, an effective traffic calming strategy is visually narrowing the road by striping narrower travel lanes. Lanes can be narrowed by vertical barriers as well, whether on-street parking or curbing.
- **Curb extensions (bulb-outs) -** In environments with sidewalks, traffic calming can be achieved with curb bulb-outs, where curbing is used to physically narrow the roadway, particularly at crossing points. This has the double benefit of shortening the crossing distance for pedestrians at crosswalks.
- **Speed humps and tables –** These are longer and flatter than traditional speed bumps, designed to slow vehicles on residential or in-town streets by forcing a gradual reduction in speed. The longer design makes them more compatible for emergency vehicles and snow plows than older style speed bumps. Exeter has installed a speed table at Lincoln Street School
- **Chicanes and curves** – Another strategy to slow traffic is to introduce artificial curves in travel lanes on an otherwise straight road, forcing drivers to slow down and concentrate to navigate these features. Strategies include center islands or alternating bulb outs.
- **Roundabouts –** Roundabouts are circular intersections where traffic flows in a counter-clockwise direction and entering traffic is forced to slow-down and yield to vehicles already in the intersection, resulting in fewer severe crashes than a signal or stop-controlled intersection. This said, the consistent flow of traffic, where cars are not required to stop by a signal or stop sign, requires special design attention to ensure safe pedestrian and bicycle accommodation.
- **Speed Feedback Signage** – Speed feedback signs show the posted speed limit but also feature a radar unit which displays the speed of oncoming vehicles to alert drivers to their actual speed and the posted speed limit. These work best if they flash or provide a SLOW DOWN message if drivers exceed a preset speed threshold.
- **Tightening Intersections** – The design of an intersection influences vehicle speed as drivers navigate a turn. Where slower vehicles speeds are desired, especially in downtowns and neighborhoods, intersections should be designed or redesigned to force drivers to slow down to make their turn. This can be accomplished by converting acute angle intersections to right angles, and tightening the radius at right angle intersections – especially where truck access is not a major design consideration. This also has the benefit of shortening pedestrian crossing distances.

Note that some of these strategies add challenges for winter maintenance, requiring additional labor to clear snow. Decisions on whether and where to use them should factor this in, and implications for time required to fully clear facilities after storms.

Complete Streets Challenges

Implementing a Complete Streets approach to transportation network planning can be a challenging transition for any municipality, and this is compounded in smaller communities in New Hampshire. Some factors in this include the following

- Auto oriented roadways – For much of the last 75 years, streets and roadways in the U.S. have been designed and built primarily for automobiles, and primarily to allow automobiles to move as quickly as possible. Some will argue that roads are built to serve cars because they are funded by fuel taxes, but many local roads, especially in New Hampshire, are funded with local property taxes which are paid by residents regardless of how they get around. Cars and trucks have become our principal form of transportation in part out of convenience, and more recently this has been reinforced by safety concerns about walking and bicycling on roads with higher traffic volumes, higher speeds, larger vehicles and more distracted driving.
- Main Street as State Highway – A challenge for smaller communities is where main streets also serve as state highways, needing to serve as both pedestrian friendly business districts and through roads. In Exeter's case NH Route 101 functions to as an east-west bypass, while NH101 in combination with NH 125 and I95 serve as north-south bypasses for regional trips that would have passed through downtown in earlier decades. The presence of these other options for through trips helps make the case for prioritizing slow speeds and pedestrian and bicycle orientation in the town center and connecting routes.
- Adequate Right of Way - Adding dedicated bike/ped usually requires widening roadways, and in older communities like Exeter, lack of public right of way can be a problem. Smaller communities tend to be reluctant to use eminent domain to secure right of way; so assembling adequate width for improvements is at best time-consuming and often challenging or prohibitive depending on abutters willingness to grant or sell easements. Town support for acquiring easements will be important.
- Climate and maintenance – Winter snow adds maintenance challenges for pedestrian facilities that aren't faced by towns in the south. Still, Exeter's Department of Public Works and their counterparts in communities that get more snow than the NH Seacoast have developed effective strategies for maintaining not just sidewalks and multi-use paths but bump-outs, pedestrian islands, and speed tables such as installed on Lincoln Street
- Lack of Other Transportation Options – Communities that lack fixed route transit have a heightened need for safe pedestrian facilities, as residents without cars may need to walk substantial distances on relatively high stress roads to reach employment and other destinations.
- Funding – Exeter has been very effective at securing federal funding for bicycle and pedestrian safety improvements through the Transportation Alternatives Program (TAP) and other sources. While still available, these programs have increasingly long timelines and cumbersome administrative requirements. Local investment can be the most timely and cost-effective approach to implementing projects.

Street Typology

Street design must respond to context. Exeter's Complete Streets Typology classifies streets into six primary types. The descriptions of these types make up the balance of the Design Guidelines Book. The section for each type includes a map of included streets and roads, target speeds and traffic volumes appropriate to each type, modal priorities, recommended design elements, and illustrations of street profile scenarios based on specific streets in Exeter.

Neighborhood Streets

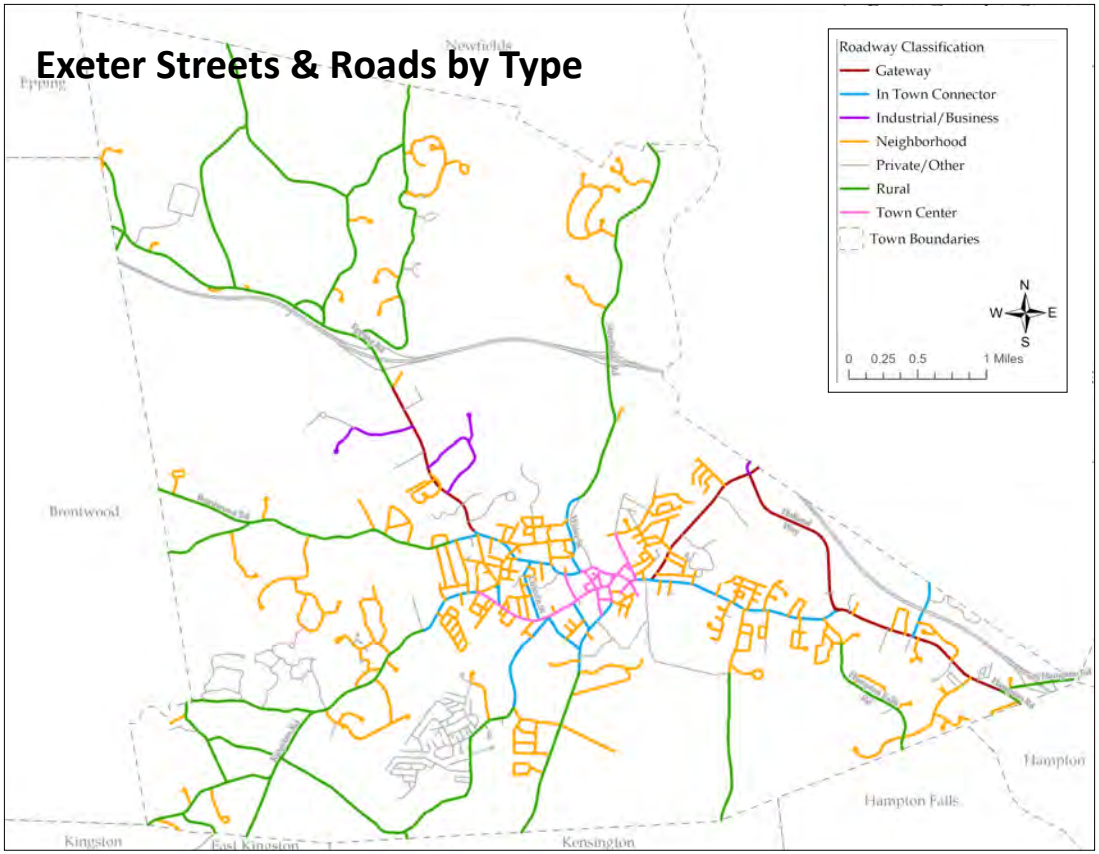
Town Center Streets

In-Town Connector Streets

Gateway Streets

Business & Industrial Access Roads

Rural Roads



Modal Priorities

Adjacent land uses determine the types of trips and activities likely to be prevalent on a given street or road. This in turn should shape the priority given to different uses and users of the street or road in designing its features. As an example, on-street parking is more important in the town center and neighborhoods than it is on Rural Roads. Foot traffic is key to the vitality of restaurants and retail shops, so pedestrian access is a high priority in a downtown area. The discussion of each street type includes recommended prioritization of four street uses: Automobiles, Pedestrians, Bicyclists and Parking.

Neighborhood Streets

Description

Neighborhood Streets serve residential areas and prioritize walking, bicycling, and local access. Speeds are low, typically 20–25 mph, and traffic volumes are modest unless a neighborhood street serves as a cut-through route. Sidewalks are beneficial, but not necessary on most residential streets. Widths should be limited to promote lower traffic speeds. Exeter has begun taking steps to narrow pavement in neighborhood such as Westside Drive where streets were exceedingly wide as originally designed and promote inappropriately high speeds.

