

**Exeter Board of Selectmen Meeting**  
**Monday, February 9<sup>th</sup>, 2015,**  
**6:50 p.m. Volunteer Interview – Wheelwright Room**  
**7:00 p.m. Business - Nowak Room**  
**Town Office Building**  
**10 Front Street, Exeter, NH**

1. Call Meeting to Order
2. Board Interview: EDC
3. Bid Openings/Awards
4. Public Comment
5. Minutes & Proclamations
  - a. Proclamations/Recognitions
  - b. Regular Meetings: January 12<sup>th</sup>, 2015
  - c. Special Meetings: January 13<sup>th</sup>, 2015, January 20<sup>th</sup>, 2015, February 3<sup>rd</sup>, 2015
6. Appointments
7. Discussion/Action Items
  - a. New Business
    - i. Public Hearing: Epping Road TIF
    - ii. Dumpster Agreement
    - iii. Accept Household Hazardous Waste Funds
    - iv. Water Agreement Proposal: Town Of Stratham
    - v. Wastewater Regional Option Update
  - b. Old Business-
    - i. Housing Committee
    - ii. Great Dam Section 106 update
8. Regular Business
  - a. Tax, Water/Sewer Abatements & Exemptions
  - b. Permits & Approvals
  - c. Town Manager's Report
  - d. Selectmen's Committee Reports
  - e. Correspondence
9. Review Board Calendar
10. Non Public Session
11. Adjournment

Julie Gilman, Chairwoman  
Exeter Selectboard

Posted: 02/06/15 Town Office, Town Website

Persons may request an accommodation for a disabling condition in order to attend this meeting. It is asked that such requests be made with 72 hours notice. If you do not make such a request, you may do so with the Town Manager prior to the start of the meeting. No requests will be considered once the meeting has begun.

AGENDA SUBJECT TO CHANGE

2/9/15  
6:50  
AT



**Town of Exeter**  
Town Manager's Office  
10 Front Street, Exeter, NH 03833

**Statement of Interest  
Boards and Committee Membership**

Committee Selection: ECONOMIC DEVELOPMENT COMMITTEE

New  Re-Appointment  Regular  Alternate

Name: IAN SMITH Email: IES13@HOTMAIL.COM

Address: 7 CARROLL ST EXETER NH 03833 Phone: 603-233-4140

Registered Voter: Yes  No

Statement of Interest/experience/background/qualification, etc. (resume can be attached).

SEE RESUME

If this is re-appointment to a position, please list all training sessions you have attended relative to your appointed position.

\_\_\_\_\_

I understand that: 1. this application will be presented to the Exeter Selectboard only for the position specified above and not for subsequent vacancies on the same board; 2. The Town Manager and Selectboard may nominate someone who has not filed a similar application; 3. this application will be available for public inspection.

After submitting this application for appointment to the Town Manager:

- The application will be reviewed and you will be scheduled for an interview with the Selectmen
- Following the interview the Board will vote on your potential appointment at the next regular meeting
- If appointed, you will receive a letter from the Town Manager and will be required to complete paperwork with the Town Clerk prior to the start of your service on the committee or board.

I certify that I am 18 years of age or older:

Signature: [Signature] Date: 2-3-2015

## EXPERIENCE SUMMARY

- 12+ years business development and sales experience
- Executive management responsibilities include sales, business development and operations.
- Extensive contract negotiation experience at numerous organizational levels (i.e., project managers to C-level executives, as well as public sector officials and representatives)
- Consultant to public and private sector organizations on ways to increase competitive edge and reduce operating costs through the use of high speed broadband communication
- Over 9 year of industry networking and contacts

## PROFESSIONAL EXPERIENCE

### **Director, Professional Services (07/2013 - Present)**

*Waveguide, Inc.*, Nashua, NH

- Oversight of project management, account management, and engineering departments
- Responsible for all sales forecasting, financial management reporting and growth strategies
- Implemented and manage project and sales tracking tools to accurately evaluate a results oriented team
- Strategic planning for overall corporate growth
- Departmental and organization operational budget creation and management

### **Sr. Project Manager (01/2012 – 7/2013)**

*Waveguide, Inc.*, Nashua, NH

- Sr. Project Manager – Large Fiber Optic Network Builds
  - \$3.9 Million turnkey last mile fiber network for “New Hampshire FastRoads, LLC”
  - \$2 Million turnkey fiber network build for “186 Communications, LLC”
- Complete financial management of all projects to include: invoicing, AR, AP and project trend and forecasting analysis
- Responsible for building and managing external customer relationships
- Align internal resources to meet the demands of the project scope, budget and timeline
- Contract negotiations and change order management

### **Director, Business Development - Telecommunications (02/2011 – 01/2012)**

*The Fishel Company*, Columbus, OH

- Added responsibility on top of GM role (see below) to include formalizing a the corporate business development strategy
- Identified resources and organizational structure for business development group
- Began forming benchmarks and measurements of success
- Identified and met with the top 5 telecom customer executive teams to work on partnerships and areas of growth

### **General Manager – Columbus FiberNet LLC. & Dublin Development Corp. (01/07 – 01/2012)**

*The Fishel Company*, Columbus, OH

- Responsible for developing new business and identifying opportunities for strategic growth, partnerships and asset sales.
- Successfully negotiated in excess of \$10 million of major asset sales to a combination of major telecom carriers, data centers, municipalities and the private sector.
- Exceeded margin expectations each year while growing customer base and top line revenue annually.
- Complete profit and loss responsibility for two wholly owned subsidiaries
- Development and management operating budgets for each subsidiary including targeted sales figures
- Design, build and maintain fiber optic networks for telecommunications providers, municipalities and the private sector

- Served on two municipal broadband planning boards focused on utilizing community owned broadband networks to reduce municipal costs and promote economic development:
  - City of Dublin, Ohio – 4 years
  - City of Gahanna, Ohio – 3 years

**Project Manager / Supervisor (01/05 – 01/07)**

*The Fisbel Company, Tampa, FL and Columbus, OH*

- Project Manager for utility construction opportunities focusing on the telecommunications industry
- Responsible for building and maintaining relationships with our telecom customers
- Directly managed 30 +/- field operation employees and subcontractors

**Outside Sales Representative (07/03 – 01/05)**

*Ohio Cat – Cat Rental Store, Columbus, OH*

- Built and maintained customer base for equipment rental in designated geographic territory
- Exceeded sales quota each year
- 67% of total revenue resulted from new customers who had not previously done business with Cat

**Outside Sales Representative (10/01 – 7/03)**

*Hertz Equipment Rental, San Diego, CA*

- Built new equipment rental customer base in a new sales territory
- Exceeded sales quota each year
- Increased monthly rental revenue by 300% in designated territory
- Received “Western Region Rookie of the Year” award for 2002

**PROFESSIONAL AFFILIATIONS**

- Board Member – University of New Hampshire
  - Friends of Swimming Endowment (2012 – Present)
- Advisory Council Member – Municipal Broadband Planning
  - City of Dublin, Ohio (2008 – 2012)
  - City of Gahanna, Ohio (2009 – 2012)

**EDUCATION**

**University of New Hampshire, Durham, NH (1995-1999)**

**BS Recreation Management and Policy**

- Division I Swim Team, 1995-1999 (Team Captain, 1999)
- Conference Swimmer of the Year, 1996 & 1999
- Student Athlete Advisory Council, 1996-1999
- 2008 Inductee – University of New Hampshire Athletic Hall of Fame

References Available Upon Request

## Draft Minutes

### Exeter Board of Selectmen

January 12, 2015

A Motion was made at 6:55pm by Vice Chair Chartrand and seconded by Selectwoman Belanger to recess downstairs in the Wheelwright Room to conduct a Committee interview. Motion carried.

#### **1. Call Meeting to Order**

Chairwoman Julie Gilman called the meeting to order at 7:00 pm in the Nowak Room of the Exeter Town Offices building. Other members present were Vice Chair Dan Chartrand, Selectwoman Nancy Belanger, Selectwoman Anne Surman, and Selectman Don Clement. Town Manager Russell Dean was also present.

#### **2. Board Interviews: ZBA**

The Board conducted an interview at 6:55pm in the Wheelwright Room.

#### **3. Bid Openings/Awards**

None.

#### **4. Public Comment**

Frank Ferraro said his first issue with the lack of performance by the town's recycling contractor. He said it has been an ongoing problem. Recycling pickup has been very late. He said he put his recycling out early Friday morning and it wasn't collected until Monday. He said he spoke to Jen Perry and she said there were some mechanical issues, but that this problem was getting worse. He explained certain situations where residents were not satisfied. He said this is not acceptable. He thinks this will discourage recycling. He also complained that when the recycling is taken, the company is throwing around the bins and breaking them. He thinks the contractor needs to either vastly improve or be fired. He asked the Board to look into this. Selectman Clement said they do need to take better care of the bins, as they can be expensive. Selectwoman Surman said the issue is not only with recycling, but with trash too. She said it has been a problem for many months. She supported what Mr. Ferraro said. Mr. Ferraro went on to give more examples where things are not being done correctly. Mr. Dean and Ms. Perry said they would look further into this. Mr. Dean said they have been in communications with the recycling contractor. He said they have had a really good history with this company up until now. He said they do need to improve.

Mr. Ferraro said his second issue with COAST. He said there was a meeting with COAST about Route 7 recently. He said nothing concrete came from the meeting. He said COAST decided to do nothing about collecting money from other towns. COAST has had three years to do something about this. He gave statistics about Route 7 in Exeter. He recommended only giving COAST 50% of what they were requesting. He said towns that haven't paid COAST in three years still have stops on Route 7. He recommended that the Board use "tough love" on COAST. He said there does not need to be two dozen stops in Exeter with such a large bus. He said they could make immediate changes in Exeter by cutting out some stops and using a smaller vehicle. They could be more efficient.

## **5. Minutes and Proclamations**

### **a. Proclamations/Recognitions**

None.

### **b. Regular Meeting: December 29, 2014**

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger to accept the minutes of the December 29, 2014 BOS minutes, as submitted by Nicole Piper. Motion carried – all in favor.

## **6. Appointments**

None.

## **7. Discussion/Action Items**

### **a. New Business**

#### **i. Dumpster Agreement**

Darren Windham, Economic Development Director, talked about a reasonable solution for the dumpster situation by the Green Bean. He said often the dumpster gets rather full from the businesses and restaurant and can be unpleasant to walk by. He and Jeff Turner from the Green Bean talked about a dumpster in the municipal parking lot with an enclosure. Mr. Turner said he would pay for this enclosure. There would have to be an Agreement with the businesses. Agreements have to be approved by the town counsel. Most businesses agreed they would give this a shot. The two explained the location of the dumpster, saying with the enclosure two parking spots would be lost. Businesses in the area agreed to be diligent. Mr. Turner is going to shop around for prices for the enclosure. Mr. Windham presented this to the Board for them to consider now and table for two weeks until the next meeting. Vice Chair Chartrand thinks this is a great solution. Chairwoman Gilman asked if it would be one dumpster and one recycling bin. Mr. Turner said yes. Selectman Clement asked if all the businesses were

served by the same trash collector. Mr. Turner said yes. Selectman Clement said he would like some time to digest this. He said there are some interesting aspects that make it a good proposal. He wasn't sure if they had given up town space for private space before. Mr. Dean said this would essentially be a "license". The town has the ability to move the dumpster and enclosure if need be. Mr. Windham said he was sure people would use this. Selectwoman Belanger asked if the businesses were on board. Mr. Windham said yes, they are willing to give it a try. He said hopefully they will not want to put their dumpster back. Selectwoman Surman asked who the parties are for the contract. Mr. Turner said Waste Management would have a contract with each business. Mr. Turner also said he would take care of maintenance to the enclosure.

Mr. Turner and Mr. Windham will bring this back to the Board in two weeks.

---

**ii. DPW: Sidewalks, I/I, Sno-Go Discussion**

Chairwoman Gilman talked about the issues ongoing about the sidewalks, i.e. brick versus concrete. Either they can include all the money in the warrant for the project and maintenance, separate the project and maintenance into two separate articles, or take maintenance out altogether.

Jennifer Perry recapped the presentation that was given on June 30 by Paul Vlasich. She said it took three years to complete the sidewalk data for this project. Overall, the majority of sidewalks are asphalt. About 70% of the sidewalks in town are in ok condition, while the other 30% are in poor condition. When this was presented in June, Mr. Vlasich said asphalt will be the cheapest at \$45/square yard, then concrete at \$56/square yard, and last brick pavers at \$150/square yard. It was recommended that the most cost effective material would be concrete. There are 3800 linear feet of sidewalk in downtown that are in the project. A couple warnings for the Board to consider would be using the proper brick, if it is too thin it can fail, and the differential between concrete and brick is \$94/square yard.

