



TOWN OF EXETER

Planning and Building Department

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

www.exeternh.gov

Date: April 2, 2026
To: Exeter Planning Board
From: Dave Sharples, Town Planner
Re: Complete Streets Guidelines and Policy

I'm writing this memorandum as discussed at the last meeting. I have been out for a while and I understand that the Planning Board continued with the review of the Complete Streets Guidelines and Policy. When I returned, it was on the March 12th meeting for potential action by the board but I requested time to complete my review and make any recommendations and the board graciously obliged.

I made a couple of suggestions to the Guidelines that included the removal of the advisory committee and the addition of a project checklist to be utilized on all projects. The enclosed draft has these revisions included. I have also reviewed the Complete Streets Policy and I would like to discuss the language regarding the review of exceptions. I think this language may be overkill and unnecessarily burden the Planning Board and Select Board. I think this could be worded so town staff could make the determination but also allow staff to refer a project to the Select Board on a case by case basis.

I have provided a motion below to forward on the guidelines and policy to the Select board in the event the Board chooses to do so at the meeting.

Suggested Motion: I move to finalize the Complete Streets Guidelines and Complete Streets Policy Drafts as presented [and revised] here tonight and to forward them on to the Select Board for their review with a recommendation for adoption.

enc (2)



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EXETER PLANNING BOARD AGENDA

The Exeter Planning Board will meet on Thursday, April 9, 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: March 26, 2026

NEW BUSINESS: REMAND HEARING

*Remand hearing of PB Case #22-3 Willey Creek Company, LLC.
Ray Farmstead Road, Exeter, NH
Tax Map Parcel #47-9 and #47-8.1 Site Plan Amendment
Proposed relocation of Access to Building D-Ray Farm Condominiums*

OTHER BUSINESS

Discussion of Complete Streets Design Guidelines and Next Steps

- 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 03/19/26: Exeter Town Office and Town of Exeter website Exeter website

**TOWN OF EXETER
PLANNING BOARD
NOWAK ROOM
10 FRONT STREET
MARCH 26, 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, Jennifer Martel, Marty Kennedy, Alternate Dean Hubbard, and Select Board Representative Nancy Belanger.

STAFF PRESENT: Town Planner Dave Sharples, and Interim Town Planner Carol Ogilvie (remotely)

II. CALL TO ORDER: Chair Plumer called the meeting to order at 7 PM, introduced the members.

III. NEW BUSINESS:

1. The application of J. Caley Associates for site plan review for the proposed demolition of the existing dry-cleaning building and proposed development of a 4-story building for 22-room hotel.
C-2 Highway Commercial Zoning District
Tax Map #65-125
Planning Board Case #26-3

Chair Plumer read out loud the Public Hearing Notice.

Mr. Sharples noted that late yesterday DTC Lawyers sent an objection letter by email with a threshold issue. He noted he had legal advice to share in non-public session.

By Roll Call Ms. English motioned to go into non-public session pursuant to 91-A:3(II)(I) consideration of legal advice. Ms. Belanger seconded the motion. By Roll Call Ms. Belanger voted aye, Ms. English voted aye, Vice-Chair Brown voted aye, Chair Plumer voted aye, Mr. Grueter voted aye, Mr. Kennedy voted aye and Ms. Martel voted aye. The motion passed unanimously.

The meeting room was closed to the public at 7:19 PM.

Ms. English motioned to come out of non-public session. Ms. Belanger seconded the motion. A vote was taken, all were in favor, the motion passed unanimously.

The meeting room was reopened to the public at 7:30 PM.

42 Chair Plumer noted that the Board with assistance from staff will identify the differences between the
43 old application and the new application.

44

45 Ms. Ogilvie noted the items that are materially different:

46

- 47 • It is a different use, a short term rental, hotel
- 48 • There was a café for both residents and public and now the public portion is going away (there
49 will be a café inside for hotel users)
- 50 • Parking is all on site
- 51 • There is a reduced shoreland impact

52

53 Ms. English added that the previous application was for Mixed Use Neighborhood Development
54 (MUND).

55

56 Chair Plumer noted a different traffic flow as well as two handicapped spaces.

57

58 Mr. Kennedy agreed there was a substantial change from the donut shop and parking driven by MUND.

59

60 Ms. Belanger agreed there was no MUND and with the five points provided.

61

62 Vice-Chair Brown agreed this is a different application. Chair Plumer agreed.

63

64 ***Ms. Belanger motioned to accept the application for Planning Board Case #26-3. Mr. Kennedy***
65 ***seconded the motion. A vote was taken, all were in favor, the motion passed unanimously.***

66

67 Attorney Josh Lanzetta noted there was a defect in notice brought to his attention by email from
68 Attorney Todd Fahey representing Needham Bank. He noted the address provided to the Assessing
69 office was used for notice and he was told by Mr. Fahey that notice did not reach the bank, and he
70 needed more time to prepare and wished to continue. He agreed to get the new address for the bank
71 branch on record with the Assessing office and provide mailing labels to the planning department.

72

73 Christian Smith of Beals Associates stated that the notice was reflective of the tax card at the Assessing
74 office but did not get to the abutting bank branch.

75

76 Vice-Chair Brown noted that the applicant did as legally required and Mr. Sharples agreed that he could
77 not have known there is another address, but the abutter is not prepared. Ms. English agreed the
78 applicant is being generous.

79

80 Mr. Smith requested a continuance to the Board's April 23, 2026 meeting.

81

82 ***Ms. Belanger motioned to continue the application of J. Caley Associates, Planning Board Case #26-3***
83 ***to the April 23, 2026 meeting of the Planning Board at 7 PM in the Nowak Room. Ms. English***
84 ***seconded the motion. A vote was taken, all were in favor, the motion passed unanimously.***

85

86 **IV. OLD BUSINESS**

87

88 **APPROVAL OF MINUTES**

89

90 February 12, 2026

91

92 Mr. Kennedy recommended edits.

93

94 ***Ms. Belanger motioned to approve the minutes of February 12, 2026 as amended. Ms. English***
95 ***seconded the motion. Vice-Chair Brown abstained. The motion passed 6-0-1.***

96

97 February 26, 2026

98

99 Mr. Kennedy and Ms. Belanger recommended edits.

100

101 ***Ms. English motioned to approve the minutes of February 26, 2026 as amended. Ms. Belanger***
102 ***seconded the motion. Ms. Martel and Vice-Chair Brown abstained. The motion passed 5-0-2.***

103

104 **V. OTHER BUSINESS**

105

106

- Master Plan Discussion

107
108 Mr. Sharples reporting that he is working with All Streets and having discussions with the Master
109 Plan Oversight Committee and Rockingham Planning Commission. A couple of revisions have
110 been made.

111

112

- Field Modifications

113

114

- Bond and/or Letter of Credit Reductions and Release

115

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

117 **VII. CHAIRPERSON'S ITEMS**

118 Chair Plumer noted that Ms. Martel, Vice-Chair Brown and Mr. Hubbard were up for reappointment on
119 April 30th and should see the Select Board.

120 Chair Plumer noted vacancies on committees, Housing Advisory and Heritage Committee. Mr. Sharples
121 will find out if Mr. Hubbard, as an alternate, can serve.

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

123

124 **IX. ADJOURN**

125 ***Ms. Belanger motioned to adjourn the meeting at 7:57 PM. Mr. Grueter seconded the motion.***

126 ***A vote was taken, all were in favor, the motion passed unanimously.***

127 Respectfully submitted.

128 Daniel Hoijer,

129 Recording Secretary (Via Exeter TV)

HOEFLE, PHOENIX, GORMLEY & ROBERTS, PLLC

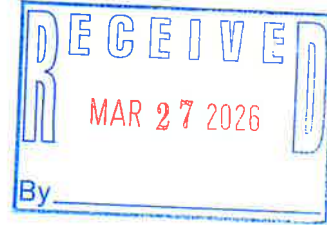
ATTORNEYS AT LAW

127 Parrott Avenue | Portsmouth, NH, 03801
Telephone: 603.436.0666 | Facsimile: 603.431.0879 | www.hpgrlaw.com

March 27, 2026

HAND DELIVERED & emailed

Mr. Langdon Plumer, Chair
Exeter Planning Board
10 Front Street
Exeter, NH 03833



Re: PB Case#22-3 Willey Creek Company, LLC
Ray Farmstead Road, Exeter, NH
Tax Map Parcel #47-9 and #47-8.1 Site Plan Amendment
Proposed Relocation of Access to Building D-Ray Farm Condominiums

Dear Chair Plumer and Planning Board Members:

On order of the New Hampshire Superior Court in docket number 218-2026-CV-00163, the Planning Board will again consider the Willey Creek Site Plan Amendment at its April 9, 2026 hearing. Consistent with the Court's order, this submission will simply identify the applicable criteria and how the previously submitted material and testimony meet the requirements.

Procedural Backdrop

On June 12, 2025, the Planning Board granted Willey Creek's application for site plan approval which proposed relocation of Building D at Ray Farm Condominium Development ("the Project"). The application includes provisions for stormwater management to run under a Town Road, as well as use of a detention area located on applicant's property and built by the applicant. No objection to that dynamic was advanced by abutter W. Scott Carlisle, III. The Planning Board unanimously approved that application and no appeal was taken.

Additional revisions and waiver requests were submitted to the board in November and December from Emanuel Engineering and Millennium Engineering, Inc. as detailed below and all were included in the packet available to the Planning Board on January 8, 2026.

DANIEL C. HOEFLE	ALEC L. MCEACHERN	PETER V. DOYLE	STEPHEN H. ROBERTS In Memoriam
R. TIMOTHY PHOENIX	KEVIN M. BAUM	MONICA F. KIESER	OF COUNSEL:
LAWRENCE B. GORMLEY	JACOB J.B. MARVELLEY	CHRISTOPHER P. MULLIGAN	SAMUEL R. REID
R. PETER TAYLOR	GREGORY D. ROBBINS	STEPHANIE J. JOHNSON	JOHN AHLGREN

On November 6, 2025, Emanuel Engineering submitted a revised plan set with a narrative summarizing the revisions and plan updates. Of note, the revisions included “mirroring” the building to accommodate for the existence of ledge and depth of bedrock, which greatly reduced the blasting and excavation required. The plan revisions also decreased impervious surface and grading, enhanced emergency access, and improved stormwater management. **(November 6, 2025, Letter from Emanuel Engineering).**

On November 24, 2025, Emanuel Engineering requested a waiver from §11.3.2.a to allow less than 25 feet between Building D and parking. **(November 24, 2025, Letter from Emanuel Engineering).** Both Emmanuel Engineering letters were included in the board packet. This waiver request expanded on the earlier, resubmitted waiver application, which specifically addressed the waiver requirements §13.1.1-§13.1.5. **(August 13, 2024 Hoefle, Phoenix Gormley & Roberts, PLLC Application Package, Exhibit 5).**

On December 16, 2025, Millennium Engineering requested a waiver from §9.1.[sic]3.5¹ to allow stormwater to discharge from the Building D site under the road into a basin on other land of the applicant at Tax Map 47, Lot 8-1. The basin on Map 47, Lot 8-1, with its grading extending slightly on Map 47, Lot 9, was designed to accommodate stormwater from the entirety of the proposed TIFF road contemplated in 2018, specifically, the area north of the wetland crossing. Ray Farmstead Road was then partially constructed. **(December 16, 2025, Letter from Millennium Engineering, Inc.).** Although no waiver had been previously requested when Building D was approved on June 12, 2025, this drainage pattern exists now and was part of the site plan the Planning Board approved and approved in connection with unanimous approval from which no appeal was taken. **(December 16, 2025, Letter from Millennium Engineering, Inc.).**

In addition to the documentation cited above, nearly all of which was included in the Planning Boar January 8, 2026 packet, the Planning Board had the benefit of expert testimony from Bruce Scamman, P.E. **(See attached Transcript of the January 8, 2026 Planning Board Meeting attached as Exhibit A.)**

Stormwater Management Standards, §9.3.1.5 Exeter Site & Subdivision Regulations

¹ There is no §9.1.3.5, only §9.1 Overview. The correct reference is §9.3.1.5, requiring stormwater to be treated on the development site.

All stormwater runoff generated from new development shall be treated on the development site, to the maximum extent practicable. Runoff shall not be discharged from the development site to municipal stormwater systems or privately-owned stormwater systems (whether closed conduit or open drainage) or to surface water bodies and wetlands in volumes greater than discharged under existing conditions (developed condition or undeveloped condition). A development plan shall include provisions to retain stormwater on the site by using the natural flow patterns, when feasible.

Waivers, §13.7 Exeter Site & Subdivision Regulations

The Planning Board shall not approve any waivers from these regulations unless it shall make the following findings based upon the evidence presented to it in each specific case:

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

Response: The revised design decreases impervious surfaces, reduces grading, and improves drainage. Freezing hazards in the area by the garage have been reduced compared to the previous plan approved on June 12, 2025. The Ray Farmstead Road design contemplated in 2018 included a drainage basin on Lot 8-1 which collected stormwater from portions of the road north of the wetland crossing.

The revision utilizes this existing drainage pattern and, given the location of the road and the wetland, is the least invasive way to treat the stormwater runoff. The regulations require stormwater is treated on site to the maximum extent possible. Here, much of the runoff from Building D's site development is channeled to in-site bioretention basins A and B. The driveway drainage directed through catch basins to Lot 8-1 increases the stormwater directed to that basin, owned by applicant, *but the total stormwater directed there is still well below the capacity that basin was designed to accommodate.* Even if the road were extended to Carlisle, HydroCAD modeling demonstrates the increased stormwater would still fall below the 2018-designed capacity for the basin on Lot 8-1.

The implementation of two smaller detention close to Building D instead of one larger basin will also reduce standing water, minimizing concerns related to mosquito breeding. All bioretention areas filter stormwater, improving water quality and promoting

groundwater recharge. The revisions improve site efficiency and functionality and benefit the environment as additional detention areas would only serve to increase impacts to resource areas. The Project has been peer reviewed by the Town's engineers and received an Alteration of Terrain ("AoT") Permit from NH Department of Environmental Services, ensuring it meets all state requirements.

13.7.2. The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property;

Response: The site topography, wetlands, road location, existing drainage patterns supported by a drainage easement, and access easement in favor of Carlisle combine and drive the location of the building, grading, and location/capacity of the bio retention basins. The stormwater detention below the wetland area already exists and has more than enough capacity to accept a *de minimus* amount of stormwater stemming from the driveway. Notably, the waiver request formalizes a *de facto* waiver already approved: the use of this detention area and location of lines to same were already approved unanimously on June 12, 2025, with no appeal taken. The revised plan carries that design forward, but with less drainage directed to Lot 8-1. (Exhibit A, p. 57, 94-95).

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

Response: The site topography, wetlands, road location, existing drainage patterns supported by a drainage easement, and access easement combine and drive the location of the building, grading, and location/capacity of the bio retention basins. These same factors inform the plan revisions necessitated by ledge and bedrock, which reduce blasting and excavation required under the plan previously approved.

13.7.4. The granting of the waiver will not be contrary to the spirit and intent of the regulations; and,

Response: Ray Farm Buildings A-C are built and the location of Building D was previously approved and is well integrated with the existing development. The revisions requiring waivers improve site circulation, emergency access, and environmental conditions.

13.7.5. The waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan.

Response: The plan revisions necessitating the waiver do not alter the proposed use or location of the building and require no variances.

In approving waivers, the Planning Board may require such conditions as will, in its judgment, secure substantially the objectives of the standards or requirements of these regulations. All requests for waivers shall be submitted in writing by the applicant at the time when the application is filed for consideration. The petition shall fully state the grounds for the waiver and all the facts relied upon by the applicant.

Response: The Planning Board Notice of Decision includes conditions which secure the regulatory standards, including review of revisions by the Conservation Commission, which occurred on January 13, 2026 and resulted in Conservation Commission approval.

Exeter Site & Subdivision Regulations Multi Family Development, Site Plan Specifications, §11.3.2.a

Distance Between Building and Driveway:

(a) No parking lot shall be closer than 25-feet to the front of any building, or 10-feet to the side or rear of any building.

Waivers, §13.7 Exeter Site & Subdivision Regulations

The Planning Board shall not approve any waivers from these regulations unless it shall make the following findings based upon the evidence presented to it in each specific case:

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

The site plan includes a short portion of the parking lot approximately 15 feet from the building. The 15-foot distance is only in the area by the vestibule and measures 18 feet long. The rest of the building steps back 6-feet from the vestibule, increasing the distance to 21 feet. Much of the remaining 150 feet of the building (78%) exceeds the required setback, measuring between 29-feet and 35-feet. The Fire Department has reviewed and approved the revised design, including the reduced setback. Importantly, while portions of the parking lot are less than 25-foot horizontal distance, the parking lot is also lower than the building, providing vertical grade separation. Areas closer to the building are also

buffered by sidewalks, curbing, landscaping, and bollards. Given the proposed use of an active adult community, parking closer to the building will aid the target demographic, helping them age in place.

13.7.2. The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property;

Response: The placement of the building and parking lot necessitating the waiver are driven by specific features of the site, including its topography, ledge, wetlands, road location, and easements. The revised plan in particular reduces the extent of blasting and excavation contemplated under the previous plan. Increasing the distance between the parking lot and the building would increase shoreland buffer impact and push the parking lot closer to the access easement.

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

Response: The site topography, wetlands, road location, and access easement in combine and drive the location of the building and parking lot. These same factors inform the plan revisions necessitated by the existence of ledge and the depth of bedrock, which reduce blasting and excavation required under the plan previously approved. A *de minimus* reduction in parking distance is necessary to address serious geological realities of the site. Increasing the distance between the parking lot would increase the amount of impervious impact within the shoreland buffer and push the parking lot and associated grading closer to the access easement. Other consequences of strict application of the 25-foot distance would increase driveway slopes above 5% and shift ADA compliant spaces farther from the accessible entrance. Neither is desirable, especially in 55+ community.

13.7.4. The granting of the waiver will not be contrary to the spirit and intent of the regulations; and,

The site plan minimizes the areas of the parking lot that are less than 25-feet as much as possible, includes vertical separation, and incorporates curbing, sidewalk, landscaping, and bollards into the design. The result is ample buffering between the building and sidewalk. The Technical Review Committee has reviewed the revised plan. The Fire Department has also approved the revisions, including the setbacks from the

building. The revised design also maintains safe grades and ADA access. More broadly, the regulatory scheme at §11.3.1 appears primarily focused on landscaping and overcrowding of developments: the *de minimus* reduction in parking distance, favorable to the targeted users of Building D does not defeat these purposes. Accordingly, the spirit of the regulations is met by the plan revisions.

13.7.5. The waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan.

The waiver sought does not violate the Exeter Zoning Ordinance or Master Plan. The overall revisions better protect the environment. The parking lot design maintains safe grades, emergency access, and ADA accessibility and therefore meet the objectives of the Ordinance and Master Plan.

In approving waivers, the Planning Board may require such conditions as will, in its judgment, secure substantially the objectives of the standards or requirements of these regulations. All requests for waivers shall be submitted in writing by the applicant at the time when the application is filed for consideration. The petition shall fully state the grounds for the waiver and all the facts relied upon by the applicant.

Response: The Planning Board Notice of Decision includes conditions which secure the regulatory standards, including review by the Town's engineer.

Given the expert submissions and testimony informing the Planning Board's deliberation on January 8, 2026, the record supports the decisions to approve the requested site plan amendment and waivers.


No waiver for the driveway is required from §9.17.2

It was erroneously suggested, at the January 8, 2026 meeting and in Carlisle's appeal, that the "road construction" does not comply with §9.17.2, which relates to streets laid out in a subdivision. This is not a subdivision. There was ample evidence presented to the Planning Board on January 8, 2026 upon which the Planning Board can rely in finding no waiver is required. The 50-foot extension across the wetland to access Building D is on private property and previously approved on July 12, 2025, without any appeal taken. While this extension is 24-foot wide, meets road standards and also contains a sidewalk, it is a driveway over private property allowing access to the limit of Ray Farmstead Road. A hammerhead design and ample

parking area demonstrate that emergency responders have more than adequate access and vehicular circulation is maintained. No party raised any issue with the extension previously approved without appeal and the Fire Department reviewed and approved the plan revisions.

We trust this review of the record will provide the Planning Board with the information needed to make the requisite findings.

Very truly yours,

A handwritten signature in black ink, appearing to read "R. Timothy Phoenix". The signature is fluid and cursive, with a large, stylized "P" at the end.

R. Timothy Phoenix
Monica F. Kieser

Encl.

cc: Client
Emanuel Engineering
Millennium Engineering
Russ Hillard

Avicore Reporting – 15 Constitution Drive, Suite 1A – Bedford, NH 03110

EXHIBIT A

TOWN OF EXETER, NEW HAMPSHIRE
PLANNING BOARD
Nowak Room 3
10 Front Street
Exeter, New Hampshire

Date of Board Meeting: January 8, 2026

Planning Board Case #22-3: A request by Willey Creek Company for an amendment to a previously approved site plan for the proposed relocation of Building D of the Ray Farm Condominium development and associated site improvements off of Ray Farmstead Road. C-3, Epping Road Highway Commercial zoning district; Tax Map Parcel #47-8 and #47-8.1.

Board Members Present: Chair Langdon Plumer; Clerk John Grueter; members Gwen English, Jennifer Martel, Dean Hubbard and Sam MacLeod.

Interim Town Planner: Carol Ogilvie

Appearing for Willey Creek Company:

Attorney Tim Phoenix, legal counsel
John Shaftmaster, applicant
Brendan Quigley (Gove Environmental)
Kat Morrill (Millenium Engineering)
Bruce Scammon (Emanuel Engineering,
James Verra & Associates)

Transcript prepared for:

Edmond Ford, Esquire
Ford, McDonald & Borden, PA
815 Elm Street, Suite 5B
Manchester, NH 03101

(Transcription of audio recording)

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to Site Plan and Subdivision Regulations: Page 88

Board Discussion re Conditions of Approval: Page 98

Motion to Approve applicant's Request for

Amended Site Plan for Building D, subject

to conditions: Page 126

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PROCEEDINGS

CHAIR PLUMER: Next thing (indiscernible), which is a request by Willey Creek Company for an amendment to a previously approved site plan for the proposed relocation of Building D at the Ray Farm Condominium Development and associated site improvements off Ray Farmstead Road. Subject properties are in C-3 Epping Road Highway Commercial zoning district, and are identified as Tax Map Parcel #47-8 and 47-8.1, according to Planning Board Case #22-3.

Uh, just a little bit before this, uh, many times there's minor adjustments on, uh, on site changes. And some years ago we had authorized our Town Planner to make those decisions out of sight because it wasn't like a, a guardrail had to be moved because of some reason, or some other minor adjustment that we felt our Town Planner could take care of.

This is an example of one that's really making, because it -- I'll say it this way, because the building is being in a different portion of the lot, guess what, the land changed.

BOARD MEMBER GRUETER: Yeah, a lot.

CHAIR PLUMER: That probably is the main

1 reason, so there's enough changes here that, uh, they
2 have got to come back and have a chat with us. That's
3 where I'm at anyway.

4 So, um --

5 BOARD MEMBER KENNEDY: Mr. Chairman, as a
6 resident of Ray Farms, I'm going to recuse myself.

7 CHAIR PLUMER: Thank you.

8 BOARD MEMBER BELANGER: And, Mr. Chair, I'm
9 also going to recuse myself.

10 CHAIR PLUMER: Thank you.

11 And then I have (indiscernible) and then I have
12 Dean and Sam both act.

13 So we will proceed with the case. We have
14 better than four, so let's, let's ... all right.

15 ATTORNEY PHOENIX: Thank you, Mr. Chairman.
16 Members of the Board, I'm Tim Phoenix from Hoefle Phoenix
17 Gormley and Roberts. I'm legal counsel to Willey Creek
18 and its principal John Shaftmaster, who is behind me.

19 Um, also with us today, on my right is Brendan
20 Quigley from Gove Environmental; uh, you may hear from
21 him. Uh, Kat Morrill from Millenium who's done a lot of
22 the technical work here. And Bruce Scammon from, from
23 Emanuel Engineering and James Verra Associates, has done

1 technical work hand-in-hand.

2 Um, just for a little bit of background, many
3 of you were probably involved in all, all of this. But
4 we were here talking about Building D, the fourth
5 building of a four-building, um, development. Um, A, B
6 and C are long done.

7 I would also point out that Building D was
8 originally approved in a completely different location up
9 by the Mobil Station several years ago, and a decision
10 was made, and I think it was agreed upon by everyone that
11 this location is better.

12 So the location of the building is essentially
13 unchanged. What happened was after the approval was
14 granted by this Board back in June when they started
15 doing site work they found some issues that, um, by
16 addressing them, made things on an overall basis better,
17 smaller parking lot, less retaining wall, et cetera.

18 Um, I will say that I've lobbied Carol, um, and
19 Town Counsel Hart (ph) to have them do it as an
20 administrative approval. Um, as you can see, I was
21 unsuccessful.

22 (Laughter)

23 ATTORNEY PHOENIX: Carol said this was

1 necessary, so, so here we are, and we respect that.

2 So, um, I just -- we think it's essentially the
3 same project, but with changes that Carol thought, and,
4 and Chair, uh, agreed, and presumably the Board agrees,
5 uh, it was best to come back here to go through them.

6 Um, I would also say that the Building D, um,
7 that one of the issues is the effect on, um, disturbance
8 -- temporary and/or permanent disturbance in the buffer
9 and wetland. The original building we had much more
10 disturbance; I don't remember the numbers, but John -- I
11 wasn't involved back then, but John reminded me of it.

12 So I'm going to turn it over to Bruce now.
13 We're all here, um, to answer any of your questions after
14 Bruce gives a brief summary.

15 You have Carol's, um, memo dated December 30
16 that sort of outlines it, and it makes some requested,
17 uh, or it recommended possible Planning Board motions, in
18 addition to those on Carol's, um, one, two and three.
19 There's also Section 9.3.1 for the distance between the
20 buildings. That's not identified as a motion, but, um,
21 it's been part of this application notice.

22 So, um, we're asking you to address the two
23 waivers and the overall site plan, uh, changes as an

1 amendment to the previous approvals. So with that, um, I
2 hope to not say much more.

3 CHAIR PLUMER: I'm going to interrupt because I
4 notice in one of these things, accept the motion here
5 that says, is that this case is ready to be heard.

6 ATTORNEY PHOENIX: That's one of the motions
7 she --

8 CHAIR PLUMER: So, uh --

9 ATTORNEY PHOENIX: -- Carol recommended.

10 CHAIR PLUMER: -- so I didn't realize that, so
11 I want to take care of that at this point so we can
12 proceed.

13 So, Carol, is -- is this ready to be heard?

14 CAROL OGILVIE: It is, yes.

15 CHAIR PLUMER: Okay. Then I'd like a motion
16 to, to hear this case.

17 BOARD MEMBER GRUETER: (Indiscernible).

18 CHAIR PLUMER: John, you --

19 BOARD MEMBER GRUETER: Yeah. So moved.

20 CHAIR PLUMER: Okay. Second?

21 BOARD MEMBER ENGLISH: I'll second.

22 CHAIR PLUMER: Second. Moved and Second.

23 Those in favor please indicate simply by saying "Aye."

1 (Positive verbal responses)

2 CHAIR PLUMER: And Nays? Abstentions? We have
3 an "Okay." Bruce, the floor is yours.

4 BRUCE SCAMMON: Thank you, Mr. Chairman.
5 Members of the Board. For the record, my name is Bruce
6 Scammon with Emanuel Engineering and James Verra
7 Associates, here working with, uh, Mr. Shaftmaster on the
8 redevelopment of, of the site.

9 We have been working very closely with
10 Millenium Engineering who has been doing most of the work
11 on this project. So we've just come in to, um, consult
12 on this, and just wanted to talk about a few of the
13 differences that we have done.

14 I think the biggest thing that everybody should
15 know is the building is in the exact same location; it's
16 just been mirrored. So if you think about it like this,
17 before it was the other way around. With the drive under
18 the basement was at the opposite end, and we've flipped
19 that to the lower end.

20 Um, the grading is such, and the grade across
21 the site itself, it's lower on this end, to begin with.
22 So it made it so there was about nine less feet of
23 excavation on the upper end. And so there would be less

1 into the bedrock and, and, uh, digging that end out, with
2 less impact.

3 Additionally, um, there would be no retaining
4 walls that would go around that north and east side of
5 the building because of, we didn't have to go as deep.
6 Um, the slopes are much less for that end.

7 The other major change is there's a lot less
8 pavement and a lot less impact. I'm going to come up to
9 the screen just for, real quick. I know there's probably
10 a laser, but I can point it out better.

11 The end of the driveway coming in is here now,
12 versus driving all the way up to the end of the property
13 line. And we don't have any pavement on that upper
14 portion.

15 As you may recall, there was a parking lot that
16 goes into the -- went into the upper portion. We've
17 gotten rid of that parking lot and additional parking
18 spaces here.

19 In addition, this area was graded, um, much
20 closer to the, um, brook that's down here. It has the
21 shoreland protection, so there's a bigger natural buffer
22 that's on this end, and we'll be able to save more trees,
23 uh, down here in this buffer area along the brook.

1 The other major change that we did is, um,
2 instead of doing underground storage we're doing
3 infiltration and treatment. Uh, so it's, it's a bioswale
4 that runs along here, and there's bio -- bio pond that's
5 here. So all that surface water that comes off of the
6 site will -- off the pavement will all go into these two
7 bio treatment centers.