Washington Street

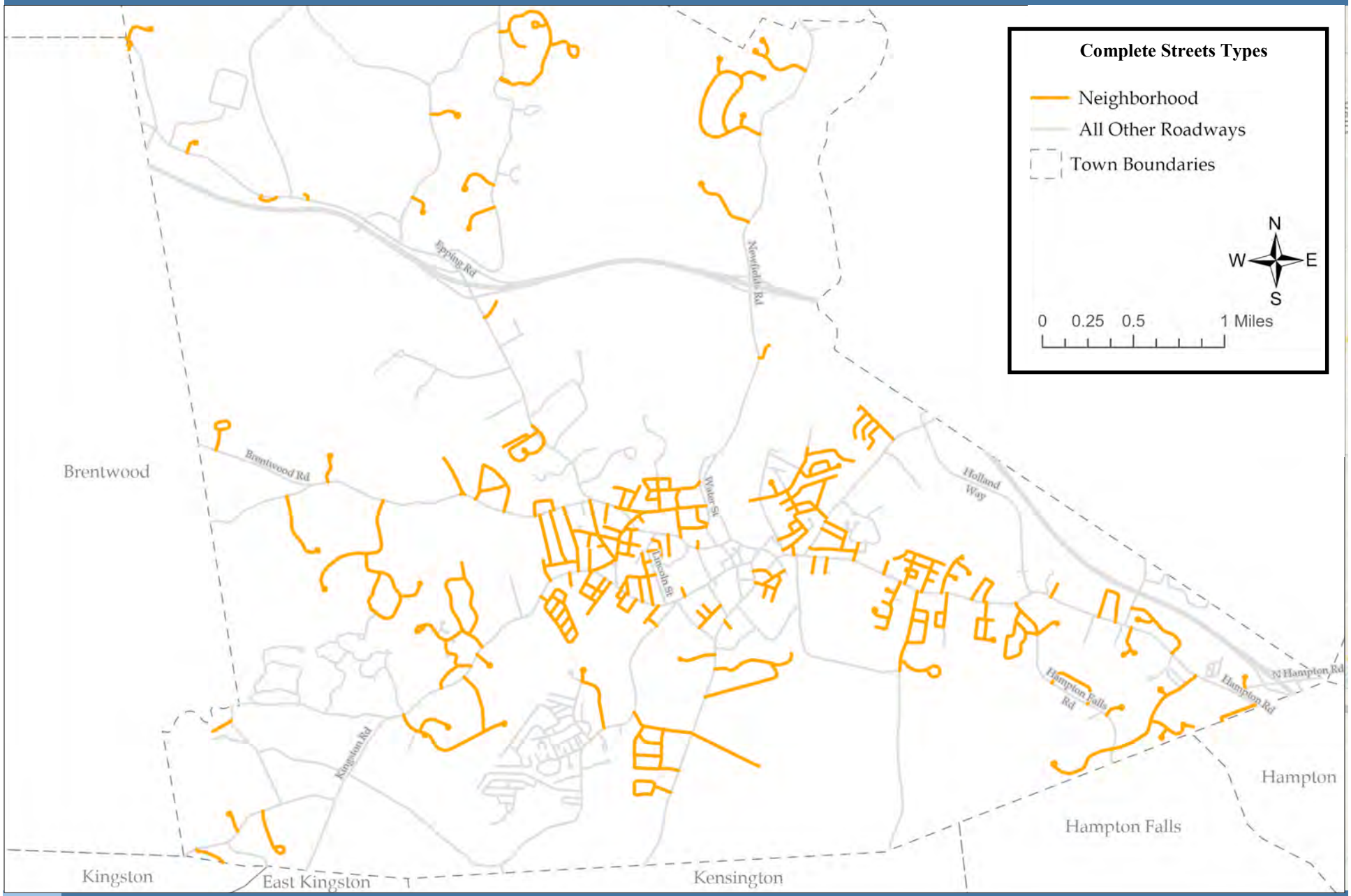
Vision for Neighborhood Streets

Neighborhood Streets should:

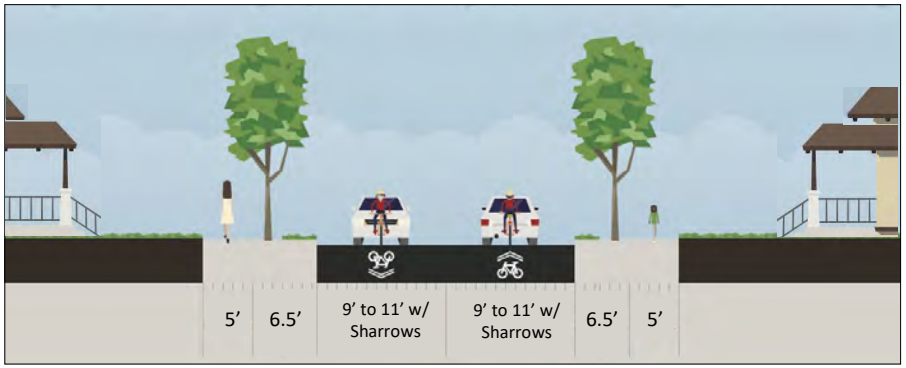
- Promote safety and livability
- Create comfortable walking routes
- Support low-stress connections to parks, schools, and other community destinations
- Use context-sensitive traffic calming

Towle Avenue

Exeter's Neighborhood Streets

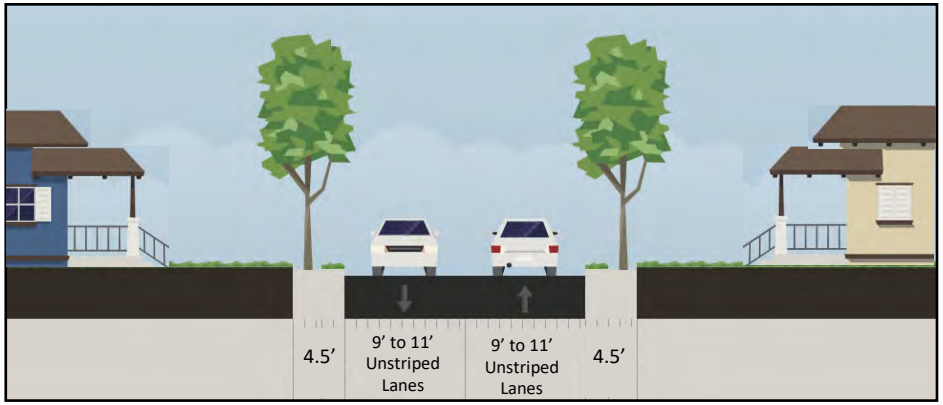


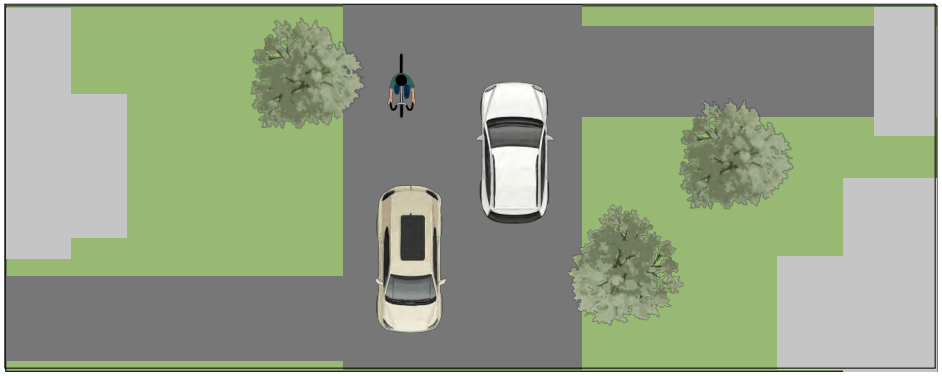
Neighborhood Street: Existing Conditions & Concepts for Redesign



Neighborhood Street with sidewalks and shared lane markings

Neighborhood Streets in Exeter can include a variety of pavement widths depending on when the neighborhood was built. Streets in neighborhoods developed in the late 1800s and early 1900s often have narrow pavement width but include sidewalks and in some cases buffer strips between road and sidewalk. Washington Street and Union Street are examples from this era. Mid-20th century, post-WWII neighborhoods such as Towle Avenue or Haven Lane often lack sidewalks and also have narrow overall pavement width. Later neighborhoods from the 1980s-2010s such as Westside Drive frequently have very wide spans of pavement of 40’ and greater, sometimes with sidewalks and sometimes without. Sidewalks are not essential for a low-speed, low traffic volume street like Towle Avenue to feel safe for walking and bicycling. Higher volume residential streets that are used as cut-through routes, like Washington Street, Winter Street, or Jady Hill Avenue, straddle the line between Neighborhood Streets and Connector Streets. For these streets sidewalks are especially important and shared lane markings (sharrows) may be appropriate. On-street parking on Neighborhood Streets serves as an ad-hoc traffic calming measure. Neighborhood Streets should avoid centerlines and striped shoulders which tend to serve as visual cues for higher vehicle speeds.





Lower volume Neighborhood Street without sidewalks

Neighborhood Street: Street Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	N/A	Narrow pavement widths and on-street parking calm traffic	On-street parking (typically unstriped), street lighting (particularly at crossings), street trees	N/A
Appropriate in Some Circumstances	Sidewalks, sharrows	Curb extensions/ bulb-outs, raised speed reducers, chicanes	Curb, planting strip	N/A
Not Required	Sidepath, buffered bike lane, separated bike lane, bike racks	Mid-block crosswalk, pedestrian refuge islands	Striped shoulders	Loading zones
Not Appropriate	N/A	N/A	Median	Evacuation routes, truck routes, centerline striping

West Side Drive

Functional Class: Local
Target Speed: 20-25 mph

Priority of Uses: 1) Pedestrians, 2) Bicycles, 3) Parking, 4) Automobiles

On Street Parking: Yes, typically unmarked

Lanes & Widths: Maximum two lanes, not typically striped. Lane width 10' or less

Sidewalk: Usually only one side, none in low volume mid-century neighborhoods

Traffic Separated Bike Lane or Side Path: No

Shoulder Bike Lane: No

Sharrows: Typically not needed with exceptions of streets used as cut-throughs

Centerline or Median: No

Traffic Calming: Narrow Lanes, Potential Curb Extensions or Speed Tables if desired to limit cut-through traffic

Town Center Streets

Description

Town Center streets serve the historic and commercial core of Exeter. They carry a mix of users, including pedestrians, bicyclists, and slow-moving vehicles coming into town for shopping, restaurants, other services or community destinations like the public library, town hall or the town recreation center. An attractive and low stress walking environment is critical to the success of downtown businesses. While Exeter's town center streets largely lack adequate width for dedicated bicycle lanes, a combination of narrow travel lanes, on-street parking, and high likelihood of cars pulling out of parking stalls, opening car doors and pedestrians in crosswalks force most drivers to slow down in these areas. Posted speed limit is 25 mph. A safe and attractive pedestrian environment is a particular priority in the town center.