Vice Chair Chartrand said they have received a lot of input about this. He would like to leave the article as it is. However, he is convinced that they should move forward as a Board and all agree on the same here. He is willing to go with Selectwoman Surman and Selectman Clement's recommendation and put \$580,000 in the warrant instead of the \$1.18 million.

Selectman Clement wrote a new article reflecting the change in dollars, and read it for the Board. Vice Chair Chartrand asked what the impact would be of changing some language in the article to leave some wording out. Mr. Dean said his preference would be to include all items as referenced in the original article so there are not questions down the road as to what is included in this project. Chairwoman Gillman agreed that if they are not as precise as possible it could lead to questions in the future.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger to amend Article 10 to change all three places where it says \$1.18 million to \$580,000.

Selectwoman Surman said she likes the wording in Selectman Clement's proposal because it references the streets involved. Selectman Clement read his proposed article again, including the language about bumpouts and installation of trees. There was conversation about which streets the downtown area covered. Vice Chair Chartrand asked if they were going to have an opportunity to talk about this again. Mr. Dean said yes. Vice Chair Chartrand recommended having DPW and the Town Manager put together a new article taking into consideration Selectman Clement's suggestions. Mr. Dean said he can make a map available online of the area of the project. Vice Chair Chartrand and Selectwoman Belanger withdrew their Motion and second. Chairwoman Gilman said they are going to look at the language and change the wording so the Board feels comfortable.

Bill Campbell thinks going to \$580,000 is the right thing to do. He thinks numbers over \$1 million are large for voters to swallow. He doesn't think they need to bond the maintenance money. He said next year they can talk about how to handle maintenance.

Don Briselden gave the Board a handout. He said downtown is the core area. He talked about bricks, saying they will last well over 30 years. He thinks the Board should let the citizen's vote on the material used for the sidewalks. He explained where he thinks the brick should go. He calculated how much money would be needed (\$175,000) and how much space would be covered with brick for that amount.

John Schultz explained how Exeter is a competing town. He thinks surrounding towns are putting money into keeping brick. He is for the brick sidewalks.

Gerry Hamel agreed that more language the better, in regards to the warrant article. He thanked Vice Chair Chartrand for changing his vote.

Brian Griset asked for a breakdown of the maintenance.

Jessica Christoferson, a downtown Exeter store owner, thinks brick would be the best option.

Judy Rowan said the more brick the better.

Vice Chair Chartrand said they need to avoid designing this in town meeting. He suggested putting that into the DPW's hands.

Frank Ferraro said this should be a Citizen's Petition. It is a citizen's initiative. The Board should not task DPW to do work for a Citizen's Petition. Selectman Clement said they are not looking at as a Citizen's Petition, but to put it on the warrant article as a second article.

Mr. Griset said if the concrete is approved but the brick is not, they could create a betterment enhancement district where businesses could fund the differential.

Mr. Campbell said the Citizen's Petitions are due tomorrow.

Vice Chair Chartrand said himself, Selectman Clement, and Mr. Dean will reword Article 10 and Selectman Clement, Mr. Dean, Mr. Campbell, and Mr. Briseldon can come up with a second article for the \$175,000 for brick. Mr. Dean mentioned that they do need to start finalizing the warrant articles. Vice Chair Chartrand asked if the Board could get something about this in the next couple of days. Mr. Dean said yes, he would get it out to them by the end of the week.

Chairwoman Gilman said the next thing to talk about is I/I.

Ms. Perry said DPW has recommended a \$200,000 CIP for I/I. This is not consistent with the 2010 report. The ultimate goal is to eliminate sewer overflows. At the Budget Recommendation Committee meeting it was not recommended the \$700,000, but only \$100,000. Only \$40,000 of that will be used for I/I. She said there is a big difference between \$700,000 and \$40,000. The \$40,000 is not going to be enough. Underwood provided a November 20, 2014 memo, which includes additional evaluations and monitoring. It also includes manhole rehab, sump pump removal program, CSO annual metering budget, and LTCP confirmation, all totaling to \$130,000. DPW would be asking for an additional \$90,000.

Vice Chair Chartrand said Bob Kelly had a lot to say about this. He said he should be in the room for this conversation.

Selectman Clement said they have to move forward. He would be willing to support adding the money.

Ms. Perry said they need the money to be able to continue where they are going. Water/Sewer has done a very good job on this.

Selectman Clement asked if the total needed was the \$130,000. Mr. Dean said the town is under an order to rid the CSOs 100%. There is already \$40,000 in the budget, but \$90,000 more is needed. Chairwoman Gilman suggested discussing this on Wednesday with the Water/Sewer Committee.

The last topic is the Sno-Go. Vice Chair Chartrand said he went and looked at the Sno-Go and it is in tough shape. He is standing down on taking this off the warrant and going with the BRC to keep it on the warrant.

### **iii. Portsmouth Ave. Flexible Zoning Initiative Update**

Sylvia von Aulock gave a presentation on the Portsmouth Avenue Flexible Zoning Guidelines. She said there did not need to be any decisions made tonight. This presentation was all about input.

She went through the Committee goals. There are three zones to consider here; the transition zone, the business zone, and the highway zone. She went through the schedule since November.

Jeff Hyland, of Ironwood Design Group, continued with the presentation. He talked about what other towns are doing this. He then talked about the development of the Flexible Zoning Guidelines. He said they are trying to be flexible on this approach.

Ms. Von Aulock said next Thursday the Zoning Amendment will be voted on. She gave some feedback which she got at the January 6 public meeting. She went on to talk about what's next. She said they are looking for more input from the town staff, developers, Planning Board, and shareholders. They will continue to review and develop guidelines and the point system. They will obtain Planning Board support for the Zoning Amendment. They will develop evaluation and review process. They will develop language for the Site Plan Review and subdivision regulations. They will work on getting the word out.

Chairwoman Gilman explained why this is being looked at. Ms. Von Aulock explained this is all optional; developers don't HAVE to do this. Chairwoman Gilman said they are trying to cut out how many meetings the applicant has to go through.

Mr. Dean asked Mr. Hyland to explain the Bonus Points section. He explained it to be like an "extra credit" section.

Vice Chair Chartrand said he would like to see Epping Road included in this somewhere in the future.

Mike Dawley said they should put this off for a year. He said they should proceed cautiously. He wondered what happens to people who live outside the box. He didn't understand why they are rushing forward with this.

Brian Griset agreed with Mr. Dawley. He sees multiple problems. He thinks they should delay this. He said if they give flexibility to the developer they can come up with a lot of great stuff. He said zoning now is not flexible though. There are a lot of details missing here. He seriously cautioned going forward on this and recommended pulling back for a year.

#### **iv. Epping Road TIF Update**

Darren Winham talked about the idea of the TIF. He said not having water and sewer in the area is losing a lot of potential development. He said they are trying to put in a TIF application, and he explained the area which will be in the TIF district. He went through the objectives, which include creating a new infrastructure, stimulating development, expanding the property tax base, and creating employment opportunities. He said there are 145 parcels in the proposed district. He read the disclaimer, which he said is extremely important for all to understand. There are 587 acres total in the area, totaling over \$78 million. He wrote an RFP

to look at the cost for the infrastructure coming in at \$6.8 million. He said there is still a lot of work to do on the TIF.

Mr. Dean said the \$6.8 is over 20 years, with no money being borrowed in advance of TIF revenues to support the project. He said the borrowing can be staggered.

Selectman Clement said \$1 million in new value can generate \$26,000 in taxes.

Frank Ferraro said this is a great idea. The first few years are going to be the taxpayer money; the development won't pay for itself until it's completed. He said there needs to be an annual budget for administration. He said there needs to be more specifics for the warrant.

Mr. Winham said this is just a brief overview of the TIF. He is planning on having this completely done by the end of the week. He said they are talking about a 20 year TIF. He said they will not go forward until they have enough developers. Mr. Dean said when the town borrows funds, there is a 12 month lag until it has to start being paid back so payments and coincide with development.

#### **b. Old Business**

##### **i. 2015 Town Budget/Warrant Articles**

Selectman Clement said the budget has been discussed in detail.

Vice Chair Chartrand said they should be done talking budget, as the budget has .84% increase over 2014.

### **8. Regular Business**

#### **a. Tax, Water/Sewer Abatements & Exemptions**

A Motion was made by Selectwoman Surman and seconded by Selectman Clement to approve abatement for map 70, lot 97 in the amount of \$669.74. Motion carried – all in favor.

A Motion was made by Selectwoman Surman and seconded by Selectman Clement to approve abatement for map 95, lot 64, unit 236 in the amount of \$396.11. Motion carried – all in favor.

A Motion was made by Selectwoman Surman and seconded by Selectman Clement to approve abatement for map 95, lot 79, unit 13 in the amount of \$307.51. Motion carried – all in favor.

A Motion was made by Selectwoman Surman and seconded by Selectman Clement to approve the Veteran's Credits for the following map/lot/unit number all in the amount of \$500.00 each; 97/21, 32/33, 68/6/421, 54/4/121, 104/79/107. Motion carried – all in favor.

A Motion was made by Selectwoman Surman and seconded by Selectman Clement to approve the Veteran's Credit for map 95, lot 64, unit 359 in the amount of \$2500.00. Motion carried – all in favor.

A Motion was made by Selectwoman Surman and seconded by Selectman Clement to deny the Veteran's Credit for map 68, lot 6, unit 121. Motion carried – all in favor.

**b. Permits & Approvals**

A Motion was made by Vice Chair Chartrand and seconded by Selectman Clement to approve the Application for use of the Town Hall by Evelyn Orr for an Exeter Women's Club Silk and Silver on November 22, 2015 from 8 am to 4 pm. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Surman to approve the Application for use of the Town Hall by Evelyn Orr for the Exeter Women's Club Yard Sale on June 5 and 6, 2015 from 8 am to 2:30 pm. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger to approve the Application for use of the Town Hall by Evelyn Orr for the Exeter Women's Club Antique Appraisals on October 11, 2015 from Noon to 5 pm. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger to approve the Application for use of the Town Hall by Jan Russell or Bonnie Galinski for the Festival of Trees on November 30-December 4, 2015 from 11 am to 9 pm. Motion carried – all in favor.

**c. Town Manager's Report**

Mr. Dean reported his report was in the packet. He noted on the following:

- It was a good meeting with COAST. Route 7 will not disappear. They are putting together a plan.

**d. Selectmen's Committee Reports**

Selectwoman Belanger had nothing to report.

Vice Chair Chartrand reported EEDC met last week.

Selectwoman Surman had nothing to report.

Selectman Clement reported Planning Board met last week.

Chairwoman Gilman had nothing to report.

**e. Correspondence**

The following correspondence were included in the packet:

- Letter from Big Brother Big Sister
- Letter from New Generations
- Letter from State of NH Dept of Safety
- Letter from Seacoast Family Promise
- Appointment Application from Frank Ferraro for the River Study Committee
- Exeter drinking water info
- Letter from VHB

**9. Review Board Calendar**

The next meeting will be January 26, 2015. The Board said they will talk with Water/Sewer Committee on the 14<sup>th</sup>. One the 20<sup>th</sup> is a budget meeting, and there is a deliberative session on January 31<sup>st</sup>.

**11. Adjournment**

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Surman to adjourn the meeting at 10:31pm. Motion carried – all in favor.

Respectively submitted,

Nicole Piper  
Recording Secretary

Appointments – January 26<sup>th</sup>, 2015

David Mirsky, Zoning Board of Adjustment, Alternate member

# DRAFT MINUTES

BOARD OF SELECTMEN MEETING

MINUTES

January 13, 2015

1. Call Meeting to Order

Chairwoman Gilman convened the Board of Selectmen at 5:30 p.m in the Wheelwright Room of the Town Office. Other members of the Board present were: Selectman Dan Chartrand, Selectwoman Anne Surman, Selectwoman Nancy Belanger, and Selectman Don Clement. Town Manager Russell Dean was also present.

The Town Manager reported on a fact finder report issued regarding police negotiations. The union has voted to accept the report and pass it on to the Town.

Selectman Chartrand moved to accept the fact finder report dated December 31, 2014 by Thomas E. Cayten. Selectman Clement seconded. Vote is unanimous in favor. The Town Manager explained the Board's action will move this to the Town Warrant for a vote.

The Town Manager reviewed the cost items with the Selectboard on the new three year agreement with the Police NEPBA. Wages are 2% COLA in year 1, 1% in year 2, and 0% in year 3 of the contract. All COLAs are July. Steps are for all eligible the first year of the contract in July. The second year the steps are assigned to min through 7 only, the third year they are assigned to mid through 3 and 10 to max, but not if you are at max. Costs including all benefits and taxes are: FY15: \$29,298; FY16: \$66,375, and FY17: \$37,018.