8 Additionally, we're putting drip edge around
9 the whole building so we can store the water that comes
10 off the roof and let it get infiltrated back into the
11 ground.

12 Essentially, the road coming in isn't changed.
13 And so, except that we're making it shorter. Uh, the
14 driveway is a little closer right here to the wetlands,
15 but we're putting a retaining wall in there, so you won't
16 have direct runoff, and curbing, so you can never have
17 direct runoff into the wetlands.

18 All that water is directed to the curb ends
19 here. All that water is either coming into here or going
20 into catch basins. So there would be no direct impact of
21 stormwater into the wetland.

22 With that said, those are the major changes.
23 There's less parking. As you recall, there was a

1 driveway that came up so that the fire department could
2 get in close to the, up close to the building. Uh, we
3 have moved the parking lot closer.

4 With the clientele, um, some of the clientele
5 that live in the Over 55 we thought it was more important
6 to have these parking spaces a little closer to the
7 building so that they can have easier access for someone
8 that's parking outside.

9 As before, there's a lot of -- most of the
10 parking is below grade for the residents that live in
11 the, um, in the building. Some will be, of course,
12 parking in the, in the parking spots outside. With that
13 parking lot moving, we also have a waiver for parking
14 being closer to the building.

15 So in your packet I can read the waiver, if
16 you'd like, or if you want me just to skim over some of
17 the criteria on that, Mr. Chairman.

18 CHAIR PLUMER: Let's talk a little bit about
19 what you've presented to this point.

20 BRUCE SCAMMON: Okay.

21 CHAIR PLUMER: Um, and --

22 BRUCE SCAMMON: And, and then one more thing
23 was that there was a second waiver that was, um, the

1 second waiver is in reference to ... the standards of,
2 um, was brought up at our Technical Review Committee, is
3 our driveway. As some of you may recall, the end of the
4 town road is here, and our driveway is right on this line
5 right here. And now our driveway continues on, so it's'
6 almost like a continuance of the road.

7 So the driveway drainage, or the road drainage
8 as you may call it, but the driveway drainage all goes
9 into the catch basin system that's existing.

10 CHAIR PLUMER: Okay.

11 BRUCE SCAMMON: And goes into a pond that's
12 right here that the town has an easement on. It was
13 always like this, but the town said technically that's
14 private drainage pulling into a public, uh, structure,
15 and the public has easement rights, even though it's on
16 Mr. Shaftmaster's or the Condo Association's land.

17 But that drainage is going to continue, as it
18 was originally designed, is going to go into that pond.
19 So it was a technicality that the town, uh, didn't catch
20 before, so we need to, uh, rectify that.

21 If anything, there's less drainage because the
22 road's a lot shorter than it used to be. Um, so that was

1 just something else, that was a second easement, or a
2 second waiver, excuse me, --

3 CHAIR PLUMER: Hm-mm.

4 BRUCE SCAMMON: -- that was going to be
5 required.

6 CHAIR PLUMER: Okay.

7 Any questions?

8 BOARD MEMBER GRUETER: Yeah. I'm curious, you
9 mentioned -- the parking's been mentioned two or three
10 times (inaudible). There are thirty-two spaces in the
11 garage underneath the building?

12 BRUCE SCAMMON: I believe it's thirty-two, I
13 had -- for some reason thirty-six was in my mind, but it
14 may be --

15 BOARD MEMBER GRUETER: Yeah. All right. I
16 live at Sterling Hill and we have the same kind of setup,
17 but there's a couple of extra spots.

18 Um, are the parking spaces outside equal to
19 what's in the other buildings? Or did you --

20 BRUCE SCAMMON: I think each --

21 (Voice overlap)

22 BOARD MEMBER GRUETER: -- a bit lower?

23 BRUCE SCAMMON: -- each of, I would say that

1 it's a little bit lower. The new State standard requires
2 only, um --

3 CHAIR PLUMER: Once space.

4 BOARD MEMBER MARTEL: One.

5 BRUCE SCAMMON: -- one space per residential
6 unit. So this has -- well, let me look for the number,
7 exact number of parking spots. One, two, three, four,
8 five, six, seven, eight, nine, ten, eleven, twelve --
9 thirteen additional spaces outside.

10 So we have either forty-five or forty-seven,
11 I'm sorry, or forty-eight, um, total spaces.

12 CHAIR PLUMER: Yeah, believe it or not, people
13 over fifty-five often have more than one car. You know,
14 they often have two, and they have, if you're lucky, kids
15 and grandkids that come to visit.

16 I would think you'd want to at least make it
17 what the other buildings had.

18 BRUCE SCAMMON: I think what we've been told is
19 that the other buildings there's more spaces than are
20 used, is, is what my understanding is. And so there's a
21 lot of empty spaces, and so they were trying not to do
22 extra pavement unless they needed to. That was the
23 thought process.

1 CHAIR PLUMER: All right.

2 BRUCE SCAMMON: I understand what you're saying
3 as well. Um, but ...

4 CHAIR PLUMER: But my question is, I'm assuming
5 visitors come frequently.

6 BOARD MEMBER GRUETER: Yeah.

7 CHAIR PLUMER: So under the building is
8 adequate for all of the units, so you need visitor
9 parking, I -- I suspect.

10 BOARD MEMBER GRUETER: Well, a lot of people
11 have second cars.

12 CHAIR PLUMER: Well, that's true.

13 BOARD MEMBER GRUETER: You know. So it's
14 thirty-two --

15 CHAIR PLUMER: Yeah.

16 BOARD MEMBER GRUETER: -- and at least another
17 fifteen for the second cars before you get to the
18 visitors.

19 CHAIR PLUMER: Well, the test in part is what's
20 happening in the other three structures.

21 BOARD MEMBER GRUETER: Yeah.

22 CHAIR PLUMER: And, uh, Bruce is saying that
23 they seemed to have more parking than needs, so this

1 should be adequate here. Maybe this will be a different
2 crowd of people.

3 (Laughter)

4 CHAIR PLUMER: Or the antique car in the garage
5 and the day car outside.

6 BOARD MEMBER GRUETER: We, um, I've been
7 working with condominiums for over almost fifty years --

8 CHAIR PLUMER: Okay.

9 BOARD MEMBER GRUETER: -- and there's never
10 enough parking.

11 CHAIR PLUMER: Okay.

12 BOARD MEMBER GRUETER: I've added parking.

13 CHAIR PLUMER: Yeah.

14 (Pause)

15 BOARD MEMBER ENGLISH: Bruce, I've, I'm -- my
16 glasses aren't strong enough anymore to read some of
17 this, but I can't find the shoreland protection lines.

18 Can you identify where, where they are on, on your --

19 BRUCE SCAMMON: Yes. Let me see if I can pull
20 those out. (Inaudible)

21 BOARD MEMBER ENGLISH: (Inaudible) shoreline
22 plan.

23 (Board members conferring relative to shoreline

1 protection plan, inaudible).

2 BRUCE SCAMMON: This is the easier plan to see
3 it on.

4 BOARD MEMBER ENGLISH: Okay.

5 BOARD MEMBER: Yeah.

6 BOARD MEMBER: Yeah.

7 BOARD MEMBER ENGLISH: So ...

8 BRUCE SCAMMON: I'm going to take the
9 microphone. So what I was saying before is previously
10 this whole corner was part of the pond and regrading
11 area. So this has all been removed.

12 There's a corner right here that is new impact
13 that wasn't in the first, uh, plan, but we're removing a
14 bunch over here as part of the, um, addition of the
15 change.

16 So there is more pavement that's closer, but
17 we've also included the new bio retention swales that are
18 a better treatment system, in my estimation, um, to help
19 protect the environment.

20 So those all have sand filters in them where
21 they can, uh, help prevent, um ... well, it helps treat
22 the water. So you can have a bio --

23 CHAIR PLUMER: Show this to her.

1 BRUCE SCAMMON: -- or a bacteria, um, crawling
2 in that will, will -- will break down hydrocarbons, will
3 break down nitrogen and things like that. And that's why
4 I think that this is, is better for the environment.

5 Um, additionally, like I said, we have
6 retaining wall and curb that will direct the water so
7 that it does not, um, go directly into, you know, along
8 this whole stretch here where there isn't a bioswale. We
9 have curbed that so that you will not have any direct
10 flow into it.

11 Um, additionally, the water would have to fill
12 this whole bioswale, and you have a second berm after it
13 to help keep the water from flowing in that direction as
14 well.

15 CHAIR PLUMER: Is there a culvert on there,
16 too? Cuz again the print's pretty fine on the plans we
17 have, right.

18 BRUCE SCAMMON: Right here?

19 CHAIR PLUMER: Okay.

20 BRUCE SCAMMON: Is for the road. It was
21 originally a culvert, and there still is a culvert that
22 goes underneath the, uh, the driveway.

23 CHAIR PLUMER: Does the -- the driveway does

1 not go as far as that today; am I correct in saying that?

2 BRUCE SCAMMON: The driveway today ends --

3 CHAIR PLUMER: Right. I see.

4 BRUCE SCAMMON: -- approximately like right
5 here.

6 CHAIR PLUMER: Yeah, where that line is, yeah,
7 okay.

8 BRUCE SCAMMON: And then this line at the end
9 of the town's road --

10 CHAIR PLUMER: Oh, okay.

11 BRUCE SCAMMON; -- easement. So there's an
12 easement out there for the town to have a road.

13 CHAIR PLUMER: Yeah. Okay, yeah.

14 BRUCE SCAMMON: And so that's where the end of
15 the town's rights are. What we had talked about with,
16 um, DPW is giving some rights for the plow to be able to
17 turn around as part of this in the final agreement.

18 CHAIR PLUMER: Yeah. Okay.

19 BRUCE SCAMMON: So that's all been
20 contemplated. Just as this was, was being done before.

21 CHAIR PLUMER: I didn't mean to cut you off,
22 Gwen.

23 BOARD MEMBER ENGLISH: No. No, you did not.,

1 It's okay. I just wish I had our full plans that --

2 BOARD MEMBER GRUETER: Yeah.

3 BRUCE SCAMMON: I have a full-sized if you'd
4 like.

5 BOARD MEMBER ENGLISH: Of the old one?

6 BRUCE SCAMMON: No, not of the old one, I'm
7 sorry.

8 BOARD MEMBER ENGLISH: I have, I have -- I
9 think I have it at home, but I --

10 BOARD MEMBER GRUETER: Yeah, I do, too.

11 BOARD MEMBER ENGLISH: -- didn't bring it with
12 me.

13 BOARD MEMBER GRUETER: Have to compare.

14 BOARD MEMBER ENGLISH: Um, so a lot of
15 questions from DES. Have you, or how -- have you
16 incorporated any of the concerns and issues that they had
17 into this new plan, or are those yet to be ...

18 BRUCE SCAMMON: There is a couple small things
19 that still need to be, uh, addressed.

20 One is this right-of-way clips the edge of this
21 pond. And so we're going to have to take that pond and
22 just rotate it so it's outside of the right-of-way. Um,
23 but it's, uh, there's plenty of room there. Let me go

1 back to a different plan that shows the right-of-way.

2 CHAIR PLUMER: Right there, yeah.

3 BRUCE SCAMMON: Right there?

4 So you see this, cuz it's just a grading of
5 going back up. So if you had a roadside, we were trying
6 to use it as a roadside swale. As you go down off the
7 edge of the road, it would be part of that and just opens
8 up into the pond, which is fine. We can just introduce a
9 flatter grading and have the pond further up and have the
10 same volume. Um, but it's, it's a very minor, um, aspect
11 of the grading, grading and drainage that we have on
12 those.

13 What else did we have on those? Was there
14 anything else that you were specifically --

15 BOARD MEMBER ENGLISH: I don't have any, I, I
16 ... I read through it, and I, I was sort of overwhelmed
17 by the (laughing) amount that they were pointing out that
18 they had questions or issues with, and I thought I'll
19 just wait until I get here and have you --

20 BRUCE SCAMMON: Yeah.

21 BOARD MEMBER ENGLISH: -- (inaudible).

22 BRUCE SCAMMON: And the other, the other big
23 ones were the drainage in the road.

1 BOARD MEMBER ENGLISH: Hm-mm.

2 BRUCE SCAMMON: Which we're asking for the
3 waiver for, of course. And, um, I'm just trying to think
4 of anything else.

5 Through this redesign we've worked very closely
6 with the fire department --

7 BOARD MEMBER ENGLISH: Hm-mm.

8 BRUCE SCAMMON: -- who's another aspect of it,
9 so that we would, uh, cuz originally I sat through a few
10 of your hearings, over the years, and, um, I know that
11 there was some discussion about having a loop for the
12 fire department.

13 But the way we've shortened up and have so much
14 less pavement, um, the regulations allow for you to have
15 -- we actually have made two turnarounds for the fire
16 department in there. Well, three. One here --

17 BOARD MEMBER: Yeah.

18 BRUCE SCAMMON: One here, and one here. And as
19 long as you don't have less than a hundred and fifty
20 feet, um, by National Fire Protection Code, which is, is,
21 um, basically a hundred and a fifty feet, then you don't
22 have to have another turnaround further up. So this is
23 all done per the fire code, which we worked with the fire

1 department very closely on Also the placements of fire
2 hydrants, uh, we worked with them as well.

3 BOARD MEMBER ENGLISH: Okay.

4 Um, in Carol's notes, I think it was in Carol's
5 notes, it says that you're going before the Conservation
6 Commission on the 13th?

7 BRUCE SCAMMON: Correct. Next week. For the
8 Wetlands permit.

9 BOARD MEMBER ENGLISH: Okay.

10 BRUCE SCAMMON: That, uh, we are working with
11 the State. It's traditional that we go back, uh, to have
12 a meeting.

13 Uh, we have kept Kristin in the loop, and
14 she's, you know, been working with Kristin on, um, the
15 plan set as well.

16 BOARD MEMBER ENGLISH: Okay. All right.

17 ATTORNEY PHOENIX: If I may, I would also
18 mention that, um, and Carol was copied on this and you --
19 she may have given it to you. But we do have an email
20 from late November from Chief Pizon, uh, supporting this,
21 um, parking lot and turnaround.

22 CHAIR PLUMER: Turnaround. Okay. That's good.

23 Um, just a thought as we go along, uh, some of

1 those, the State permits have not been issued yet, so
2 that probably would be a condition of approval.

3 BRUCE SCAMMON: Absolutely.

4 BOARD MEMBER ENGLISH: Yeah.

5 CHAIR PLUMER: And, and, uh, I'm not sure
6 they've responded to the, the Town's comments, either,
7 so.

8 CAROL OGILVIE: Yeah. We just got those,
9 unfortunately, um, we just got those tonight, and I
10 haven't --

11 BRUCE SCAMMON: There will also be alteration
12 of terrain --

13 BOARD MEMBER ENGLISH: -- I can't read through
14 these when we're here (laughing).

15 CHAIR PLUMER: Yeah.

16 BRUCE SCAMMON: -- is another permit that is
17 required by the State that we're working on --

18 CHAIR PLUMER: Yeah.

19 BRUCE SCAMMON: -- submitting.

20 CHAIR PLUMER: Yeah.

21 (Pause)

22 CHAIR PLUMER: Uh, I'm open to the public if
23 anybody in the public wants to speak --

1 BOARD MEMBER GRUETER: (Interposing) I want
2 clarification. Just clarification on one thing.

3 BRUCE SCAMMON: Sure.

4 BOARD MEMBER GREUTER: That is the lot in front
5 of the building is not more than a hundred and fifty
6 feet?

7 BRUCE SCAMMON: Correct.

8 BOARD MEMBER GREUTER: And if it is, you can't
9 use it as a ...

10 BRUCE SCAMMON: You can. It's ... basically
11 the, what you really worry about in the fire department
12 is the front door. You want to be able to get to the
13 front door, and you don't want to be backing a long ways
14 out.

15 BOARD MEMBER GRUETER: Okay.

16 BRUCE SCAMMON: And so if, if your parking
17 spaces are nine feet long and you have, uh, what, seven
18 spaces to the front door, you're at sixty-three feet, you
19 know.

20 BOARD MEMBER GRUETER: Yeah.

21 BRUCE SCAMMON: So that's, I'm just, to give
22 you some rough numbers.

23 BOARD MEMBER GRUETER: Right.

1 BRUCE SCAMMON: And so sixty feet, I mean
2 hammerheads are a lot of time a hundred and fifty feet
3 wide.

4 BOARD MEMBER GRUETER: Right.

5 BRUCE SCAMMON: Or a hundred and forty feet
6 wide. Um, so what we're talking about is just, you know,
7 common backing maneuvers by a fire department. When you
8 start to get over a hundred and fifty feet, uh, is when
9 they say, you know, they're more concerned about backing
10 up, in the NFPA. I'm not telling you that's what the
11 town would, what the chief wants.

12 BOARD MEMBER GRUETER: Yeah.

13 BRUCE SCAMMON: All I can tell you is that he
14 said that this was okay, and, and was satisfied by, by
15 this.

16 BOARD MEMBER GRUETER: Do they require then,
17 uh, no parking signs on the back side of the lot, like
18 parallel parking?

19 BRUCE SCAMMON: They have not asked for that.

20 BOARD MEMBER: Shouldn't there be a "Fire Lane,
21 No Parking" sign?

22 BOARD MEMBER GRUETER: If the fire department
23 wants that. I mean we have no problem adding a sign that

1 says --

2 BRUCE SCAMMON: The only thing the fire
3 department asked for was an extra space in the front, on
4 the end, uh, that it's marked as an emergency vehicle
5 area, and we've agreed to put in a sign saying this is
6 for emergency parking only, uh, for an emergency vehicle,
7 an ambulance or something like that. And we've agreed
8 with with the fire department. That's the only comment
9 they had. Everything else met their needs or their
10 requirements that they --

11 CHAIR PLUMER: They also may have just assumed
12 no one would park there when, when -- when if there's no
13 other parking space, they will park there.

14 (Laughing)

15 BOARD MEMBER GRUETER: Yes. I've lived in
16 condos for forty years.

17 BRUCE SCAMMON: Yeah.

18 BOARD MEMBER GRUETER: People will park --

19 BRUCE SCAMMON: Yeah, they'll --

20 BOARD MEMBER GRUETER: -- everywhere they're
21 supposed to and everywhere they're not.

22 BOARD MEMBER: Yeah.

23 BOARD MEMBER GRUETER: They will.

1 CHAIR PLUMER: Bruce, can you point out about
2 approximately where that space is going to be?

3 BRUCE SCAMMON: I, I wasn't directly in that
4 conversation.

5 CHAIR PLUMER: Yeah.

6 BRUCE SCAMMON: I'm assuming they're talking
7 about the, the (indiscernible) area that's almost up to
8 the top.

9 BOARD MEMBER: On there, okay, good.

10 BRUCE SCAMMON: Yeah.

11 CHAIR PLUMER: Okay. The further end of the --

12 BRUCE SCAMMON: Yes.

13 CHAIR PLUMER: Yeah. Okay.

14 BRUCE SCAMMON: That's where they wanted it,
15 and we said we would stripe it and put in a sign saying
16 that this is all for emergency vehicles.

17 CHAIR PLUMER: Yeah. Okay.

18 BRUCE SCAMMON: And they were satisfied with
19 that.

20 BOARD MEMBER GRUETER: It could be a condition
21 of the plan to add that to the plan where I don't see it
22 on there. Just to make sure that that's shown on the
23 plan.

1 CHAIR PLUMER: Yeah.

2 BOARD MEMBER GRUETER: We can definitely --

3 BOARD MEMBER ENGLISH: Oh, sorry. Can you
4 repeat, um, what he just said, because he wasn't at the
5 mic and I don't think that our recorder will --

6 CHAIR PLUMER: Just --

7 BOARD MEMBER ENGLISH: If you could just, just
8 say what you were, you don't have to --

9 BRUCE SCAMMON: Sure. So what we're saying is
10 that the end of the parking lot, there's a turnaround
11 area, and we're going to stripe that and put a "No
12 Parking, For Emergency Vehicles Only," uh, signs there.
13 If that makes sense.

14 BOARD MEMBER GRUETER: Yeah.

15 BOARD MEMBER ENGLISH: Thank you.

16 CHAIR PLUMER: Thank you.

17 BOARD MEMBER MARTEL: Mr. Chair, a few
18 questions for the applicant.

19 Um, there's a proposed 20' x 20' grilling area.
20 Um, I don't remember if there was one in the previous
21 plan, but I was wondering if you could talk about that a
22 little bit.

23 BRUCE SCAMMON: Yes. Um, sorry I did not

1 mention that. That's an added feature. Because we don't
2 have all those retaining walls in that parking, and the
3 road going up there, we have made some outdoor
4 recreational areas for the, um, future homeowners that
5 will live there, so that they have a patio outside. So
6 that's new.

7 Um, it's minor in the scope of impervious
8 surfaces compared to what was there. But it's a, uh,
9 definitely a benefit than to not have that.

10 BOARD MEMBER MARTEL: And is that like a
11 propane grill? Is it just like a tank, or --

12 BRUCE SCAMMON: We have no plans to add
13 hardwire --

14 BOARD MEMBER MARTEL: Okay.

15 BRUCE SCAMMON: -- gas or anything out there.
16 Is my, is my understanding. So it's more of just letting
17 them, you know, if they want to bring out a grill or, or
18 if there's a condo association, you know, could do
19 something out there. Uh, they could just have some, a
20 picnic table out there and be able to go out and eat
21 outside.

22 BOARD MEMBER MARTEL: Okay.

23 CHAIR PLUMER: Do they have access to the other

1 three, um --

2 CAROL OGILVIE: Buildings?

3 CHAIR PLUMER: When the first three buildings
4 were built there was a social area, whatever, constructed
5 there. Do they, are they allowed to use that?

6 BRUCE SCAMMON: It's my understanding is, uh,
7 all the members of the condo association, including
8 Building D, will all have access to all of those.
9 They're all part of the same association.

10 CHAIR PLUMER: Same association. Okay.

11 BRUCE SCAMMON: So we're not making a new
12 association for this.

13 CHAIR PLUMER: No.

14 BRUCE SCAMMON: So just like someone from
15 Building A could probably come out and have a picnic on
16 that patio, because it's all in the common area.

17 CHAIR PLUMER: Yeah.

18 BRUCE SCAMMON: Is the way a condo, uh, living
19 works. I live at a condo as well, so.

20 UNIDENTIFIED VOICE: And nobody cooks.

21 BRUCE SCAMMON: Exactly. They have the right
22 to.

23 BOARD MEMBER MARTEL: With regard to the three-

1 foot-wide pedestrian path connecting Building D to the,
2 the other building to the west, I forget what the number
3 is. Um, I was wondering if I could, cuz right now it
4 looks like, like before it kinda connected to the parking
5 lot a little bit more directly, and now it looks like
6 it's connecting to the road.

7 So in theory you'd have to like walk out of the
8 parking lot, go down to the road, go across. I'm just
9 wondering if it would be possible to just make that
10 connection through over to the sidewalk at the front door
11 and then it's a little bit more of a direct route
12 convenient to people.

13 BRUCE SCAMMON: Well, it's planned that all be,
14 um, gravel, or, you know --

15 BOARD MEMBER MARTEL: Yeah.

16 BRUCE SCAMMON: -- pervious. So I don't think
17 it makes a difference. Um, we had just done the
18 connection there because if someone wanted to do a
19 walking route --

20 BOARD MEMBER MARTEL: Hm-mm.

21 BRUCE SCAMMON: -- around the whole complex,
22 that would be, um, the way they would do that.

23 Additionally, there's sidewalk on this side of,

1 of --

2 BOARD MEMBER MARTEL: Hm-mm.

3 BRUCE SCAMMON: -- of the, uh, road. I don't
4 think anybody would be opposed, uh, opposed to having a
5 gravel connection up to the parking lot.

6 BOARD MEMBER MARTEL: Yeah, I think it's a nice
7 convenience to have it, you know, just a little bit
8 cleared and, um, you know, leveled out, if possible.

9 (Pause)

10 BOARD MEMBER MARTEL: Is there lighting on this
11 plan?

12 BOARD MEMBER GRUETER: I don't see any.

13 BOARD MEMBER MARTEL: I don't see any.

14 CHAIR PLUMER: Do you want to look at the
15 Landscape Plan on the back of the plans?

16 BOARD MEMBER GRUETER: We gotta get a look at
17 the lighting, too.

18 CHAIR PLUMER: Oh, lighting too. Okay.

19 BOARD MEMBER MARTEL: Yeah, it's on the
20 Landscape Plan.

21 BOARD MEMBER GRUETER: Okay. Everyone gets a
22 flashlight when they move in.

23 (Pause; documentation reviewed)

1 BRUCE SCAMMON: (Speaking from a distance) So,
2 the light plan --

3 BOARD MEMBER MARTEL: Oh, there it is. Okay.

4 BRUCE SCAMMON: -- it's here. It's, uh ... not
5 heavily illuminated. I mean it's all on a commercial
6 (inaudible) flow of traffic.

7 As you can see, most of the area in blue is all
8 zero. There's a little bit of lighting that runs out to
9 the, uh, picnic area. There's lighting around the
10 driveway and the parking lot. Um, anything with red is,
11 is a (inaudible) --

12 BOARD MEMBER MARTEL: Hmm.

13 BRUCE SCAMMON: -- on the ground. Sorry, I'm
14 not using the microphone again. Sorry.

15 So, the lighting is everyplace in red, uh, as
16 shown on this plan. Blue is, is zero light, um, flowing
17 off.

18 As you can see here, there's a light fixture so
19 that's why you're getting a little bleed-over over the,
20 um, swale and the same here. Everyplace else, um, in
21 blue is zero light.

22 BOARD MEMBER GRUETER: And so does that
23 continue to the street down below, the new section?

1 BRUCE SCAMMON: It's my understanding, is that
2 there is lighting all the way down the roadway, or -- I'm
3 sorry.

4 KAT MORRILL: No, that's fine.

5 So my understanding is that they mirrored
6 lighting all the way down the roadway. My name is Kat
7 Morrill, for the record.

8 And, um, one of the things that was taken into
9 consideration when the lighting plans were configured is
10 the note that was given by the Board about down-shielding
11 and attempting to prevent any light from --

12 MALE VOICE: Yeah.

13 KAT MORRILL: -- into the wetland.

14 MALE VOICE: Yeah.

15 CHAIR PLUMER: Thank you for pointing that out.

16 (Pause)

17 BOARD MEMBER MARTEL: And one last, just
18 request, just based on our previous, um, new addition to
19 the State plan regulations, I'm wondering if it would be
20 possible to squeeze in a couple bike racks in your
21 parking garage.

22 BRUCE SCAMMON: I think that most of the units
23 have closets in the basement or they -- some of the units

1 have closets for bikes.

2 UNIDENTIFIED VOICE: They all do.

3 BRUCE SCAMMON: They all do.

4 BOARD MEMBER MARTEL: Oh, okay.

5 BRUCE SCAMMON: So there's already, um, --

6 BOARD MEMBER MARTEL: So there's already

7 storage. Okay.

8 BRUCE SCAMMON: -- enclosed areas, lots of

9 storage in the basements.

10 BOARD MEMBER MARTEL: Okay, cool.

11 BOARD MEMBER GRUETER: All right.

12 BRUCE SCAMMON: So they don't have to worry

13 about that.

14 BOARD MEMBER GREUTER: And they fit in those

15 closets? Bikes?

16 BRUCE SCAMMON: I haven't been in one, so I

17 can't -- (laughing) -- tell you for sure. Uh, I have a

18 family member that lives in Building B, and, um, so I

19 know that they, they store a bunch of things in them.

20 CHAIR PLUMER: Before we get to landscape, is

21 this, uh, structure now required to have an installation

22 of, uh, electric car plugs? The groundwork done there?

23 BOARD MEMBER ENGLISH: It should be.

1 BOARD MEMBER GRUETER: I don't, I don't think
2 so.

3 CHAIR PLUMER: I don't, okay.

4 Yeah, Kat.

5 KAT MORRILL: So we, we do have provision, um,
6 for the three spaces on the righthand side of the parking
7 lot to be turned into E-Z-GO spaces if the association
8 elects to do so.

9 CHAIR PLUMER: Well, I think the idea is the
10 underground work is done.

11 BRUCE SCAMMON: Correct. Yeah.

12 CHAIR PLUMER: And they were told to wire it,
13 if you will.

14 BRUCE SCAMMON: Condo would.

15 CHAIR PLUMER: Condo association would, yeah.

16 BRUCE SCAMMON: That is correct.

17 CHAIR PLUMER: Yeah.

18 BRUCE SCAMMON: And while we have the ability
19 to be done, one of the things that we're finding in condo
20 associations today, that I'm seeing in multiple towns,
21 is, um, the concerns about fire, and the liability that
22 condo associations take on by allowing these. And so we
23 don't want to put them in today because of the, uh,

1 liability associated with that. And if the condo
2 association wants that, then we've done, set it up so
3 that they can do that.

4 CHAIR PLUMER: Yeah. Yeah. Okay.

5 BOARD MEMBER: And they do that on the inside
6 parking or only on the three spaces on the outside?

7 BRUCE SCAMMON: That's something up to the
8 condo association. What we've been finding is the
9 concerns over fire hazard is making some condo
10 associations not allow that.

11 BOARD MEMBER GRUETER: Yeah, there's, there's
12 that and the fire department doesn't have an opinion,
13 like they're not telling you you can't do it. And
14 neither does your insurance company. Which is, you would
15 think that's, they would put the kibosh on it, but. And
16 I know we're not allowing (inaudible).