Vision for Town Center Streets

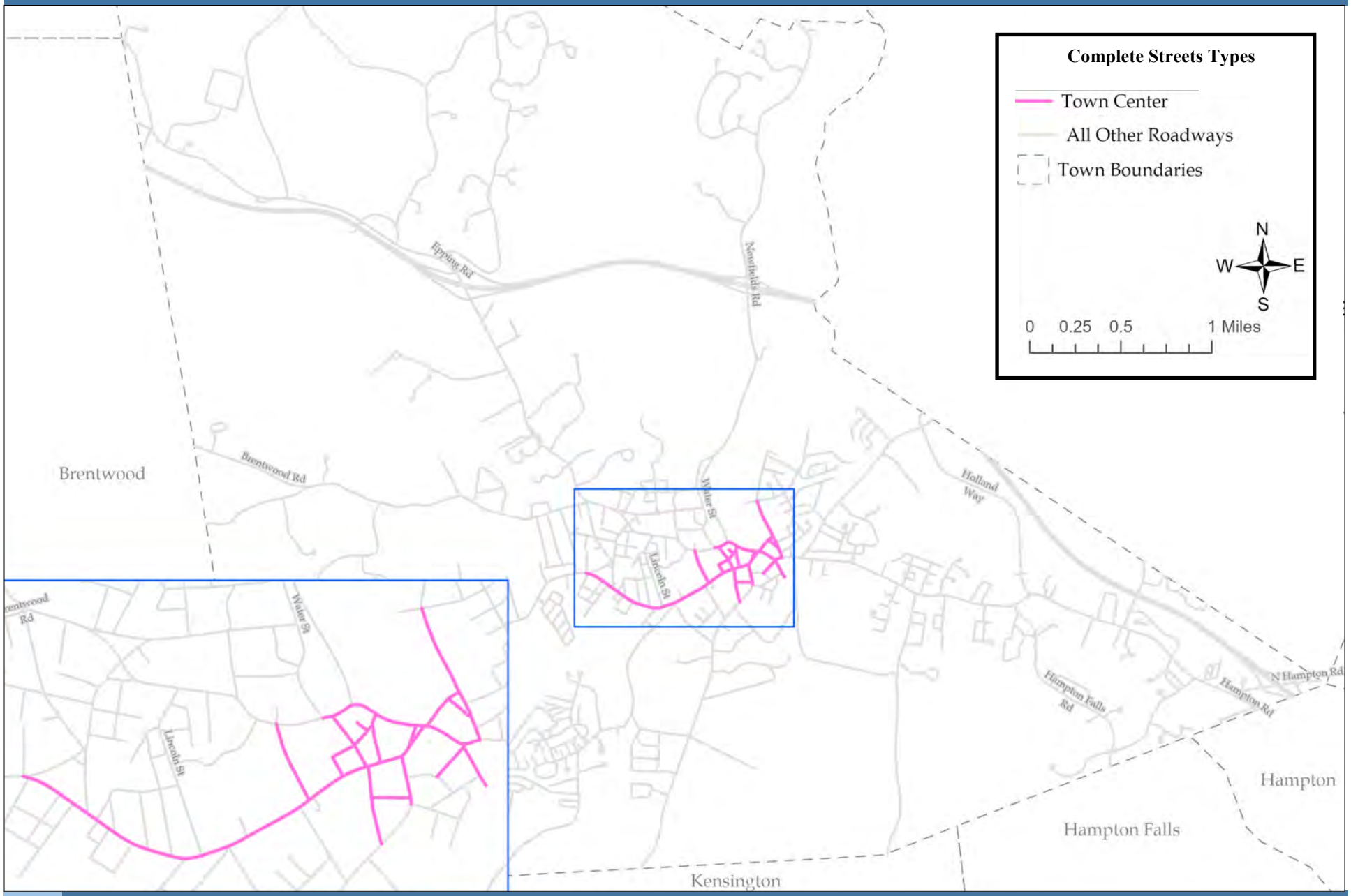
Town Center streets should:

- Support economic activity
- Encourage walking and lingering
- Integrate placemaking features like benches, wayfinding and street trees
- Provide for bicycle safety, while recognizing that most streets in Exeter's town center are too constrained to retrofit with dedicated bicycle facilities.

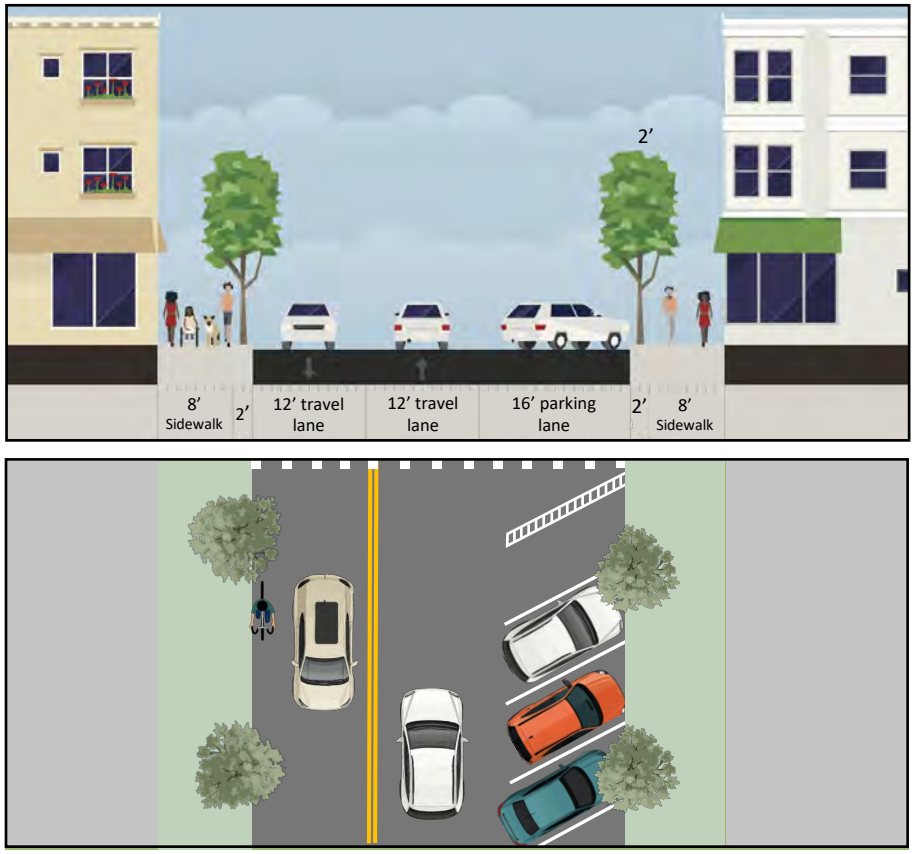
Water Street Looking West

Front Street at Phillips Exeter Green

Exeter's Town Center Streets



Town Center Streets: Existing Conditions & Concepts for Redesign



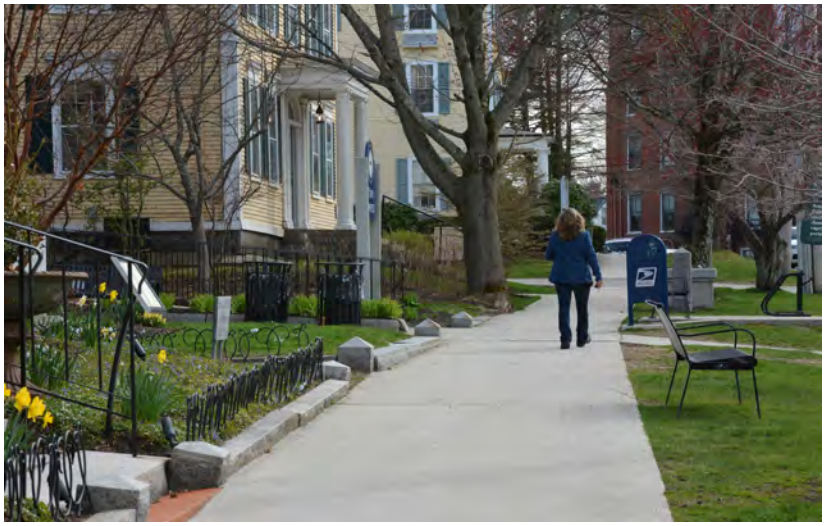
Existing conditions on Water Street east of Center Street

Exeter has made significant investments in recent years in its downtown sidewalk system, replacing older asphalt sidewalks with concrete, upgrading ADA tip-downs and tactile plates at crossings, and adding a bump-out at one key crossing point. Street trees add to the pleasant walking atmosphere. The angled parking on Water Street between Front Street and Swazey Parkway creates a high stress environment for bicycling, but inadequate right of way exists to add dedicated bicycle lanes. Opportunities to improve safe interactions between motorized and non-motorized users include adding sharrows and “Bikes May Use Full Lane” signs where bicycle lanes won’t fit, higher visibility crosswalks with improved lighting, warning signage and in some cases bump-outs and flashing beacons at crossing points. In some locations uneven brick and sloped concrete sidewalk areas create accessibility problems that should be addressed.