The Town Manager reported as part of the agreement health care plans will be adjusted with the new plans requiring more in terms of prescription drug co-pays, ER co-pays, and office visit co-pays. Savings will be \$25,723 in the first year, \$51,446 in the second year, and \$51,446 in the third year. This means the actual appropriation needed for the contract in FY15 will be just \$3,575.

All agreed this was a good contract and acknowledged the hard work that went into the process. The fact finder report will be available at deliberative session and on the website as required.

2. Adjournment

Selectwoman Belanger moved to adjourn. Selectwoman Surman seconded. Motion carried. The Board stood adjourned at 5:45 p.m.

Respectfully submitted,

Russell Dean  
Town Manager

## Draft Minutes

### Exeter Board of Selectmen

January 20, 2015

#### Call Meeting to Order

Chairwoman Julie Gilman called the meeting to order at 7:00 pm in the Nowak Room of the Exeter Town Offices building. Other members present were Vice Chair Dan Chartrand, Selectwoman Nancy Belanger, and Selectwoman Anne Surman. Town Manager Russell Dean was also present. Selectman Don Clement was absent.

Chairwoman Gilman laid out how she would like the meeting to go. First, they would have public hearing on the bonds. After that is closed they would discuss the budget, and then move on to warrant articles.

A Motion was made by Selectwoman Surman and seconded by Vice Chair Chartrand to open public hearing on the bond issues. Motion carried – all in favor.

**Article 11:** Mr. Dean said the first bond article is Article 11. He read the article, which is to raise and appropriate the sum of \$6,845,312 for the design and construction of roads, water and sewer improvements in the Epping Road Tax Increment District, and to authorize the issuance of not more than (\$6,845,312) of bonds or notes in accordance with provisions of the Municipal Finance Act and to authorize the BOS to negotiate such bonds or notes and to determine the rate of interest thereon. Chairwoman Gilman said they have discussed this at past meetings. Vice Chair Chartrand said he is fully in favor of this. He commented that Darren Winham said this was going to be a priority, and it was. Chairwoman Gilman said she would like to see Epping Road have some growth. She said this is a fair game for everyone. Selectwoman Surman wanted to recognize the hard work done by Mr. Winham. Mr. Dean said there is a zoning amendment being proposed on Thursday, which is sister to this. The Development Program and Financing Plan that was handed out is required by law and needs to be adopted. Mr. Winham estimated this TIF program could bring in \$100 million.

Chairwoman Gilman opened the discussion to the public for comment.

Harry Thayer encouraged voters to vote for this article.

Michael Schidlovsky, President of the Exeter Chamber of Commerce, said the Chamber is in support of the TIF.

Frank Ferraro said he is in general support of the TIF concepts. He thinks Mr. Winham did a great job. He said when looking at developing around town, the developer should have to pay. He asked why the town is paying for a public road and water/sewer across private land for

the benefit of one property owner. Mr. Winham said this is a good point, but it will not just benefit one property owner. It will benefit all taxpayers of the town. He said they know they cannot build it until they have the money to do it. He said it has worked in the past and he is confident this will work now. Mr. Ferraro thinks they should not be paying \$3.2 million for a road.

Mr. Ferraro also questioned the wording in the article. It says "It is anticipated that no bonds will be issued". He wondered if it was "anticipated" or if no bonds will be issued. Vice Chair Chartrand said they should not get into the wordsmithing of the article.

Mr. Dean said one thing they know about this district is that the property has been sitting in the same fashion for years and years. This is a different dynamic. This instrument will spur development.

Mr. Ferraro said he supports this – he thinks it will work- but the article is not as clear cut as he hoped it would be.

Mr. Winham said they are not anticipating building it all out at once.

Mr. Dean said they are seeking is bonding authority. Estimates have to be made because that is what is required.

Vice Chair Chartrand said they should be taking a very conservative approach with this tool. He said this is not a "blank check"; it's a very specific project.

Harry Thayer said this has been done before, it's just a new plan.

Bill Campbell asked if the money for water/sewer will be loaned from the town to the developers before building starts. Mr. Winham said no.

Mike Dawley is in favor of this project, but has some concerns.

Brian Griset said he is also in favor, but the Plan didn't come out until two hours prior. He has lots of issues. He thought the Board was doing the meeting backwards. Vice Chair Chartrand said they should stick with the plan they road mapped. The Board discussed the order of the meeting.

Brian Griset has an issue with the \$6.8 million. He said approximately have of that will go towards the road. Mr. Winham said the landowners want the road in there. Mr. Griset said this is a big project. It is tax money. He recommended reducing to just water/sewer and do the private road later on. He also said wetlands need to be addressed.

Mr. Dean said the bond would not be added to the town's net debt. This needs to be posted Monday, so he needs the recommendations. Vice Chair asked if they need to

recommend this tonight. Chairwoman Gilman said either that or have a special meeting later on in the week. Vice Chair Chartrand suggested giving some sort of recommendation tonight and possibly revising when Selectman Clement is available.

Mr. Ferraro suggested putting language in the article to use Current Use Tax for debt service. Vice Chair Chartrand said the Town Manager should look into that. Mr. Dean said the first step is to check with DRA. He said he can't envision language like that going into the article because it is statutory. Mr. Thayer suggested another warrant article. Mr. Griset said he thinks they need something. He said the article says "fund", but not what can go into the fund.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 11 to the voters. Motion carried – all in favor.

A Motion was made by Selectwoman Surman and seconded by Vice Chair Chartrand to put a vote count on each article. Motion carried – all in favor.

**Article 12:** Chairwoman Gilman went on to read Article 12, which will see if the town will vote to raise and appropriate the sum of \$711,000 for the replacement of culverts and associated bridge reconstruction on Linden Street, and to authorize the issuance of not more than (\$711,000) of bonds or notes in accordance with the provisions of the Municipal Finance Act; and further to authorize the BOS to issue and negotiate such bonds or notes and to determine the rate of interest thereon.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 12 to the voters. Motion carried – all in favor.

**Article 13:** Chairwoman Gilman read Article 13, which is to see if the town will raise and appropriate the sum of \$580,000 for the design and construction of town sidewalks and curbing, bumpouts, stormwater management structures, and installation of street trees in the greater downtown including Water Street from Great Bridge to Swasey Parkway, and Front Street from the Bandstand to Spring and Elm Streets, and to authorize the issuance of not more than (\$580,000) of bonds or notes in accordance with the provisions of the Municipal Finance Act; and further to authorize the BOS to issue and negotiate such bonds or notes and to determine the rate of interest thereon.

The Board said they have had multiple conversations on this article. A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 13 to the voters. Motion carried – all in favor.

**Article 14:** Chairwoman Gilman read Article 14, which is to see if the town will vote to raise and appropriate the sum of \$175,000 to add brick style enhancements to the downtown area sidewalk project in addition to concrete provided for in Article 11 of this Town Warrant and to authorize the issuance of not more than (\$175,000) of bonds or notes in accordance with the provisions of the Municipal Finance Act; and further to authorize the BOS to issue and

negotiate such bonds or notes and to determine the rate of interest thereon; debt service will be paid from the general fund (\$175,000). This article will only become effective subject to the passage of Article 13 of the 2015 Town Warrant.

Mr. Dean said the first article referenced in his Article is supposed to be Article 13, not Article 11.

An Exeter resident asked what “brick style enhancements” are. Chairwoman Gilman explained they are bricks used in a certain pattern.

Doug Flockhart said Article 13 doesn’t identify what material the sidewalks will be made of.

Mr. Dean reminded that this was the last bond article.

In regards to this article, Chairwoman Gilman asked if they could just use the word “brick” instead of “brick style”. Ms. Perry cautioned using just “brick”, and said maybe using “brick pavers” instead.

Bill Campbell suggested adding the word “concrete” into Article 13. Mr. Dean agreed.

Vice Chair Chartrand said he thinks Article 13 is essential. He said he has no opinion on Article 14, and all his efforts are on Article 13.

Selectwoman Surman said she likes Article 14 because it gives voters a choice. A Motion was made by Selectwoman Surman and seconded by Selectwoman Belanger that Article 14 be put on the ballot, as edited, and as recommended by the Board of Selectmen. Motion granted – with a 3-0-1 vote, Chartrand abstaining.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Surman to close the bond hearing. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger to open the 2015 budget hearing of the Selectboard. Motion carried – all in favor.

**Articles 16, 17 & 18:** Mr. Dean went through the town budget process. He went through the FY15 budget format, what is included in the FY15 general fund budget proposal, and the general fund budget town operations. He said Article 16 on the 2015 Town Warrant is budget. The FY15 proposed budget and default budget is very close. The budget is at a .84% increase coming in at \$17,225,406. The default budget is \$17,215,345. He went through the FY15 budget components for the general fund. All of this information is in the packets passed out at the meeting.

Next, Mr. Dean talked about the water fund budget town operations. He said Article 17 of the 2015 Town Warrant is for the water fund. The proposed budget is \$2,791,462. The default is \$2,786,400. The budget is up 9.97% from FY14. There is no water rate impact change.

Mr. Dean went on to sewer. The proposed budget is \$2,496,266. The default is \$2,428,175. The budget is up 3.48% over FY14. There is no sewer rate impact change.

The packet also included the proposed 2015 budgets; percentages of the funds over the default. The general fund proposed over the default is .06%, the water fund proposed over the default is .18%, and the sewer fund proposed over the default is 2.82%.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 16 to the voters. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 17 to the voters. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger to reconsider Article 16. Motion carried – all in favor.

Article 16 was opened for discussion. Brian Griset asked if COAST funding is in the budget. Chairwoman Gilman said yes. Brian Griset asked for a breakdown. Chairwoman Gilman said it is level funded. Don Woodward said \$6800 of the appropriated \$20,000 is paid through the Transportation fund. Frank Ferraro said the total amount to COAST is \$29,000. Chairwoman Gilman said that is their total request. Brian Griset requested that there be a reduction in the amount to match with other towns. He can't see subsidizing other towns. Selectwoman Surman agreed they should not be subsidizing other towns. She is not in favor of level funding. She is in favor of cutting. Mr. Ferraro said he is in support of what COAST is there for. He said the town has a small amount of people who need it. Don Woodward explained that the bus is not stopping in other towns very often. Nelson Lourenco wanted to voice his support of reducing funds.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 16 to the voters. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger to reopen Article 17 for discussion. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 17 to the voters. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 18 to the voters. Motion carried – all in favor.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger to close the 2015 budget hearing. Motion carried – all in favor.

**Article 19:** Chairwoman Gilman read Article 19, which is to see if the town will vote to approve the cost items recommended in the fact finders report dated December 31, 2014, and subsequently accepted by the BOS and the Exeter Police Association – NEPBA which calls for certain salaries and benefits at the current staffing levels. And further, to raise and appropriate the sum of \$3,575 for the 2015 fiscal year, such sum representing the additional costs attributable to the increase in salaries and benefits over those of the appropriate at current staffing levels. A complete copy of the fact finders report can be found at [exeternh.gov](http://exeternh.gov).

Mr. Dean said this is a three year contract. He said they are seeing estimated costs as submitted by the fact finder report. Vice Chair Chartrand said this is a good deal for the town and the police union. Harry Thayer said they did an excellent job on Article 19.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 19 to the voters. Motion carried – all in favor.

**Article 20:** Chairwoman Gilman read Article 20, which is to see if the town will vote to raise and appropriate the sum of \$750,000 for the purpose of constructing widened shoulders (bike paths) and sidewalks on Kingston Road, and further to authorize the withdrawal of \$150,000 from the Arterial Shoulder Widening capital reserve fund with the remaining \$600,000 to be funded through a NHDOT grant; furthermore to authorize the BOS to accept any state, federal and other grants and gifts related to the project.

Vice Chair Chartrand said this is an article that will only happen if the funding comes through.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 20 to the voters. Motion carried – all in favor.

**Article 21:** Chairwoman Gilman read Article 21, which is to see if the town will vote to raise and appropriate the sum of \$122,100 for the purpose of mechanical design, engineering, and replacement of 1999 twin gas-fired boilers at the Exeter Public Safety Complex.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 21 to the voters. Motion carried – all in favor.

**Article 22:** Chairwoman Gilman read Article 22, which is to see if the town will vote to raise and appropriate, through special warrant article, the sum of \$113,895 for the support of various human service agencies that will serve Exeter residents in 2015.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 22 to the voters. Motion carried – all in favor.

**Article 23:** Chairwoman Gilman read Article 23, which is to see if the town will vote to raise and appropriate the sum of \$100,000 for the purpose of making improvements to the public safety communications system, to enhance emergency radio communications throughout Exeter. This will be a non-lapsing appropriation and will not lapse until the project is completed or December 31, 2016, whichever comes first.