17 CHAIR PLUMER: Kinda use your microphone so --

18 BOARD MEMBER GRUETER: Oh, I'm sorry. I said
19 our association isn't allowing the inside connections.
20 And how would we do it anyway, right? It would be,
21 really mess up the garage. But so we've at least gone on
22 hold on that.

23 BRUCE SCAMMON: I think a lot of it's new, and

1 there isn't a lot of things that's known about it, and
2 that's why some people are putting it on hold. Until
3 it's a little more, uh, worked out in the details of
4 them.

5 BOARD MEMBER GRUETER: And then, and then some
6 people just move in with electric vehicles (laughing),
7 and then get all upset because we don't have it. But
8 they're supposed to do their homework.

9 (Pause)

10 BOARD MEMBER MARTEL: I have one quick
11 question, Lang.

12 CHAIR PLUMER: Yes.

13 BOARD MEMBER MARTEL: Why does the, um, is the
14 surface going to your, um, grilling patio, is that, um,
15 is that an impervious or pervious surface? What is
16 proposed for that?

17 BRUCE SCAMMON: It's, uh, impervious patio
18 blocks at this point.

19 BOARD MEMBER MARTEL: Patio blocks. Okay.

20 (Pause)

21 BOARD MEMBER MARTEL: I can't tell how wide it
22 is, but I guess -

23 BOARD MEMBER GRUETER: Approximately four feet

1 wide.

2 BOARD MEMBER MARTEL: Four feet? Okay.

3 BOARD MEMBER GRUETER: If you look at the front
4 walkway, I believe that is five feet wide, and it's
5 slightly, slightly narrower than the front walkway.

6 BOARD MEMBER MARTEL: Okay.

7 (Pause)

8 CHAIR PLUMER: What are the plants that are in
9 the filtration pond there that's going to be turned?
10 (Indiscernible), and it has plant life in it all the
11 time? Cuz it doesn't hold the water that long?

12 (Pause; documentation retrieval)

13 BRUCE SCAMMON: Well, let's see now.

14 UNIDENTIFIED VOICE: I am trying to read them
15 myself, and I am having a difficult time. Sorry.

16 BOARD MEMBER MARTEL: Which ones are you asking
17 about, Lang?

18 BOARD MEMBER GRUETER: The pond he talked about
19 moving.

20 CHAIR PLUMER: It was in the pond, so some
21 plants in the --

22 BOARD MEMBER MARTEL: Oh yeah, there's pilar
23 (ph), there's Apollo, which is Winterberry, and

1 Iris versicolor.

2 BOARD MEMBER MARTEL: And then --

3 BOARD MEMBER GRUETER: They're not
4 (indiscernible), are they water lilies or what?

5 BOARD MEMBER MARTEL: No, they're, they're --
6 the Winterberry's like a shrub, grows in wetlands. It's
7 the one with the red berries at Christmastime.

8 BOARD MEMBER GRUETER: Yeah, okay.

9 BOARD MEMBER: Okay.

10 BOARD MEMBER MARTEL: Everyone loves.

11 BOARD MEMBER GRUETER: So that's appropriate
12 for that.

13 BOARD MEMBER MARTEL: And then there's
14 (indiscernible) on the edging which is more of a shrub,
15 like an evergreen kinda shrub.

16 BOARD MEMBER GRUETER: All right.

17 BOARD MEMBER MARTEL: And then Iris, which also
18 grows well in the ...

19 (Indiscernible)

20 (Pause)

21 BOARD MEMBER MARTEL: I don't know if there's
22 enough plants in there for the size of it, but. Cuz it
23 seems like they should be packed in a little bit more.

1 Cuz what's the groundcover around it? Is it just water?

2 I mean the water; is it just mulch?

3 BRUCE SCAMMON: I'm sorry, I didn't prepare

4 the, the, uh, landscape plan. Um, I know --

5 BOARD MEMBER GRUETER: (Indiscernible).

6 (Laughter)

7 BOARD MEMBER GRUETER: Sorry, sorry.

8 BOARD MEMBER MARTEL: But it's a stormwater

9 basin, right? So it's functioning --

10 BRUCE SCAMMON: I would think it would be. I

11 know UNH Stormwater Center we've been traditionally

12 putting grass in all of our bioswales as a base, uh,

13 because it takes up some nitrogen.

14 BOARD MEMBER MARTEL: Okay.

15 BOARD MEMBER GRUETER: And versus just doing,

16 um, mulches.

17 BOARD MEMBER MARTEL: So it would be seeded and

18 then these plants will be put in between those seeds. So

19 you're not going to mow it or anything.

20 BRUCE SCAMMON: Um, traditionally you would,

21 you would keep it mowed around those, but.

22 BOARD MEMBER: Once or twice a year.

23 BRUCE SCAMMON: Yeah, once or twice a season or

1 something, just to knock it down and, and keep it at bay
2 so you don't have other vegetation starting to grow up in
3 it.

4 BOARD MEMBER MARTEL: Hm-mm.

5 BRUCE SCAMMON: Uh, so you don't want, like,
6 other woody invasive vegetation starting to, to grow up.

7 What we find in most of our drainage structures
8 is once you start to get that woody vegetation that's
9 invasive and you start to ruin the berms, and some of,
10 um, you can have shortcutting with stormwater and things
11 like that. So we always recommend mowing, um, mowing
12 them.

13 I know the UNH Stormwater Center has really
14 strongly suggested putting a lot of 'em into just
15 straight grass. I know that that they wanted to try to
16 have some landscaping associated with this as well. Um,
17 probably just to, uh, make -- so you looked over it, not
18 at it, as a hole in the ground, you know, another
19 straight pond or bio-retention pond in this case, would,
20 would look like.

21 (Pause)

22 CHAIR PLUMER: Yes?

23 (Laughter)

1 BOARD MEMBER MARTEL: I'm still back on the
2 path (laughing). I like to see as little pervious
3 surface as possible, and I, I don't know enough about
4 this to weigh heavily, put a lot of weight on this.

5 But a four-foot wide path, it's -- I can't see
6 the distance on this, either, it's on a scale. Um, it
7 just would be nice maybe to have pervious pavers on that
8 instead of impervious.

9 BRUCE SCAMMON: Or just, like a stone dust or
10 something like that, even?

11 BOARD MEMBER MARTEL: Which is pretty
12 impervious in itself.

13 BRUCE SCAMMON: I understand.

14 BOARD MEMBER MARTEL: But, um, and I don't know
15 if the rest of the Board has any thoughts on that, but.

16 ATTORNEY PHOENIX: I would just add, just
17 remind that the -- the thought process I think on that
18 was that we are saving so much impervious, with the
19 vastly smaller parking area, that adding that back in was
20 --

21 CHAIR PLUMER: Yeah.

22 ATTORNEY PHOENIX: -- you know, a good
23 tradeoff. I think that was the thought.

1 BOARD MEMBER MARTEL: Yeah, I appreciate that.
2 I also ... I also like to do what I can to protect
3 (laughing) and, and not create any more impervious
4 surface as possible.

5 CHAIR PLUMER: Kat.

6 KAT MORRILL: Yeah, I think, I mean I think I
7 get where you're coming from. In my mind, like it's such
8 a small area, and it's surrounded by impervious that
9 anything that does run off is going to sort of
10 immediately just sink into the grass. So it's not, it's
11 not like -- it's not like a parking lot --

12 BOARD MEMBER MARTEL: Yeah.

13 KAT MORRILL: -- where you have a really a lot
14 of water that's kind of flowing off of it when it rains.
15 It's such a small amount I'm, I'm pretty confident that
16 the surrounding forest can absorb it. But that's just
17 kinda the way I'm --

18 BOARD MEMBER MARTEL: Yeah.

19 KAT MORRILL: I'm not as concerned as, as you
20 --

21 BOARD MEMBER MARTEL: Okay.

22 KAT MORRILL: -- I guess about it.

23 It would be nice if it was a permeable paver

1 instead of an impermeable paver which I don't think would
2 add a whole lot of cost; you would just use a different
3 paving type, um, or add a little spacer with some pea
4 gravel in between 'em.

5 BOARD MEMBER ENGLISH: I'd go with that. I
6 think historically, for the twenty-plus years I've been
7 on the Board, we've -- you know, that's something we've
8 been conscious of.

9 BOARD MEMBER GRUETER: Yeah.

10 BOARD MEMBER MARTEL: Yeah.

11 BOARD MEMBER ENGLISH: And, so it's, it's kind
12 of engrained in me to (laughing) try to --

13 KAT MORRILL: No, I totally, yeah.

14 BOARD MEMBER ENGLISH: -- mitigate it where we
15 can (laughing).

16 KAT MORRILL: I totally get it.

17 BOARD MEMBER ENGLISH: But, so if it doesn't --
18 yeah, I like your idea. If it isn't tremendously more
19 expensive, if it's possible to do that, that would be
20 great.

21 (Pause)

22 BOARD MEMBER MARTEL: Do you want to open it
23 back to the public?

1 CHAIR PLUMER: Anybody else from the Board or
2 anybody in the public wish to speak?

3 BOARD MEMBER GRUETER: Is anyone here?

4 CHAIR PLUMER: Please speak up to the
5 microphone.

6 BARRY GEIR: Yes, good evening. My name is
7 Barry Geir with Jones and Beach Engineers, here
8 representing Mr. Scott Carlisle who's the direct abutter
9 at Map 40, Lot 12.

10 Um, Mr. Carlisle owns, or has the easement,
11 access easement that the driveway is, is constructed
12 over. So he has some concerns

13 Um, the first is that the existing Ray Farm
14 Road is a dead-end street without a cul-de-sac turnaround
15 as required by Section 9.17.2 of the Site and Subdivision
16 regs. The Board allowed the current Ray Farm to be
17 constructed without a cul-de-sac as the intent was to
18 extend the public road to end at the cul-de-sac on
19 Mr. Carlisle's property, as everybody remembers.

20 Um, he believes that the Board should require
21 the construction of the cul-de-sac at the end of the
22 existing, or at the end of the, uh, existing public road
23 to correct that issue and bring the existing road up to

1 code. Uh, the Board has this authority under Sections
2 914.5 and 914.6 of the Site Plan and Subdivision Regs.

3 Additionally, it is unclear why this section of
4 driveway from the end of Ray Farm is being reduced from
5 twenty-eight to twenty-four feet. Uh, when the road is
6 extended it would access industrially-zoned parcel. It
7 seems prudent planning to maintain the original intent of
8 the road and the twenty-eight-foot width.

9 Uh, in addition, the twenty-eight-foot width
10 would, uh, also seem prudent due to the reduction in
11 parking. If residents are required to park on the
12 street, the additional width would provide safer access.

13 And lastly, it's the abutter's opinion that the
14 Board should require the condominium documents to include
15 provisions for the future connection and maintenance of
16 the utilities from the end of Ray Farm to Lot 12. This
17 is to ensure that the joint use of utilities and prevent
18 the potential of damaging the roadway with the
19 installation of the utilities.

20 Uh, I would like to also comment on the
21 drainage waiver that's been requested, but can wait, if
22 you guys want to discuss that at that time. Or I can
23 cover 'em now if you'd prefer.

1 CHAIR PLUMER: Yeah, go ahead.

2 BARRY GEIR: Sure.

3 CHAIR PLUMER: Yes, please.

4 BARRY GEIR: So it's the understanding that the
5 drainage feature was constructed on Map 47, Lot 8.1,
6 using TIFF money with the intent of treating and
7 retaining the stormwater for the proposed complete
8 roadway, which was to be constructed, um, to
9 Mr. Carlisle's parcel.

10 The applicant has decided to construct access
11 to Building D as a private road, even though the intent
12 was for the road to be public and constructed using the
13 TIFF money.

14 Uh, the applicant is now requesting a waiver to
15 allow the pond that was constructed using the TIFF funds
16 to be utilized for not only a portion of the private
17 drive, but also a portion of the development area outside
18 of the drive.

19 If the Board entertains this request, um, my
20 client requests the stormwater basin first be dedicated
21 to treating the full road length as proposed. To that
22 end we do have some suggestions, um, suggested
23 conditions.

1 Uh, one is that the applicant ensure that all
2 the impervious associated with the road, including the
3 extension of the road, to Mr. Carlisle's property and the
4 previously approved cul-de-sac on Mr. Carlisle's
5 property, be sufficiently treated and retained in the
6 stormwater pond prior to any of the site development
7 impervious associated with Building D.

8 Uh, second that the permits required,
9 specifically the AoT permit, includes the construction of
10 the impervious associated with the road to Mr. Carlisle's
11 property and the cul-de-sac head. This will ensure that
12 the pond, which was constructed to be completed -- was
13 constructed for the complete road build out, using the
14 TIF funds is actually used for the purposes.

15 Uh, three, that the maintenance should be
16 covered by the condo association for the pond. And that,
17 four, that Mr. Carlisle's engineer, along with the town
18 engineer, be included on the review of the design and
19 drainage prior to approval of the waiver and AoT to
20 ensure that Mr. Carlisle's intents are being protected.

21 Um, if the applicant does not, or if the
22 applicant, I'm sorry. If the Board doesn't agree to
23 these conditions, then Mr. Carlisle vehemently opposes

1 the waiver as there are alternatives that the applicant
2 just doesn't want to employ in this situation.

3 Um, regarding the conditions of the waiver, as
4 the Board knows, there's five specific conditions
5 regarding the waiver. We believe that without the
6 conditions that the waiver would fail under three of
7 those conditions.

8 Uh, specifically 13.7.1, which says the
9 granting of waiver will not be detrimental to the public
10 safety, health or welfare, or injurious to other
11 properties.

12 Without the conditions as stated, the waiver
13 fails on this first criteria item as it would be
14 injurious to other properties, specifically
15 Mr. Carlisle's property.

16 Uh, we believe it also fails on 13.7.3 which is
17 the third criteria, which states that because of the
18 particular physical surroundings, shape or topographical
19 conditions of the specific property involved, a
20 particular hardship to the owner would result as
21 distinguished from the mere inconvenience, if the strict
22 letter of the regulations are carried out.

23 Uh, in this case there can be no hardship as

1 the applicant is creating the need for the waiver. The
2 applicant could remove the need by constructing the road
3 as a public road as planned and utilizing the drainage
4 system as it was intended.

5 Um, four, or under 13.4, the granting of the
6 waiver will not be contrary to the spirit and intent of
7 the regulation. It's the applicant's opinion that
8 granting the waiver would be in direct contradiction to
9 the spirit and intent of the regulation, as the drainage
10 system was constructed with public funds for the use of a
11 public road.

12 Thank you for your time.

13 CHAIR PLUMER: Thank you.

14 Anyone else?

15 MARTY KENNEDY: Marty Kennedy. I'm a resident
16 of Ray Farm. Could you put the Site Plan back up?

17 (Pause)

18 MARTY KENNEDY: Yeah, any of those would
19 (inaudible).

20 BOARD MEMBER: (Inaudible).

21 MARTY KENNEDY: That one's a little busy, but
22 that's okay. Uh, just on the, on the -- two things.
23 One, on the, uh, on the parking.

1 Um, they're proposing forty-nine parking
2 spaces, uh, thirteen outside, thirty-six in the garage.
3 There's thirty-two units; that's about 1.5 per unit.

4 Um, just as somebody who lives there, that's
5 about right. That's typically what we, what we need,
6 with the one and a half. There are two times when that's
7 a problem. And one is if a couple of, uh, residents have
8 entertainment, have a party, have guests over, on those
9 particular days that can get a little tight.

10 And the second time it can be a problem is when
11 we have snowplowing come in. And what we need to do is
12 to have the snowplows come in, get all the cars off, and
13 it's like there's no place to put the cars.

14 And so one, one suggestion I was thinking is
15 that if you could consider, and I don't know if you could
16 just simply clear, you know, just grade the area over
17 here. Not, not pavement, but, you know, maybe, maybe
18 crushed stone or something, just so overflow parking that
19 could fit maybe five spaces or so, and that way it just,
20 when the plows come in we can move some cars over there,
21 and then they can clear out and so forth.

22 It also would give the fire department a little
23 bit more room to turn around. It also would be, you

1 know, it would help when Amazon comes and their truck
2 pulls in, it gives them a spot to pull in. Uh, you know,
3 we wouldn't want it paved, but it could be just some
4 overflow parking.

5 Uh, the second question I have is, there's a --
6 there's a rock out, outcrop right here. I was wondering
7 if somebody could just talk about that. Is there going
8 to be blasting? How, how involved that's going to be.

9 Is there going to be any need for any type of,
10 you know, pre or post, uh, monitoring of the other
11 buildings to make sure that if there's blasting there's
12 no, there's no damage.

13 That's all.

14 CHAIR PLUMER: Thank you.

15 Bruce, could you answer that last question,
16 please?

17 BRUCE SCAMMON: With, uh, the digging out of
18 the foundation there probably will be some blasting as
19 well. And we are, as part of our AoT permit, putting in
20 a permit for excavation of over five thousand, uh, I
21 think it's five thousand cubic yards of blasting or, um,
22 bedrock removal. We never know until we get down into
23 it, but we're propose -- we're working on that permit as

1 part of the AoT permit as well.

2 So with that large boulder that's there, um,
3 cannot be broken with the, um, excavator and a hammer,
4 then I'm sure it would be, um, "popped," as they would
5 call it in the blasting industry.

6 (Pause)

7 BRUCE SCAMMON: Um, the overflow parking are
8 designed ... the swale that's designed to run around to
9 collect any water that might get off of, of the building
10 or overflow from the, uh, stone trenches along the side,
11 collects the water here and then all the water that comes
12 off goes into a swale that runs down to the bioswale.

13 So it would be very difficult to, to, um, try
14 to put parking on top of that. Um, so I guess I'd be
15 concerned with trying to do that because of the drainage
16 structure.

17 Um, in reference to the cul-de-sac and the
18 width of the road, the driveway is twenty-four-feet wide,
19 which is, I believe the town standard for a road. So we
20 are building a road that's up to town standards.

21 We are putting a sidewalk on that, it runs
22 along the whole way. So just because the TIFF road that
23 ends at ... the TIFF Road and the town ownership, uh,

1 ends here.

2 So this is on the condo association's land, and
3 Mr. Carlise has a right to get to his land on that. Um,
4 we feel by putting in a town justified spec road, that
5 that should be sufficient.

6 Uh, in reference to putting a cul-de-sac at the
7 end of our road, uh, we've worked with the fire
8 department and DPW to have a turnaround there, which is
9 very similar to a hammerhead, which is a traditional
10 turnaround spot as well.

11 We are not in the subdivision regulations
12 because we're not doing a subdivision. This is all part
13 of, of one lot. So I don't think that we need to do that
14 because it's a private driveway.

15 Um, if Mr. Carlisle wants to extend that at
16 some point, then I would think that would be his
17 responsibility.

18 I'm not trying to touch any third, third rails
19 here cuz I know that this has been a long, drawn-out
20 process between the two property owners, and I'm brand
21 new here. So if I'm saying something wrong, um, please
22 feel free to tell me I am so.

23 But, um, so ... No, no worries.

1 So the road does narrow from here, and this is
2 the end of the town, the end of the town, uh, right-of-
3 way, and it does narrow onto the private property and
4 then continues on as a twenty-four-foot wide, uh, road or
5 driveway.

6 Like I said, the fire department has gone over
7 this. The DPW has gone over this. And the only thing
8 that they've asked us for is that they would be able to
9 have an easement for turning around town trucks, and, and
10 for plowing purposes.

11 And Mr. Shaftmaster has said right from the
12 beginning that he would work with the town on, uh,
13 letting the town trucks turn on that section of road.

14 The drainage waiver, this is nothing new. We
15 only have less pavement than what was already approved by
16 this Board. So it's not as if we're trying to come in
17 with, uh, something more intrusive or, or more, um, more
18 stormwater ever flowing into the town right-of-way, um,
19 and our flow was previously approved by the Board. In
20 fact, by having less road we're going to have less water
21 flowing there.

22 Um, so I'm not sure that that, um, where the
23 Board would come down on that. But it's my understanding

1 is, uh, that what was originally designed and proposed
2 and approved, uh, was more stormwater going into the, you
3 know, the town right-of-way. Cuz the town right-of-way
4 doesn't start till here.

5 As, as you come -- if you're coming out of the
6 site, uh, it isn't all the way to here. So, um, that's,
7 that's why I would think that we're less intrusive onto
8 the town's easements that they have on the condo
9 association's property.

10 Um, I don't know who paid for what originally.
11 I was always under the understanding is that
12 Mr. Shaftmaster paid to put the road and the pond
13 structures in. But if that's not the case, I would
14 assume he'd tell me that that was the case, or did the
15 town pay for your, the ponds to be put in.

16 JOHN SHAFTMASTER: I don't believe the Town
17 paid for that. In fact, we gave, um, Willy Creek, the
18 developer who built that pond, and gave the Town an
19 easement to use it. That, that's what happened there.

20 BRUCE SCAMMON: That was my understanding.

21 JOHN SHAFTMASTER: Yes.

22 BRUCE SCAMMON: So that, I just wanted to
23 confirm.

1 JOHN SHAFTMASTER: That is accurate.

2 BRUCE SCAMMON: Okay.

3 CHAIR PLUMER: So (indiscernible) any of the
4 the small retention pond right there, yes.

5 BRUCE SCAMMON: Down here, with it to meet
6 what's already existing.

7 CHAIR PLUMER: Yes.

8 BRUCE SCAMMON: And in fact, um, --

9 CHAIR PLUMER: And functions.

10 BRUCE SCAMMON: -- it's been my understanding,
11 is the contractor wasn't, didn't -- put in some soil that
12 was not up to code, and Mr. Shaftmaster actually paid to
13 have it removed and reconstructed so that it was a fully
14 operational pond, um, when I talked to the contractor
15 about that. So it's not -- he's paid to develop it
16 twice, um, already, uh, as part of this, uh, whole
17 development project.

18 Um, joint utilities, drainage waivers, um, my,
19 you know, I believe the condo association is in charge of
20 maintaining, um, the snowplowing and drainage structures
21 after everything's completed, and bond released. Most
22 likely that will be part of this.

23 So, um, I guess to Mr. Carlisle's defenses,

1 that's already in place, is my understanding, is that
2 this this will be maintained as all structures need to be
3 maintained.

4 And with our drainage, um, study we have an
5 operation and maintenance plan that has been reviewed by
6 the Town and by the review engineer that it makes sure
7 that maintenance has to be done to, to protect the
8 drainage structures, as is all structures today, um, in
9 modern plans.

10 So I think --

11 CHAIR PLUMER: Well, that's part of your
12 stormwater management plan.

13 BRUCE SCAMMON: Correct. It's an existing plan
14 that we've submitted to the Town.

15 CHAIR PLUMER: Yes.

16 BRUCE SCAMMON: Um, and I don't think it, I
17 think what I heard asked was that Mr. Shaftmaster or
18 Willey Creek should have to pay for an AoT design for the
19 cul-de-sac that happens beyond this. And that's not on
20 his property. I don't see how the Board would make one
21 property owner pay for something that was going to be
22 developed on another property.

23 So, um, we're designing a hammerhead-style

1 turnaround, and we are designing for drainage structures
2 around that, and, uh, believe that we have done so. I
3 think, as we talked about earlier, there's a couple
4 tweaks that we're working with the Town and the review
5 engineer on. But we have, uh, addressed the pavement
6 that we're proposing to put in, as part of this.

7 CHAIR PLUMER: Hmm.

8 BRUCE SCAMMON: Additionally, the State reviews
9 this as part of the AoT, so there's a double check to --

10 CHAIR PLUMER: Yeah.

11 BRUCE SCAMMON: -- the Town reviews.

12 I think that covers the things that have been
13 asked.

14 ATTORNEY PHOENIX: I would like to add a couple
15 of things, Mr. Chairman, if that's okay.

16 CHAIR PLUMER: Sure.

17 ATTORNEY PHOENIX: Um, in, in response to
18 Mr. Carlisle's representative's comments. Just a couple
19 things to either buttress or, um, embellish upon or add
20 to, add to Bruce's comments.

21 Um, the first is, and this is my, the way I
22 interpret it, what, what Mr. Carlisle is doing in this
23 instance is trying to get the Town to do his bidding for

1 things that he was unsuccessful doing on his own.

2 Um, this Board has already approved the area of
3 the last I'll call it fifty feet of the town road over
4 which this driveway is going to go. That's really not
5 changing. It's, it was reviewed back in June. That was
6 approved and it wasn't appealed.

7 Mr. Carlisle's property is hundreds of feet, if
8 not more, away from where all this is happening. So all
9 of this stuff has no effect negatively on his property.

10 Um, there was no cul-de-sac required when we
11 got this approved, uh, six months ago, um, and it was
12 approved by this Board. The fire, the fire department
13 supported it. There's really no change in that respect
14 in terms of use. The fire department supports this with
15 far less pavement. We've already granted easements for
16 the drainage part. We've, we've agreed to, uh, allow the
17 plow trucks to turn around and whatever they need to do
18 in there.

19 So, um, the, the fact is that the area from the
20 end of the TIFF road, which is where Bruce pointed it
21 out, um, after that it's private property, and

1 Mr. Carlisle has an easement over it, and he tried, in
2 court, to have that turned into some kind of public
3 access, and lost.

4 So now what I hear is he's asking for this
5 Board to say: Even though the Court said you can't make
6 that public, he's asking you to treat it as though it's
7 public by paving it and all those things. And it's just
8 not a reasonable request. And it's really, if you will,
9 in my mind, a red herring.

10 I get why he would do that as a, as a property
11 owner, because this is kind of a last straw. But I'm
12 asking this Board not to bite on, um, those, um, those
13 allegations.

14 Um, the, um, the -- and from the end of it,
15 it's not a road; it's a driveway. And that's why the
16 width is, is different than a road would require,
17 et cetera.

18 Um, I could go through, I mean I wrote notes on
19 all of it. I think Bruce has covered most of it. But
20 really we have to remember this is not a new application.
21 This is a relatively minor amendment that on the whole --

22 CHAIR PLUMER: Hm-mm.

23 ATTORNEY PHOENIX: -- makes things better and

1 less impactful than what this Board already approved,
2 which was never appealed.

3 So the most, if not every single one of the
4 things that was mentioned on behalf of Mr. Carlisle was
5 something if he wanted to happen he would've been
6 required to raise that within thirty days of the final
7 approval of this Board six months ago, and never
8 happened.

9 So we're asking you to, to just not give any
10 consideration to those arguments as, as, uh, that stated
11 better in terms of the physical nature of it, um, by
12 Bruce.

13 If there's something else you want us to
14 address in that regard, I'm happy to do it, if you have
15 questions about it. But that's our, uh, position and
16 response.

17 CHAIR PLUMER: Hm-mm.

18 ATTORNEY PHOENIX: Especially, um, I'm not as
19 loquacious as I might like to be, because you just heard
20 this, and we just heard this, so there's no, you know,
21 time to, to, uh, um, address it in a more formal manner,
22 nor should we just be delayed as a result of that.

23 CHAIR PLUMER: Any other questions? Anybody

1 else?

2 BOARD MEMBER GRUETER: How, how wide is the
3 easement?

4 BOARD MEMBER: Fifty feet.

5 BOARD MEMBER GRUETER: The easement is fifty
6 feet.

7 CHAIR PLUMER: Yeah.

8 BOARD MEMBER GRUETER: All right. And --

9 CHAIR PLUMER: That's in the fine print on the
10 plan (laughing).

11 BOARD MEMBER GRUETER: Yeah, I don't see it.

12 CHAIR PLUMER: (Inaudible).

13 BOARD MEMBER GRUETER: And the, um ... and, and
14 the section of road that you're going to be building is
15 how wide?

16 BOARD MEMBER: You mean the paved portion?

17 BOARD MEMBER GRUETER: Yeah, paved portion.

18 BOARD MEMBER: I think it was twenty --

19 BOARD MEMBER MARTEL: Twenty-four.

20 BRUCE SCAMMON: It was twenty-four plus the
21 sidewalk.

22 BOARD MEMBER GRUETER: And the existing
23 roadways are?

1 BOARD MEMBER: Twenty-four.

2 BOARD MEMBER MARTEL: Twenty-four.

3 BOARD MEMBER GRUETER: And you're asking for
4 twenty-eight, I guess.

5 UNIDENTIFIED DISTANT VOICE: -- section from
6 the road, from Epping Road is twenty-eight.

7 BOARD MEMBER GRUETER: That's the the Town's.
8 Right? The first left turn, that road is how wide?

9 BRUCE SCAMMON: I'm sure it's twenty-four. I,
10 I didn't design that, but --

11 CHAIR PLUMER: Ronny (ph) says yes.

12 BOARD MEMBER: Can we turn into the parking
13 lot?

14 BOARD MEMBER GRUETER: So it's consistent, so
15 we're going to be consistent for the size and everything.

16 BOARD MEMBER: Yeah.

17 BOARD MEMBER: Hm-mm.

18 BOARD MEMBER: How wide is the sidewalk?

19 BRUCE SCAMMON: I believe it's five feet.

20 (Pause)

21 BOARD MEMBER MARTEL: There's this section
22 right here (indiscernible).

23 (Board members conferring)

1 BOARD MEMBER: There's only one handicap?

2 CHAIR PLUMER: I have five. Right here five.

3 BOARD MEMBER MARTEL: (Inaudible).

4 BOARD MEMBER ENGLISH: So it's five?

5 BOARD MEMBER MARTEL: Yeah.

6 DISTANT VOICE: You need eleven.

7 CHAIR PLUMER: You need eleven? Five feet.

8 DISTANT VOICE: (Inaudible) -- concrete

9 sidewalk.