Concept for pedestrian crossing and bicycle improvements

Town Center Streets: Street Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Sidewalks, Bike Racks	Narrow Lanes	Curb, Street Lighting (particularly at crosswalks), On-Street Parking, RRFBs, Street Trees, Benches	N/A
Appropriate in Some Circumstances	Sharrows, Bike Lanes, Buffered Bike Lanes, Bike Maintenance Stations	Mid-Block Crosswalks, Curb Extensions/ Bulb-outs, Raised Speed Reducers, Pedestrian Refuge Island, Bus Shelter	Planting Strip	Loading Zones
Not Required	Sidepath, Separated Bike Lane	Bus Pull Off	Striped Shoulders	N/A
Not Appropriate	N/A	Chicanes	Median	Evacuation Routes, Truck Routes



Front Street at Exeter Town Offices

Functional Class: Minor Arterial

Target Speed: 20-25 mph

Priority of Uses: 1) Pedestrians, 2) Parking, 3) Automobiles, 4) Bicycles

On Street Parking: Typically

Lanes & Widths: 2 lanes, generally no striped shoulders defining width

Sidewalk: Usually two sides

Traffic Separated Bike Lane or Side Path: Ideal, but width generally not available

Shoulder Bike Lane: Where right of way is available

Sharrows: Usually most viable solution in Exeter Town Center

Centerline or Median: No

Traffic Calming: Narrow Lanes, Potential Curb Extensions

In-Town Connector Streets

Description

In-Town Connectors link residential areas with the town center, schools, and parks. These streets see higher traffic volumes but must remain multimodal. Connectors typically serve as transition zones where rural highways enter more densely developed areas of town, so traffic along outer portions of connector roads tends to be higher speed and come down as it approaches downtown. These transition zones see a significant percentage of auto crashes involving pedestrian and bicyclists, so street design should provide protected facilities for bicycling and walking, ideally separated from the roadway by planted buffers. Visual cues like speed feedback signs remind drivers they are coming into the town center and high likelihood of people walking and bicycling along and crossing the street. Wayfinding signage is appropriate here to direct people entering the downtown or headed for community facilities like parks and recreation centers.

Vision for In-Town Connector

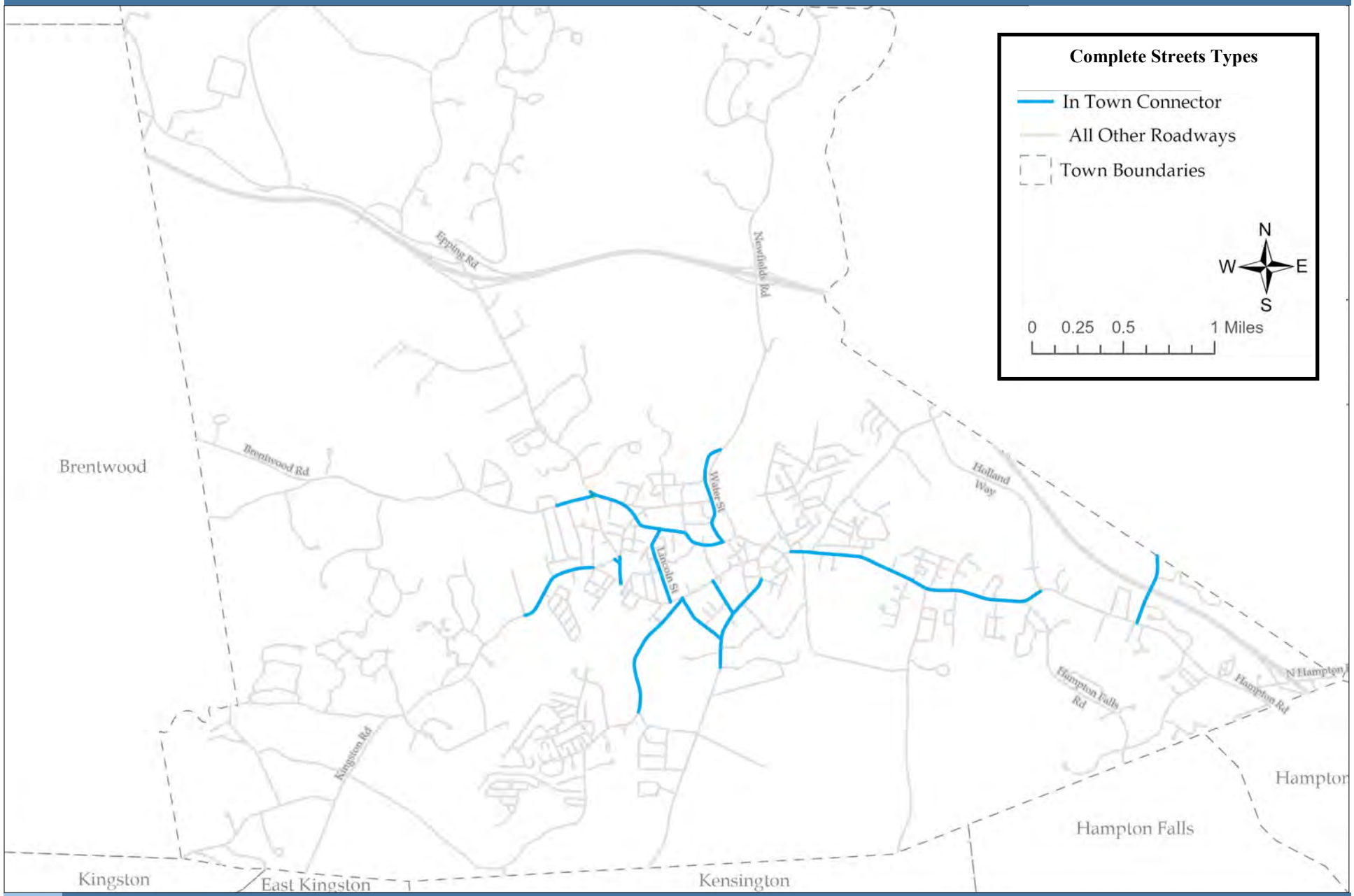
These corridors should:

- Provide continuous bike lanes or shared-use paths
- Ensure safe pedestrian crossings
- Balance throughput with safety

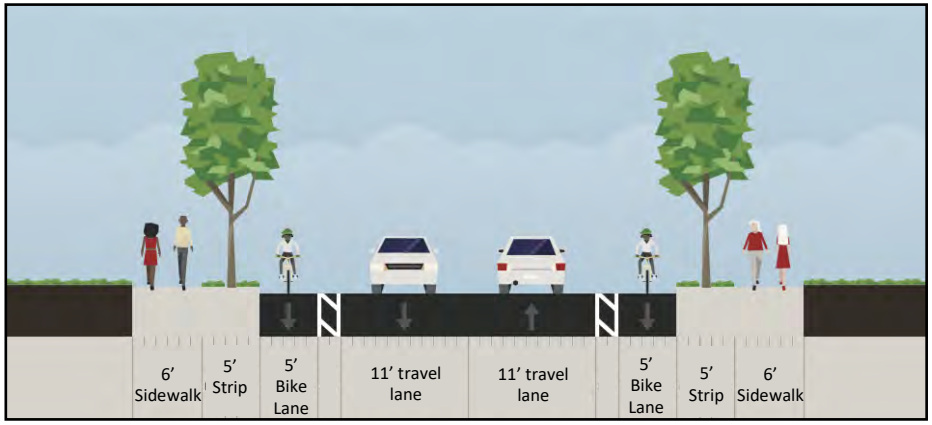
Lincoln Street School Crossing

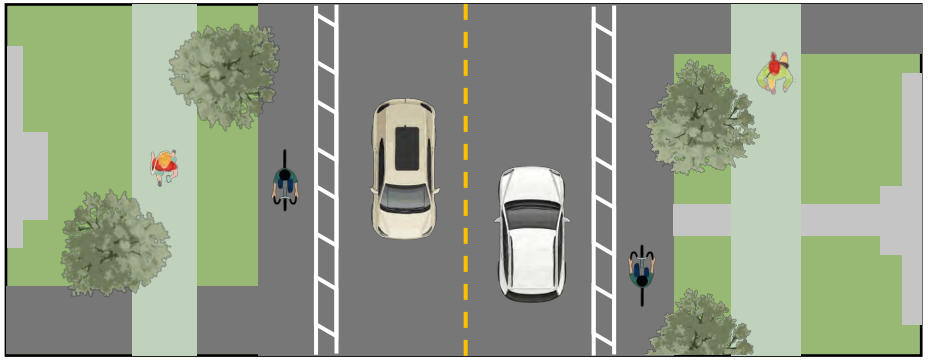
High Street Looking West from Hampton Falls Road

Exeter's In-Town Connector Streets



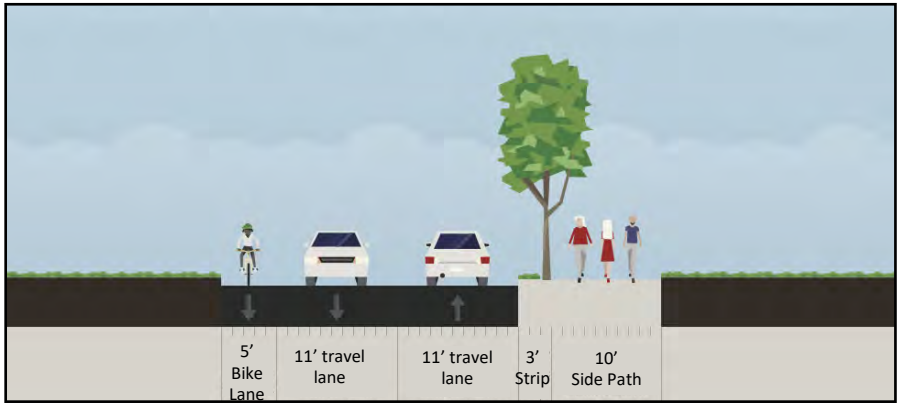
In-Town Connector Streets: Concepts for Redesign