Brian Griset asked if the \$100,000 includes handheld walkie-talkies. Brian Comeau, Fire Chief, said no. He said this is basically just for dispatch. It is for infrastructure for day to day communications.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 23 for the voters. Motion carried – all in favor.

**Article 24:** Chairwoman Gilman read Article 24, which is to see if the town will vote to authorize the BOS to enter into an agreement for \$267,677 for the purpose of lease/purchasing a replacement for the 2005 Street Sweeper for the Exeter Public Works Department; and to raise and appropriate the sum of \$56,482, which represents the first of five annual payments for that purpose.

Frank Ferraro said this was a two year old machine, as stated by Ms. Perry two years ago, making it a four year old machine. Ms. Perry said it is a 2005, making it 10 years old. Mr. Ferraro argued her testimony was that it was a two year old machine, two years ago.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 24 to the voters. Motion carried – with a 3-1 vote. Surman votes nay.

**Article 25:** Chairwoman Gilman read Article 25, which is to see if the town will vote to raise and appropriate the sum of \$50,000 to be added to the Snow and Ice Deficit Non-Capital Reserve Fund previously established. The sum to come from general fund surplus.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 25 to the voters. Motion carried – all in favor.

**Article 26:** Chairwoman Gilman read Article 26, which is to see if the town will vote to raise and appropriate the sum of \$50,000 to be added to the Sick Leave Expendable Trust Fund previously established. This sum to come from general fund surplus.

Mr. Dean said this is an obligation they have when someone retires. He said it is time to put some money in there. It is an obligation that has to be fulfilled.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 26 to the voters. Motion carried – all in favor.

**Article 27:** Chairwoman Gilman read Article 27, which is to see if the town will vote to authorize the BOS to enter into a lease/purchase agreement for \$154,561 for a replacement for the 1990 Sno-Go snow blower for the Exeter Public Works Department, and to raise and appropriate the sum of \$32,614 which represents the first of five annual payments for that purpose.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 27 to the voters. Motion carried – all in favor.

**Article 28:** Chairwoman Gilman read Article 28, which is to see if the town will vote to authorize the BOS to enter into a lease/purchase agreement for \$102,434 for a replacement for the 1993 Fire Alarm Truck for the Exeter Fire Department, and to raise and appropriate the sum of \$21,573 which represents the first of five annual payments for that purpose.

Brian Griset named times when the truck is used, which is not very much. He said they should pass on this one.

Selectwoman Surman said she was never fully convinced on this. She was not in support of this one.

Brian Comeau said the truck is used by all departments in the community. He said the current truck does have some value for trade-in.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 28 to the voters. Motion carried with Chartrand and Belanger voting aye, Surman voting nay, and Gilman abstaining.

The Board took a 5 minute recess.

**Article 29:** Chairwoman Gilman read Article 29, which is to see if the town will vote to adopt Chapter 162-K of the New Hampshire Revised Statutes, which if adopted will grant the town authority to establish tax increment financing districts.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 29 to the voters. Motion carried – all in favor.

**Article 30:** Chairwoman Gilman read Article 30, which is to see if the town will vote to establish a municipal economic development and revitalization district as shown on a map entitled Proposed Epping Road Tax Increment District (dated January 20, 2015) and which generally encompasses portions of Epping Road east and west of Epping Road. The district will have the name of the Epping Road Tax Increment Financing District. Also, to authorize the BOS to appoint a District Administrator in accordance with RSA 162-K:13 and create a five member advisory board in accordance with RSA 162-K:14 with membership to be determined by the Selectboard. Also, to adopt the provisions of the Epping Road Tax Increment District Plan in

accordance with RSA 162-K:9, which allocates the use of tax increments for retirement of bonds and notes as outline in the plan.

She explained the mechanics behind the article. Darren Winham showed a map of the TIF district. He is looking to develop this district. The property owners want to develop. He said the problem is there is no infrastructure and there are some wetlands. He said they will not build unless they know they have developers and incremental tax to pay off the bond. There are 145 parcels on 587 acres of land in the district. He explained what tax increment is.

Mike Dawley had some questions concerning Current Use. Mr. Dean said he could not answer them off the top of his head. He did mention that the town has not gotten any Current Use Tax in 8 years. Mike Dawley proposed taking out the road. He said there is one lot in the whole district that won't have water/sewer if the road is not put in. There was discussion about the accuracy of that. Mr. Winham reminded the town is not paying until there is development.

Mr. Ferraro talked about the advisory board. He recommended adding two more people, one being a plain ordinary taxpayer. His other recommendation was removing Exhibit A. Mr. Dean said the reason the chart was constructed was to show the breakeven point of the TIF.

Vice Chair Chartrand reminded that they may not get the bond directly after this article is approved.

Mr. Ferraro said in order to generate the \$555,660 in revenue the first year, there would have to be \$23.5 million worth of development, which he said will not happen. Mr. Winham said they have to have a budget in there. The RSA requires it. Mr. Ferraro said this is not what the RSA requires.

Brian Griset asked if Item 2 is stating that construction will not begin until the developer signs an agreement saying if they do not guarantee the value, then they are responsible for the difference. Mr. Winham said yes.

Kevin King said that Exeter tried doing this a few years ago. He said you need money to run a town. He said Exeter needs to get stuff done. He is happy the town hired Mr. Winham. He said you need 12 eggs to make a dozen. Stop plucking eggs out of the dozen; i.e. the private road. He said there are a bunch of land owners that want to do something with their land. He thinks people should be more positive about this.

Brian Griset went through a few revisions he had to the Plan. He said this TIF vote only allows for water/sewer and the road. He said if more money comes in, the TIF Advisory Board can make suggestions, but it has to go to public vote. He asked when the bond will get paid off so the money comes to offset taxes. He said that is the question everyone has. He would like

to see specific language about this. Mr. Dean said their plan is to pay down the debt early if more money comes in.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 30 to the voters. Motion carried – all in favor.

**Article 31:** Chairwoman Gilman read Article 31, which is to see if the town will authorize the BOS to negotiate and enter into a long term lease of up to 99 years on town owned land described as Tax Map 98 Lot 3, for the purpose of installing a cellular tower on the property, a portion of which will benefit the Town of Exeter communications systems.

Mr. Dean gave a brief description of the article.

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Belanger that the Selectboard recommend Article 31 to the voters. Motion carried – all in favor.

A Motion was made to appoint Selectwoman Surman as Alternate for the Planning Board meeting. Motion carried – all in favor

### **Adjournment**

A Motion was made by Vice Chair Chartrand and seconded by Selectwoman Surman to adjourn the meeting at 10:57pm. Motion carried – all in favor.

Respectively submitted,

Nicole Piper  
Recording Secretary

# DRAFT MINUTES

**BOARD OF SELECTMEN MEETING**

**MINUTES**

**February 3, 2015**

1. Call Meeting to Order

Chairwoman Gilman convened the Board of Selectmen at 5:30 p.m in the Wheelwright Room of the Town Office. Other members of the Board present were: Selectman Dan Chartrand, Selectwoman Anne Surman, Selectwoman Nancy Belanger, and Selectman Don Clement. Town Manager Russell Dean was also present.

The board reviewed the town warrant after the deliberative session and wishes to add Selectman Clement's recommendations to the warrant.

Selectman Chartrand moved to support Article 10. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 11. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 12. Selectman Clement seconded. Motion carries 5-0.

Selectwoman Surman moved to support Article 13. Selectwoman Gilman seconded. Motion carries 4-0-1.

Selectman Chartrand moved to support Article 15. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 16. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 17. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 18. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 19. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 20. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 21. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 22. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 23. Selectman Clement seconded. Motion carries 4-1.

Selectman Chartrand moved to support Article 24. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 25. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 26. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 27. Selectman Clement seconded. Motion carries 3-2.

## **DRAFT MINUTES**

Selectman Chartrand moved to support Article 28. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 29. Selectman Clement seconded. Motion carries 5-0.

Selectman Chartrand moved to support Article 30. Selectman Clement seconded. Motion carries 5-0.

2. An intent to cut application was reviewed for 2 Hampton Road. Selectwoman Surman moved to approve the Intent to Cut for Map 69, Lot 3. Selectman Clement seconded. Vote is 5-0 in favor.

### 2. Adjournment

Selectman Chartrand moved to adjourn. Selectwoman Belanger seconded. Motion carried. The Board stood adjourned at 5:50 p.m.

Respectfully submitted,

Russell Dean  
Town Manager

**Legal Notice**  
**NOTICE OF PUBLIC HEARING**

Pursuant to New Hampshire RSA 162-K:4, the Exeter Board of Selectmen hereby gives notice that will hold a public hearing on the following business items:

1. Adoption of RSA 162:K
2. Epping Road TIF District Proposal
3. Epping Road TIF District Financing Plan

The hearing will be held on Monday, February 9<sup>th</sup>, 2015, commencing at 7:00 p.m. at the Exeter Town Offices, 10 Front Street.

Dated: January 30, 2015

Exeter Selectboard  
Julie Gilman, Chairwoman

**Epping Road Tax Increment Finance District  
(Exeter NH)**

**Development Program and Financing Plan**

**January 30, 2015**



## TABLE OF CONTENTS

I.	Introduction	3
II.	Objectives	3
III.	Proposed Improvements	4
IV.	Project Benefits	5
V.	District Boundaries	6
VI.	Open Space	6
VII.	Environmental Controls	7
VIII.	Proposed Re-Use of Private Property	7
IX.	Relocation and Displacement	7
X.	Proposed Operations of the District	7
XI.	Development Agreements	8
XII.	Impacts on Other Taxing Jurisdictions	8
XIII.	Estimated Cost of the Development Program	9
XIV.	Funding Sources	9
XV.	Financing Summary	10
XVI.	Plan Amendments	10
XVII.	Duration of Program	10
XVIII.	TIF District Administration	11
XIX.	Advisory Board	11
XX.	Implementation	12

**Exhibit A** – Project Budget

**Exhibit B** – Properties in the District

**Exhibit C** – TIF District Map

**Exhibit D** – TIF District Development Potential

**Exhibit E** – Epping Road Utility Corridor Infrastructure Expansion

## **I. Introduction**

The Exeter NH Board of Selectmen hereby proposes establishment of the **Epping Road Tax Increment Financing (TIF) District** to fund improvements intended to improve and enhance the economic vitality of the Epping Road Corridor area by creating new infrastructure including water and sewer lines from Continental Drive to and through Route 101 and an industrial-grade road and water and sewer lines across parcel 047-008-0000 to parcel 040-012-0000. This area of Exeter, long neglected for commercial development, has sure potential to contribute significantly to the Town's tax base, employment base and quality of life through expanded positive economic growth and development. Due to a lack of municipal infrastructure, this area has remained largely unchanged over the past several decades, despite the desire from local officials, investors and property owners to see it developed. Stimulating sustainable development of all types in this sector is essential; this district was designated an Economic Revitalization Zone (ERZ) and is considered by economic development professionals as the best opportunity Exeter has for commercial investment.

The purpose of this Development Program and Tax Increment Financing Plan is to establish a District in compliance with the provisions of New Hampshire RSA 162-K:6, 162-K:9 and 162-K:10. Specifically, these statutes require:

- Municipal adoption of a development program as a condition of establishing a TIF District. (RSA 162-K: 6).
- Municipal adoption of a development and financing plan that allocates use of tax increments for project costs, retirement of bonds and notes, operation, maintenance and improvements in the district and for general municipal purposes (RSA 162-K:9 and K:10).

## **II. Objectives**

The objectives of this Development Program and TIF Plan are to:

- Create new infrastructure needed to stimulate and sustain economic development including, water and sewer lines (and any directly-related improvements, such as pump stations, etc. that are necessary to deliver same) and an industrial road (and any directly-related improvements, such as a bridge span across a seasonal waterway, etc. that are necessary to deliver same).
- Stimulate development of commercial, industrial and residential property that will provide new manufacturing and other business opportunities, retail and office space, a

- mix of residential housing opportunities, professional services, conference and hotel services, restaurants or other businesses consistent with a vibrant economic corridor;
- Expand the property tax base;
  - Create new, expanded and enhanced employment and earning opportunities for area residents;
  - Attract consumers from within and from outside the community to patronize existing and new businesses in the Epping Road corridor as well as in other areas in Exeter;
  - Stimulate other businesses to locate or expand within Exeter;
  - Increase the amount of developed square footage within the district at a more rapid pace than would otherwise occur;
  - Increase the commercial tax base of the district at a more rapid rate than current zoning has realized;
  - Encourage development opportunities outside the boundaries of the TIF District.