10 CHAIR PLUMER: Concrete.

11 (Pause)

12 BOARD MEMBER GRUETER: Excuse me. I know we
13 went through this. But in the section of the right-of-
14 way that is in front of Building 4 that you're not doing
15 anything to? Is that ... is that right? What?

16 BRUCE SCAMMON: It's going to stay as woods
17 and, and --

18 BOARD MEMBER GRUETER: Until he does something
19 with it.

20 BRUCE SCAMMON: Yeah. Or the condo association
21 does something, or so choose in the future.

22 BOARD MEMBER GRUETER: Well, if it's not -- why
23 would they do anything if he's got an easement on it,

1 though?

2 BRUCE SCAMMON: I'm just saying --

3 BOARD MEMBER GRUETER: But they could, you're

4 saying.

5 BRUCE SCAMMON: I'm just saying they might want

6 to have grass or something else.

7 BOARD MEMBER GRUETER: Yeah.

8 BRUCE SCAMMON: That we don't have control

9 over, is what I'm trying to get at, in the long run.

10 BOARD MEMBER GRUETER: Yeah.

11 (Pause)

12 BOARD MEMBER MARTEL: Can we just clarify. So

13 when you were talking about the Town's response regarding

14 the drainage basin that they own an easement on, did you

15 -- you were calling it a "waiver," but there's no waiver

16 request for that. Correct?

17 BRUCE SCAMMON: We submitted one December 16th.

18 FEMALE VOICE: That sounds right.

19 BOARD MEMBER MARTEL: Oh, is that --

20 BRUCE SCAMMON: It should be in your packet.

21 It was in the packet that I saw online today.

22 FEMALE VOICE: (Inaudible) -- letterhead.

23 BRUCE SCAMMON: Yeah.

1 BOARD MEMBER: Is that question about the
2 drainage or is that about the parking lot area?

3 BOARD MEMBER-MARTEL: The drainage. The
4 parking lot one I see. But I'm not seeing the --

5 BOARD MEMBER: Here.

6 BOARD MEMBER: Is it December 6th or November
7 6th?

8 DISTANT FEMALE VOICE: I believe it was
9 December 16th.

10 BOARD MEMBER MARTEL: December six... -- Okay,
11 (indiscernible).

12 DISTANT FEMALE VOICE: (Inaudible).

13 (Board members conferring, not speaking to be
14 recorded)

15 DISTANT FEMALE VOICE: (Inaudible) meeting of
16 the 11th.

17 BOARD MEMBER MARTEL: Thank you.

18 (Inaudible)

19 BOARD MEMBER MARTEL: Okay.

20 BOARD MEMBER: Yeah, it is a little bit
21 confusing, I'll admit, because, um, Carol's memo, um, her
22 motions identifies what one of the waivers, but it
23 doesn't have a line item for the other. It is in the

1 body, cuz she says (inaudible) waiver from the site plan
2 review (indiscernible) distance between building and
3 driveway. But she also mentions the waiver request, um,
4 for eleven (inaudible, paper shuffling) for 11.3.1.2-A.

5 BOARD MEMBER MARTEL: Okay. Thank you.

6 Um, so I guess what I'm confused about is if
7 this is the same as it was when we already approved it,
8 why is there a separate waiver being requested?

9 ATTORNEY PHOENIX: The Town didn't realize, um,
10 when, during the Technical Review Committee Paul, um,
11 Blasick (ph) said: You guys missed this before.

12 BOARD MEMBER MARTEL: Oh, okay.

13 ATTORNEY PHOENIX: He, he was sitting on that
14 committee at that time.

15 BOARD MEMBER: Oh, right.

16 ATTORNEY PHOENIX: So he said to cross our t's
17 and dot our i's, we should put in a waiver --

18 BOARD MEMBER MARTEL: Okay.

19 ATTORNEY PHOENIX: -- to cover this.

20 BOARD MEMBER MARTEL: That makes sense.

21 BOARD MEMBER: In other words, Jen, it was
22 approved without a waiver --

23 BOARD MEMBER MARTEL: Without a waiver that it

1 should have had.

2 BOARD MEMBER: -- that should've been
3 requested.

4 BOARD MEMBER MARTEL: Got it.

5 BOARD MEMBER GRUETER: Oh yeah.

6 BOARD MEMBER MARTEL: Okay, that makes sense.
7 Thank you for explaining that.

8 BOARD MEMBER: Yeah. All of us missed it, I
9 guess.

10 CHAIR PLUMER: It's like the way I started the
11 meeting (laughing). Gotta pave the way first.

12 BOARD MEMBER MARTEL: Um, I have one other
13 question that I -- it's a little off topic. But, um,
14 there's a line on Sheet -- now I lost it cuz I twisted it
15 around. Um ... on the site plan, Sheet 8, I believe, um,
16 proposed tree line. And it looks like there's a lot of
17 clearing that's probably -- I'm assuming the proposed
18 tree line is showing that you're clearing everything
19 inside of the tree line; correct?

20 So it seems like there was excessive -- there's
21 a lot more clearing than what's needed for your building
22 and your parking lot and your grading.

23 BOARD MEMBER ENGLISH: Oh.

1 BOARD MEMBER MARTEL: So I guess I'm curious
2 why, why -- why is that big wedge there getting cleared?

3 BRUCE SCAMMON: Sure. Um, the area to the, uh,
4 northwest on this is going to be probably where the --
5 when they blast out they're going to have to have some
6 storage of rock and material for the, for processing.
7 And so we thought we'd have to have some area there for
8 that.

9 As you can see, the grading here, uh, comes
10 down here. So if we go back and forth ... that swale, a
11 little bit further. That grade comes down to about here
12 with the tail end of the contour is here. And this whole
13 area is going to be blasted out most likely. So we were
14 thinking that this would be the area to put the rock and
15 hopefully be able to reuse, um, for our underground
16 structures.

17 Because all of these bio systems are going to
18 have a lot of rock, uh, underneath them for storage, so
19 we're trying to keep that all onsite as much as possible
20 and reuse it here, um, versus just trucking it off, and
21 then, um, it not coming back, you know, having this -- it
22 doesn't make a lot of sense to, to have fuel costs of
23 trucking it back and forth, uh, where we can process it

1 right here and, um, build our drainage structures.

2 BOARD MEMBER MARTEL: So could you restore that
3 area with -- so it sounds like you're, you need that area
4 as a temporary condition for storage. But to create that
5 area you're creating sort of a very deep slope on the
6 northern edge of the site, um, that's gonna be difficult
7 to stabilize, is my guess, and a big flat area that
8 you're going to have to turn into lawn, I'm assuming?

9 BRUCE SCAMMON: I would assume that that would
10 be some lawn.

11 BOARD MEMBER MARTEL: Yeah, I mean I think like
12 in the spirit of the fact of like this is, you know ...
13 really being put forward as like a reduction in impact
14 and, uh, low-impact development.

15 BRUCE SCAMMON: Hm-mm.

16 BOARD MEMBER MARTEL: And I, I think it would
17 be really nice to restore the slope there as much as
18 possible and replant it and renaturalize it. Um ...

19 Like, I don't know, I personally don't feel
20 like saying, like: Well, we need this construction site,
21 we're going to leave it as a construction site (laughing)
22 basically forever, to some degree.

23

1 ATTORNEY PHOENIX: If you want to take a look
2 at the land -- oh, he gonna do it now, I think. The
3 Landscaping Plan shows some fairly --

4 BRUCE SCAMMON: Planting.

5 ATTORNEY PHOENIX: -- relatively significant
6 planting.

7 BOARD MEMBER GRUETER: Oh, there you go.

8 BOARD MEMBER MARTEL: Okay. So that's, but the
9 grading is --

10 BRUCE SCAMMON: That's all pretty, it's -- the
11 exist -- what I'm saying it's going to stay at the
12 existing grade.

13 BOARD MEMBER MARTEL: It's not what your
14 grading plan shows. Your grading plan shows that you're
15 leveling the grade there for your rocks.

16 BRUCE SCAMMON: Well, let's look at this one
17 first, and so we can see that there's a series of trees
18 and vegetation as being planted around that. And then
19 I'll turn and go back up to ...

20 (Pause).

21 BRUCE SCAMMON: So, what we're saying is these
22 grades are going to stay the same. We're going to have a
23 swale that comes up into this, you know, to catch any of

1 that water.

2 BOARD MEMBER MARTEL: Hm-mm.

3 BRUCE SCAMMON: This whole area, we're not --
4 we're not proposing any changes.

5 BOARD MEMBER MARTEL: No, cuz that contour --

6 BRUCE SCAMMON: Just right here --

7 BOARD MEMBER MARTEL: Yeah.

8 BRUCE SCAMMON: -- we're changing. So --

9 BOARD MEMBER MARTEL: Yeah, but your -- that's
10 not the way I'm reading this grading plan. I'm reading
11 it like you're flattening all that, all those contours in
12 the middle of the wedge are disappearing.

13 BRUCE SCAMMON: Are going to be gone.

14 BOARD MEMBER MARTEL: Yeah.

15 BRUCE SCAMMON: I think you're --

16 BOARD MEMBER MARTELL: Yeah, you're creating a
17 slope there.

18 BRUCE SCAMMON: -- (inaudible).

19 BOARD MEMBER MARTEL: I mean I would rather see
20 that get ... that that steep slope that you're creating
21 for the temporary impact get further back out and, you
22 know, or filled back in, or --

1 BRUCE SCAMMON: Well, so this area, we're going
2 to keep, we'll keep. Because of the property line, we
3 can't go, uh --

4 CHAIR PLUMER: Is that all retaining wall
5 around the back there? No.

6 BRUCE SCAMMON: No, we're planning to have just
7 the one-to-one slope.

8 CHAIR PLUMER: Yeah. Okay.

9 BOARD MEMBER MARTEL: Yeah, but it's going to
10 be rocks. Going to be just rocks.

11 BRUCE SCAMMON: It's going to be rocks.

12 BOARD MEMBER MARTEL: Right?

13 BRUCE SCAMMON: Well, what we figure is most of
14 it's going to be a rock face, because I think that you're
15 going to be blasting there. So we're showing it as a
16 one-to-one slope --

17 BOARD MEMBER MARTEL: Okay.

18 BRUCE SCAMMON: -- but most likely it's, it's
19 not going to be, um, and, uh, so when we blast out to get
20 the building and the foundation in, and then put in the,
21 um, picnic area up there on the far end, so it's a, you
22 know, it's a secluded area, um, you're right, that is,
23 uh, it's gonna be a flatter area. But we are proposing

1 to put trees and vegetation back in.

2 BOARD MEMBER MARTEL: Okay. What's the ground
3 cover going to be?

4 BRUCE SCAMMON: I would assume it would be
5 grass up there.

6 BOARD MEMBER MARTEL: Like a turf built up?

7 BRUCE SCAMMON: Yeah.

8 BOARD MEMBER MARTEL: Could you do more like a
9 natural, like a, um, Upland Meadow Mix or something?
10 Just to -- I'm just trying to, like --

11 BRUCE SCAMMON: I understand.

12 BOARD MEMBER MARTEL: -- encourage some bio
13 diversity back into the space. I mean this is woods.

14 BOARD MEMBER ENGLISH: Which makes me wonder
15 if, when this plan came to us initially, we didn't --

16 BOARD MEMBER MARTEL: That was all paved, those
17 --

18 BOARD MEMBER ENGLISH: Oh, was that?

19 BOARD MEMBER MARTEL: There was parking lot.

20 BOARD MEMBER ENGLISH: Yeah.

21 BOARD MEMBER GRUETER: Parking lot.

22 BOARD MEMBER ENGLISH: So there had been a,
23 there had been a, a calculation of trees over a certain

1 diameter that had been done on that. I'm just thinking:
2 Oh my gosh, did we -- do we now have large trees up there
3 that are coming out that we're gonna be losing; we didn't
4 know that these had been there? But that would've been,
5 like those would've been identified on the original plan?
6 I guess I didn't realize, you know.

7 BRUCE SCAMMON: Yeah, that all would've been
8 parking lot, I believe, --

9 BOARD MEMBER ENGLISH: Okay.

10 BRUCE SCAMMON: -- and the road went all the
11 way up to the property line. So ... this road continued
12 up to about here. So there was a road that came down.
13 And then this was all parking lot --

14 BOARD MEMBER ENGLISH: Okay.

15 BRUCE SCAMMON: -- and driveways. And there
16 was a parking lot that came up into here. And the, um,
17 retaining wall started approximately here and went all
18 the way around the property. So it's a significantly
19 less impact, and we're having more pervious area,
20 significantly more -- less impervious area, um, here.

21 Additionally, like I said in the beginning,
22 this, um, grading went down to about here previously as
23 well. So, um ...

1 BOARD MEMBER ENGLISH: Well, I totally agree
2 with Jen. I think, whatever can be done to restore this
3 and make it visually pleasing, put -- if we can put some
4 trees in for ... just for shade, just for aesthetically
5 --

6 DISTANT VOICE: The trees are on the plan.

7 BRUCE SCAMMON: The trees are on the plan. Um,
8 so we have a series --

9 BOARD MEMBER ENGLISH: On that area, though?

10 BRUCE SCAMMON: That whole area.

11 BOARD MEMBER: Yeah.

12 BRUCE SCAMMON: So, go to your Landscape Plan.

13 BOARD MEMBER GRUETER: Now, have you got this
14 one?

15 BRUCE SCAMMON: Gwen, I think it's the last
16 page.

17 BOARD MEMBER ENGLISH: Yeah, I got it.

18 BOARD MEMBER GRUETER: The last page. You'll
19 see it on there. You'll see the little patio area --

20 BOARD MEMBER ENGLISH: Okay.

21 BOARD MEMBER GRUETER: -- surrounded by trees.

22 BOARD MEMBER ENGLISH: All right.

23 BRUCE SCAMMON: So --

1 BOARD MEMBER ENGLISH: Beech tree.

2 BRUCE SCAMMON: -- if you look at this patio
3 area --

4 (Voice overlap)

5 BOARD MEMBER ENGLISH: Oh, that's (inaudible
6 due to overlap).

7 BRUCE SCAMMON: -- it's more than the width of
8 the building out, and you could have -- and you're gonna
9 have trees and vegetation. I mean this is even further
10 out, um, so with a full landscape out and around that, to
11 try to, to make it more of a natural, um, than just a
12 lawn.

13 BOARD MEMBER: Of course.

14 BOARD MEMBER ENGLISH: Okay, I'm gonna put a
15 request, I'm gonna go back to the, to the Landscaping
16 Plan. You have the Beech Trees planted on northwest of
17 the patio.

18 BRUCE SCAMMON: Yes.

19 BOARD MEMBER ENGLISH: Um, it, it won't
20 survive. We're losing our Beeches, so I would request
21 that something else gets put in. I don't think any of
22 the Beeches today are going to make it.

23 BRUCE SCAMMON: Okay.

1 Do you have something you'd, you'd prefer?

2 BOARD MEMBER ENGLISH: Oak trees.

3 BRUCE SCAMMON: Oak trees?

4 BOARD MEMBER ENGLISH: Yeah. White Oak.

5 BRUCE SCAMMON: White Oak?

6 BOARD MEMBER ENGLISH: What's wrong with that

7 (laughing)?

8 BOARD MEMBER: Is there any debate?

9 (Laughter)

10 BOARD MEMBER MARTEL: I'm, I'm for that.

11 BOARD MEMBER ENGLISH: Okay?

12 BOARD MEMBER MARTEL: Yeah, absolutely.

13 BOARD MEMBER: Well, I think that's sloped.

14 BRUCE SCAMMON: White Oak's okay on that.

15 That's fine with you. Okay.

16 BOARD MEMBER ENGLISH: They're like the most --

17 BOARD MEMBER MARTEL: They're good for bitters,

18 for shade.

19 BOARD MEMBER ENGLISH: -- for three thousand.

20 CHAIR PLUMER: All right.

21 BRUCE SCAMMON: The three others are Sugar

22 Maples.

23 BOARD MEMBER ENGLISH: They're like --

1 (Multi voices speaking simultaneously)

2 BOARD MEMBER: There's another Beech.

3 BOARD MEMBER ENGLISH: Yeah, any Beech --

4 BRUCE SCAMMON: There's another Beech down at
5 the bottom as well --

6 BOARD MEMBER ENGLISH: Okay, that should come
7 out.

8 BRUCE SCAMMON: -- at the turnaround area.
9 That's going?

10 BOARD MEMBER GRUETER: Yeah.

11 BOARD MEMBER ENGLISH: Yeah.

12 BOARD MEMBER GRUETER: Thank you.

13 BRUCE SCAMMON: Right here.

14 BOARD MEMBER ENGLISH: Oh yeah.

15 BOARD MEMBER GRUETER: Right there, yeah.

16 BRUCE SCAMMON: So we'll replace the, the
17 Beeches with White Oak.

18 BOARD MEMBER ENGLISH: That'd be great.

19 BOARD MEMBER GRUETER: Yeah. Yes, please.

20 (Pause)

21 BOARD MEMBER GRUETER: Before you blast, is
22 there any requirement that you go and inspect the other
23 buildings beforehand or someone does?

1 BRUCE SCAMMON: The blasting companies have
2 strict criteria that they have to go through. They have
3 to do --

4 (Voice overlap)

5 BOARD MEMBER GRUETER: Take pictures of --

6 BRUCE SCAMMON: -- monitoring of, um, drinking
7 water wells within two thousand feet, and so forth. And
8 it, I don't know all the regulations off the top of my
9 head; that's about the only one that I, that I've heard,
10 um, in previous times. I'm sure it was a proximity, um,
11 that would be important and, you know, it would have to
12 meet all the state regulations.

13 I don't have an aerial -- actually I do.

14 BOARD MEMBER: I know that they, there is a
15 requirement for pre and post blasting within, for
16 buildings, you know, --

17 BRUCE SCAMMON: Yeah.

18 BOARD MEMBER: -- if you're building within
19 there. I want to say it's five hundred feet, but --

20 BOARD MEMBER GRUETER: Yeah. And check the
21 foundation and --

22 BOARD MEMBER: Exactly.

23 BRUCE SCAMMON: I'm sorry I didn't have this on

1 the board.

2 FEMALE VOICE: Do you want me to hold?

3 BRUCE SCAMMON: Actually, if you could hold
4 onto that, it'd be great.

5 So I always bring an aerial. Um, these are the
6 three units, the three existing. The new one is up in
7 here. So you can see the proximity. It's a long ways
8 from this building --

9 BOARD MEMBER: Yeah.

10 BOARD MEMBER GRUETER: Yeah, no, I'm not --

11 BRUCE SCAMMON: -- buildings that are off in
12 the industrial park.

13 BOARD MEMBER: Right.

14 BRUCE SCAMMON: So it's ... people blast when
15 there are row houses right next to each other. Uh, so
16 with this I can't imagine there would be an issue. But
17 I'm just telling you that they will have to meet State
18 specifications.

19 BOARD MEMBER GRUETER: Right. I just wanted to
20 make sure they still had specifications.

21 BRUCE SCAMMON: Absolutely. No, that's part of
22 the Alteration of Terrain Permit that I told you --

23 BOARD MEMBER GRUETER: Right.

1 BRUCE SCAMMON: -- is requiring, um, that we,
2 uh, already got started on, not knowing how much we're
3 going to need to blast. That we're saying that we're
4 going to be over the threshold that needs that. So we've
5 started that process.

6 CHAIR PLUMER: Good old New Hampshire granite.
7 We're off and ready to take (inaudible)?

8 BOARD MEMBER GRUETER: Sure.

9 CHAIR PLUMER: Anything else?
10 Yes, Marty.

11 MARTY KENNEDY: Uh, again Marty Kennedy. I
12 just want a clarification on the blasting.

13 So our concern is Buildings A, B and C. We
14 don't want to, after the blasting's all done, find that
15 there's cracks showing up the walls. So I just want to
16 make sure that that's taken care of.

17 But I don't want to hear it's -- yeah, it's a
18 requirement. If, you know, if you could make it, you
19 know, a condition of approval to make sure that that's
20 been done.

21 BOARD MEMBER GRUETER: I'm, I've done it, but
22 it's been a long, long time. So that's why I asked
23 about the regulations (indiscernible) checking ahead of

1 time. Cuz if you don't, people will find cracks in the
2 house that were there twenty years before and want them
3 fixed, so.

4 BRUCE SCAMMON: That's right.

5 BOARD MEMBER GRUETER: It's, it's good
6 protection for you guys.

7 MARTY KENNEDY: I would ask to keep in mind that
8 this was already approved in this same location and now
9 there's less going on around the building than there was
10 before. So whatever the impact.

11 And a lot of towns have their own blasting
12 requirements. I was looking right now, I don't -- I
13 don't remember whether Exeter has 'em.

14 BOARD MEMBER: No, I don't think so.

15 MARTY KENNEDY: I know there are State
16 requirements.

17 BOARD MEMBER GRUETER: Yeah.

18 MARTY KENNEDY: And blasting companies in
19 particular, as Mr. Grueter just sort of alluded to,
20 they're very cognizant of it, cuz they don't want to do
21 something, don't check it --

22 BOARD MEMBER: Right.

23 MARTY KENNEDY: -- and then somebody claims

1

2 MARTY KENNEDY: -- and then somebody claims
3 they did it.

4 BOARD MEMBER GRUETER: Yeah.

5 BOARD MEMBER: So they're going to --

6 DISTANT VOICE: Be proactive.

7 BRUCE SCAMMON: Yeah. So whatever that radius
8 is that they have to check, they're going to do. And
9 like --

10 CHAIR PLUMER: So would a condition be that
11 blasting follows the rules and laws of the State of New
12 Hampshire? And any local requirements?

13 BRUCE SCAMMON: Yeah, I think that --

14 (Voice overlap)

15 BOARD MEMBER: Any local ones that --

16 CHAIR PLUMER: I mean you gotta do it anyway.
17 I'm just thinking that ...

18 BRUCE SCAMMON: I think that's reasonable.

19 CHAIR PLUMER: Okay. Are we ready to look at
20 waivers?

21 BOARD MEMBER GRUETER: Yeah, I don't know which
22 (laughing).

23 CHAIR PLUMER: Shall I close the public

1 Session?

2 BOARD MEMBER GRUETER: Yeah.

3 BOARD MEMBER: I think so.

4 CHAIR PLUMER: Okay, let me close the public
5 session at this time.

6 And, Bruce, let's move to the -- I think
7 there's two waivers you spoke about.

8 BRUCE SCAMMON: Correct.

9 CHAIR PLUMER: One we knew about, and the new
10 one that came in tonight.

11 BRUCE SCAMMON: So, the two waivers. Um, the
12 first one our office prepared November 24th and submitted
13 originally with the set is for parking within twenty-five
14 feet of the building.

15 The, uh ...

16 (Pause; documentation retrieved)

17 BRUCE SCAMMON: Trying to get a zoomed-in
18 picture. As you can see, there's some bump-outs in the
19 building. I believe this is sixteen feet, and, um, some
20 of the others are twenty-one. But the majority of the
21 building meets the regulation. So it's really the
22 entranceway that is the big portion that does not meet
23 the regulation.

1 Um, the waiver describes that. A hundred and
2 fifty feet of the hundred and ninety-two feet of the
3 length of the front of the building, uh, or seventy-eight
4 percent of it, meets it. It's at least twenty-nine feet
5 from the, from the parking areas.

6 CHAIR PLUMER: Hm-mm.

7 BRUCE SCAMMON: Um, there's just two, those two
8 small areas, uh, that do not. We feel that's their
9 entranceways and making it easier for, um, the
10 demographic that's here, and the fire department for
11 access and easement, easy use of entry into the building.

12 As you may recall, the previous parking was
13 down at a lower elevation, further down, and there was a
14 driveway that came around in front. So handicapped
15 parking and some of the other parking would have to
16 traverse that parking lot, go up to, um, and cross a
17 driveway, and then come up a ramp to get into the
18 building.

19 With this, we feel that it's much safer for,
20 say the handicap spots; they are able to get in their
21 unloading area and never have to cross a driveway.

22 BOARD MEMBER: Right.

23 BRUCE SCAMMON: Don't need a crosswalk. Um,

1 and by having the parking closer to the building, we're
2 accomplishing a much safer entry into the building. And
3 the majority of the building does meet that.

4 There's obviously, if you look at the
5 Landscaping Plan there's a lot of landscaping in the
6 front, um, and we're leaving green space so that it's
7 not, um, just a sidewalk and walking into the building,
8 um, like there is on some industrial/commercial sites
9 where I assume that this is, um, where this regulation
10 came from.

11 If you want, I'll read the whole thing. But
12 it's to 11.3.1.2a, uh, of the regulations.

13 CHAIR PLUMER: Hm-mm.

14 BRUCE SCAMMON: And we have two-page, um,
15 waiver, but I won't read that unless the Board would like
16 me to.

17 (Pause)

18 CHAIR PLUMER: Any questions or ...

19 Jennifer, anything you need?

20 BOARD MEMBER MARTEL: No, I'm okay with that.

21 CHAIR PLUMER: Yeah.

22 BOARD MEMBER ENGLISH: Do you want a motion?

23 CHAIR PLUMER: I'd accept a motion, yes.

1 BOARD MEMBER ENGLISH: Um, I move that the
2 Board approve the request to waive Section 11.3.1.2.a of
3 the Site Plan Review regulations.

4 CHAIR PLUMER: Second?

5 BOARD MEMBER GRUETER: Second?

6 CHAIR PLUMER Sam.

7 BOARD MEMBER GRUETER: Oh, Sam. All right.

8 CHAIR PLUMER: And let's do a hand vote,
9 please.

10 Those in favor, raise your right hand.

11 (Apparent hand vote)

12 CHAIR PLUMER: Okay. Opposed? Abstentions?

13 It's a complete vote, that passes.

14 BRUCE SCAMMON: Thank you very much.

15 The, uh, the second one was submitted December
16 16th, um, and is in your packet. But I don't, it must've
17 got left off.

18 CAROL OGILVIE: It was in there, it was in
19 there. I just (indiscernible).

20 BRUCE SCAMMON: So, um, we believe we submitted
21 it in plenty of time. It wasn't just brought here
22 tonight.

23 Um, that is, uh, to Section 9.1.3.5 of the Site

1 Plan and Subdivision regulations. And essentially, as we
2 talked about before, there is ... currently the driveway
3 is a private driveway that dumps into a small section of
4 town right-of-way before it goes into, um ... back onto
5 private land.

6 So the culverts are coming down in, in the
7 catch basin system; it's coming down. It ties in --
8 this is the right-of-way, it ends right here. It goes to
9 this catch basin, and then it goes back onto private land
10 that the town has rights to the pond that, um,
11 Mr. Shaftmaster has built twice, uh, for the town, and
12 for private use.

13 So, um, this was, in my -- what I've been told,
14 is GM2, when they did that design, designed it such that
15 it could handle this, this whole road. Uh, we are only
16 putting in a section of driveway on it. But it's in the
17 same location that was previously approved.

18 So like I said, this is the end of the right-
19 of-way, to here. So from this stretch to here, it flows
20 within the catch basin system (inaudible).

21 BOARD MEMBER: Just to make sure I'm following
22 you, this is the one that was missed last time.

23 BRUCE SCAMMON: Correct.

1 BOARD MEMBER: Okay.

2 BRUCE SCAMMON: That's correct.

3 CHAIR PLUMER: Uh, looking at the same drawing,
4 where in the first hammerhead I'll call it there, does
5 the water flow down the road, and where does it stop from
6 flowing down that road?

7 BRUCE SCAMMON: Sure.

8 CHAIR PLUMER: Drive, I mean.

9 BRUCE SCAMMON: So, about here to here. Flows
10 and gets into the catch basin right here.

11 CHAIR PLUMER: Okay.

12 BRUCE SCAMMON: And then this is all curbed --

13 CHAIR PLUMER: Yeah.

14 BRUCE SCAMMON: -- from the sidewalk. So all,
15 all of this --

16 CHAIR PLUMER: Okay.

17 BRUCE SCAMMON: -- gets into that. This is
18 crowned, so part of this is actually going to flow into
19 that drainage system, uh, which is, which is right here.
20 When we turn it, it will still have the ability to flow
21 down into that. So technically I guess it's not all of
22 this. It's from the center line --

23 CHAIR PLUMER: Okay.

1 BRUCE SCAMMON: -- you know, would be -- would
2 be going into that pond. So you have a strip along here,
3 and a strip along right here --

4 CHAIR PLUMER: Yeah.

5 BRUCE SCAMMON: -- flowing this way, which
6 technically it was, I believe, doing that before, other
7 than there was two driveways. So there was more
8 driveway.

9 CHAIR PLUMER: And that pond, that pond is
10 designed to handle that amount or more than that amount.

11 BRUCE SCAMMON: More than that amount.

12 CHAIR PLUMER: Okay.

13 BRUCE SCAMMON: Is my understanding.

14 CHAIR PLUMER: Yeah.

15 BRUCE SCAMMON: Cuz before this road went all
16 the way up to the Carlisle property.

17 CHAIR PLUMER: Yes. Yeah.

18 BOARD MEMBER GRUETER: But it may go up to the
19 Car... -- it may someday become a road where they're
20 going to need. I mean so are we taking ... are we going
21 to be overloading that? If all that comes to pass, will
22 there be --

23 BRUCE SCAMMON: My understanding is, we haven't

1 changed any of that design. So before it could handle
2 everything up to the Carlisle property.