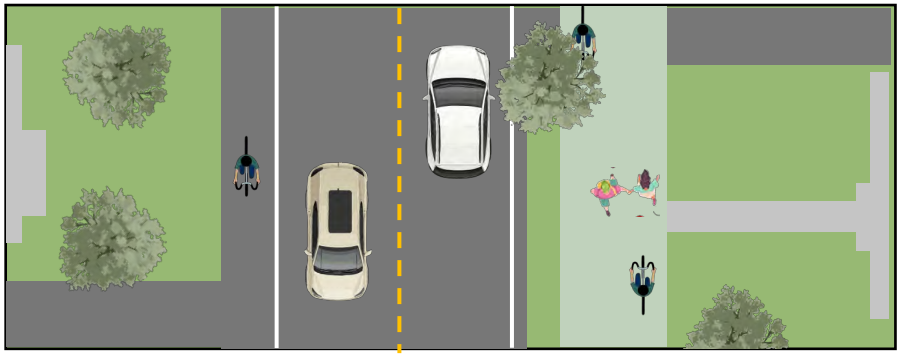




Concept A for buffered bicycle facilities on Connector Streets, recommended where constraints prevent moving center lines

A clear finding from the community survey conducted for the Exeter Bicycle and Pedestrian Master Plan was public desire for greater separation between automobile traffic and bicycle and pedestrian facilities. While all of Exeter's In-Town Connector Streets feature sidewalks on at least one side, in most cases people must ride bicycles either in lanes shared with automobiles or on shoulders separated from the travel lane by only a stripe. Right of way exists on many of these Connector streets to achieve better separation between automobiles and people on bicycles. Two approaches to this are shown in the illustrations here. Concept A replaces a single fog line with a 2' wide striped buffer to create horizontal separation. Concept B is designed for areas of narrower right of way, and foregoes sidewalk on one side of the road to have space for a 10' wide, bi-directional multi-use path on the opposite side. Ideally this is separated from the roadway by a planter strip, which together with street trees create a lower stress environment than sidewalk immediately adjacent to the curb. Concept A lacks the safety of vertical separation, but is suggested in the Historic District where center lines likely cannot be moved.





Concept B for separated bicycle facilities on Connector Streets including multi-use side path on one side of the street

In-Town Connector Streets: Street Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Sidewalks, Bike Lanes, Buffered Bike Lanes	N/A	Curb, Street Lighting (particularly at crossings), Planting Strips, Street Trees, RRFBs	Centerline Striping
Appropriate in Some Circumstances	Sharrows, Side Paths, Separated Bike Lanes	Curb Extensions/ Bulb-Outs, Mid -Block Crossings, Bus Shelter	Shoulders, On-Street Parking	Emergency Routes
Not Required	Bike Racks, Bike Corrals	Bus Pull Offs	N/A	N/A
Not Appropriate	N/A	Chicanes	Medians	Loading Zones

High Street East of Buzell Avenue

Functional Class: Minor Arterial

Target Speed: 25-30 mph

Priority of Uses: 1) Automobiles, 2) Bicycles, 3) Pedestrians, 4) Parking

On Street Parking: Not typically

Lanes & Widths: 2 lanes, 10'-11'

Sidewalk: Usually two sides

Traffic Separated Bike Lane or Side Path: Preferable

Shoulder Bike Lane: Minimum accommodation

Sharrows: In some cases

Centerline or Median: Centerline

Traffic Calming: Speed notification, signage or other notification of rural transition zone. Potential lane narrowing from adjoining rural highway.

Gateway Streets

Description

Gateway streets are major entry points welcoming visitors to the town. They feature relatively high traffic volumes and speeds as compared to Connectors, Neighborhood and Town Center streets. Adjacent land use immediately on Gateway Streets is largely commercial , though they connect to multifamily residential developments and pocket neighborhoods whose residents need to travel the corridor to reach other parts of town. Traffic volumes and frequent turning movements, together with intersections that have largely been built for automobile traffic, make existing gateway streets high stress environments for walking and bicycling. Wayfinding signage beginning on these corridors and continuing into the town center can guide people entering the downtown to parking and other destinations. While not scenic corridors, pedestrian trips on Gateway Streets may be long, connecting to outlying neighborhoods, such that benches can provide rest areas for older travelers or parents with young children. New development may be induced to provide such amenities.

Vision for Gateway Streets in Exeter

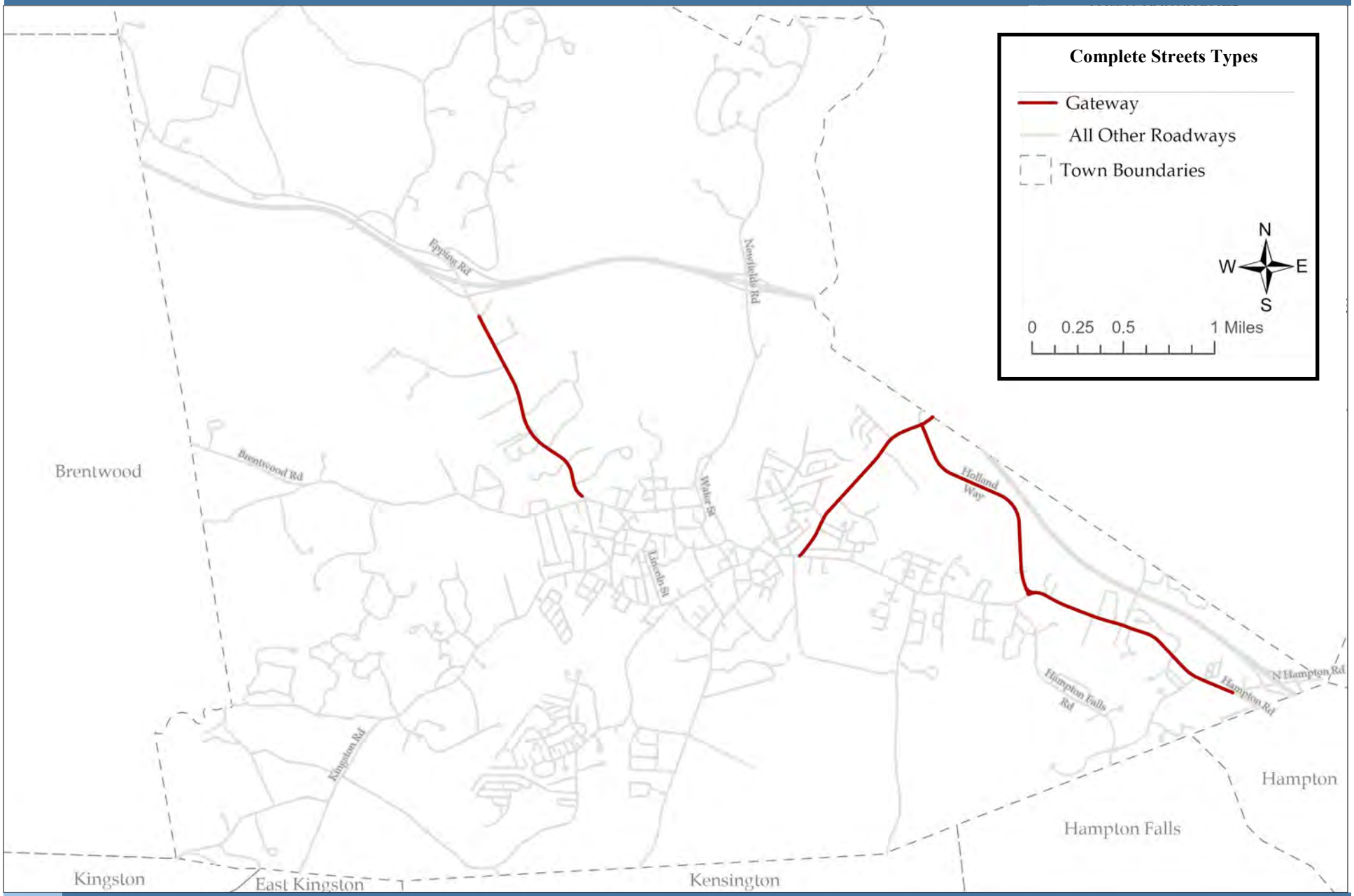
Gateway streets should:

- Provide clear visual cues that signal entry into town
- Transition from higher-speed approaches to pedestrian-friendly environments
- Incorporate signage, landscaping such as planted buffer strips and street trees, and speed management

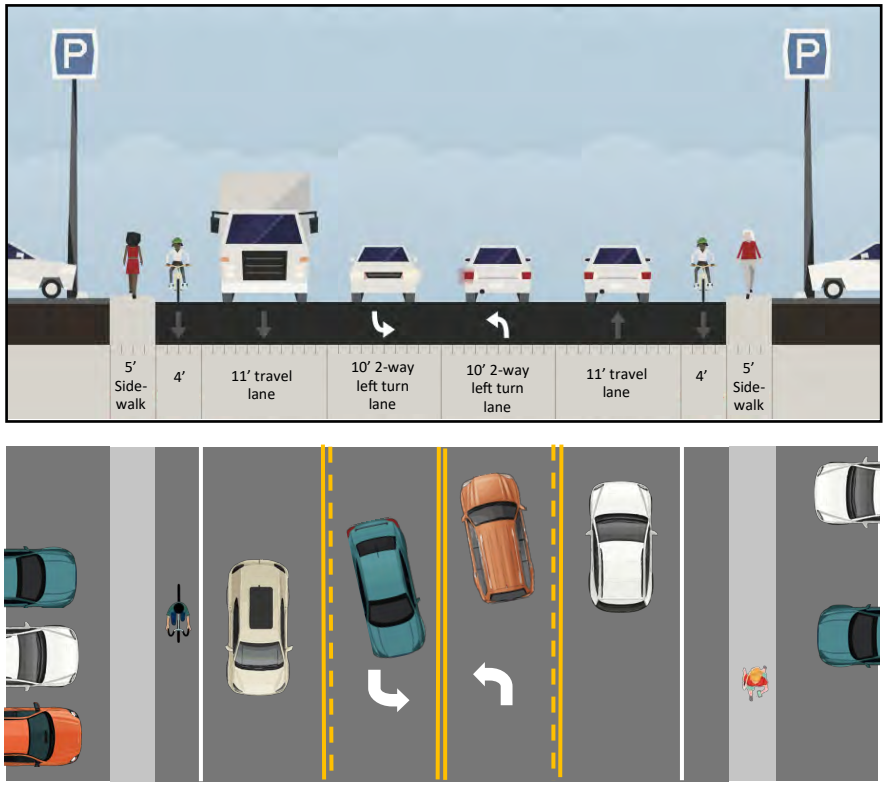
Portsmouth Avenue Looking North From Las Olas Taqueria