### **III. Proposed Improvements**

#### *New Industrial Roadway and Sewer/Water Utilities*

In order to provide full access to some of the most important developable property within the Tax Increment Financing Zone, it is necessary to create a new roadway, which will become public property, complete with water and sewer lines. This property, owned by Jon Shafmaster, has languished for decades, unusable for lack of amenities and challenging wetland buffer setbacks. The roadway infrastructure thereon will enable new development and access to Mr. Shafmaster's 86 acres and 18.5 acres owned by Scott Carlisle. Mr. Carlisle's property – which borders Fort Rock conservation area and its trail system – boasts 770 feet of frontage adjacent to and dozens of feet above Route 101. This property is of particular interest by quality companies that desire these strategic amenities, including a five star hotel and a production brewery.

Estimated Cost: \$3.15 million (please see Exhibit E)

## *Epping Road Sewer/Water Utility Extensions*

Large acreage on both sides of Route 27, otherwise very desirable for development, has been devoid of economic action due to the lack of municipal amenities. Several potential projects have been proposed but all needed the necessary infrastructure. It is a long accepted practice with most developers that municipalities provide to the site infrastructure compulsory to sustain and foster private projects; this is deemed as a long-term approach from the municipal side as the cost of such infrastructure is far minimized by future, otherwise unlikely, tax revenue. This is especially true in New Hampshire as the majority of a town's municipal funding comes from property taxes. Extending utilities from Continental Drive to and through Route 101 will encourage investment. The prospect of which has emboldened one developer to sign a purchase and sale agreement on parcel 047-007-0000, 62 acres that has already been prepped (forested and wetland assessed) for growth. Further, parcels on Route 27 north of Route 101 have been vetted for possible investment pending the outcome of the TIF effort.

Estimated Cost: \$3.7 million (please see Exhibit E)

Captured increment tax revenue will be placed under the control of the Town Treasurer and will accumulate in a special account designated for the Epping Road TIF District until sufficient funds are available to complete all or a portion of the aforementioned projects.

### **IV. Project Benefits**

#### *Economic Development Benefits*

The improvements described herein are required in order to service the existing population, accommodate planned growth and help ensure long-term community sustainability and economic vitality. Improvements within the District will also benefit areas adjacent to the District and the community as a whole. The proposed improvements have the potential to create in excess of \$130 million in new property value within five to ten years if only 50% of the District sees new and enhanced development (please see Exhibit D). This forecast is based on a review of the development and redevelopment capability of existing properties within TIF District.

The economic development objectives of the District seek to deliver the economic benefits predicted, but unrealized, in the Town of Exeter Master Plan which states:

*Chapter 1 Section 4.2*

“The completion of NH 101 as a 4 lane limited access highway has brought renewed commercial development pressure at the highway interchanges in Exeter, especially at the Epping Road and Portsmouth Avenue interchanges. In the case of Epping Road, the existing zoning (C-3) combined with the availability of vacant land in proximity to the interchange is likely to result in proposals for large scale or mixed use commercial development in this location. ”

**V. District Boundaries**

*A. List of Properties – Exhibit B*

The Epping Road TIF district includes 145 taxable properties. Land Area and Assessed Values of the District includes parcels in five zoning districts that are adjacent to the section of Epping Road (Route 27) that runs from the outside border of the downtown area to and just beyond Route 101. This area was chosen for the TIF program as it has under-performed as a development corridor for its existence. The proposed borders of the Epping Road TIF District nearly mirror the Epping Road Economic Revitalization Zone (ERZ), save for a residential section of the ERZ that is already fully developed.

*B. Valuation – Exhibit B*

The district contains approximately 587 acres, which represents approximately 4.58% of the 12,793 acres of land area in Exeter. Please note that the maximum allowed by law is 5%.

The total current assessed value of all property in the district excluding tax exempt properties is \$78,344,982 or 4.38% of the \$1,786,873,132 total assessed value of taxable property in the Town. Please note that the maximum allowed by law is 8%.

Thus the district complies with the size and value standards of RSA 162-K:5.2

**VI. Open Space**

It is anticipated that no amount of additional open space may be set aside as a result of this initiative.

## **VII. Environmental Controls**

In the construction of any of the planned public improvements the Town of Exeter and any private parties will be required to comply with all appropriate environmental regulations. These regulations may include, but are not limited to any or all of the following:

- State and federal regulations regarding the protection of wetlands and floodplains.
- State standards for design of public sewer systems.
- State permits regarding soil disturbance/filling.
- State and federal regulations regarding air, water, and noise pollution.
- Applicable building codes, zoning ordinance, subdivision and site planning regulations.

## **VIII. Proposed Re-Use of Private Property**

TIF proceeds may be utilized for the purpose of purchasing and/or reusing private property; in such eventuality, all appropriate federal and state regulations will be observed.

## **IX. Relocation and Displacement**

The development program is not anticipated to require relocation and/or displacement of any persons, families, business concerns, or others; however, should circumstances change as the project unfolds, all appropriate federal and state regulations related thereto will be observed.

## **X. Proposed Operations of the District**

The added cost for operation and maintenance associated with the improvements in the envisioned projects are anticipated to be minor and will be reflected in the normal operations of the Town's Public Works Department; however, impacts associated with each specific project will be analyzed and presented in the context of project proposals.

## **XI. Development Agreements**

In any situation where construction of improvements within this District commences prior to accumulation of sufficient incremental value necessary to fund the specific improvements or services bonds related thereto, the Town will require the developer or developers to execute a clearly enforceable Guarantee Agreement. This agreement will require the developer(s) to pay any deficiency between the Town's actual costs for the project or, in the event the Town issues a bond, the actual annual cost for bond debt service and incremental tax revenues generated in the District.

## **XII. Impacts on Other Taxing Jurisdictions**

### *A. Property Taxes*

Property taxes applied to incremental assessed value in the TIF District will include the municipal, school, and county taxes currently collected by the Town. The 2014 applicable tax rates are as follows:

Municipal: \$7.77/1,000,  
County: 1.16/1,000,  
Education: \$14.63/1,000,  
State Education: \$2.50/1,000,  
Total: \$26.06/1,000.

The State Education Tax (currently (\$2.50 /\$1,000) cannot be applied. The Tax Rate applied to the TIF District at present will be \$23.56, which is \$26.06 minus the State Education tax of \$2.50.

### *B. Records and Reports*

Pursuant to the requirements of Section 162-K:11, the Town of Exeter annual report shall contain a financial report from the District. This report shall contain:

- The amount and source of revenue of the District;

- The amount and purpose of expenditures;
- The amount of principal and interest on any outstanding bonded indebtedness;
- The original assessed value of the District;
- The captured assessed value retained by the District;
- The tax increments received; and
- Any additional information necessary to demonstrate compliance with the tax increment financing plan.

### **XIII. Estimated Cost of the Development Program**

As indicated in Exhibit E, the total estimated capital cost to initiate the envisioned projects is estimated at approximately \$6.85 million. This number excludes annual maintenance and operations costs. Each project may be funded separately as accumulated tax increment provides; the Selectmen, in consultation with the Advisory Committee will establish priority of funding. Projects as recommended by the Advisory Board and approved by the Selectmen will be funded with accumulate captured increment.

### **XIV. Funding Sources**

The Town of Exeter intends to exclusively use the tax increment in the District to complete the proposed development program as indicated above in Section III. If, however, state, federal and/or foundation grants become available to assist with the infrastructure improvements, the Town will consider implementing same.

#### *Uses of Incremental Tax Revenues*

Pursuant to RSA 162-K, the Town of Exeter will utilize incremental property tax revenues received from newly developed or redeveloped properties, and increased assessed value in the TIF District to implement the projects described in the District Development Plan. This means that, subject to the explanations and qualifications contained herein, by approving this TIF District Plan any increase in assessed value from the date of establishment of the District by Town Meeting vote and thereafter will be classified as incremental assessed value. Incremental income is gained by applying the Town property tax rate, less the State education rate, to this incremental value. As indicated in Section XII, above, this rate is currently \$23.56/\$1,000. Thus, \$1,000,000 in incremental assessed value would yield \$23,560 in tax revenue.

**XV. Financing Summary**

*Total Projected Cost*

Project: New Industrial Roadway:

Estimated Project Cost: \$3,150,109

Project: Epping Road Utility Extensions:

Estimated Project Cost: \$3,694,801

These numbers exclude annual maintenance and operations costs.

In any year, if the amount of the current assessed value for the District exceeds the original assessed value that excess shall be referred to as captured assessed value.

That captured assessed value shall be dedicated to first paying the amount necessary to make any required debt service payments on any bonds that may be issued. Captured assessment value beyond that necessary for this purpose shall accumulate to complete the projects contained in the Development Plan.

**XVI. Plan Amendments**

Pursuant to RSA 162-K:9, this plan can only be amended by a vote of Town Meeting.

**XVII. Duration of Program**

The TIF District will exist until any debt issued and borrowing initiated to fund the development program is retired and all improvements anticipated within the Plan for the District as originally adopted. Excess revenue shall be used to pay down the principle on the bond.

**XVIII. TIF District Administration**

The Town Manager and Select Board shall provide oversight of the District subject to the limitations placed upon him by RSA 37 and any rules and limitations subsequently adopted by the Selectmen or Town Meeting.

**XIX. Advisory Board**

Pursuant to RSA 162-K:14, the legislative body shall create an advisory board for the district. The board shall be appointed by the Board of Selectmen and a majority of members shall be owners or occupants of real property within or adjacent to the district.

The Epping Road TIF Advisory Board will be a five member board composed of the following: one (1) member of the Board of Selectmen, one (1) the Economic Development Director three (3) owners or occupants of real property within or adjacent to the district. The TIF Advisory Board will be chosen by the Board of Selectmen. The Economic Development Director will serve as the District Administrator

The advisory board shall advise the Board of Selectmen and district administrator on planning, construction and implementation of the development program and on maintenance and operation of the district after the program has been completed (RSA 162-K:14).

The Board of Selectmen shall by resolution delineate the respective powers and duties of the advisory board and the Town staff or agency. The resolution shall establish reasonable time limits for consultation by the advisory board on the phases of the development program, and provide a mechanism for appealing to governing body for a final decision when conflicts arise between the advisory board and the Town staff or agency. RSA 162-K:14).

## **XX. Implementation**

Implementation of this plan requires the following actions be taken:

- The Town of Exeter adopts enabling legislation to establish Tax Increment Financing District by a vote of the Town Meeting on March 10, 2015.
- Creation of the District described herein (RSA 162-K:5), occurs by vote of the Town Meeting on March 10, 2015.
- Adoption of the Development Program and Tax Increment Financing Plan (RSA 162-K:6 and 162-K:9) incorporated herein occurs by vote of the Town Meeting on March 10, 2015.
- By Action of the Selectmen on March 23, 2015 members of the Advisory Board are appointed (RSA 162:K-14).

## **Exhibit A – Project Budget**

Exhibit A: Project Budget

Town of Exeter

Epping Road TIF Bond

Amount \$6,845,312  
 Interest Rate 3.00%  
 Years (up to 25) 20  
 ANNUAL PAYMENT 342,266

#	PRINCIPLE	INTEREST	PRINCIPLE BALANCE	Tot Prin Plus Interest	TIF District Revenues	26.06 Value to Pay Debt	Excess Revenue (23.5m)
1	342,266	205,359	6,845,312	547,625	553,660	553,660	6,035
2	342,266	195,091	6,503,046	537,357	553,660	553,660	16,303
3	342,266	184,823	5,818,515	527,089	553,660	553,660	26,571
4	342,266	174,555	5,476,250	516,821	553,660	553,660	36,839
5	342,266	164,287	5,133,984	506,553	553,660	553,660	47,107
6	342,266	154,020	4,791,718	496,285	553,660	553,660	57,375
7	342,266	143,752	4,449,453	486,017	553,660	553,660	67,643
8	342,266	133,484	4,107,187	475,749	553,660	553,660	77,911
9	342,266	123,216	3,764,922	465,481	553,660	553,660	88,179
10	342,266	112,948	3,422,656	455,213	553,660	553,660	98,447
11	342,266	102,680	3,080,390	444,945	553,660	553,660	108,715
12	342,266	92,412	2,738,125	434,677	553,660	553,660	118,983
13	342,266	82,144	2,395,859	424,409	553,660	553,660	129,251
14	342,266	71,876	2,053,594	414,141	553,660	553,660	139,519
15	342,266	61,608	1,711,328	403,873	553,660	553,660	149,787
16	342,266	51,340	1,369,062	393,605	553,660	553,660	160,055
17	342,266	41,072	1,026,797	383,337	553,660	553,660	170,323
18	342,266	30,804	684,531	373,070	553,660	553,660	180,590
19	342,266	20,536	342,266	362,802	553,660	553,660	190,858
20	342,266	10,268	0	352,534	553,660	553,660	201,126
21	0	0	0	0			
22	0	0	0	0			
23	0	0	0	0			
24	0	0	0	0			
25	0	0	0	0			
=====							
Total	6,845,312	2,156,273	0	9,001,585			2,071,615
	Total Principal	Total Interest		Average Payment			