3 BOARD MEMBER: Yeah.

4 BRUCE SCAMMON: And all we're doing is only
5 putting in a small portion of it. What you approved
6 previously.

7 BOARD MEMBER GRUETER: But less, you're putting
8 less than what we first told you, you could.

9 BRUCE SCAMMON: What you first approved, yeah.

10 BOARD MEMBER GRUETER: Yeah, okay.

11 BRUCE SCAMMON: Yeah.

12 BOARD MEMBER ENGLISH: So, I'm sorry, I just
13 want to make sure we're perfectly clear.

14 So, when that catch -- when that basin was
15 constructed it was designed to take the entire road all
16 the way up to the Carlisle property.

17 BRUCE SCAMMON: That's my understanding.

18 BOARD MEMBER ENGLISH: Potential --

19 (Voice overlap)

20 BRUCE SCAMMON: I didn't do that design.

21 BOARD MEMBER ENGLISH: Okay.

22 BRUCE SCAMMON: And I just -- but my
23 understanding is --

1 BOARD MEMBER ENGLISH: But you're sending water
2 to it now, that's not in addition to what it was designed
3 for; it is --

4 BRUCE SCAMMON: Correct.

5 BOARD MEMBER ENGLISH: -- what it was designed
6 for, but significantly less than what (indiscernible), a
7 lot more.

8 BRUCE SCAMMON: Correct.

9 BOARD MEMBER ENGLISH: Okay.

10 BRUCE SCAMMON: And as I said before, DPW, the
11 review engineer and the State are also looking at those
12 things.

13 BOARD MEMBER ENGLISH: Okay.

14 BRUCE SCAMMON: So it's not, uh, it's not a
15 "Get Out of Jail" free card.

16 BOARD MEMBER ENGLISH: Right.

17 BRUCE SCAMMON: You know, we can dump anything
18 in there. It's because, uh, where are we, right here.
19 If you think of a road that's twenty-four feet wide, so
20 you got about twelve feet to the catch basin on town
21 property. And then you got about another fourteen feet
22 of pipe, um, until it crosses back onto private property.

23 I guess, you know, we could rebuild everything

1 so that it's all on private property, but there's
2 existing, it was meant to extend up, and if we don't
3 connect into it, then future -- you know, the future
4 roads won't be able to connect and if anything's ever
5 built in the future.

6 BOARD MEMBER: All right.

7 BRUCE SCAMMON: So ...

8 CHAIR PLUMER: Leave well enough alone.

9 (Pause)

10 BOARD MEMBER ENGLISH: Do you want a waiver
11 request? Do you want a motion, I mean?

12 CHAIR PLUMER: Sure.

13 BOARD MEMBER ENGLISH: Uh, Mr. Chair, I move
14 that, um, the Board approve the request to waive Section
15 9.1.3.5 of the Site Plan Review Regulations.

16 BOARD MEMBER GRUETER: Second.

17 CHAIR PLUMER: Moved and seconded. Any
18 discussion? Hand vote again. Those in favor, please
19 indicate by raising your right hand.

20 (Apparent hand vote)

21 CHAIR PLUMER: Opposed. Abstentions?

22 The "ayes" have it. Thank you.

23 Now this one's going to work, huh? You haven't

1 got the golf course working yet, so --

2 (Laughter)

3 CHAIR PLUMER: All right. Let's talk a little
4 bit about conditions of approval. Yes. Carol.

5 CAROL OGILVIE: I just wanted to, um, to
6 mention the meeting that has not yet happened with the
7 Conservation Commission.

8 CHAIR PLUMER: Yes.

9 CAROL OGILVIE: So I didn't know if during your
10 deliberations if you're going to think about whether or
11 not you would want to sort of wait until they go before
12 the Conservation Commission, or make your decision
13 conditional upon sort of a satisfactory report from, from
14 ConCom, which is more or less what you did last time.
15 You incorporated the letter into your conditions of
16 approval, back in June.

17 BOARD MEMBER ENGLISH: Hm-mm.

18 CAROL OGILVIE: So that's, that's an option for
19 you.

20 CHAIR PLUMER: Hm-mm.

21 CAROL OGILVIE: That's, yeah, unless of course
22 something were to, you know, come out of that that would
23 change things. But it seems, based upon the information

1 we've received, that it seems unlikely.

2 CHAIR PLUMER: Yeah.

3 BOARD MEMBER ENGLISH: Can we, can we, um,
4 state it in, in that way, and that the issues that come
5 up at the Conversation Commission, if their issues are
6 addressed by the applicant to the ConCom's satisfaction,
7 um, and then we'll -- would we be fine with that? But if
8 something were to come up that they feel needs --

9 CAROL OGILVIE: Hm-mm.

10 BOARD MEMBER ENGLISH: -- to come back to us,
11 um --

12 CAROL OGILVIE: Right.

13 BOARD MEMBER ENGLISH: Don't write it that way,
14 cuz that was (laughing) (inaudible) unintelligible.

15 (Laughter, indiscernible comments)

16 BOARD MEMBER MACLEOD: Why don't we just wait.

17 CAROL OGILVIE: Hm-mm.

18 ATTORNEY PHOENIX: If you would rather that we
19 not wait. Um, I understand the question, but, you know,
20 this is pretty minor stuff and everything is being made
21 better. So we would ask, so we don't have to yet come
22 back for another meeting, if it's not --

23 CHAIR PLUMER: Oh, but we love seeing you.

1 BOARD MEMBER GRUETER: We won't take that, we
2 don't take that personal.

3 (Laughter)

4 ATTORNEY PHOENIX: I will come back
5 (inaudible).

6 (Laughter, indiscernible comments)

7 BOARD MEMBER ENGLISH: And if the -- but if the
8 Conservation Commission has some concerns --

9 ATTORNEY PHOENIX: That's fair, yes.

10 BOARD MEMBER ENGLISH: -- then I feel that we
11 need to --

12 ATTORNEY PHOENIX: Yeah, that's fine.

13 BOARD MEMBER ENGLISH: -- and this is a
14 sensitive area. We've got --

15 CHAIR PLUMER: Yeah.

16 BOARD MEMBER ENGLISH: -- we've got shorelands,
17 we've got -- we have things that we need to make sure
18 we're --

19 ATTORNEY PHOENIX: We have no objection to
20 that. We just --

21 (Voice overlap)

22 BOARD MEMBER ENGLISH: So that's all I was --

23 ATTORNEY PHOENIX: -- wait, you know, and we

1 have to schedule another meeting with you, and then go to
2 them and then come back.

3 BOARD MEMBER ENGLISH: Yeah.

4 ATTORNEY PHOENIX: Unless we had to. If they
5 say we got problems and they say we want the Board to
6 look at this, then so be it.

7 BOARD MEMBER ENGLISH: And I'm good with that.

8 (Pause)

9 CAROL OGILVIE: And those conditions of
10 approval that were ... sort of our previous approval,
11 those would still all stand; right? Like I don't
12 remember what they all were, but --

13 BOARD MEMBER ENGLISH: I can't, either.

14 CAROL OGILVIE: I think there were some.

15 (Laughter)

16 CAROL OGILVIE: Um, I just wanted to make sure.
17 You don't do this that often.

18 BOARD MEMBER ENGLISH: No, we don't.

19 CHAIR PLUMER: That's right. Yeah.

20 CAROL OGILVIE: So I wanted to be clear on the
21 process. Yes, in fact I was -- I was going to include
22 that in the, in the findings, that those twenty-one
23 conditions of the June Approval are still applicable, and

1 are still in effect.

2 BOARD MEMBER MARTEL: Okay.

3 CHAIR PLUMER: Yes. Cuz that will take care of
4 that. Good. Twenty-one.

5 BOARD MEMBER ENGLISH: If we have, um --

6 BOARD MEMBER MARTEL: Now we're adding a few
7 more.

8 BOARD MEMBER ENGLISH: If we have, I mean we
9 have, um, and this might be standard, I should know this,
10 um, the UEI issues, that they be met, addressed and met.
11 That's the -- is that part of our standard?

12 CAROL OGILVIE: It, it is.

13 BOARD MEMBER ENGLISH: Okay.

14 CHAIR PLUMER: Yeah, --

15 CAROL OGILVIE: And, and that was also one of
16 the conditions of the previous approval, --

17 BOARD MEMBER ENGLISH: Of the previous.

18 CAROL OGILVIE: -- but that's what we're going
19 to need to do now, is, you know, just go through
20 everything and make sure that all of those things have
21 been addressed.

22 BOARD MEMBER ENGLISH: Okay. Great. All
23 right.

1 CAROL OGILVIE: And, frankly, there weren't
2 that many from UEI this time, so it shouldn't take long.

3 BOARD MEMBER ENGLISH: Okay. Thank you, Carol.

4 CHAIR PLUMER: So that should, that should be,
5 again, be one of our conditions of approval.

6 BOARD MEMBER ENGLISH: Yes.

7 CHAIR PLUMER: I think along with, uh, DES's
8 permitting approval.

9 BOARD MEMBER ENGLISH: Yes, the AoT permit.

10 CAROL OGILVIE: And the Wetland approval, of
11 course.

12 CHAIR PLUMER: And I mentioned one about
13 blasting according to --

14 CAROL OGILVIE: Oh yeah.

15 CHAIR PLUMER: -- laws of the State and Exeter
16 --

17 CAROL OGILVIE: State --

18 CHAIR PLUMER: -- be met.

19 BOARD MEMBER: Two white-outs.

20 CAROL OGILVIE: Two white-outs.

21 CHAIR PLUMER: Yeah, two white-outs.

22 BOARD MEMBER ENGLISH: No Beeches.

23 (Laughter)

1 BOARD MEMBER ENGLISH: I love Beeches, they're
2 one of my favorite trees, but.

3 BOARD MEMBER GRUETER: We want them to survive;
4 right?

5 BOARD MEMBER ENGLISH: Yeah. This is a sad
6 sight out there.

7 CHAIR PLUMER: Anything else?

8 BOARD MEMBER ENGLISH: And then I guess the
9 pavers?

10 BOARD MEMBER MARTEL: There were a couple
11 others that we had mentioned. Um, I had requested if we
12 could, um, have the -- have them install, um, like a
13 meadow, and Upland Meadow Mix that's like a bio-diversity
14 seed mix, in the areas that aren't ... that are more like
15 to be naturalized, um, instead of just plain, you know,
16 Kentucky Blue Grass grass seed.

17 And then, um, connecting the three-foot-wide
18 pedestrian path to the sidewalk in front of the building.

19 And then, um, --

20 (Pause)

21 BOARD MEMBER MARTEL: Well, that path is going
22 through like a ditch in that location, too, so I mean cuz
23 it just kinda --

1 (Voice overlap)

2 BRUCE SCAMMON: (Inaudible).

3 BOARD MEMBER MARTEL: Yeah.

4 BRUCE SCAMMON: (Inaudible).

5 BOARD MEMBER MARTEL: Yeah. No, I understand,
6 yeah. I think it's kinda just providing a way for people

7 --

8 (Voice overlap)

9 CHAIR PLUMER: (Interposing) Blended in
10 creatively.

11 BOARD MEMBER MARTEL: Hm? What was that?

12 CHAIR PLUMER: Blended in creatively.

13 BOARD MEMBER MARTEL: Yeah.

14 (Laughter)

15 BOARD MEMBER MARTEL: They're going to walk
16 through it anyway. Yeah.

17 CHAIR PLUMER: Yeah. Wait for a while and see
18 where people walk and then put the sidewalk in.

19 BOARD MEMBER: Yeah.

20 (Laughter)

21 BOARD MEMBER MARTEL: And then, um, Gwen, do
22 you want to add a condition about pervious pavement of
23 the --

1 BOARD MEMBER ENGLISH: Yes.

2 BOARD MEMBER MARTEL: -- walkway to the patio?

3 BOARD MEMBER ENGLISH: Yeah.

4 CHAIR PLUMER: Yeah. Like the Adventure Center
5 up in Stratham. You know, they got all that nice,
6 different types of forest surface walkways.

7 BOARD MEMBER MARTEL: Yeah.

8 CHAIR PLUMER: Yeah.

9 BRUCE SCAMMON: So, can we clarify what we're
10 talking about, cuz there's a pervious, you know,
11 engineered pervious, which means you gotta dig it out two
12 feet, put crushed stone, and then there's digging it out
13 and as Jen mentioned, you just -- it will go through, you
14 know, stones so to speak, but then below that is just
15 whatever was there. I just want to make sure we know
16 what we're talking about.

17 BOARD MEMBER MARTEL: So it doesn't generate
18 runoff.

19 BOARD MEMBER ENGLISH: Yeah.

20 BOARD MEMBER MARTEL: So, I don't know,
21 depending on the soil conditions that are out there.

22 BOARD MEMBER GRUETER: Yeah, it would make
23 (inaudible).

1 BRUCE SCAMMON: A couple different - I'm sorry.

2 BOARD MEMBER MARTEL: Hm-mm.

3 BRUCE SCAMMON: A couple different ways I've
4 dealt with it, um, with sidewalks like this. Is you
5 could have traditional pavers and put 'em right on stone
6 and have a foot of stone field finish, so anything that
7 runs off is just gonna drop into it and be on both sides.

8 Or you could have just some, um, or pavers --

9 (Speaker too far removed from recording
10 microphone)

11 BRUCE SCAMMON: -- it's essentially building
12 the same thing.

13 BOARD MEMBER MARTEL: Hm-mm.

14 BRUCE SCAMMON: But sometimes that's how I've
15 gotten around it as well. Or just have a stone path.

16 CHAIR PLUMER: Hm-mm.

17 BRUCE SCAMMON: (Inaudible, paper shuffling).

18 But you have people with high heels or
19 something like that --

20 BOARD MEMBER MARTEL: Yeah, wheelchairs,
21 walkers.

22 BOARD MEMBER ENGLISH: Yeah.

23 BOARD MEMBER MARTEL: Yeah, you might want to

1 --

2 (Multi-voice overlap, indiscernible)

3 BOARD MEMBER: I would think in an Over-55
4 Community you going to want a smooth and as even a
5 surface as possible.

6 BOARD MEMBER MARTEL: Yeah.

7 BOARD MEMBER ENGLISH: Yeah.

8 BRUCE SCAMMON: So, those are -- I'm just
9 saying those are three (inaudible).

10 BOARD MEMBER: And I'm not hung up. I just
11 want to make sure we all know what we're talking about.

12 BOARD MEMBER ENGLISH: Yeah.

13 BOARD MEMBER MARTEL: So maybe we just say -- I
14 mean I don't know if you have a preference. I just --

15 BOARD MEMBER ENGLISH: I don't.

16 BOARD MEMBER MARTEL: -- want the stormwater to
17 be managed --

18 BOARD MEMBER ENGLISH: Yeah.

19 BOARD MEMBER MARTEL: -- in a different way.

20 BOARD MEMBER GRUETER: You could put it on the
21 roof.

22 BOARD MEMBER MARTEL: Pervious pavers just over
23 the stonework, I don't --

1 BOARD MEMBER GRUETER: Put a roof over that
2 patio.

3 BOARD MEMBER MARTEL: Oh gosh. I don't think
4 we want to do that.

5 BOARD MEMBER GRUETER: It might be cheaper than
6 the other way. And it would just flow off the sides.

7 BOARD MEMBER MARTEL: Yeah.

8 BRUCE SCAMMON: And if I can ask you a
9 question, for Jen, on the Meadow Mix.

10 BOARD MEMBER MARTEL: Hm-mm.

11 BRUCE SCAMMON: I want to make sure, again, we
12 -- are we talking about that, you want to see that in the
13 area where the, uh, blasting material is going to be
14 temporarily put, or just everywhere on the site that's
15 not planted or tree-lined.

16 BOARD MEMBER MARTEL: Yeah, I think, I mean ...
17 I, my thinking is that, that area specifically, we'd like
18 to see restored as opposed to turned into a --

19 BOARD MEMBER: A lawn.

20 BOARD MEMBER MARTEL: -- park. Like a lawn.
21 Um, so I was thinking really specifically in that area,
22 but I mean it probably makes sense to use it on areas
23 that you're not going to mow. Because it will just grow

1 up into a better, more, um, resilient planting
2 groundcover, if you're not going to mow it.

3 BOARD MEMBER GRUETER: Still you'll probably
4 need grass at the building out ten feet.

5 BOARD MEMBER MARTEL: Yeah, you want to have
6 like a nice, like, manicured --

7 (Voice overlap)

8 BOARD MEMBER GRUETER: -- (inaudible).

9 BOARD MEMBER MARTEL: Exactly.

10 BOARD MEMBER GRUETER: That may go on the, this
11 side of the, side of your -- keep a nice grass and be on
12 the patio -- goes wild.

13 ATTORNEY PHOENIX: If I can have Brendan
14 address that, just I guess --

15 BOARD MEMBER MARTEL: Sure. Yeah.

16 ATTORNEY PHOENIX: -- I just want to make sure
17 we walk out of here all with the same understanding.

18 BRENDAN QUIGLEY: So, --

19 BOARD MEMBER MARTEL: Brendan, you're going to
20 need a mic --

21 CHAIR PLUMER: He has a microphone right there.

22 BRENDAN QUIGLEY: Um, and thanks. Uh, Brendan
23 Quigley, uh, Wetlands Scientist with Gove Environmental.

1 Um, I just was thinking back, and since we will
2 be talking with the Conservation Commission, uh, mostly
3 I'd like to have just sort of, uh, so everyone can kind
4 of come to an understanding.

5 What I believe is the case here is that the
6 impact as far as the well and some buffers are, uh, if
7 not equal, equivalent, and, um, I believe Kristin has
8 commented on that. But we, we are still going there for
9 the State permit, so we will be discussing this with
10 them.

11 Um, I'm anticipating that, uh, one of the
12 things that might come up is a commitment we had made,
13 going way back, uh, to vegetate some of the slopes that
14 are now gone, actually, in the shoreland, um, in that
15 way.

16 So that might be something that we could, um,
17 expand into some other limited areas, um, where, um, you
18 know, where there's grading that, that might be in the
19 buffer. I don't know if that particular area is.

20 Um, so that, that was it.

21 BOARD MEMBER MARTEL: Yeah, I think, now that
22 you say that, that jogged my memory; I'm sort of
23 picturing the, that slope.

1 BRENDAN QUIGLEY: It, it, it was -

2 BOARD MEMBER ENGLISH: Hm-mm.

3 BOARD MEMBER MARTEL: Yes.

4 BRENDAN QUIGLEY: -- (indiscernible) down here.

5 BOARD MEMBER MARTEL: Yeah.

6 BRENDAN QUIGLEY: And, um --

7 BOARD MEMBER MARTEL: And do you remember what
8 it was, what the planting strategy was for that?

9 BRENDAN QUIGLEY: Um, to be honest, no, I don't
10 think we had gotten that far. Um, but certainly some
11 sort of naturalized seed mix is --

12 BOARD MEMBER MARTEL: Yeah.

13 BRENDAN QUIGLEY: -- is a good, a good start.

14 And there's some similar areas, um, you know,
15 that, like the crossing, the stream crossing, uh, and the
16 road. It's all in the same spot, but some of these,
17 there's a lot of small overlapping changes, um, that are
18 difficult to describe. That's why I like the word
19 "equivalent." Uh, it's the same, it's the same large box
20 culvert that's there.

21 Um, but if there's something else --- moving
22 the site in the way that they did, uh, necessitated some
23 minor changes so there are some areas that are, where

1 there's grading now, um, and I'm anticipating that would
2 be something that we'd discuss with the Conservation
3 Commission as a, as a -- and that's sort of mitigation
4 for, um, that buffer.

5 BOARD MEMBER: Yeah.

6 BRENDAN QUIGLEY: If that makes sense.

7 BOARD MEMBER: So, if I may add, again, as
8 someone who if I lived here and I'm over fifty-five and
9 I'm thinking about, you know, how I would live there.
10 And I would tell Jen: I don't know what a Upland Meadow
11 Mix -- if it's everywhere, I don't know what you're
12 walking on.

13 So I know that for me I would want to have just
14 regular grass and a large path because that's where I'm
15 going to walk. And if my grandkids are over, or, you
16 know.

17 So I just, again I'm not hung up on it. But I
18 think we need to be careful about where we're saying this
19 Upland Meadow Mix will go, especially if it's something
20 that -- in my mind, I'm thinking of something that, you
21 know, grows up and eventually wildflowers growing and or
22 whatever, and it's pretty, you know, you wouldn't -- it's
23 not like, you know, certainly not like a golf course or a

1 regular grass lawn.

2 I'm not in favor of that whole area being that.

3 Because then --

4 CHAIR PLUMER: No.

5 BOARD MEMBER: -- these elderly people can't
6 walk on it, right. So, and I, I'm -- I don't know what
7 I'm talking about (laughing), but that's my concern.

8 CHAIR PLUMER: Hm-mm.

9 BOARD MEMBER MARTEL: Well, it can always be
10 managed. I mean it can be managed in a variety of ways.
11 So, you can mow it once or twice a year and you'll
12 maintain like sort of a tall, flowery meadow. You can
13 mow paths through it so people have a place to walk but
14 you're still creating habitat.

15 Um, or you can mow it like a lawn, and it
16 becomes basically a lawn. But it's a lawn with, with
17 just a more diverse species mix.

18 If you just put down like Kentucky Blue Grass
19 and those kinds of things, there's no species in New
20 Hampshire that are going to be drawn to that. As opposed
21 to if you put down enough of Meadow Seed Mix, um, it may,
22 you know, at the end of the day, it's going to come down
23 to the homeowners' association, how they want to manage

1 it.

2 BOARD MEMBER: Yeah, I understand that. I just
3 didn't know how that is, so I wasn't sure.

4 I also want to consider, you know, what's --
5 what are the plantings around the other buildings? You
6 know, cuz the condominium associations like to have some
7 consistency. They're going to hire, you know,
8 landscapers to mow everything and all that.

9 BOARD MEMBER GRUETER: Yeah.

10 BOARD MEMBER: So, and I don't know what it's
11 like out there. I have no clue. I'm just throwing that
12 out.

13 BOARD MEMBER MARTEL: They did a lot of
14 planting, so I don't think --

15 BOARD MEMBER: Yeah.

16 BOARD MEMBER MARTEL: I don't think, it was
17 pretty intense (laughing). They went all out. I don't,
18 --

19 BOARD MEMBER: Yeah.

20 BOARD MEMBER MARTEL: -- I don't know how it
21 looks now. I haven't been out there, but -- it's
22 snowing, you know (laughing). But I don't know how it
23 would compare.

1 KAT MORRILL: I think part of the conversation
2 that we had previously, um --

3 CHAIR PLUMER: Could you speak, ma'am, closer
4 to the microphone.

5 KAT MORRILL: Yes. Of course.

6 I think part of the conversation we had
7 previously regarding plantings, too, is that with
8 Buildings A, B and C, I think residents may have felt
9 that they were a little bit overdone, um, and
10 overdressed.

11 And so they asked, in the planting plans that
12 they be a little bit more conservative to allow some
13 spacing so that if residents wanted to try their own
14 green thumb they have the ability to do that. So I think
15 that that's something to consider. That, you know, may
16 or may not occur here.

17 Um, but the Landscape Plan that we provided is
18 the base of what, you know, the HOA will be maintaining
19 as a part of the conditions and all of those things, but
20 that there are other, um, avenues that may take place as
21 residents move in and that type of ordeal.

22 (Pause)

23 BOARD MEMBER MACLEOD: Mr. Chairman.

1 CHAIR PLUMER: Yes.

2 BOARD MEMBER MACLEOD: I'd like to, uh, make a
3 suggestion if I could.

4 CHAIR PLUMER: Sure.

5 BOARD MEMBER MACLEOD: We've come up with some
6 new conditions tonight. Apparently last Spring we had
7 twenty-one conditions that no one has in front of us
8 tonight.

9 BOARD MEMBER MARTEL: I think Carol has them.

10 BOARD MEMBER: Yeah.

11 (Indiscernible)

12 BOARD MEMBER MACLEOD: But I would prefer, they
13 have to meet with the Conservation Commission anyway. I
14 would feel more comfortable tabling for tonight, having
15 these folks come back one more time with a complete list
16 of conditions, the twenty-one plus tonight's, and give
17 these folks one good clean approval two to four weeks
18 from now. That would be my thought.

19 CHAIR PLUMER: Hm-mm.

20 (Laughter)

21 ATTORNEY PHOENIX: (Indiscernible) if we can
22 avoid it.

23 CHAIR PLUMER: (Inaudible, paper shuffling).

1 BOARD MEMBER MARTEL: I'm personally
2 comfortable with --

3 BOARD MEMBER GRUETER: Yeah.

4 BOARD MEMBER MARTEL: -- voting on it tonight
5 with the, as long as we can -- as long as we're really
6 clear on the conditions.

7 BOARD MEMBER GRUETER: Yeah.

8 BOARD MEMBER MARTEL: And obviously one of the
9 conditions is the ConCom Review.

10 BOARD MEMBER GRUETER: Right.

11 BOARD MEMBER MARTEL: Which is a big one. Um,
12 and I think that they'll opine on some of this, too, and
13 they may come back and say ... yeah, who knows.

14 So ... but I'm also fine with kind of having no
15 skin in the game there.

16 BOARD MEMBER GRUETER: Yeah.

17 BOARD MEMBER ENGLISH: I'd go either way.

18 CAROL OGILVIE: Mr. Chairman.

19 CHAIR PLUMER: Yeah.

20 CAROL OGILVIE: I could read you what I have
21 right now for conditions.

22 CHAIR PLUMER: Okay.

23 CAROL OGILVIE: There are -- well, five, maybe

1 six. So the outstanding permits, the AoT permit, the
2 Wetland permit. Uh, we need to confirm that the comments
3 from UEI have been addressed. Um, we also need to ensure
4 that any recommendations that might come from the ConCom,
5 next week, that those are -- that those are addressed.
6 And that the blasting company -- ensure that the blasting
7 company complies with all applicable regulations and
8 rules.

9 And then I kind of lost track on what was
10 happening with the pervious paving on the walkway to the
11 patio. I'm not quite sure if that was happening or not.
12 That was, okay.

13 And then I had sort of a second list of things
14 that I could see as revisions to the plan that wouldn't
15 necessarily have to be conditions. Like the seeding mix,
16 like the replacing the Beech Trees with the White Oak.
17 Cuz those are changes that would be shown on the plan
18 that I think could be included in a decision letter, but
19 wouldn't necessarily have to be conditions.

20 CHAIR PLUMER: Hm-mm.

21 CAROL OGILVIE: Um, adding the sign for the
22 Emergency Vehicle Parking Only. Um, connecting the
23 pedestrian pathway to the sidewalk; that also is a thing

1 that would be shown. So that was my thought on, on those
2 issues.

3 BOARD MEMBER ENGLISH: Okay.

4 CHAIR PLUMER: That makes sense.

5 BOARD MEMBER GRUETER: What were the, something
6 that had to be, you had to check that, um, it was those
7 of the first few things you said. But you said there
8 were some permits that we had to check on?

9 CHAIR PLUMER: The State --

10 CAROL OGILVIE: Well, we have to -- I mean they
11 would have to, to come in to us. They have to receive
12 them and provide them to us.

13 BOARD MEMBER GRUETER: Okay. So we're just
14 waiting on that.

15 CAROL OGILVIE: We are, we are waiting on that,
16 yes.

17 CHAIR PLUMER: And then the second one is, is,
18 uh, responding to the --

19 CAROL OGILVIE: To the, to the Underwood
20 comments.

21 CHAIR PLUMER: Yeah. And the ConCom. Yeah.

22 CAROL OGILVIE: We have ConCom, AoT Permit.

23 CHAIR PLUMER: I think we ended up with the ...

1 what we felt was the safest method of, uh, for handicap
2 from the walkway was porous bricks being placed on the
3 pathway.

4 CAROL OGILVIE: Yeah.

5 CHAIR PLUMER: If I'm not mistaken, that was
6 one of the three that you described.

7 BOARD MEMBER ENGLISH: And I don't, I don't
8 have a strong preference about which of the two methods
9 that you felt like.

10 CHAIR PLUMER: Yeah.

11 CAROL OGILVIE: Whatever would work.

12 BOARD MEMBER MARTEL: What if we just leave it
13 at that the pedestrian walkway and patio be designed to
14 infiltrate any stormwater, and let them design it how
15 they want.

16 BOARD MEMBER ENGLISH: That sounds good.

17 CHAIR PLUMER: Yeah, that's better. Yeah.

18 (Pause)

19 CHAIR PLUMER: And then --

20 (Voice overlap)

21 BOARD MEMBER: (Interposing) Where did we land
22 on the Meadow Mix or whatever?

23 BOARD MEMBER MARTEL: I think Carol was saying

1 that that could be a design change.

2 BOARD MEMBER GRUETER: Yeah.

3 CAROL OGILVIE: Yeah. And that may come out of
4 the meeting with the Conservation Commission. They may
5 have other ideas about that as well.