Portsmouth Avenue Looking North from Alumni Drive

Exeter's Gateway Streets

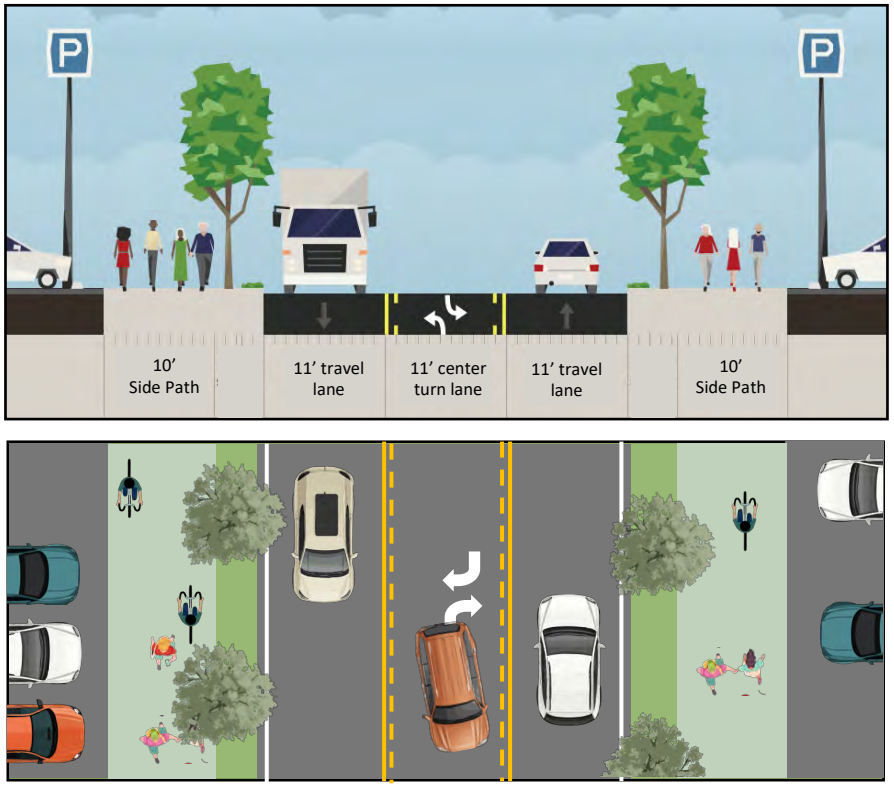


Gateway Streets: Existing Conditions & Concepts for Redesign



Existing conditions on Portsmouth Avenue

Public desire for greater separation between automobile traffic and bicycle and pedestrian facilities applies on Gateway Streets as well, with their high traffic volumes and frequent turning movements. Portsmouth Avenue north of Alumni Drive currently features two 11' travel lanes, two 10' left turn lanes, 4' shoulders and narrow 5' sidewalks without buffers, situated between road and parking lot. This 60' wide expanse of asphalt creates a high stress environment not conducive to walking or bicycling. An alternate scenario would be to provide vertically and horizontally separated multi-use side paths on each side of the street, with a planted buffer strip between road and path. Space for this could be created by removing one of the two center turn lanes and using two additional feet of existing town right of way. Based on available data, the town's right of way for Portsmouth Avenue between Alumni Drive and Needham Bank is 64'-66' - wider than used by the current configuration. Right of way north of Needham Bank to the NH101 interchange is approximately 75'-100'. Similar designs are likely feasible for other Gateway Streets in town, though may be hampered by inconsistent right of way that narrows in places, and dependent on abutter willingness to cooperate on easements.



Concept for redesign of Portsmouth Avenue with multi-use sidepaths

Gateway Streets: Street Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Sidewalk, Buffered Bike Lanes, Side Paths	Pedestrian Refuge Islands, Bus Shelters, Bus Pull-Offs	Shoulder, Lighting (particularly at crossings), Street Trees, Planting Strips	Center Line Striping, Truck Routes, Emergency Routes
Appropriate in Some Circumstances	Shoulder Bike Route	Mid-Block Crosswalks with Flashing Beacons	Curb	N/A
Not Required	Bike Racks	Curb Extensions/Bulb-Outs	N/A	N/A
Not Appropriate	Shared Lane Markings/ Sharrows	Raised Speed Reducers, Chicanes	On-Street Parking	Loading Zones

Epping Road Existing Conditions

Functional Class: Minor Arterial

Target Speed: 30 mph

Priority of Uses: 1) Automobiles, 2) Bicycles, 3) Pedestrians, 4) Parking

On Street Parking: No

Lanes & Widths: 2-3 lanes, lane width 10'-11'

Sidewalk: Usually two sided

Traffic Separated Bike Lane or Side Path: Preferred

Shoulder Bike Lane: Minimum

Sharrows: No

Centerline or Median: Centerline or other lane delineation, Median refuge at crosswalks

Traffic Calming: Not typically

Business/Industrial Access Roads

Description

These roads serve industrial or commercial zones, hosting freight and employee traffic to what can be significant employment centers. Typically these roads in Exeter have been designed solely with trucks and automobiles in mind; but especially as residential development fills in along the Gateway corridors from which these roads lead, design consideration should be given to providing non-motorized access to allow employees to more safely reach these employment centers.

Continental Drive

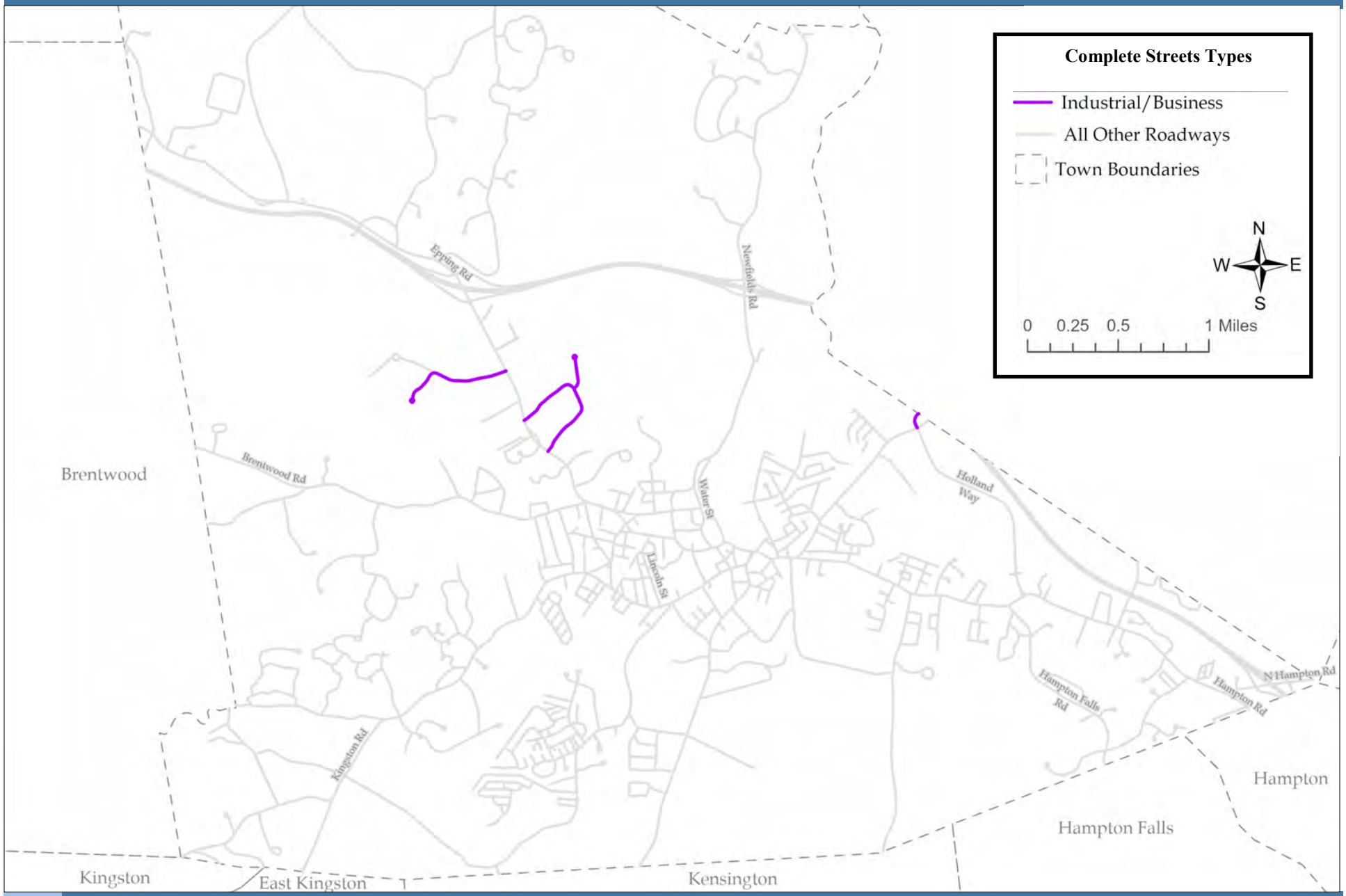
Vision for Business/Industrial Access Roads in Exeter

Business/Industrial streets should:

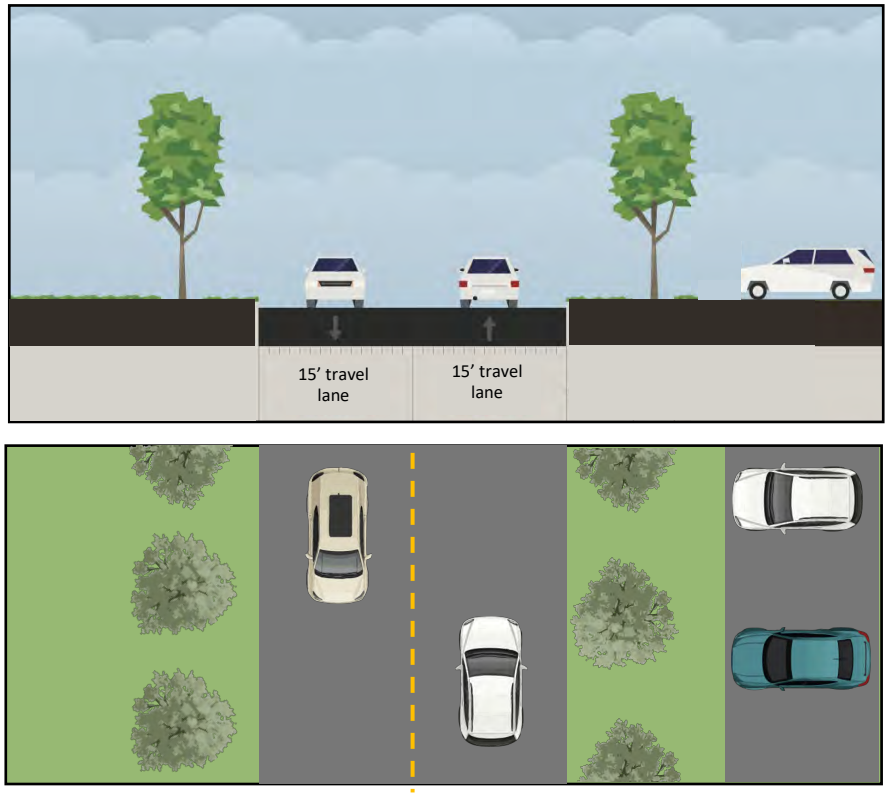
- Safely accommodate freight movement
- Include safe pedestrian access for employees
- Provide bicycle connections to employment hubs

GTE Road

Exeter's Business/Industrial Access Roads



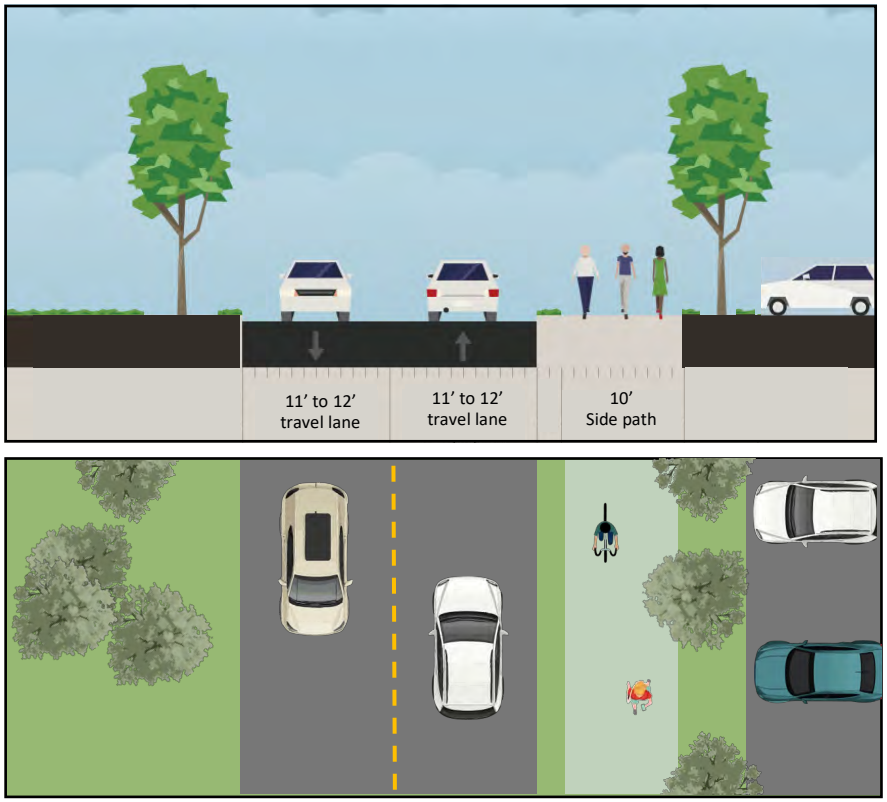
Business/Industrial Access Roads: Existing Conditions & Concepts for Redesign



Typical existing conditions on industrial park access roads in Exeter

Exeter has only a handful of publicly-owned business/industrial access roads, including Industrial Drive, Continental Drive, and GTE Road. All are designed for large truck and other automobile traffic, with no pedestrian or bicycle accommodation. Given that these roads connect some of the largest employment centers in town, pedestrian and bicycle access would also be appropriate.

Vertically separated bicycle and pedestrian facilities are preferred over painted horizontal separation. Industrial Drive in particular serves as an access point to the town trail system in Swazey Forest, such that ped/bike accommodation improvements are desirable in that location. Redesign of other business/industrial roads may be a lower priority for town funds than corridors that connect to a wider range of destinations.



Concept with side path added

Business/Industrial Access Roads: Road Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Sidewalks	N/A	Shoulder	N/A
Appropriate in Some Circumstances	Bike Lane, Buffered Bike Lane, Side Path	Mid/Block Crosswalks	Curb, Planting Strip, Street Lighting especially at crossings	Center Lane Striping
Not Required	Bike Racks	Curb Extensions/Bulb Outs	N/A	N/A
Not Appropriate	Shared Lane Markings/ Sharrows	Raised Speed Reducers, Chicanes	On-Street Parking	Loading Zones

Industrial Drive

Functional Class: Major Collector or Local

Target Speed: 30 mph

Priority of Uses: 1) Automobiles, 2) Bicycles, 3) Pedestrians, 4) Parking

On Street Parking: Yes and typically unmarked

Lanes & Widths: Typically 2 lanes 11'-12' for truck access

Sidewalk: One side

Traffic Separated Bike Lane or Side Path: Consider multi-use side path

Shoulder Bike Lane: Preferred

Sharrows: No

Centerline or Median: Not necessarily

Traffic Calming: No

Rural Roads

Description

Rural roads lie outside of Exeter's Urban Compact area and often have scenic or agricultural character. The category of Rural roads actually includes two distinct road types: 1) rural state highways with striped centerlines and striped shoulders creating 11'-12' travel lanes; and 2) narrower, lower speed local rural roads that typically lack striping. Rural roads support longer distance connections between communities, mainly by automobile, and cycling along them is typically limited to experienced recreational and utilitarian riders. Exeter in 2023 extended sidewalk along otherwise rural Kingston Road to connect outlying neighborhoods, but generally sidewalks are not a high priority investment on rural roads. Widening shoulders to 4' creates space for bicycling outside of the travel lane and provides maintenance and safety benefits for all road users.

Vision for Rural Roads in Exeter

Rural streets should:

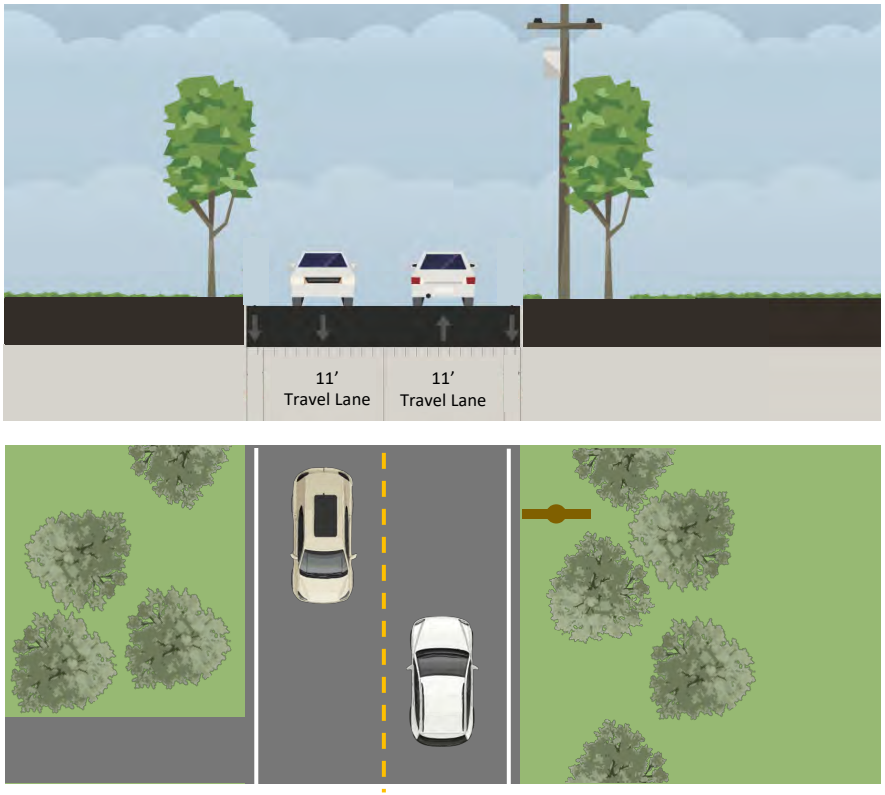
- Maintain rural character
- Improve safety through shoulder widening
- Accommodate bicyclists with paved shoulders or paths