## **Exhibit B – Properties in the District**

---

## Vision Data as of 1/9/2015

Map	Lot	Unit	Owner's Name	Location	Zone	Land Acres	Assessed Value
	32	2	CHWATEK CLEMENT M	215 EPPING RD	NP	2.03	15,900
	32	3	ELDREDGE ROBERT G	10 BEECH HILL RD	NP	0.66	265,100
	32	4	CHWATEK CLEMENT M	1 BEECH HILL RD EX	NP	4.70	303,400
	32	31	TERRA VIDE REALTY TRUST	EPPING RD	C-3	1.95	25,900
	40	1	BROWN PAGE & MARY LIV TR	EPPING RD- LOT 10	C-3	1.92	13,100
	40	1	BROWN PAGE & MARY LIV TR	EPPING RD	R-1	0.19	6,300
	40	1	BROWN PAGE & MARY LIV TR	EPPING RD	R-1	0.11	5,000
	40	1	BROWN PAGE & MARY LIV TR	EPPING RD	R-1	0.11	5,000
	40	9	NEW HAMPSHIRE STATE OF	1 CRONIN RD	C-3	1.20	274,500
	40	10	NEW HAMPSHIRE STATE OF	4 CRONIN RD	C-3	1.56	413,400
	40	11	GLOBAL MONTELLLO GROUP CORP	191 EPPING RD	C-3	10.33	1,347,300
	40	12	CARLISLE W SCOTT III	ROUTE 101	I	18.55	605
	41	5	MEMUR REALTY TRUST	EPPING RD- LOT 02	C-3	1.15	18,100
	41	6	NEW HAMPSHIRE STATE OF	EPPING RD- LOT 03	C-3	1.09	181,500
	41	7	MEMUR REALTY TRUST	EPPING RD- LOT 04	C-3	2.38	33,600
	41	8	MEMUR REALTY TRUST	EPPING RD- LOT 04	C-3	0.37	11,000
	41	9	MEMUR REALTY TRUST	EPPING RD- LOT 06	C-3	0.19	8,400
	41	10	TERRA VIDE REALTY TRUST	EPPING RD- LOT 07	C-3	0.50	11,100
	41	11	MEMUR REALTY TRUST	EPPING RD- LOT 08	C-3	0.53	11,100
	41	12	TERRA VIDE REALTY TRUST	EPPING RD- LOT 09	C-3	0.46	11,000
	41	13	MEMUR REALTY TRUST	EPPING RD	C-3	2.11	71,200
	46	1	GARRISON GLEN LLC	12 CONTINENTAL DR	CT-1	22.87	781
	46	2	CONTINENTAL DRIVE ASSOCIATES	18 CONTINENTAL DR	CT-1	5.01	1,595,000
	46	3	GARRISON GLEN LLC	20 CONTINENTAL DR	CT-1	10.75	409
	46	4	GARRISON GLEN LLC	22 CONTINENTAL DR	CT-1	21.11	629,700
	46	5	CONTINENTAL MICROWAVE INC	11 CONTINENTAL DR	CT-1	18.74	12,622,800
	46	6	PERRY CORPORATE CENTER LLC	15 CONTINENTAL DR	CT-1	9.30	1,407,000
	46	7	HOLDING COURT LLC	19 CONTINENTAL DR	CT-1	20.22	578,100
	46	7	HOLDING COURT LLC	19 CONTINENTAL DR	CT-1	0.07	372,400
	47	1	1 156 EPPING ROAD LLC	156 EPPING RD	C-3	6.73	2,180,300
	47	1	2 JCNH REALTY LLC	158 EPPING RD	C-3	3.83	1,733,500

47	1	3-5 CONTINENTAL DRIVE LLC	3 CONTINENTAL DR	C-3	7.05	227,500
47	1	4 WORDEN REALTY LLC	5 CONTINENTAL DR	C-3	15.89	193,300
47	2	DABROWSKI REALTY HOLDINGS OF NH LLC	160 EPPING RD	C-3	1.26	966,800
47	2	1 HARDY CHRISTINA M	2 CONTINENTAL DR	C-3	1.00	510,300
47	3	MARKIE MARCIA	162 EPPING RD	C-3	1.80	468,600
47	4	164 EPPING RD LLC	164 EPPING RD	C-3	3.87	1,388,400
47	4	1 EDMUNDS RICHARD	8 CONTINENTAL DR UNIT A	C-3	0.00	216,800
47	4	3 EDMUNDS RICHARD	8 CONTINENTAL DR UNIT B	C-3	0.00	317,500
47	4	4 TUNSTALL HOWARD W III	8 CONTINENTAL DR UNIT C	C-3	0.00	157,000
47	4	5 MCLEAN CHRISTOPHER W	8 CONTINENTAL DR UNIT D	C-3	0.00	134,500
47	4	7 SHERRILL HOLDINGS LLC	8 CONTINENTAL DR UNIT E	C-3	0.00	113,300
47	4	8 SHERRILL HOLDINGS LLC	8 CONTINENTAL DR UNIT F	C-3	0.00	218,600
47	4	9 SHERRILL HOLDINGS LLC	8 CONTINENTAL DR UNIT G	C-3	0.00	149,700
47	4	10 MONDAYMORNING REAL ESTATE LLC	8 CONTINENTAL DR UNIT H	C-3	0.00	189,000
47	4	11 EXETER TOWN OF	6 CONTINENTAL DR	C-3	2.05	117,500
47	4	12 GNS REALTY TR LLC	4 CONTINENTAL DR	C-3	1.45	1,103,000
47	4	13 OOG LLC	10 CONTINENTAL DR #J	C-3	0.00	930,500
47	4	14 AMM IRISH PROPERTIES LLC	10 CONTINENTAL DRIVE #K		0.00	662,900
47	4	60 CONTINENTAL DR CONDO ASSOCIATION	8-8 CONTINENTAL DR UNIT		12.95	-
47	5	MARTIN'S MANAGEMENT	166 EPPING RD	C-3	1.97	464,600
47	6	KING KEVIN K SR IRREVOCABLE TR	170 EPPING RD	C-3	0.34	245,200
47	7	KING KEVIN M SR IRREV TR	EPPING RD	C-3	62.00	4,308
47	8	CKT ASSOCIATES	183 EPPING RD	I	21.87	90,138
47	9	CKT ASSOCIATES	159 EPPING RD	I	64.33	472,255
47	9	1 BEZIO SCHULTZ STPIERRE	40 INDUSTRIAL DR	I	9.47	3,120,600
47	10	SEWELL STEVEN C	151 EPPING RD	C-3	0.29	394,600
47	11	BOATOFGARTEN LLC	32 INDUSTRIAL DR	I	8.50	1,781,400
47	12	SIDNEY TRUST	37 INDUSTRIAL DR	I	6.66	3,304,300
48	2	NORTHEAST DISTRIBUTION LTD	11 COMMERCE WAY	I	3.98	1,222,700
48	3	JSS ASSOCIATES	8 COMMERCE WAY	I	6.22	313,300
48	4	ST PETERSBURG	4 COMMERCE WAY	I	6.14	331,100
48	4	1 JAMRIS REALTY LLC	6 COMMERCE WAY	I	3.38	1,012,900
48	5	55 HERITAGE (EXETER) LLC	22 INDUSTRIAL DR	I	10.20	2,158,600
54	1	SIG SAUER INC	18 INDUSTRIAL DR	I	11.31	3,757,600

54	2	1 SIG SAUER INC	12 INDUSTRIAL DR	1	5.00	1,384,300
54	3	EXETER TOWN OF	EPPING RD	C-2	0.83	2,561,300
55	3	80 EPPING ROAD REALTY TRUST	80 EPPING RD	C-2	16.62	237,400
55	4	NICKERSON WESLEY S JR	94-96 EPPING RD	C-2	0.79	348,600
55	5	NICKERSON WESLEY S JR	98 EPPING RD	C-2	0.52	349,400
55	6	ROCHELLE REALTY LLC	104 EPPING RD	C-2	3.45	816,100
55	7	FORBES THOMAS C	120 EPPING RD	C-2	0.73	427,400
55	28	BAILEY CAPITAL HOLDINGS LLC	0 COLCORD POND DR	C-2	1.31	356,500
55	29	CATS KIDS REALTY TR	122-122A EPPING RD	C-2	0.61	558,900
55	54	DEARBORN PARK CONDO ASSOC	140-140 EPPING RD-U		9.94	-
55	54	1 E J PARTNERSHIP	140 EPPING RD-U5	C-3	0.00	402,400
55	54	2 WALSH PAULA S 1990 TRUST	140 EPPING RD-U4	C-3	0.00	133,300
55	54	3 WALSH PAULA S 1990 TRUST	140 EPPING RD-U3	C-3	0.00	297,200
55	54	4 WALSH PAULA S 1990 TRUST	140 EPPING RD-U2	C-3	0.00	99,900
55	54	5 WALSH PAULA S 1990 TRUST	140 EPPING RD-U1	C-3	0.00	483,200
55	55	GILL DANIEL M	150 EPPING RD	C-3	1.22	504,900
55	56	A STORAGE KING LLC	6 KINGS WAY AVE	C-3	16.30	1,274,200
55	56	1 GRANITE GROUP PROPERTIES LLC	152 EPPING RD	C-3	2.29	1,005,400
55	56	2 EXETER CROWN PROPERTY LLC	2 KINGS WAY AVE	C-3	2.69	1,053,400
55	56	5 KING KEVIN M SR IRREV TR	KINGS WAY AVE	C-3	0.71	28,500
55	57	EPPING RD 149 LLC	149 EPPING RD	C-3	1.14	963,200
55	58	ASSOCIATED FUNERAL HOMES INC	141 EPPING RD	C-3	0.83	649,000
55	60	41 INDUSTRIAL DR CONDO ASSOC	41-41 INDUSTRIAL DR U		7.20	-
55	60	1 JONES AND WILSON REALTY LLC	41 INDUSTRIAL DR U18	1	0.00	125,400
55	60	2 JONES AND WILSON REALTY LLC	41 INDUSTRIAL DR U19	1	0.00	126,700
55	60	3 JONES AND WILSON REALTY LLC	41 INDUSTRIAL DR U20	1	0.00	146,300
55	60	4 JONES AND WILSON REALTY LLC	41 INDUSTRIAL DR U21	1	0.00	125,400
55	60	5 JONES AND WILSON REALTY LLC	41 INDUSTRIAL DR U22	1	0.00	125,400
55	60	6 JONES AND WILSON REALTY LLC	41 INDUSTRIAL DR U23	1	0.00	125,400
55	60	7 JONES AND WILSON REALTY LLC	41 INDUSTRIAL DR U24	1	0.00	128,000
55	60	8 JONES AND WILSON REALTY LLC	41 INDUSTRIAL DR U17	1	0.00	93,000
55	60	10 440 HARVEY ROAD LLC	41 INDUSTRIAL DR U05	1	0.00	192,100
55	60	11 440 HARVEY ROAD LLC	41 INDUSTRIAL DR U06	1	0.00	133,000