6 BOARD MEMBER: That makes sense to me.

7 CHAIR PLUMER: Yeah.

8 BOARD MEMBER MARTEL: Yeah. I think, like
9 Brendan said, there's other parts on the site, too, that
10 may need to be addressed that way. So I think it's just
11 --

12 CHAIR PLUMER: Yeah.

13 BOARD MEMBER MARTEL: -- something to have the
14 design team look at.

15 CHAIR PLUMER: So the smaller details would be
16 in the letter.

17 BOARD MEMBER: Yeah.

18 CAROL OGILVIE: Yeah.

19 Yes, I do better at writing than I do at
20 speaking (laughing).

21 BOARD MEMBER MARTEL: So are you able to remind
22 us of the other twenty-one?

23 (Laughter)

1 CAROL OGILVIE: Oh yes. Let's see, somewhere
2 in my pile here.

3 BOARD MEMBER MARTEL: I mean we know all the
4 standard ones, we could probably skip those.

5 BOARD MEMBER GRUETER: Yeah, and they're more
6 detailed.

7 CAROL OGILVIE: They, they are all the standard
8 ones, which, you know, I will summarize.

9 Receiving the electronic as-built plan. The
10 preconstruction meeting. The third-party fees are paid.
11 The operation and maintenance report for stormwater.

12 CHAIR PLUMER: Yeah.

13 CAROL OGILVIE: Uh, comments from Underwood are
14 confirmed to the satisfaction of staff. That the, uh,
15 condo docs have been submitted and reviewed. And I, and
16 I haven't followed up on every one of these, but, you
17 know, I'm working on it.

18 Um, that State permit approval numbers will be
19 shown on the final plan. Landscaping plans are shown and
20 maintained. Um, lighting, downlit. Um, stormwater
21 management information using the PTAPP.

22 Age restricted, the development is age
23 restricted. Um, and also reference to the, uh, memo from

1 the Conservation Commission. And sidewalk access added
2 to the interior of the project.

3 Uh, improving the trail between Building C and
4 Building D, or against the satisfaction of senior
5 building planner and ConCom. Um, that given the scope of
6 construction the applicant shall minimize the impacts to
7 the extent possible on Building A during and post
8 construction.

9 The applicant shall meet with the existing
10 condominium owners and make a good-faith attempt to
11 satisfy their concerns related to construction. The
12 addition of ten additional Canopy trees.

13 Uh, an appropriate lighting plan. Uh, all
14 final comments and plans subject to review and approval
15 by Underwood. And a complete detailed Landscaping plan.
16 So.

17 CHAIR PLUMER: Yeah.

18 CAROL OGILVIE: In summary.

19 (Laughter)

20 BOARD MEMBER MARTEL: I appreciate it. I
21 totally forgot like the kinda additional Canopy trees and
22 all of that.

23 CHAIR PLUMER: So Gwen, that's your motion?

1 BOARD MEMBER ENGLISH: What's that?

2 CHAIR PLUMER: What, what we (laughing).

3 BOARD MEMBER ENGLISH: Yeah (laughing).

4 (Laughter)

5 BOARD MEMBER GRUETER: And I'll second that.

6 BOARD MEMBER ENGLISH: I, just a quick comment.

7 I appreciate your input on the Meadow Mix and options for
8 -- I think the path I like is when it does service the
9 environment, and I like the idea of maybe -- I mean it
10 will be up to the condo, I guess, but having like a mowed
11 path to go through it, --

12 BOARD MEMBER MARTEL: Yeah, that can be really
13 lovely.

14 BOARD MEMBER ENGLISH -- saving the whole
15 intent of the meadow. I think that's a great idea.

16 Anyway (laughing) I, I digress.

17 Um, --

18 (Voice overlap, indiscernible).

19 BOARD MEMBER ENGLISH: So am I making the
20 motion?

21 BOARD MEMBER GRUETER: We're going to have also
22 all of the normal, the first six or so standard ones?

23 CHAIR PLUMER: Yes.

1 CAROL OGILVIE: Yes. So what I thought I would
2 do is reference the decision letter of, um, from June,
3 that those twenty-one conditions are still applicable and
4 still in effect, and then these are the new conditions
5 that apply to this particular application.

6 CHAIR PLUMER: I think that, and I'm just
7 thinking about the standard submission and those first
8 ones there, is that going to carry that -- those first
9 six being stated, to then carry over to this one in that
10 process?

11 BOARD MEMBER MARTEL: Yes.

12 CAROL OGILVIE: Yes.

13 CHAIR PLUMER: Okay.

14 CAROL OGILVIE: Yes, absolutely.

15 CHAIR PLUMER: Just so we, you know, cross our
16 t's and dot the i's, that's all.

17 CAROL OGILVIE: Right.

18 CHAIR PLUMER: Okay.

19 BOARD MEMBER ENGLISH: You ready?

20 CHAIR PLUMER: Yeah, I'm ready.

21 BOARD MEMBER ENGLISH: Okay.

22 I move that the Board accept the applicant,
23 application of Willey Creek Company, LLC, for an amended

1 site plan for Building D, subject to the conditions as
2 just outlined by our Town Planner, Carol --

3 CAROL OGILVIE: "Ogilvie."

4 BOARD MEMBER ENGLISH: I think that's it.

5 CHAIR PLUMER: Right.

6 A Second down there somewhere?

7 BOARD MEMBER MARTEL: That was me.

8 CHAIR PLUMER: Thank you, Jen.

9 Let's do a hand vote. Those in favor, please
10 indicate by saying -- by raising your right hand.

11 (Apparent hand vote)

12 CHAIR PLUMER: Those opposed? Abstentions?

13 Let's see. It's 5-1.

14 (Pause)

15 CHAIR PLUMER: Motion --

16 ATTORNEY PHOENIX: Mr. MacLeod, just for the
17 record, to clarify that, are you voting "No" because you
18 think it should wait, or, or that you don't agree with
19 it?

20 BOARD MEMBER MACLEOD: I wanted to wait.

21 ATTORNEY PHOENIX: Okay.

22 BOARD MEMBER MACLEOD: I wanted one clean
23 document with conditions.

1 ATTORNEY PHOENIX: I just wanted to make sure
2 was that not for like the whole thing.

3 CHAIR PLUMER: Yeah.

4 ATTORNEY PHOENIX: All right.

5 Thank you very much. That was a thorough
6 review, and we appreciate your time and attention to it.

7 CHAIR PLUMER: Well, Happy Blasting.

8 (Laughter)

9 BOARD MEMBER: Oh boy.

10 BOARD MEMBER: Let us know when that's going to
11 happen.

12 BOARD MEMBER: Yeah, really.

13 MALE VOICE: So you can be out of town, right?

14 BOARD MEMBER: Exactly.

15 (Laughter)

16 BOARD MEMBER: It's never ending.

17 (Off-record comments)

18 (Conclusion of audio recording)

19

20

21

22

23

CERTIFICATE

I, Richard Cowing, a court-approved transcriptionist, do hereby certify that the foregoing is a correct transcript from the official electronic sound recording of the proceeding in the above-entitled matter to the best of my professional skill and ability.

Richard Cowing
Richard Cowing
Avicore Reporting

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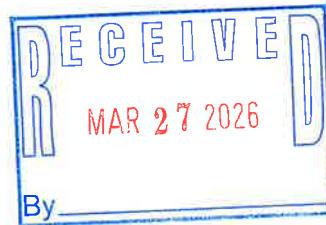
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March 27, 2026

Via Hand Delivery

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



Re: Planning Board Case #22-3

Dear Chair Plumer:

As you know, we represent Scott Carlisle, who owns property directly abutting the proposed site plan application submitted by Willey Creek Company. We offer the following information in anticipation of the Planning Board remand hearing, scheduled for April 9, 2026, regarding application PB Case #22-3.

On remand, the Board will reconsider the granting of two waivers and approval of the amended site plan, with discussion limited to the facts already in the record. Based on that record, the evidence presented by the Applicant is insufficient to grant the requested waivers, and this Board should deny them and the amended site plan application.

Procedural History

The history of this project is lengthy, but we will focus on the narrow issue before the Planning Board. The limited issue is the Applicant's request for a waiver, as it relates to the proposed stormwater management plan and its capacity to treat the full build out of the road, when adding offsite runoff from "Building D." As the Applicant acknowledged in its waiver request:

159 Middle Street, Portsmouth, NH 03801
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In an initial proposal in 2018 a new road was designed and proposed as a part of a TIF expansion. This TIF Road included a stormwater management area that incorporated all run off from the roadway. This included the portions of the road to the north of the wetlands crossing. In the years following the TIF road would be partially constructed, and the stormwater management area would be built.

Both the Town of Exeter and Scott Carlisle have easement rights over the road and the public retention pond proposed to be used by the Applicant for management of Building D runoff.

On November 24, 2025, the Applicant submitted a “final submission” of the site plan proposal to relocate Building D. As part of the submission, the Applicant submitted a request for a waiver from Section 11.3.1.2.a (related to distance between building and driveway). Subsequently, on December 16, 2025, the Applicant submitted a second waiver request, seeking relief from Sect. 9.1.3.5 related to stormwater management standards.

On January 8, 2026, the Planning Board held a public hearing on the amended site plan application and waiver requests. On January 9, 2026, the Planning Board issued a single notice, with three decisions included. First, the Board approved the Applicant’s amended site plan application, which proposed changes to a previously approved site plan for the relocation of “Building D” of the Ray Farm Condominium Development. Next, the Board approved two waiver requests from site plan review and subdivision regulations related to the amended site plan.

Mr. Carlisle appealed the Board’s decision to the Superior Court, and the parties have assented to a remand back to the Planning Board for further proceedings.

The Board’s review is now limited to the information contained within the record. The Applicant has failed to present sufficient evidence within the record to support the Board’s approval of the two waiver requests, and therefore we request that the Board deny the waivers and amended site plan application.

Analysis

As the Board knows, the waiver criteria are outlined in §13.7 of the Exeter land use regulations. The Applicant must satisfy all five of the criteria, prior to the granting of a waiver:

13.7. WAIVERS

The Planning Board shall not approve any waivers from these regulations unless it shall make the following findings based upon the evidence presented to it in each specific case:

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

13.7.2. The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property;

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

13.7.4. The granting of the waiver will not be contrary to the spirit and intent of the regulations; and,

13.7.5. The waiver will not, in any manner, vary the provisions of the Zoning Ordinance or Master Plan. (Emphasis added.)

In support of its amended site plan application, the Applicant submitted a waiver request from subdivision regulation § 11.3.1.2, appended as Exhibit A. Sect. 11.3.1.2 (a) regulates the permitted distance between a building and the parking lot and requires a minimum distance of 25 feet. The waiver proposal reduces that distance to 15 feet.

Next, the Applicant submitted a waiver request from Sect. 9.3.1.5 of the land use regulations, which regulates stormwater management standards, stormwater management plans, stormwater pollution plans, and erosion and sediment control standards, appended as Exhibit B. The land use regulation requires:

That all stormwater runoff generated from new development shall be treated on the development site, to the maximum extent practicable. Runoff shall not be discharged from the development site to municipal stormwater systems or privately-owned stormwater systems (whether closed conduit or open drainage) or to surface water bodies and wetlands in volumes greater than discharge under current conditions (developed condition or undeveloped condition). A development plan shall include provisions to retain stormwater on the site by using the natural flow patterns, when feasible. (Emphasis added.)

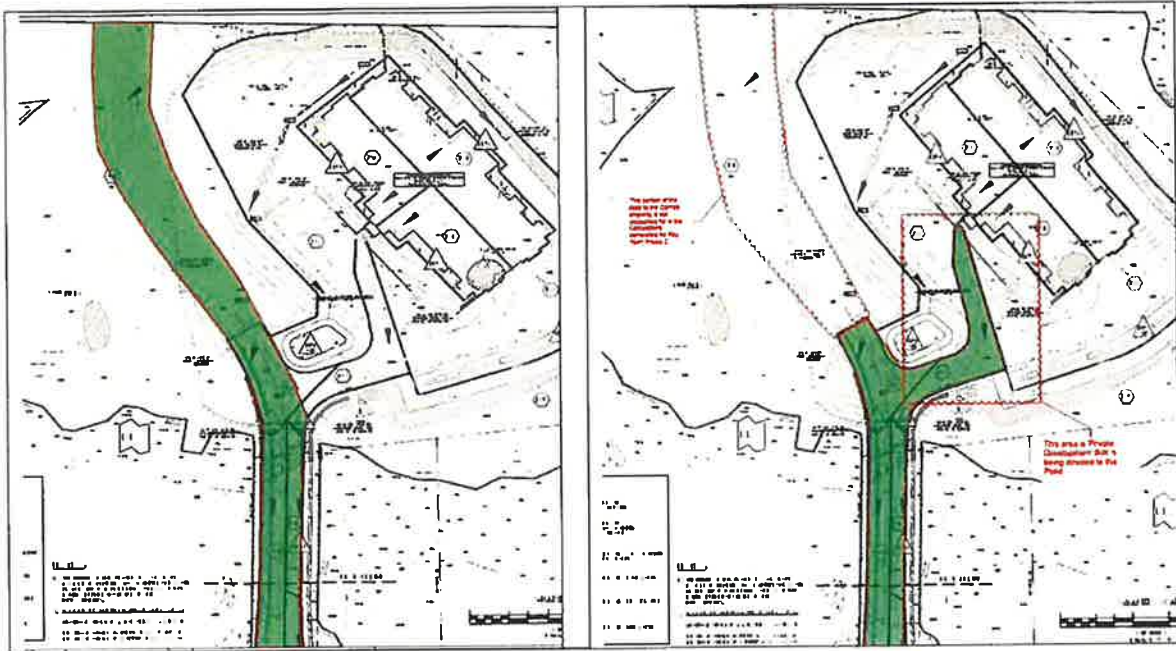
Per the submitted application, the Applicant sought the waiver to allow for stormwater runoff from the proposed new development to a stormwater management area away from the new development. This is done out of convenience, and not out of necessity.

In reviewing both submittals, the Planning Board made no reference to the waiver criteria, or how the waiver requests satisfy any of the five criteria. In support of its argument for the stormwater standards, the Applicant suggests that in the original 2018 proposal, the road design (all the way to Mr. Carlisle's property) included a stormwater management area that contemplated stormwater from the entire build out of the road. By way of illustration, the

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following is from the plans, showing the modification:



The above figure on the left shows the original plan, with the approximate complete build out of the road to Mr. Carlisle's property over the easement. The stormwater system was designed to handle the runoff from the anticipated road build out. The above figure on the right shows the new plan, which no longer reflects the complete build out of the road, but adds the runoff from the new development.

Despite the modification, the Applicant has presented no new data or figures to confirm that the stormwater management system will be capable of supporting any stormwater should the entire road be built out to Mr. Carlisle's property. This is critical because one of the waiver criteria the applicant must demonstrate is no injury to other property, which includes easement rights owned by Mr. Carlisle and the Town of Exeter.

The Town's third-party review engineer identified this issue. In a December 23, 2025 review letter submitted by Underwood Engineers, appended as Exhibit C, they noted:

A number of infrastructure elements, not limited to but including drainage pipes and structures, extend from private drive into the public ROW, some proposed drainage pipes and structures discharge into the Town of Exeter's stormwater detention pond. Per Town of Exeter regulation 9.3.1.5, grading and drainage must be revised to discharge and treat stormwater onsite. Revise the profile accordingly. (Emphasis added.)

The application for amended site plan and waivers was discussed at the public meeting

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held on January 8, 2026. During the meeting, Barry Gier of Jones & Beach Engineers, Inc. raised several concerns on behalf of Mr. Carlisle, and was the only individual who spoke about the specific waiver criteria, including whether the granting of the waiver would be detrimental to the public safety, health or welfare, or injurious to other properties. Mr. Gier's testimony regarding runoff is appended as Exhibit D (January 8, 2026 Transcript at 49-52).

The Applicant did not present, nor did the Board discuss, any of the relevant waiver criteria outlined in §13.7 of the land use regulations. The minutes reflect the Board took up the waiver for §11.3.1.2 first and that there was no deliberation or any comment by the Board, but rather the Applicant "reviewed the waiver" and a motion to approve was made.

Next, during the meeting, the following exchange occurred regarding the stormwater waiver:

CHAIR PLUMER: And that pond, that pond is designed to handle that amount or more than that amount.

BRUCE SCAMMON: More than that amount.

CHAIR PLUMER: Okay.

BRUCE SCAMMON: Is my understanding.

CHAIR PLUMER: Yeah.

BRUCE SCAMMON: Cuz before this road went all the way up to the Carlisle property.

(Emphasis added.)

In reaction to this discussion, Board Member Grueter had the following exchange:

BOARD MEMBER GRUETER: But it may go up to the Car... — it may someday become a road where they're going to need. I mean so are we taking ... are we going to be overloading that? If all that comes to pass, will there be --

BRUCE SCAMMON: My understanding is, we haven't changed any of that design. So before it could handle everything up to the Carlisle property.

BOARD MEMBER: Yeah.

BRUCE SCAMMON: And all we're doing is only putting in a small portion of it. What you approved previously.

BOARD MEMBER GRUETER: But less, you're putting less than what we first told you, you could.

BRUCE SCAMMON: What you first approved, yeah.

BOARD MEMBER GRUETER: Yeah, okay.

BRUCE SCAMMON: Yeah.

BOARD MEMBER ENGLISH: So, I'm sorry, I just want to make sure we're perfectly clear. So, when that catch -- when that basin was constructed it was designed to take the entire road all the way up to the Carlisle property.

BRUCE SCAMMON: That's my understanding.

BOARD MEMBER ENGLISH: Potential --

(Voice overlap)

BRUCE SCAMMON: I didn't do that design.

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BOARD MEMBER ENGLISH: Okay.

BRUCE SCAMMON: And I just -- but my understanding is --

BOARD MEMBER ENGLISH: But you're sending water to it now, that's not in addition to what it was designed for; it is --

BRUCE SCAMMON: Correct.

BOARD MEMBER ENGLISH: -- what it was designed for, but significantly less than what (indiscernible), a lot more.

BRUCE SCAMMON: Correct.

BOARD MEMBER ENGLISH: Okay.

BRUCE SCAMMON: And as I said before, DPW, the review engineer and the State are also looking at those things.

January 8, 2026 Transcript at 94-96, appended as Exhibit E. (Emphasis added.)

As noted during the above exchange, Mr. Scammon did not do the system design and was not able to speak on the issue other than to say, "that's my understanding." What Mr. Scammon clearly did not answer is this:

Is the system capable of handling the runoff from the entire road to the Carlisle property as originally contemplated, and the addition of the new development?

That question has never been answered by the Applicant. Additionally, the Applicant did not answer any of the five variance criteria such as addressing whether granting the waiver would be detrimental to other property (including easement rights), what is unique about the property requiring the waiver, and what hardship would result from the denial.

Instead, they assume that because the original system was designed to accommodate a full road build out that has not yet happened, any difference in the addition of the new development still results in a net loss of paved surface, and the system as previously designed is sufficient. It is Mr. Carlisle's understanding that the applicant has never produced any stormwater figures to support this asserted assumption. Even if that is the assumption, it is flawed, because the system as designed was engineered to support a full road build out, something that may still happen, and the system would need to support the entire road.

The Board ultimately voted to grant the waivers with no findings of fact or other information supporting the decision to approve the amended site plan. In the same notice, the Board stated, "[t]he board granted waivers from the following sections of the Site Plan Review and Subdivision Regulations after finding that the justification provided for the requests were reasonable..." (Emphasis added.) There is no reference in the decision as to what evidence the Board found which supported the granting of the waivers, as required in §13.7. "Reasonableness" is not the applicable standard for the granting of a waiver.

Conclusion

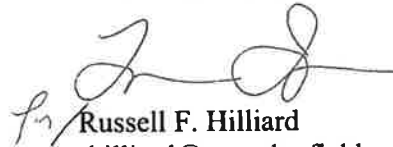
Mr. Carlisle does not have a fundamental objection to the relocation of Building D as proposed. Rather, the issue here is that there remain several unanswered questions about the

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impact of the waivers, and specifically the stormwater management system. During the January 8th meeting, Mr. Carlisle's agent raised these questions and concerns related to the proposed amended site plan and the waivers. The Board failed to make any findings that the amended site plan complies with the land use regulations or address Mr. Carlisle's concerns raised by his engineer. Rather, the Board found that the requested waivers were "reasonable." Respectfully, that is not the standard, and the burden is on the Applicant to satisfy the criteria. Based on the record before the Board, there is insufficient evidence to support granting the waivers, and thus, the waiver requests and amended site plan application should be denied.

Very truly yours,



Russell F. Hilliard
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RFH/sem

Enclosures

cc: David LeFevre, Esq. (w/ Enclosures)(via Electronic Mail only)
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W. Scott Carlisle, III (w/ Enclosures)(via Electronic and U.S. Mail)



November 24, 2025

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

RE: Waiver Request – Willey Creek Co., LLC Building “D” Site Plan at Ray Farm –
Off Ray Farmstead Road, Exeter, NH

Members of the Exeter Planning Board,

On behalf of the applicant, Willey Creek Co., LLC, we respectfully request a waiver from the Town of Exeter Site Plan Review and Subdivision Regulations, as amended August 2023, specifically Section 11.3.1.2.a. This request is submitted as part of the Site Plan Application for the proposed construction of Building “D,” located off Ray Farmstead Road in Exeter, NH 03833. The applicable regulation is provided below in bold, followed by our justification for the waiver in italics.

Distance Between Building and Driveway:

a) No parking lot shall be closer than 25 feet to the front of any building, or 10 feet to the side or rear of any building.

The proposed layout includes one short portion of the frontage where the parking lot is 15 feet from the building. This reduced distance occurs only at the small vestibule projection and is limited to an 18-foot span along the front wall. Beyond that projection, the building steps back 6 feet, increasing the separation to 21 feet. Although 21 feet does not meet the 25-foot standard, this reduced distance affects only a limited portion of the front of the building. For the remaining approximately 150 feet of the building’s 192-foot length, roughly 78 percent of the frontage, the parking lot exceeds the required setback, with distances ranging from 29 to 35 feet.

Although the prescribed dimension is not met at the vestibule, the design continues to meet the intent of Section 11.3.1.2.a. The vestibule is a minor architectural bump-out used solely for weather protection at the entry and does not function as a primary living or circulation area. Between the parking lot and the

building there is a 6-foot sidewalk, a 3-foot-wide stair run, and a 6-foot landing, all elevated above the pavement and separated by a vertical granite curb. The building finished-floor elevation is 122, while the parking lot ranges from approximately 115.85 to 120.5. Near the vestibule, the vertical separation is somewhere within this range, providing sufficient buffer to limit potential vehicular encroachment. Bollards are also placed at the highest pavement elevations as an additional safeguard. These combined measures meet or exceed the intent of the regulation even with the reduced horizontal distance.

The Fire Chief has reviewed the pavement layout, emergency access, and hydrant locations, including the area of reduced setback, and has verbally confirmed that emergency response capabilities are fully maintained. Landscaping is also proposed between the parking lot and the building to provide screening for residents. Because the building is located within the wooded interior of the site and is not visible from public ways or abutting properties, the reduced setback has no impact on neighborhood character or public view corridors.

Maintaining the full 25-foot setback at the vestibule would result in site-grading constraints that would require driveway slopes exceeding 5 percent or would shift the ADA parking spaces away from the accessible entrance. Ensuring compliant grades and direct ADA access is particularly important for a 55+ community and aligns with the broader purpose of the Site Plan Regulations to provide safe, functional, and accessible site design. Allowing the 15-foot setback at this limited location therefore upholds the spirit and intent of Section 11.3.1.2.a.

Your favorable consideration of this waiver request would be appreciated.

Sincerely,



JJ MacBride, P.E.



MILLENNIUM ENGINEERING, INC.
Land Surveyors and Civil Engineers

December 16th, 2025

Mr. Langdon Plumer, Chair
 Exeter Planning Board
 10 Front Street
 Exeter, NH 03833

Re: Waiver Request – Willey Creek Co., LLC - Building D of the Active Adult Community
 off Ray Farmstead Road (Assessors Map 47 Lot 8)

On behalf of the applicant, Willey Creek Co., LLC, we respectfully request a waiver from the Town of Exeter Site Plan Review and Subdivision Regulations, as amended August 2023, specifically Section 9.1.3.5. This request is submitted as part of the Site Plan Application for the proposed construction of Building “D,” located off Ray Farmstead Road in Exeter, NH 03833. It is submitted in addition to the waiver request letter dated November 24, 2025 by Emanuel Engineering Inc.

The applicable regulation is as follows:

Stormwater Management Standards, Stormwater Management Plan, Stormwater Pollution Plan, and Erosion and Sediment Control Standards

9.3.1. Stormwater Management for New Development: All proposed stormwater management practices and treatment systems shall meet the following design standards.

5. All stormwater runoff generated from new development shall be treated on the development site, to the maximum extent practicable. Runoff shall not be discharged from the development site to municipal stormwater systems or privately-owned stormwater systems (whether closed conduit or open drainage) or to surface water bodies and wetlands in volumes greater than discharged under existing conditions (developed condition or undeveloped condition). A development plan shall include provisions to retain stormwater on the site by using the natural flow patterns, when feasible.

In an initial proposal in 2018 a new road was designed and proposed as a part of a TIF expansion. This TIF Road included a stormwater management area that incorporated all run off from the roadway. This included the portions of the road to the north of the wetlands crossing. In the years following the TIF road would be partially constructed, and the stormwater management area would be built.

This stormwater management area is a part of Exeter Tax Map 47 Lot 8-1 and continues to Map 47 Lot 9. This area is subject to a documented easement to allow the Town of Exeter the right to access and maintain the stormwater area.

The new Building D location proposes to extend Ray Farm Road along the existing town right of way into a private access way. This proposal includes collecting and conveying the stormwater runoff from the northern portions of the road back into the stormwater management area mentioned above.

Massachusetts: 62 Elm Street, Salisbury, MA 01952
 New Hampshire: 13 Hampton Road, Exeter, NH 03833

Phone: 978-463-8980
 Phone: 603-778-0528

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www.Mei-NH.com



MILLENNIUM ENGINEERING, INC.
Land Surveyors and Civil Engineers

Due to the wetland crossing and the historic inclusion of the stormwater run off into the area to the westerly side of Ray Farm Road we request a waiver to allow this practice to continue and be expanded upon. We understand that this is atypical and may require a revision of the easement to allow some of the burden of maintenance to be undertaken by the homeowner's association for the new building.

It is imperative to note that in the submittal provided and reviewed by the board at the June 12th meeting this configuration for the runoff was in place. This waiver request has been added to the submittal package to address concerns raised during the after-the-fact TRC meeting held on December 11th.

Directing the stormwater run off from the Northerly section into the existing stormwater management area is the least invasive method of mitigating the runoff. The area on the westerly side of the road was initially designed for this run off. Because of the wetland crossing and roadway it is difficult to redirect the stormwater runoff from the Northerly section of the access drive to another location without creating additional impact to the protective wetland buffe or requiring relocation of the existing drainage utilities.

Your favorable consideration of this waiver is appreciated.

Thank you,

Katharena Morrill
 Katharena Morrill
 Millennium Engineering, Inc.



3135.00

December 23, 2025

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

Re: *Ray Farm Building D*
Design Review Engineering Services
Exeter, New Hampshire

Site Information:

Tax Map/Lot#: 47 / 8
Address: Ray Farmstead Road
Lot Area: 15.75 acres (after lot line adjustment)
Proposed Use: Residential
Water: Municipal
Sewer: Municipal
Zoning District: C-3
Applicant: Ray Farm, LLC
Design Engineer: Millenium Engineering, Inc.

Review No. 3

Plan Set Reviewed:

- Site plan set entitled "Ray Farm 'Building D'" "Site Development Plans for an Active Adult Community off Ray Farmstead Road, Exeter, NH" dated November, 2025, prepared by Millenium Engineering, Inc.

Dear Mr. Sharples:

Following UE's review letter #2 dated June 10, 2025, the site design for the Ray Farm Building D has undergone significant redesign. It is worth noting that many of UE's previous comments are no longer applicable to the redesign.

For the redesigned project, UE has been asked to limit our review to the stormwater design only. UE acknowledges that the project is also subject to NHDES' Alteration of Terrain permitting. Based

Mr. Sharples
December 23, 2025

on a limited review of the above submission documents, Underwood offers the following comments in accordance with the Town of Exeter Regulations and standard engineering practice.

Site Plans

1. A number of infrastructure elements, not limited to but including drainage pipes and structures, extend from the private drive into the public ROW, Some proposed drainage pipes and structures discharge into the Town of Exeter's stormwater detention pond. Per Town of Exeter regulation 9.3.1.5, grading and drainage must be revised to discharge and treat stormwater onsite. Revise the profile accordingly.
2. The orientation or shape of Bioretention Basin A should be revised such that it is completely clear of the access easement.
3. Scour protection is recommended at Bioretention Basin B to protect it during hydrant flushing.
4. The parking level floor plan portrays a trench drain across the garage entrance with references to the site plans. The trench drain is not depicted on the site plan(s). Coordination is needed.
 - a. Where will the trench drain discharge?

Stormwater Design and Modeling

5. The drainage report proposes to use AASHTO #57 stone to line the stormwater forebays. That stone specification is a 1.5" washed stone consistent with that used in leach fields and other types of drainage features not intending to see volume or significant flow. Please confirm the intended stone specification.
6. Existing Ray Farm Road drainage is comprised of individual catch basins flowing to drainage manholes along a drainage trunk line. The proposed extension is catch basin to catch basin. In terms of pollutant removal efficiency, the Ray Farm Road approach is significantly more effective. The applicant should confirm that the proposed CB to CB design is an acceptable practice for PTAP compliance credits.
 - a. Expanding upon this, the existing drainage system constructed a trunk line pipe into the new work area, Confirm the proposed abandonment of that pipe.
7. Comment above notwithstanding; Basin G (located at the end of the Ray Farm Road) has a top of berm elevation of 106'. Existing HydroCAD has storage volume characteristics to 107.9' in elevation and the high orifice invert at 106.75'.
 - a. UE notes that the peak water elevation of the existing condition is 104.95' in the 10-year event, and 105.78' in the 100-yr event.
 - b. Basin G peak elevation in the 10-year storm post-development is 105.36' and overtopping in the 50-year & 100-year model runs.