Brentwood Road Looking West at Jolly Rand Trail

Hampton Road Looking East near Hampton Town Line

EXETER'S RURAL ROADS

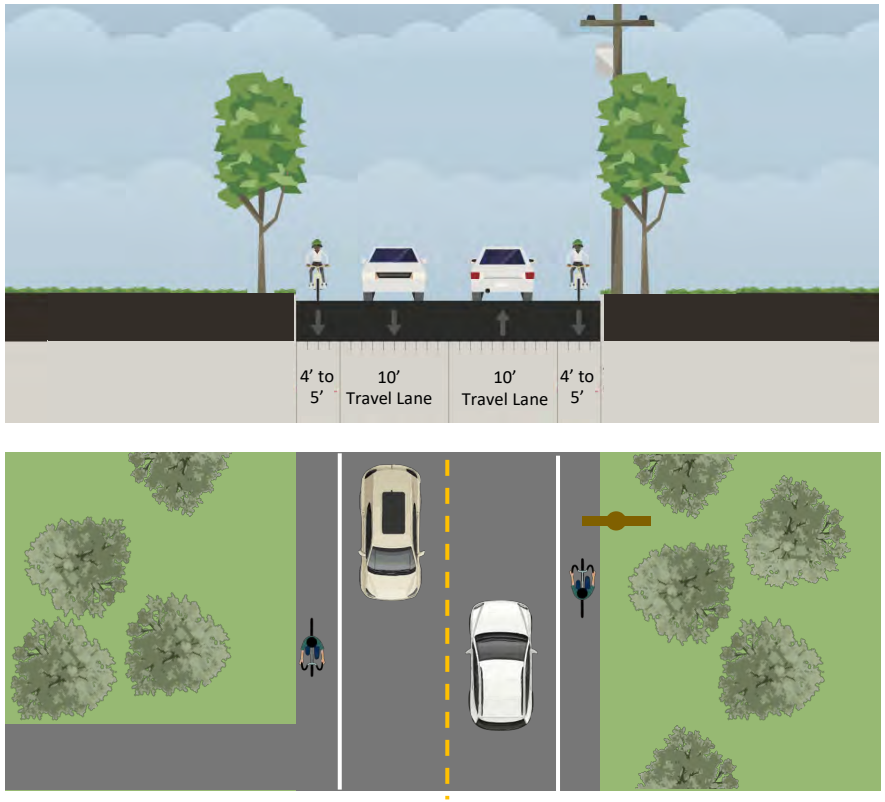
Rural Roads: Existing Conditions & Concepts for Redesign



Typical existing conditions on rural roads in Exeter

Rural Roads in Exeter include both numbered state highways featuring striped centerline, striped shoulders, and relatively high speeds and traffic volumes; as well as narrower local rural roads that often lack center lines and support lower traffic volumes and speeds.

What both types of rural roads generally share in is design focused on accommodating automobiles and not other modes of transportation such as walking or bicycle. This said most rural roads in Exeter have adequate right of way to support shoulder widening. Sidewalks are generally not appropriate for rural roads, with possible exceptions for connecting neighborhoods to downtown from just outside of Urban Compact boundaries.



Proposed configuration with shoulder widening

Rural Roads: Road Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
High Priority	Shoulder Bicycle Lane	Narrow Lane Striping	N/A	N/A
Appropriate in Some Circumstances	Sidewalks	Crosswalks for Trail Crossings, Pedestrian Refuge Islands, Bus Shelter	Lighting at Trail Crossings	Centerline Striping, Evacuation Routes, Truck Routes
Not Required	Separated Bike Lane	Pedestrian Refuge Islands, Bus Pull-Outs	Curb, Street Trees	N/A
Not Appropriate	Buffered Bike Lane, Bike Racks	Chicanes	On-Street Parking, Median	Loading Zones

Drinkwater Road

Functional Class: Major Collector, Minor Arterial or Local

Target Speed: 25-30 on narrow, local rural roads; 35-40 on rural state highways

Priority of Uses: 1) Automobiles, 2) Bicycles, 3) Pedestrians, 4) Parking

On Street Parking: No

Lanes & Widths: 2 lanes at 10'-11'

Sidewalk: Typically none. Kingston Road sidewalk to Tamarind Lane is exception

Traffic Separated Bike Lane or Side Path: No

Shoulder Bike Lane: Target 4' shoulders on rural state highways

Sharrows: No

Centerline or Median: Centerline on state highways, usually no centerline on local rural roads

Traffic Calming: Narrowing striped lane width

Implementation

Plans and guideline books are only as good as their implementation. The following paragraphs offer recommendations for ensuring that Exeter's new Complete Streets Policy and Design Guidelines result in the desired incremental improvements to safety, connectivity and economic vitality.

Operations & Maintenance – Much of this guide focuses on design or redesign of street infrastructure. There is much to be gained with these engineering improvements, but they tend to be expensive and time consuming to implement. It's important to also focus attention and resources on how existing pedestrian and bicycle facilities are operated and maintained for a safety and accessibility.

- Plowing pedestrian facilities promptly following snow storms - A sidewalk or multi-use path is of little use in winter if it's not plowed for days after a storm such that people, particularly people with disabilities, must walk in the travel lane to find clear pavement.
- Clearing shoulders and vegetation management – Sand and debris collect on road shoulders and can create hazards for people on bicycles. Spring cleaning of shoulders is important as well as regular trimming of roadside brush that impinges on shoulders blocking sightlines or forcing people biking out into the travel lane.
- Regular repainting of pavement markings – As paint on crosswalks and other markings is worn by auto tires, those crosswalks and marking becomes less visible and the safety benefit diminishes considerably. Visibility of crosswalks is largely a matter of painted lines being wide, close together and regularly refreshed.

Prioritizing Projects - Which complete streets redesign projects are implemented first will be a combination of purposeful prioritization of larger projects and a systematic approach to incrementally incorporating small improvements as opportunities arise.

- Connectivity – Public input heavily emphasized the importance of connectivity in project prioritization. When adding new projects to the town's Capital Improvement Program (CIP), priority should be given to pedestrian and bicycle infrastructure that enhances safe connections to key destinations, including schools, parks, playgrounds and other community facilities; as well as grocery stores and Lincoln Street train station.
- Opportunistic Approach - Look for opportunities to incorporate improvements such as identified here into broader projects already defined in Exeter's 2026-2031 Capital Improvement Program. CIP projects presenting opportunities to improve pedestrian and bicycle safety and accessibility, whether conceived for this purpose or as side benefits from utility work, include:
  - Railroad Avenue/Front Street (2026-2027)
  - Phase III Intersection Study Program (2027)
  - Portsmouth Avenue Reconstruction (2027-2029)
  - Water Street Improvements (2024-2026)
  - Washington Street Improvements (2026-2027)
  - Green Street Neighborhood Reconstruction (2029-2030)
  - Bow Street Area Reconstruction (2031)

Implementation - Continued

- Low Hanging Fruit - Not all infrastructure improvement rise to the level of a CIP project. The Exeter Bicycle and Pedestrian Master Plan (2025) describes over 50 pedestrian and bicycle safety projects addressing Engineering, Education, Encouragement, Enforcement and Evaluation. Each is coded based on cost, timeline and level of impact. Among the lowest hanging fruit on the list are crosswalk safety improvements focused on higher visibility paint markings, warning signage and lighting.

- Complete Streets Design Approach for All Road Projects - Update the project development process for all local street and road projects to ensure needs of all road users are considered in the design process – recognizing that different street types have different user hierarchy as described in this document. Encourage town staff and officials to participate in training on Complete Streets principles and best practices for design, maintenance and operation.

- Complete Streets Citizen Advisory Committee – Establish an Exeter Complete Streets Advisory Committee composed of town staff, residents and business representatives that can guide implementation of the Bike/Ped Master Plan and Complete Streets Policy.

- Expand Community Outreach on Complete Streets - Public engagement on the Bicycle and Pedestrian Master Plan indicated understanding of and support for Complete Street concepts, but additional outreach will be key to building support for implementation.

- Demonstration Projects - Look for opportunities to test complete streets improvements with temporary "pop-up" installations of features like bump-outs and other traffic calming measures. The proposed Advisory Committee can guide this with Public Works.

- Tracking Performance – Exeter's new Complete Streets Policy, the companion document to these Design Guidelines, identifies several metrics for tracking performance in implementing a complete streets approach in town. These are divided into Implementation Measures and Measures of Effectiveness and include:

Implementation Measures

- Feet of new and reconstructed pedestrian and bicycle facilities (sidewalk, multi-use path, bicycle lanes, sharrows, crosswalk improvements).
- Number and percent of projects identified in Bicycle & Pedestrian Master Plan that have been implemented.
- Average time to complete snow clearance on sidewalks.

Measures of Effectiveness

- Pedestrian and bicycle volume counts to measure use of existing and improved routes. Conduct baseline counts then track changes in volume following completion of improvements.
- Vehicle speed counts in targeted corridors. Establish baseline speed data on targeted streets and track change as traffic calming strategies are incorporated.
- Crash incidence, particularly involving vulnerable road users. Track crash numbers, severity, locations and contributing factors such as speed and distraction.

Additional Design References

As planning concepts advance to engineering, projects should reflect current best practices in bicycle and pedestrian design. The technical sources below provide extensive guidance for planning, implementing, and maintaining bicycle and pedestrian infrastructure.

- American Association of State Highway and Transportation Officials (AASHTO), Guide for Development of Bicycle Facilities, 5th Edition (2024)
- American Association of State Highway and Transportation Officials (AASHTO), Guide for the Planning, Design and Operation of Pedestrian Facilities, 2nd Edition (2021)
- Federal Highway Administration (FHWA), Small Town and Rural Multimodal Networks Design Guide (2016)
- Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition (2023)
- United States Architectural and Transportation Barriers Compliance Board (the Access Board), Public Right of Way Accessibility Guidelines (PROWAG) (2024)
- United States Architectural and Transportation Barriers Compliance Board (the Access Board), Americans with Disabilities Act (ADA) Accessibility Standards (2010)
- Smart Growth America, Complete Streets Policy Framework (2023)
- The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, 3rd Edition (2025)
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013)
- FHWA Safe Transportation for Every Pedestrian (STEP) Studio: Tools for Selecting and Implementing Countermeasures for Improving Pedestrian Crossing Safety (2020)
- Exeter Town Master Plan (2018)
- Exeter Bicycle & Pedestrian Master Plan (2024)