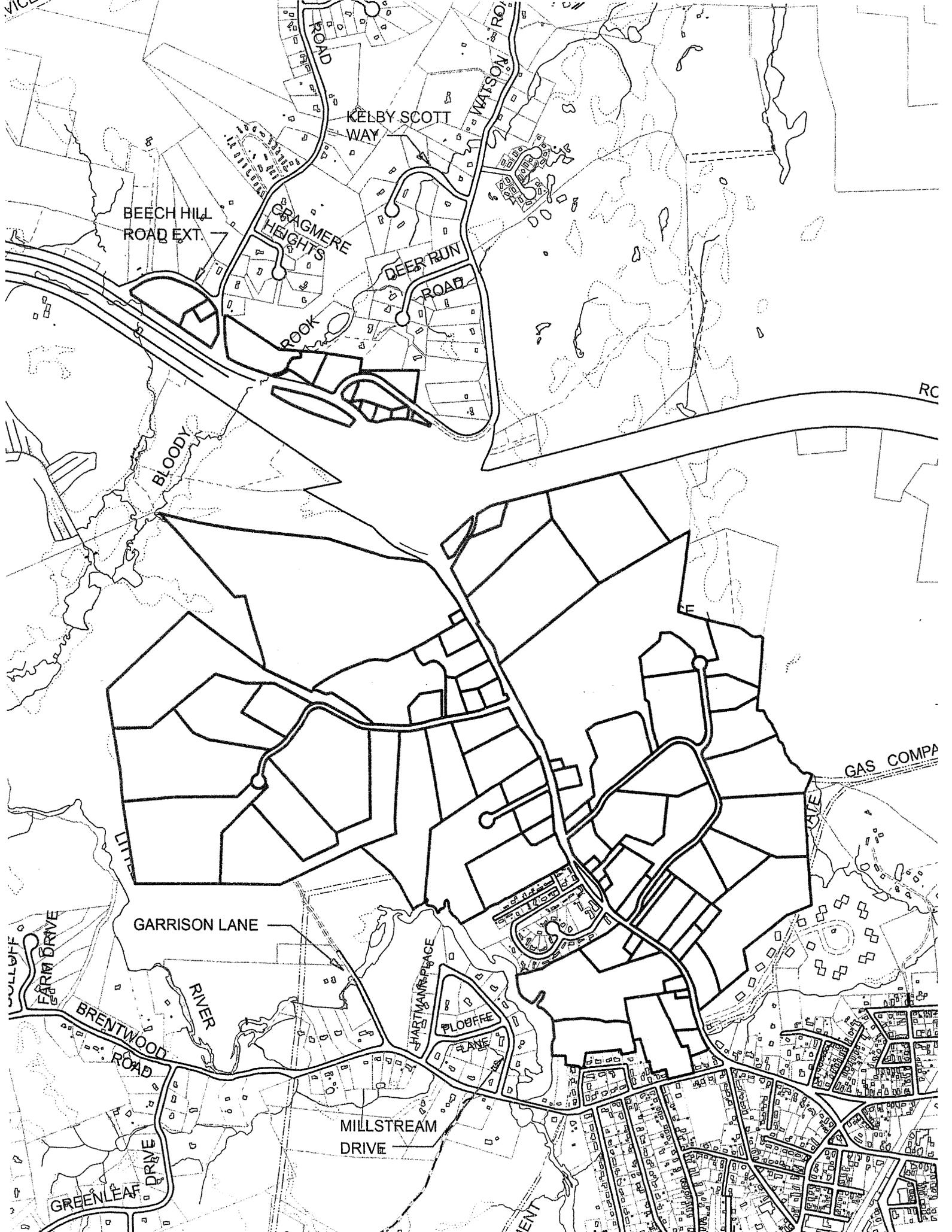
55	60	12 440 HARVEY ROAD LLC	41 INDUSTRIAL DR U07	I	0.00	152,400
55	60	13 440 HARVEY ROAD LLC	41 INDUSTRIAL DR U08	I	0.00	162,300
55	60	14 440 HARVEY ROAD LLC	41 INDUSTRIAL DR U09	I	0.00	162,300
55	60	15 440 HARVEY ROAD LLC	41 INDUSTRIAL DR U10	I	0.00	135,800
55	60	16 440 HARVEY ROAD LLC	41 INDUSTRIAL DR U11	I	0.00	135,800
55	60	17 440 HARVEY ROAD LLC	41 INDUSTRIAL DR U12	I	0.00	134,400
55	60	18 41 INDUSTRIAL DRIVE LLC	41 INDUSTRIAL DR U01	I	0.00	175,100
55	60	19 41 INDUSTRIAL DRIVE LLC	41 INDUSTRIAL DR U02	I	0.00	148,800
55	60	20 41 INDUSTRIAL DRIVE LLC	41 INDUSTRIAL DR U03	I	0.00	158,000
55	60	21 41 INDUSTRIAL DRIVE LLC	41 INDUSTRIAL DR U04	I	0.00	152,800
55	61	EXETER VILLAGE	137-137 EPPING RD- UNIT		2.63	-
55	61	1 RB-BL REALTY TRUST LLC	137 EPPING RD- UNIT C	C-2	0.00	115,200
55	61	2 RB-BL REALTY TRUST LLC	137 EPPING RD- UNIT A	C-2	0.00	105,400
55	61	3 RB-BL REALTY TRUST LLC	137 EPPING RD- UNIT B	C-2	0.00	132,200
55	61	4 EPPING ROAD REALTY LLC	137 EPPING RD- UNIT D	C-2	0.00	81,800
55	61	5 KIM JEAN AND USA KELLY LLC	137 EPPING RD- UNIT E	C-2	0.00	94,400
55	61	6 ROCKINGHAM VISITING NURSE	137 EPPING RD- UNIT F	C-2	0.00	56,000
55	61	7 ROCKINGHAM VISITING NURSE	137 EPPING RD- UNIT G	C-2	0.00	73,000
55	61	8 AGAPE INVESTMENT GROUP LLC	137 EPPING RD- UNIT H	C-2	0.00	113,900
55	61	9 AGAPE INVESTMENT GROUP LLC	137 EPPING RD- UNIT I	C-2	0.00	114,800
55	61	10 ROCKINGHAM VISITING NURSE	137 EPPING RD- UNIT J	C-2	0.00	55,700
55	61	11 ROCKINGHAM VISITING NURSE	137 EPPING RD- UNIT K	C-2	0.00	46,100
55	61	12 ROCKINGHAM VISITING NURSE	137 EPPING RD- UNIT L	C-2	0.00	49,000
55	61	13 ROCKINGHAM VISITING NURSE	137 EPPING RD- UNIT M	C-2	0.00	57,400
55	62	HOUSTON DANIEL C	135 EPPING RD	C-2	0.35	186,000
55	63	EXETER TOWN OF	EPPING RD	C-2	0.49	96,500
55	64	133 EPPING ROAD LLC	133 EPPING RD	C-2	0.84	199,100
55	65	PEASE ERNEST AND SANDRA	131 EPPING RD	C-2	0.29	133,400
55	66	MEDIA ONE OF NEW ENGLAND INC	115 EPPING RD	C-2	3.98	955,300
55	67	SEACOAST CREDIT UNION	109 EPPING RD	I	1.29	659,700
55	68	CKT ASSOCIATES	INDUSTRIAL DR	I	1.81	154,200
55	69	103 EPPING ROAD LLC	EPPING RD	I	0.61	26,800
55	70	103 EPPING ROAD LLC	103 EPPING RD	C-2	0.90	229,400
55	71	ELLIOTT PROPERTIES INC	97 EPPING RD	C-2	3.92	665,600

55	72	PERKINS JOHN C JR	91-93 EPPING RD	C-2	2.46	294,600
55	74	PETTERSON JULIETA R	87 EPPING RD	C-2	1.13	224,400
55	75	FELDER KUEHL PROPERTIES LLC	85 EPPING RD	C-2	3.22	635,100
55	75	1 THE MEETING PLACE EXETER UNIT 1 INC	4 MEETING PLACE DR	R-4	0.33	1,327,300
55	75	2 6 MEETING PLACE DRIVE EXETER LP	6 MEETING PLACE DR	R-4	0.24	681,500
55	75	3 AVESTA ONE MEETING PLACE LP	1 MEETING PLACE DR	R-4	0.33	852,500
55	75	200 MEETING PLACE CONDOMINIUM ASSOCIATION	MEETING PLACE DR		17.53	-
56	3	1 GARRISON GLEN LLC	24 CONTINENTAL DR	CT-1	20.69	786
62	90	CALVARY BAPTIST CHURCH	12 LITTLE RIVER RD	R-2	6.36	489,900
62	90	1 CALVARY BAPTIST CHURCH	12A LITTLE RIVER RD	R-2	0.34	263,200
62	111	WASHBURNE PATRICIA A REV TR	5 BRENTWOOD RD	R-2	7.50	431,300
62	112	GREAT BAY KIDS COMPANY INC	64-70 EPPING RD	C-2	2.19	424,100
62	113	GREAT BAY KIDS COMPANY INC	74 EPPING RD	C-2	0.23	288,900
62	114	78 EPPING ROAD LLC	78 EPPING RD	C-2	0.69	371,300

**587.13 78,344,982**

**Total Total Value**  
**Acres**

## **Exhibit C – TIF District Map**



BEECH HILL ROAD EXT.

KELBY SCOTT WAY

CRAGMERE HEIGHTS

DEER RUN ROAD

BLOODY RIVER

GARRISON LANE

LITTLE RIVER

FARM DRIVE

BRENTWOOD ROAD

RIVER

HARTMAN PLACE

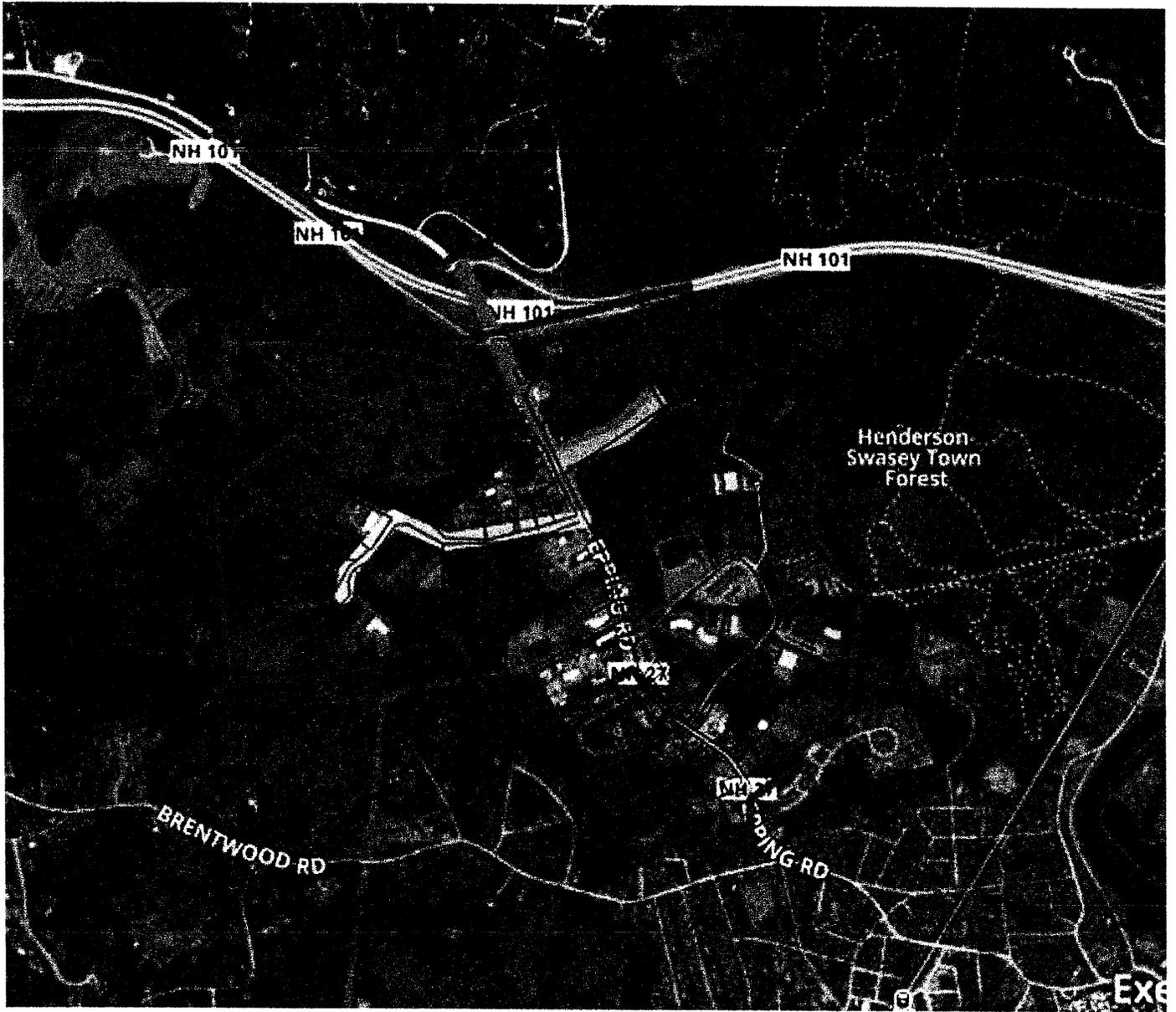
PLOBBE PLANE

MILLSTREAM DRIVE

GAS COMPA

GREENLEAF DRIVE

MENT



Legend	
Proposed Sewer/Water	[Symbol]
Proposed Industrial Road	[Symbol]
Existing Sewer/Water	[Symbol]
Existing Forced Main	[Symbol]
TIF Area	[Symbol]