Mr. Sharples
December 23, 2025

8. The drainage report does not describe how the proposed BMP regiment will satisfy the stormwater treatment requirements of the Town of Exeter. Please elaborate and include treatment area descriptions being treated by specific BMPs along with the recognized removal efficiencies of the BMPs for specific targeted pollutants.
9. PTAP Database: The Applicant is requested to enter project related stormwater tracking information contained in the site plan documents into the Great Bay Pollution Tracking and Accounting Program (PTAP) database (www.unh.edu/unhsc/ptapp). Please submit the draft development entry with the response.

A written response is required to facilitate future reviews. Please contact us if you have any questions.

Very truly yours,
UNDERWOOD ENGINEERS, INC.



Allison M. Rees, P.E. (NH)
Project Manager

Robert J. Saunders, P.E. (NH, ME, VT, PA)
Senior Technical Leader



Avicore Reporting – 15 Constitution Drive, Suite 1A – Bedford, NH 03110

TOWN OF EXETER, NEW HAMPSHIRE
PLANNING BOARD
Nowak Room 3
10 Front Street
Exeter, New Hampshire

Date of Board Meeting: January 8, 2026

Planning Board Case #22-3: A request by Willey Creek Company for an amendment to a previously approved site plan for the proposed relocation of Building D of the Ray Farm Condominium development and associated site improvements off of Ray Farmstead Road. C-3, Epping Road Highway Commercial zoning district; Tax Map Parcel #47-8 and #47-8.1.

Board Members Present: Chair Langdon Plumer; Clerk John Grueter; members Gwen English, Jennifer Martel, Dean Hubbard and Sam MacLeod.

Interim Town Planner: Carol Ogilvie

Appearing for Willey Creek Company:

Attorney Tim Phoenix, legal counsel
John Shaftmaster, applicant
Brendan Quigley (Gove Environmental)
Kat Morrill (Millenium Engineering)
Bruce Scammon (Emanuel Engineering,
James Verra & Associates)

Transcript prepared for:

Edmond Ford, Esquire
Ford, McDonald & Borden, PA
815 Elm Street, Suite 5B
Manchester, NH 03101

(Transcription of audio recording)

1 CHAIR PLUMER: Yeah, go ahead.

2 BARRY GEIR: Sure.

3 CHAIR PLUMER: Yes, please.

4 BARRY GEIR: So it's the understanding that the
5 drainage feature was constructed on Map 47, Lot 8.1,
6 using TIFF money with the intent of treating and
7 retaining the stormwater for the proposed complete
8 roadway, which was to be constructed, um, to
9 Mr. Carlisle's parcel.

10 The applicant has decided to construct access
11 to Building D as a private road, even though the intent
12 was for the road to be public and constructed using the
13 TIFF money.

14 Uh, the applicant is now requesting a waiver to
15 allow the pond that was constructed using the TIFF funds
16 to be utilized for not only a portion of the private
17 drive, but also a portion of the development area outside
18 of the drive.

19 If the Board entertains this request, um, my
20 client requests the stormwater basin first be dedicated
21 to treating the full road length as proposed. To that
22 end we do have some suggestions, um, suggested
23 conditions.

1 Uh, one is that the applicant ensure that all
2 the impervious associated with the road, including the
3 extension of the road, to Mr. Carlisle's property and the
4 previously approved cul-de-sac on Mr. Carlisle's
5 property, be sufficiently treated and retained in the
6 stormwater pond prior to any of the site development
7 impervious associated with Building D.

8 Uh, second that the permits required,
9 specifically the AoT permit, includes the construction of
10 the impervious associated with the road to Mr. Carlisle's
11 property and the cul-de-sac head. This will ensure that
12 the pond, which was constructed to be completed -- was
13 constructed for the complete road build out, using the
14 TIF funds is actually used for the purposes.

15 Uh, three, that the maintenance should be
16 covered by the condo association for the pond. And that,
17 four, that Mr. Carlisle's engineer, along with the town
18 engineer, be included on the review of the design and
19 drainage prior to approval of the waiver and AoT to
20 ensure that Mr. Carlisle's intents are being protected.

21 Um, if the applicant does not, or if the
22 applicant, I'm sorry. If the Board doesn't agree to
23 these conditions, then Mr. Carlisle vehemently opposes

1 the waiver as there are alternatives that the applicant
2 just doesn't want to employ in this situation.

3 Um, regarding the conditions of the waiver, as
4 the Board knows, there's five specific conditions
5 regarding the waiver. We believe that without the
6 conditions that the waiver would fail under three of
7 those conditions.

8 Uh, specifically 13.7.1, which says the
9 granting of waiver will not be detrimental to the public
10 safety, health or welfare, or injurious to other
11 properties.

12 Without the conditions as stated, the waiver
13 fails on this first criteria item as it would be
14 injurious to other properties, specifically
15 Mr. Carlisle's property.

16 Uh, we believe it also fails on 13.7.3 which is
17 the third criteria, which states that because of the
18 particular physical surroundings, shape or topographical
19 conditions of the specific property involved, a
20 particular hardship to the owner would result as
21 distinguished from the mere inconvenience, if the strict
22 letter of the regulations are carried out.

23 Uh, in this case there can be no hardship as

1 the applicant is creating the need for the waiver. The
2 applicant could remove the need by constructing the road
3 as a public road as planned and utilizing the drainage
4 system as it was intended.

5 Um, four, or under 13.4, the granting of the
6 waiver will not be contrary to the spirit and intent of
7 the regulation. It's the applicant's opinion that
8 granting the waiver would be in direct contradiction to
9 the spirit and intent of the regulation, as the drainage
10 system was constructed with public funds for the use of a
11 public road.

12 Thank you for your time.

13 CHAIR PLUMER: Thank you.

14 Anyone else?

15 MARTY KENNEDY: Marty Kennedy. I'm a resident
16 of Ray Farm. Could you put the Site Plan back up?

17 (Pause)

18 MARTY KENNEDY: Yeah, any of those would
19 (inaudible).

20 BOARD MEMBER: (Inaudible).

21 MARTY KENNEDY: That one's a little busy, but
22 that's okay. Uh, just on the, on the -- two things.
23 One, on the, uh, on the parking.

Avicore Reporting – 15 Constitution Drive, Suite 1A – Bedford, NH 03110

TOWN OF EXETER, NEW HAMPSHIRE
PLANNING BOARD
Nowak Room 3
10 Front Street
Exeter, New Hampshire

Date of Board Meeting: January 8, 2026

Planning Board Case #22-3: A request by Willey Creek Company for an amendment to a previously approved site plan for the proposed relocation of Building D of the Ray Farm Condominium development and associated site improvements off of Ray Farmstead Road. C-3, Epping Road Highway Commercial zoning district; Tax Map Parcel #47-8 and #47-8.1.

Board Members Present: Chair Langdon Plumer; Clerk John Grueter; members Gwen English, Jennifer Martel, Dean Hubbard and Sam MacLeod.

Interim Town Planner: Carol Ogilvie

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Attorney Tim Phoenix, legal counsel
John Shaftmaster, applicant
Brendan Quigley (Gove Environmental)
Kat Morrill (Millenium Engineering)
Bruce Scammon (Emanuel Engineering,
James Verra & Associates)

Transcript prepared for:

Edmond Ford, Esquire
Ford, McDonald & Borden, PA
815 Elm Street, Suite 5B
Manchester, NH 03101

(Transcription of audio recording)

1 BRUCE SCAMMON: -- you know, would be -- would
2 be going into that pond. So you have a strip along here,
3 and a strip along right here --

4 CHAIR PLUMER: Yeah.

5 BRUCE SCAMMON: -- flowing this way, which
6 technically it was, I believe, doing that before, other
7 than there was two driveways. So there was more
8 driveway.

9 CHAIR PLUMER: And that pond, that pond is
10 designed to handle that amount or more than that amount.

11 BRUCE SCAMMON: More than that amount.

12 CHAIR PLUMER: Okay.

13 BRUCE SCAMMON: Is my understanding.

14 CHAIR PLUMER: Yeah.

15 BRUCE SCAMMON: Cuz before this road went all
16 the way up to the Carlisle property.

17 CHAIR PLUMER: Yes. Yeah.

18 BOARD MEMBER GRUETER: But it may go up to the
19 Car... -- it may someday become a road where they're
20 going to need. I mean so are we taking ... are we going
21 to be overloading that? If all that comes to pass, will
22 there be --

23 BRUCE SCAMMON: My understanding is, we haven't

1 changed any of that design. So before it could handle
2 everything up to the Carlisle property.

3 BOARD MEMBER: Yeah.

4 BRUCE SCAMMON: And all we're doing is only
5 putting in a small portion of it. What you approved
6 previously.

7 BOARD MEMBER GRUETER: But less, you're putting
8 less than what we first told you, you could.

9 BRUCE SCAMMON: What you first approved, yeah.

10 BOARD MEMBER GRUETER: Yeah, okay.

11 BRUCE SCAMMON: Yeah.

12 BOARD MEMBER ENGLISH: So, I'm sorry, I just
13 want to make sure we're perfectly clear.

14 So, when that catch -- when that basin was
15 constructed it was designed to take the entire road all
16 the way up to the Carlisle property.

17 BRUCE SCAMMON: That's my understanding.

18 BOARD MEMBER ENGLISH: Potential --

19 (Voice overlap)

20 BRUCE SCAMMON: I didn't do that design.

21 BOARD MEMBER ENGLISH: Okay.

22 BRUCE SCAMMON: And I just -- but my
23 understanding is --

1 BOARD MEMBER ENGLISH: But you're sending water
2 to it now, that's not in addition to what it was designed
3 for; it is --

4 BRUCE SCAMMON: Correct.

5 BOARD MEMBER ENGLISH: -- what it was designed
6 for, but significantly less than what (indiscernible), a
7 lot more.

8 BRUCE SCAMMON: Correct.

9 BOARD MEMBER ENGLISH: Okay.

10 BRUCE SCAMMON: And as I said before, DPW, the
11 review engineer and the State are also looking at those
12 things.

13 BOARD MEMBER ENGLISH: Okay.

14 BRUCE SCAMMON: So it's not, uh, it's not a
15 "Get Out of Jail" free card.

16 BOARD MEMBER ENGLISH: Right.

17 BRUCE SCAMMON: You know, we can dump anything
18 in there. It's because, uh, where are we, right here.
19 If you think of a road that's twenty-four feet wide, so
20 you got about twelve feet to the catch basin on town
21 property. And then you got about another fourteen feet
22 of pipe, um, until it crosses back onto private property.

23 I guess, you know, we could rebuild everything

EXETER COMPLETE STREETS DESIGN GUIDELINES

PLANNING BOARD DRAFT 3/20/2026



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

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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 $\leq 5\%$ for longitudinal/running slope and $\leq 2\%$ 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 with wheelchair ramps.
- 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 195 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.

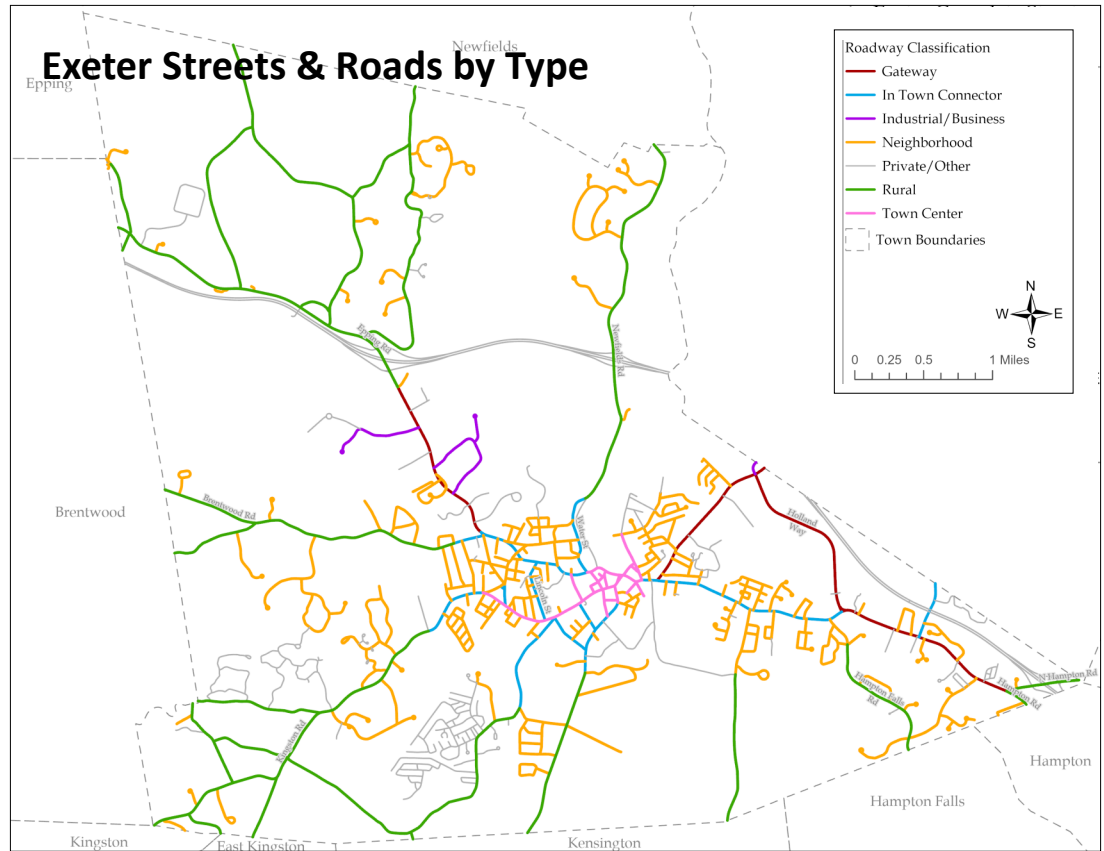
Street Typology

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.

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

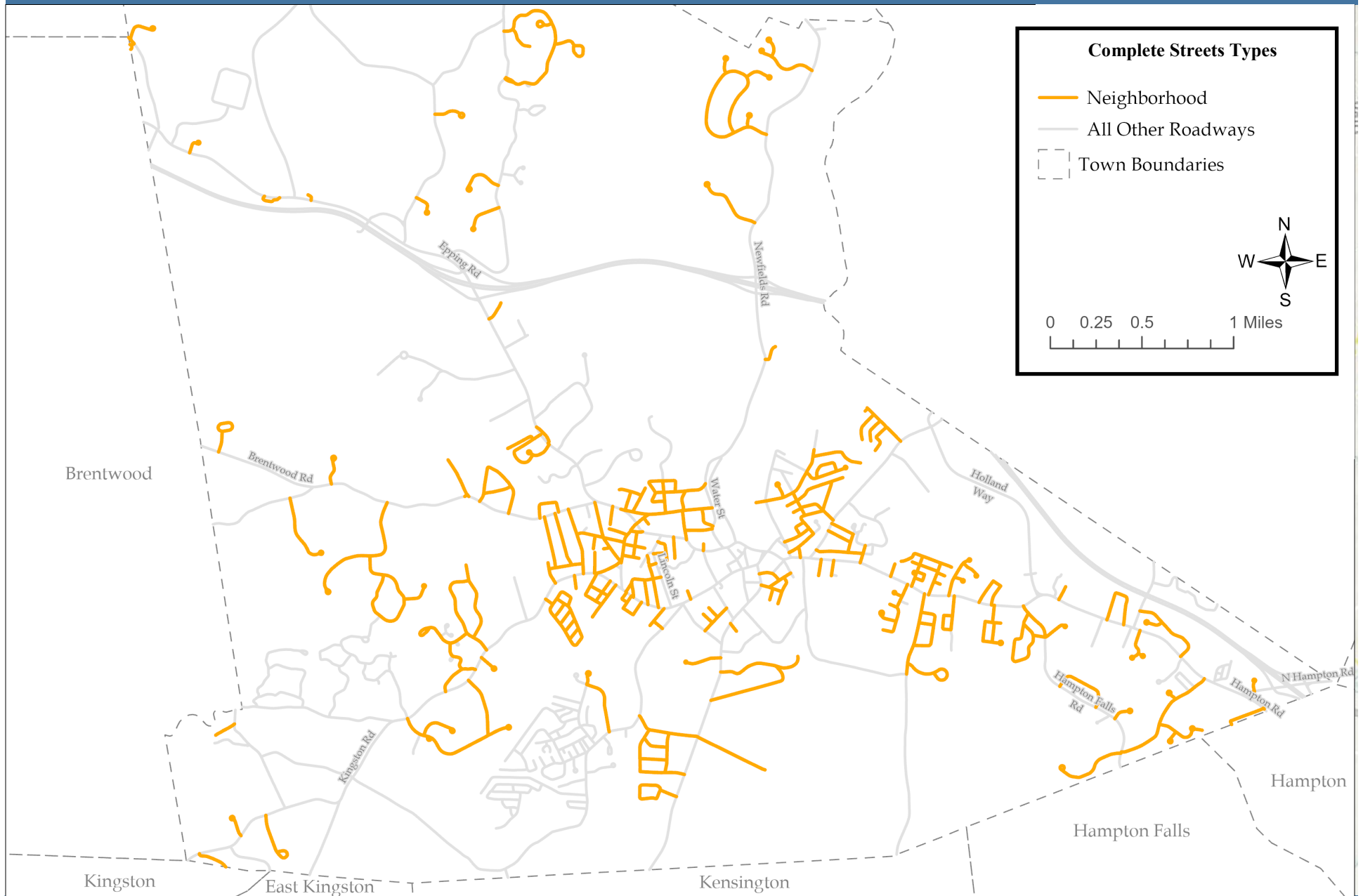


Washington Street

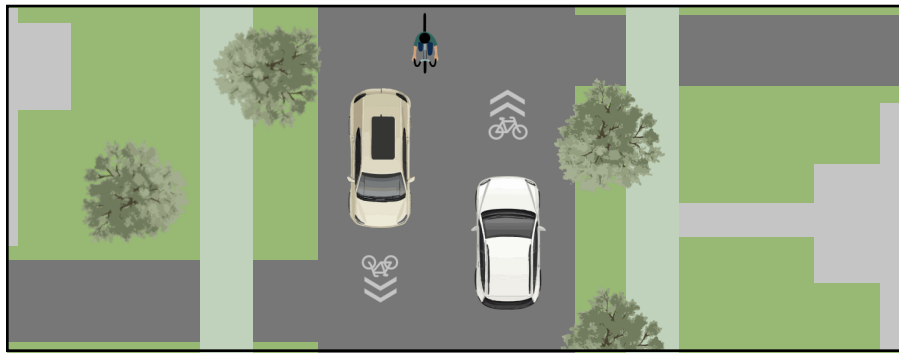
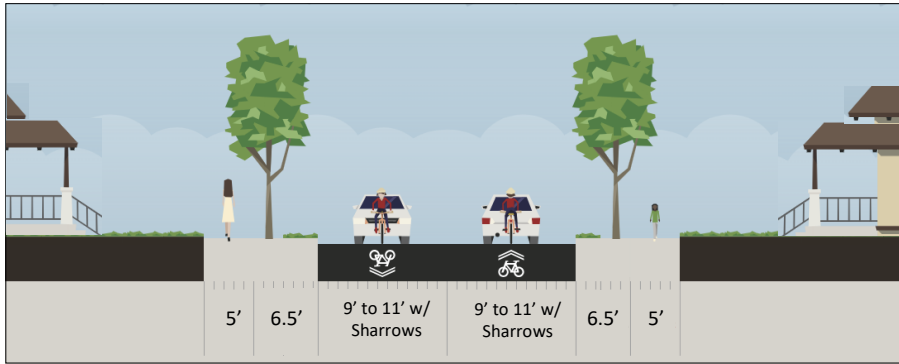


Towle Avenue

EXETER'S NEIGHBORHOOD STREETS



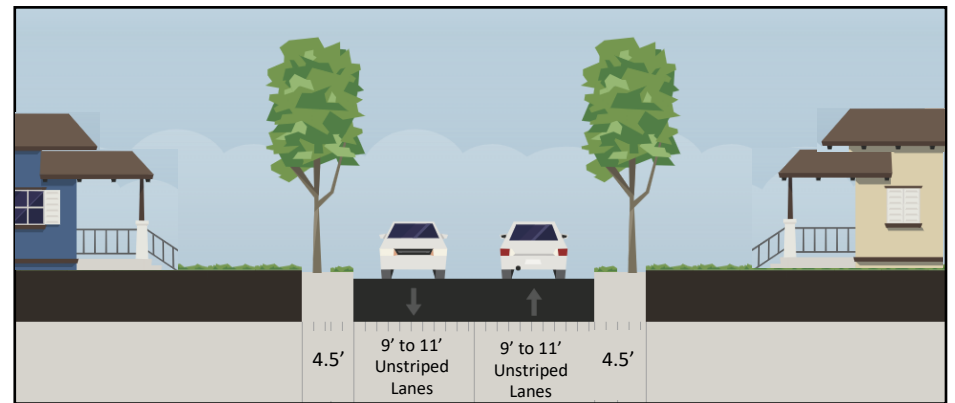
NEIGHBORHOOD STREET: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



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.

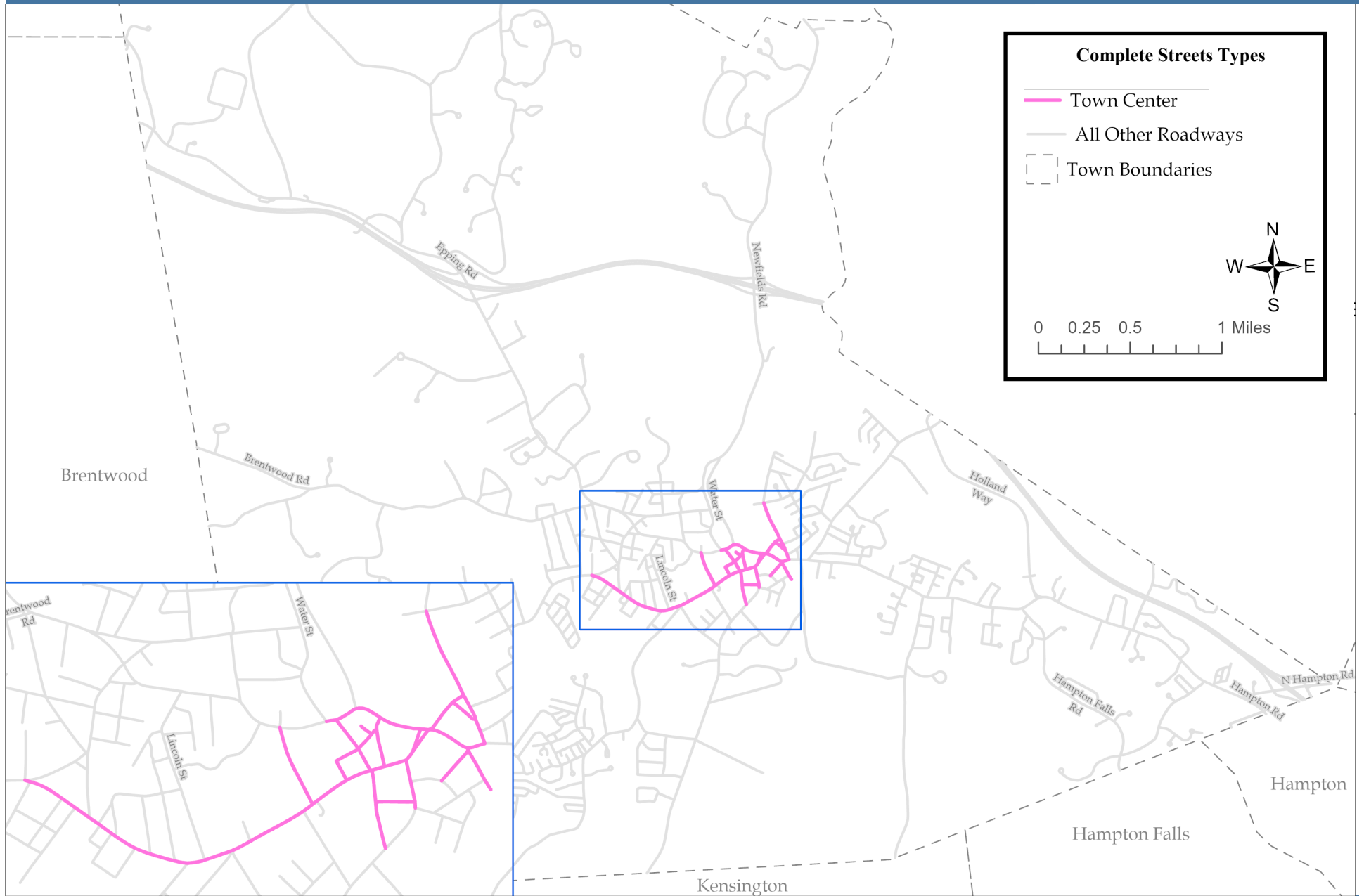


Water Street Looking West

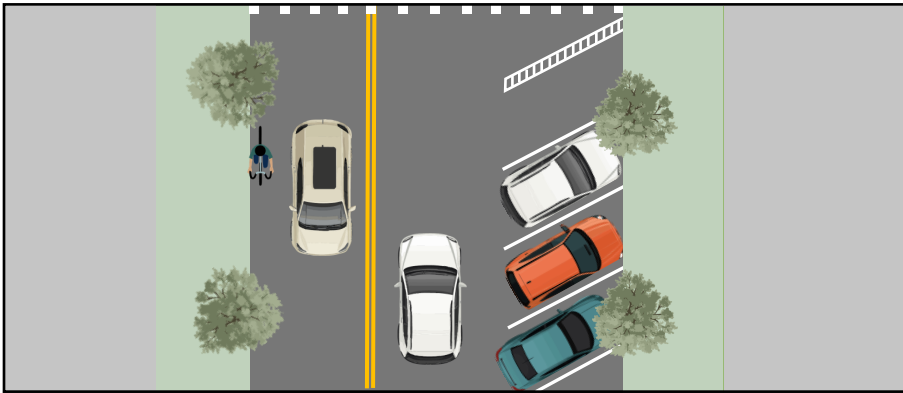
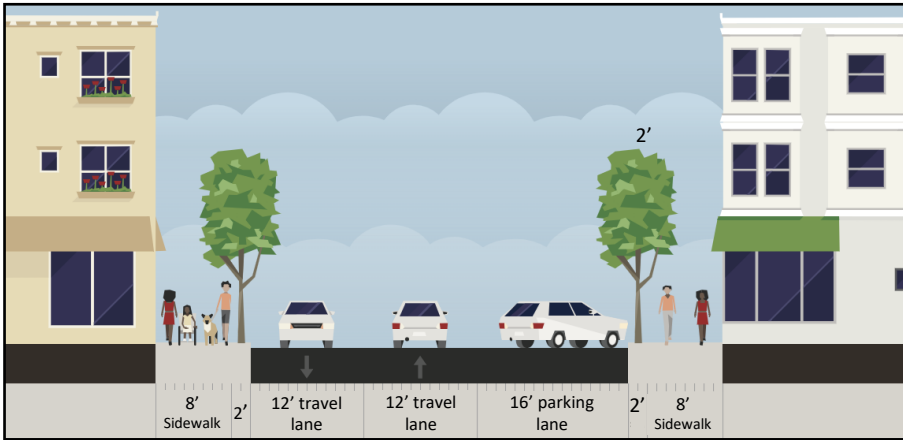


Front Street at Phillips Exeter Green

EXETER'S TOWN CENTER STREETS



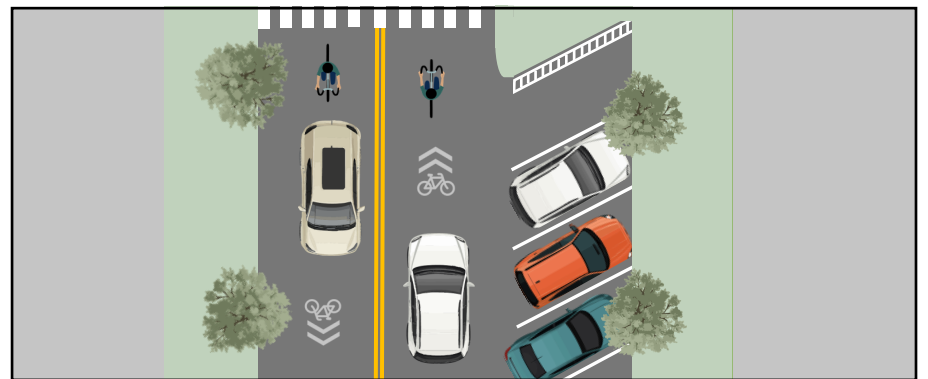
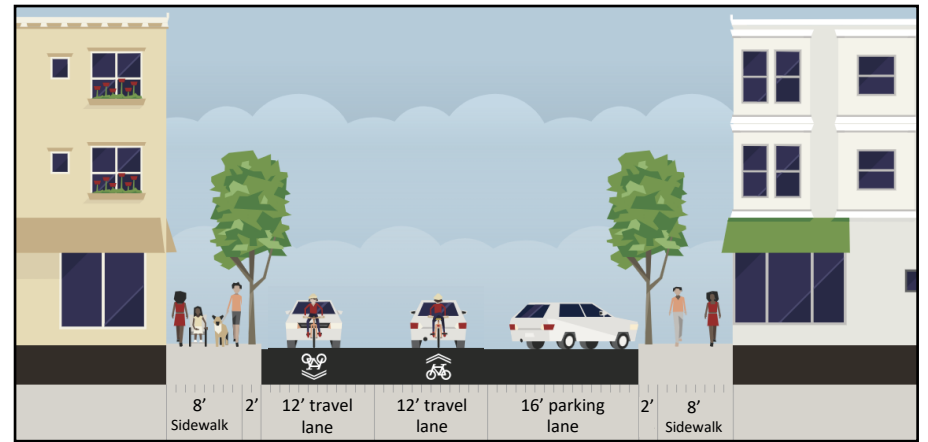
TOWN CENTER STREETS: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



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

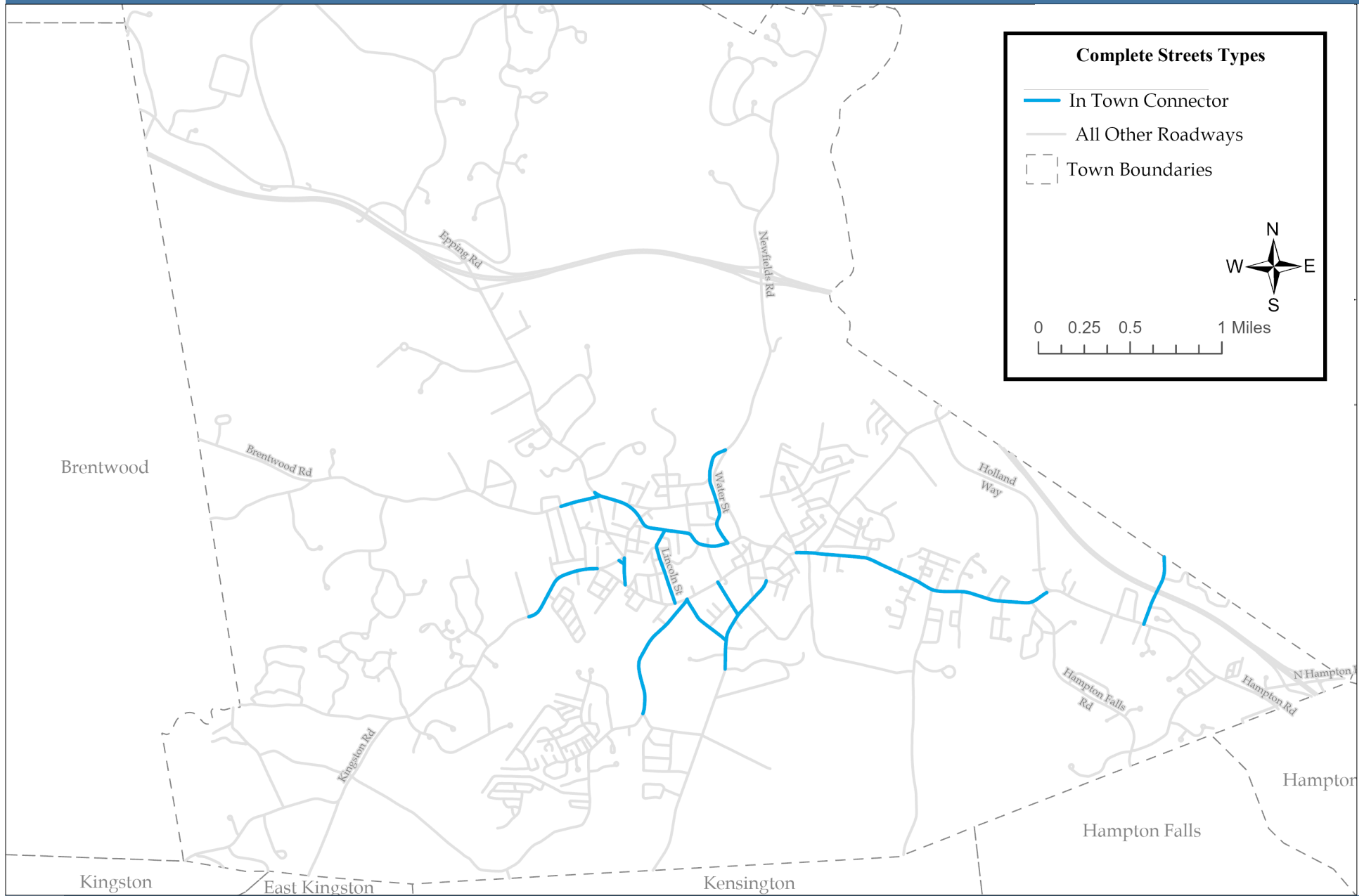


Lincoln Street School Crossing

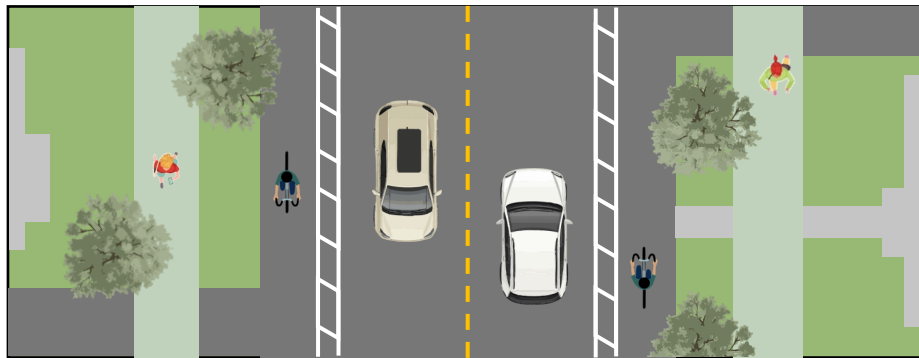
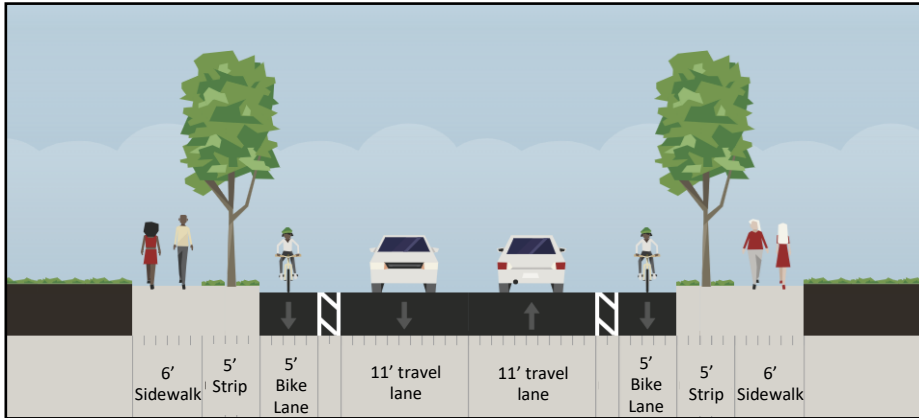


High Street Looking West from Hampton Falls Road

EXETER'S IN-TOWN CONNECTOR STREETS



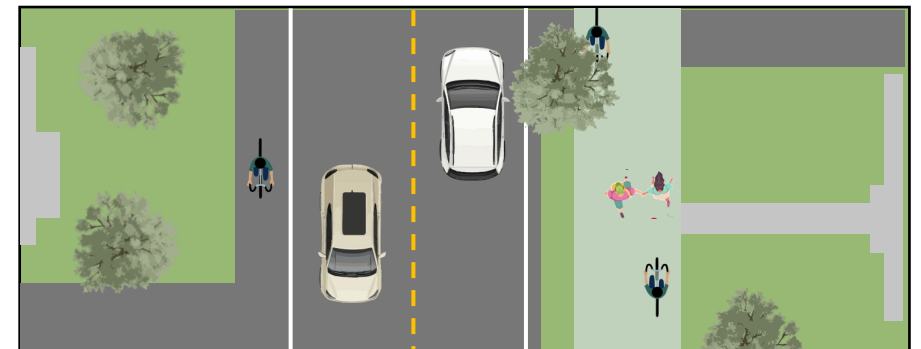
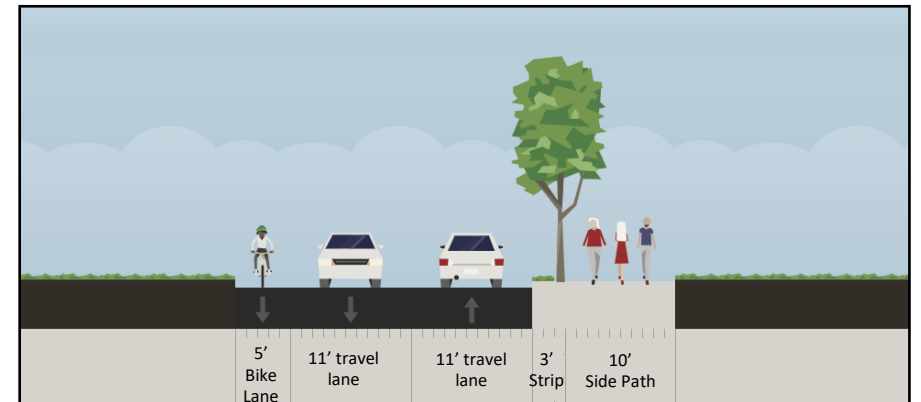
IN-TOWN CONNECTOR STREETS: CONCEPTS FOR REDESIGN



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

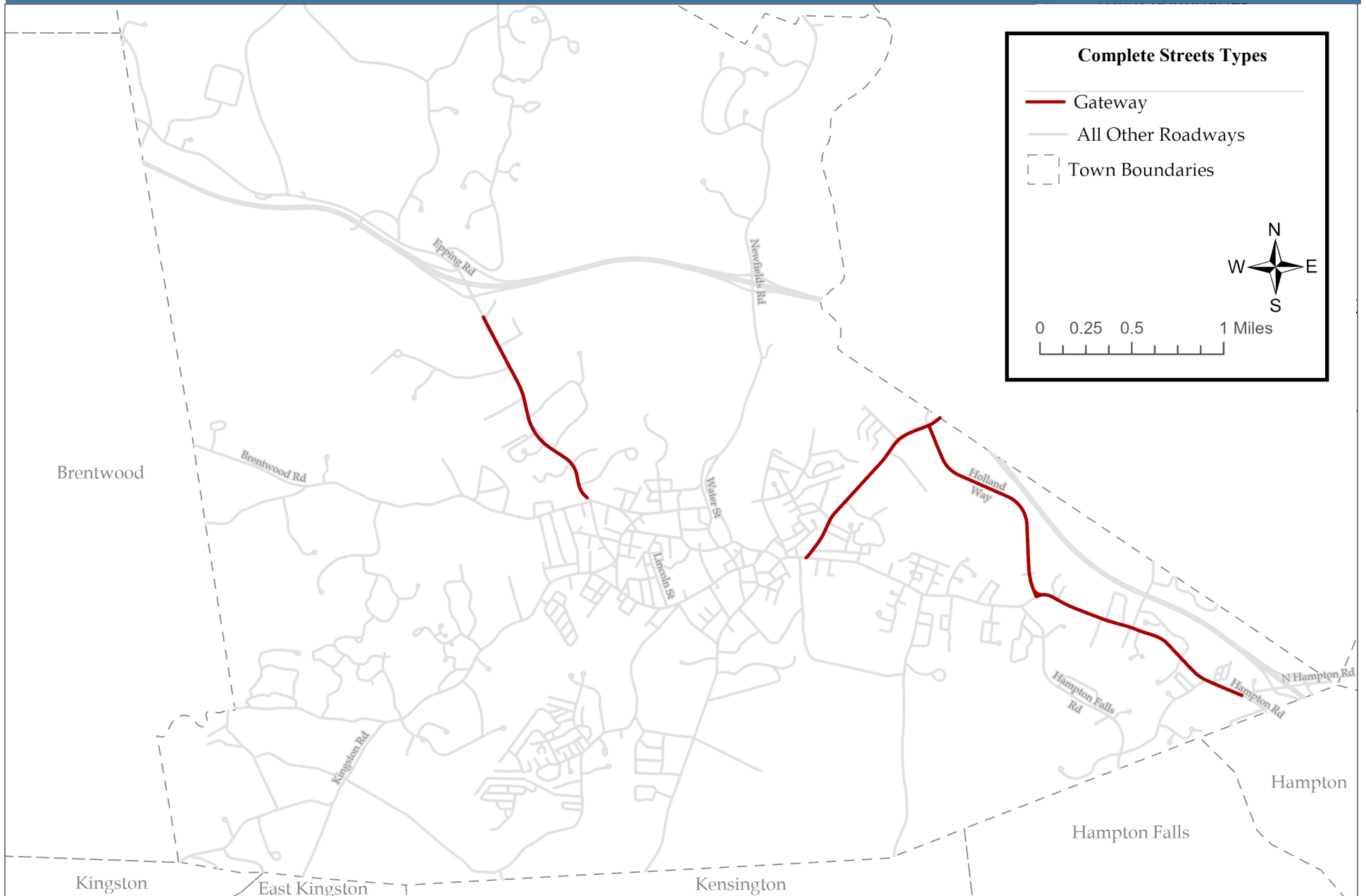


Portsmouth Avenue Looking North From Las Olas Taqueria

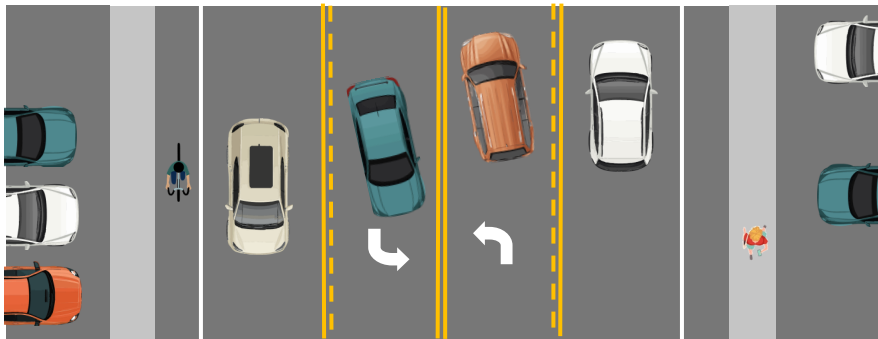
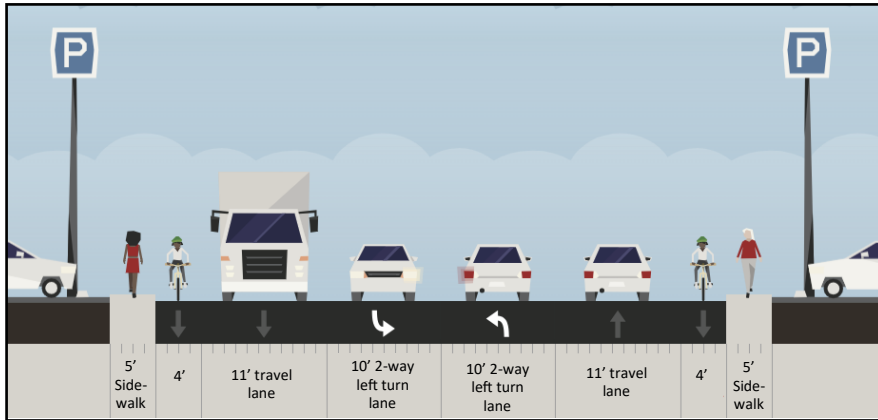


Portsmouth Avenue Looking North from Alumni Drive

EXETER'S GATEWAY STREETS



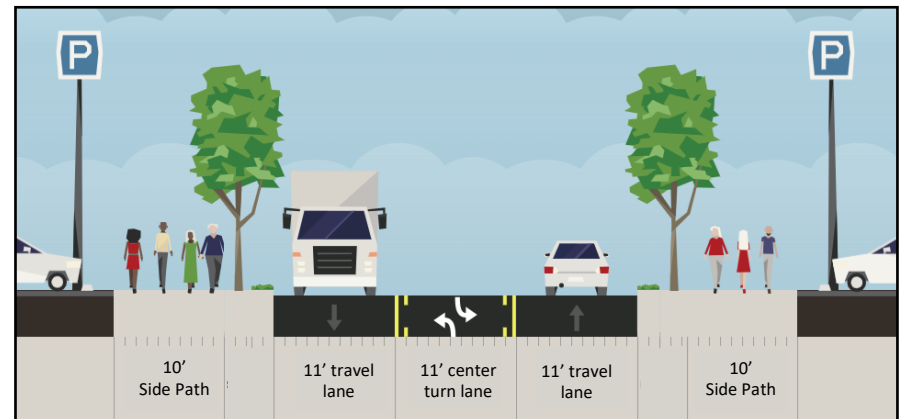
GATEWAY STREETS: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



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.

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

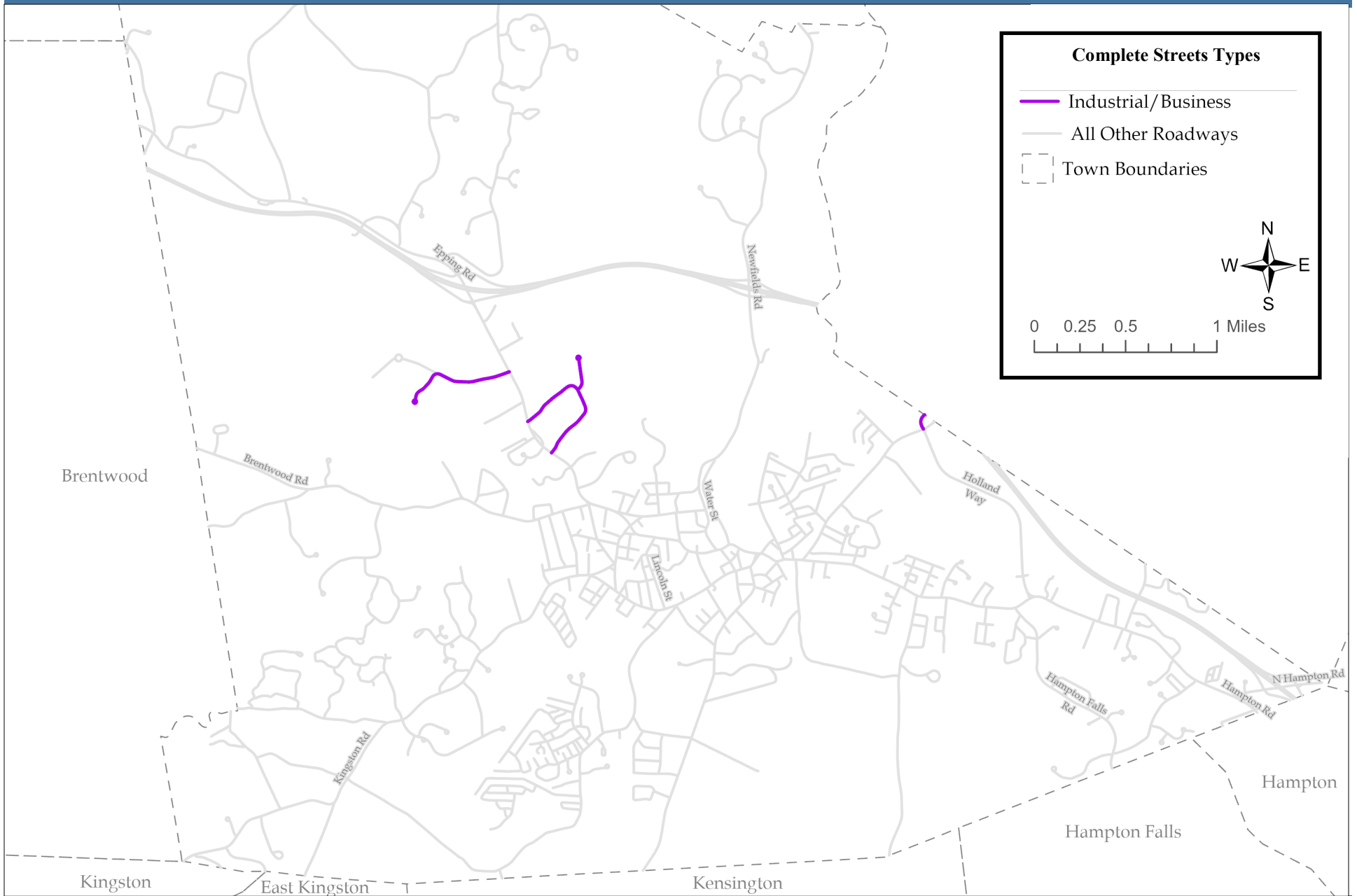


Continental Drive

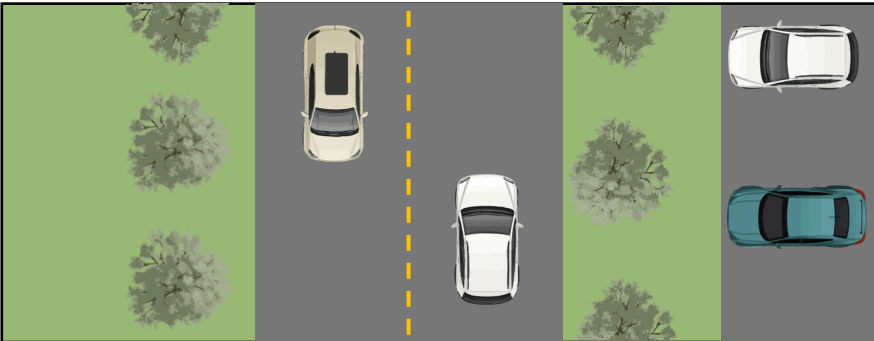
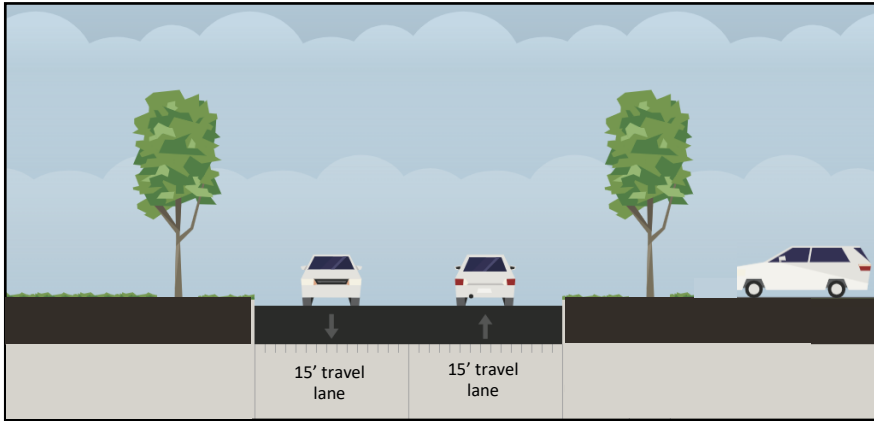


GTE Road

EXETER'S BUSINESS/INDUSTRIAL ACCESS ROADS



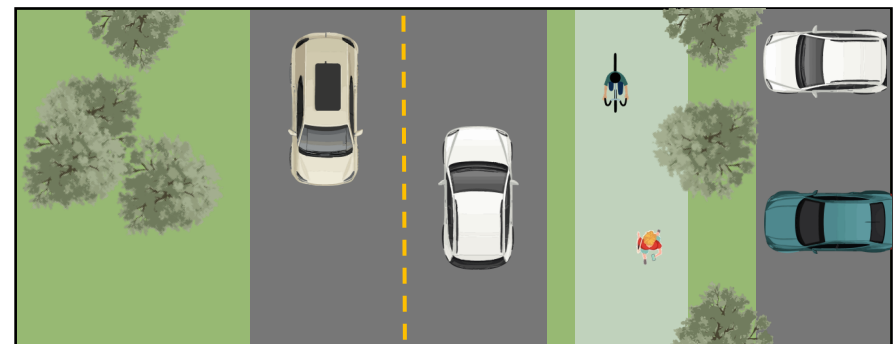
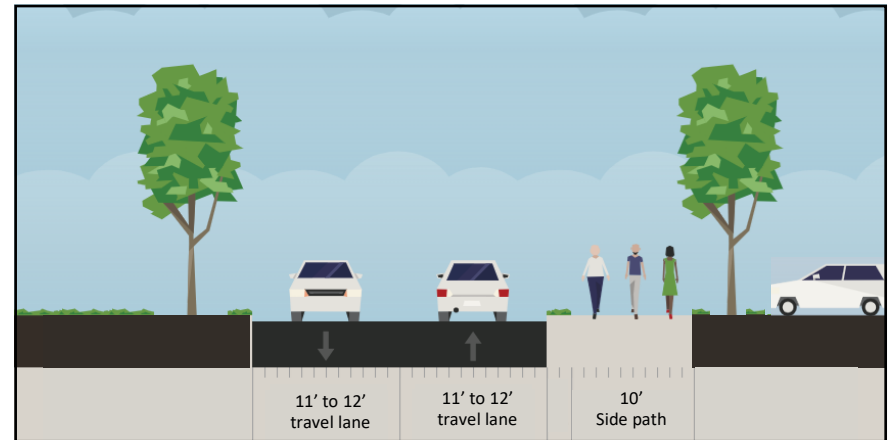
BUSINESS/INDUSTRIAL ACCESS ROADS: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



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

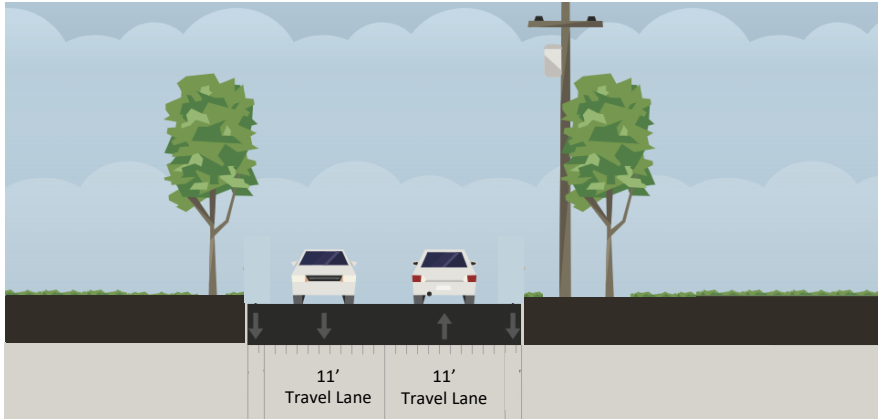


Hampton Road Looking East near Hampton Town Line

EXETER'S RURAL ROADS



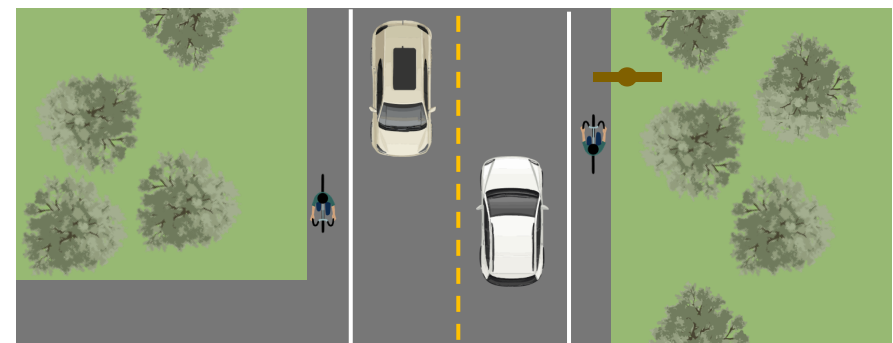
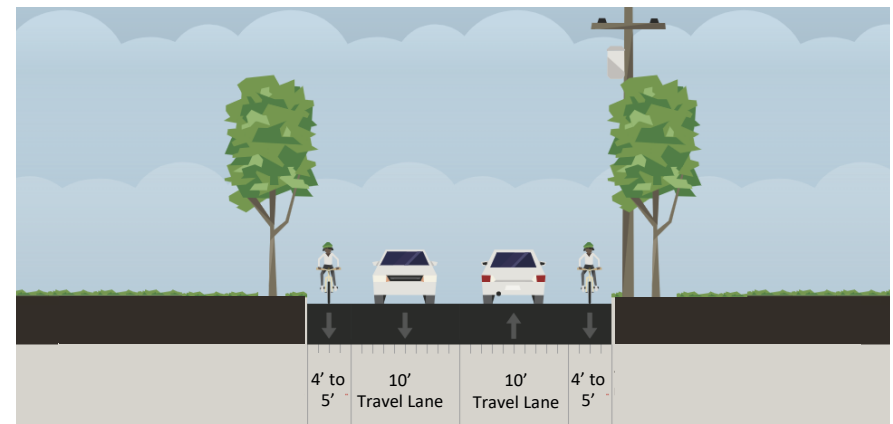
RURAL ROADS: EXISTING CONDITIONS & CONCEPTS FOR REDESIGN



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 improvements 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. Implement a complete streets project development checklist to be used for all large scale public projects, consistent with the requirements of the Exeter Complete Streets Policy. Encourage town staff and officials to participate in training on Complete Streets principles and best practices for design, maintenance and operation.
- 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)