## **Exhibit D – TIF District Development Potential**

**Exhibit D: Epping Road TIF District Development Potential**

Parcel ID	Address	Property Owner	Existing assessed value of parcel	Potential square footage of structure(s)	Potential value of parcel (bldgs and land)
048-004-0000	4 Commerce Way	St. Petersburg Developing Co.	\$331,100.00	16,000	\$1,000,000
055-003-0000	80 Epping Road	80 Epping Road Realty Trust	\$237,400.00	145,000	\$13,000,000.00
046-007-0000	19 Continental Drive	Holding Court LLC	\$948,000.00	9,000	\$4,000,000.00
056-003-0001	24 Continental Drive	Garrison Glen LLC	\$786.00	50,000	\$5,000,000.00
046-004-0000	22 Continental Drive	Garrison Glen LLC	\$629,700.00	150,000	\$15,000,000.00
046-003-0000	20 Continental Drive	Garrison Glen LLC	\$409.00	100,000	\$10,000,000.00
046-001-0000	12 Continental Drive	Garrison Glen LLC	\$781.00	100,000	\$10,000,000.00
047-007-0000	Epping Road	Kevin King Irrevocable Trust	\$4,308.00	320,000	\$35,000,000.00
047-009-0000	159 Epping Road	CKT Associates	\$472,255.00	125,000	\$12,500,000.00
047-008-0000	183 Epping Road	CKT Associates	\$90,138.00	205,000	\$20,500,000.00
040-012-0000	Route 101	Scott Carlisle	\$605.00	100,000	\$10,000,000.00
<b>TOTALS</b>			<b>\$2,715,482.00</b>	<b>1,320,000.00</b>	<b>\$135,000,000.00</b>

**Exhibit E – Epping Road Utility Corridor  
Infrastructure Expansion**



150 Dow Street, Manchester, New Hampshire 03101  
 Phone: 603.689.5555 Fax: 603.689.4188  
 Web: www.hoyletanner.com

Project: Exeter 27 - Industrial Road  
 HTA Project #: TBD NHDOT Project #: N/A  
 Location: Exeter, NH  
 Task: Conceptual Estimate  
 Calculated By: SBH, ML, MT Date: 1/5/2015  
 Checked By: clq

**CONCEPTUAL ESTIMATE**

**Epping Road Utility Corridor Infrastructure Expansion**

New Industrial Roadway

	<b>COST</b>
New Roadway Construction	\$ 551,000
Stream Crossing	\$ 300,000
Stormwater BMP	\$ 75,000
New Water Line	\$ 311,643
New Sewer Line - Incl pump station	\$ 703,428
Land Acquisition - pump station and stormwater BMP's	\$ 75,257
Contingencies (25%)	\$ 504,082
Subtotal	\$ 2,520,409
Design Engineering & Permitting (15%)	\$ 378,061
Construction Engineering (10%)	\$ 252,041
	<b>\$ 3,150,511</b>

Epping Road Utility Extensions

Water Main Extension (incl crossing Route 101)	\$ 913,428
Sewer Main Extension (incl crossing Route 101)	\$ 1,451,245
Contingencies (25%)	\$ 591,168
Subtotal	\$ 2,955,841
Design Engineering & Permitting (15%)	\$ 443,376
Construction Engineering (10%)	\$ 295,584
	<b>\$ 3,694,801</b>

**ROUNDED PROJECT TOTAL: \$ 6,845,312**

**License Agreement**

AGREEMENT made and entered into by and between the Town of Exeter, a New Hampshire municipal corporation, of 10 Front Street, Exeter, New Hampshire 03833 ("Licensor" and the \_\_\_\_\_, of \_\_\_\_\_, Exeter, New Hampshire, 03833 ("Licensee") this \_\_\_\_th day of \_\_\_\_\_, 2015.

WHEREAS, the Licensor owns certain property located at ADDRESS in Exeter (Tax Map XX, Lot XX), hereinafter "the property."

WHEREAS, the Licensee desires to construct and locate a public dumpster and recycling receptacle on the property; and

WHEREAS, subject to the terms and conditions hereinafter set forth, the Licensor wishes to establish the terms of the License and the Licensee agrees to abide by such terms.

NOW, THEREFORE, in consideration of the foregoing premises and mutual promises, terms, provisions, and conditions set forth in this Agreement, the parties hereby agree as follows:

1. The License. Licensor hereby grants to Licensee the right to use a portion of the property to construct and locate a public dumpster and recycling receptacle. Licensee may use only the areas as indicated on a plan entitled "TITLE", on file at the town offices.
2. Term. The term of this license shall be from April 1<sup>st</sup> through March 31<sup>th</sup> each year, for the duration of this License. The License is subject to renewal annually at the sole discretion of the Licensor. Licensee acknowledges that Licensor may terminate this License for any reason, or for no reason, upon 30 days notice to Licensee. Provided, however, that if the Licensee engages in any activity which, in the judgment of the Licensor, is harmful to the public health and safety, Licensor may terminate this License immediately.
3. Conditions and Restricted Activities
  - a. This License is expressly and exclusively granted to the Licensee. The rights being granted hereunder may not be assigned to any other person, entity, or party.
  - b. The dumpster and receptacle shall conform to all state and local requirements.
4. Limitation of Liability
  - a. Licensor shall not be liable for any injury, damage, or loss of any kind whatsoever, to the Licensee or to any third persons, resulting from or arising out of the use of the Licensor's property or the conduct of Licensee. Licensee agrees to indemnify, defend and hold harmless the Licensor from liability, loss, or damage resulting therefrom, including any liability, loss or damage resulting from the negligence of the Licensor, its employees or agents.
  - b. Licensee agrees to maintain liability insurance in an amount not less than one-million dollars (\$1,000,000) during the term of this License Agreement and any renewal thereof, with the Town of Exeter to be named as an additional insured. Licensee shall provide to Licensor, upon request, a certificate of insurance verifying such insurance.

5. Amendment. This Agreement may be amended or modified only by a written instrument signed by the Licensor and Licensee.
6. Entire Agreement. This License Agreement supersedes all prior oral and written agreements between the parties with respect to the subject matter hereof. Any modification or addition to the License Agreement shall be in writing and duly executed by the parties hereto.
7. Severability. If any portion or provision of this Agreement shall to any extent be declared illegal or unenforceable by a court of competent jurisdiction, then the remainder of the Agreement, or the application of such portion or provision in circumstances other than those as to which it is so declared illegal or unenforceable, shall not be affected thereby, and such portion and provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.
8. Headings. The headings and captions in the Agreement are for convenience only and in no way define or describe the scope or content of any provision of this Agreement.
9. Governing Law. This is a New Hampshire contract and shall be construed and enforced under and be governed in all respects by the laws of the State of New Hampshire, without regard to the conflict of laws principles thereof.

IN WITNESS WHEREOF, the parties have hereunder set their hands as of the day and year above written

LICENSOR  
TOWN OF EXETER

\_\_\_\_\_  
Date

\_\_\_\_\_  
Don Clement

\_\_\_\_\_  
Date

\_\_\_\_\_  
Dan Chartrand

\_\_\_\_\_  
Date

\_\_\_\_\_  
Julie Gilman

\_\_\_\_\_  
Date

\_\_\_\_\_  
Anne Surman

\_\_\_\_\_  
Date

\_\_\_\_\_  
Nancy Belanger

LICENSEE

\_\_\_\_\_  
Date

By \_\_\_\_\_

# HOUSEHOLD HAZARDOUS WASTE

## 2015 COST ESTIMATE

Contractor: Veolia Environmental  
To Be Determined

**TOTAL ESTIMATED COST OF 2015 COLLECTION: \$23,000.00**

WE ARE REQUESTING THE AMOUNT BELOW AS THE TOWNS COMMITMENT FOR THE 2015 COLLECTION

Town	%	2015 Commitment Amount
Exeter	35.1	\$5,616.00
Stratham	17.7	2,832.00
Newfields	4.1	656.00
East Kingston	5.7	912.00
Epping	16.1	2,576.00
Seabrook	21.3	3,408.00
<b>Totals</b>	<b>100</b>	<b>\$16,000.00</b>

**TOTAL COST FOR 2014: \$18,683.00**

Town	%	2014 Commitment Amount	2014 Actual Cost	Savings
Exeter	35.9	\$5,747.70	\$3,704.88	\$2,042.82
Stratham	17.7	2,836.36	1,826.64	1,009.72
Newfields	4.1	649.74	423.12	226.62
East Kingston	5.4	862.16	557.28	304.88
Epping	15	2,399.04	1,548.00	851.04
Seabrook	21.9	3,509.00	2,260.08	1,248.92
<b>Totals</b>	<b>100</b>	<b>\$16,004.00</b>	<b>\$10,320.00</b>	<b>\$5,684.00</b>

**CERTIFICATE OF AUTHORITY**

I \_\_\_\_\_, Town Clerk of Exeter, New Hampshire do hereby certify that: (1) at the Annual Meeting held \_\_\_\_\_, the Town Meeting voted to authorize the Board of Selectmen to apply for, accept and expend money from the state, federal, or other governmental unit or a private source which becomes available during the year in accordance with the procedures set forth in New Hampshire RSA 31:95b; (2) at the regular Selectmen's meeting held on \_\_\_\_\_, 2015, the Board of Selectmen voted to accept Household Hazardous Waste Collection funds and enter into a contract with the New Hampshire Department of Environmental Services, Waste Management Division. The Board of Selectmen further authorized the Town Manager to execute any documents which may be necessary for this contract; (3) this authorization has not been revoked, annulled or amended in any manner whatsoever, and remains in full force and effect as of the date hereof; and (4) the following person has been appointed to and now occupies the office indicated above:

RUSSELL DEAN  
Town Manager, Exeter

IN WITNESS THEREOF, I have hereunto set my hand as the Town Clerk of Exeter, New Hampshire this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Town Clerk

State of New Hampshire  
County of Rockingham

On this the \_\_\_\_\_ day of \_\_\_\_\_, 2015, before me, \_\_\_\_\_ the undersigned officer,

Notary Public/Justice of the Peace)

personally appeared \_\_\_\_\_

who acknowledged her/himself to be the Town Clerk of Exeter, New Hampshire, and that she/he as such Town Clerk, being authorized so to do, executed the foregoing instrument for the purpose therein contained.

IN WITNESS THEREOF, I hereunto set my hand and official seal.

\_\_\_\_\_  
(Notary Public/Justice of the Peace)  
(Seal)

Exeter and Stratham Utility Sharing Agreement  
Water Usage  
DRAFT Program Points

The Town of Exeter agrees to provide and the Town of Stratham agrees to receive water from the Exeter system under the following general guidelines and parameters:

1. Up to 125,000 gallons per day (gpd) at a maximum rate of 1,500 gallons per minute (gpm) at 20 psi will be provided. The 1,500 gpm with 20 psi residual is at the end of the Exeter system on Portsmouth Avenue. The 125,000 gpd is to be determined using the average use over 365 days per year. Any flow quantity and rates above these thresholds shall be the responsibility of Stratham. No usage beyond the 125,000 gallons per day shall be authorized without the consent of the Exeter Public Works Water Department. The Exeter Public Works Department may authorize a temporary increase in usage to Stratham, but not for a period of greater than 30 days, without the approval of the Board of Selectmen. If at any time Stratham desires to permanently increase usage beyond the 125,000 gallons per day of usage, the Town of Exeter will be petitioned in advance, and such increase shall require Board of Selectmen approval.
2. Stratham will pay a rate commensurate with either Exeter's Tier 2 or 3 large commercial or industrial user rate, based solely on actual usage. This rate will be the same as users of a similar size in Exeter will pay.
3. In lieu of an Impact Fee and Non Use fee, Stratham will pay 40% of the capital cost of the new Exeter Groundwater Treatment Facility and associated infrastructure to tie this facility into the main system. Currently this cost is estimated to be approximately \$5 million net of state funding forgiveness of the total cost of approximately \$6.5M. Notwithstanding any of the foregoing, the amount of this Fee shall not be greater than \$2 million, and the amount due will be payable upon the start of construction of the Stratham water facilities.
4. The Town of Exeter will provide a meter facility at the connection point with the proposed Stratham system. All facilities to the north of this facility will be the property and responsibility of the Town of Stratham or their assigns. Exeter charges to Stratham will be based on this master meter. Stratham will pay Exeter service fees in the same manner Exeter customers pay service fees.
5. All facilities within the Stratham system, including but not limited to, piping, valves, backflow preventers, hydrants, etc., shall be designed in accordance with Exeter standards in effect at the time of such design.
6. Stratham shall be responsible for all design, construction, maintenance, and repair work on their water system piping and facilities.
7. Stratham, its successors, and assigns, agree to maintain compliance at all times with all ordinances, policies, and regulations of Exeter regarding water supply piping and facilities. In the event of non-compliance or default under an Agreement, Exeter may terminate water use if

Stratham unreasonably fails to remedy the non-compliance within thirty (30) days of written notice. Stratham shall have an opportunity for a hearing before the Exeter Board of Selectmen to show cause why service should or should not be terminated.

8. Notwithstanding the foregoing, Exeter shall have the right but not the obligation to assume the ownership, operation, and maintenance of the water system and facilities in Stratham, or any portion thereof upon mutual agreement by the parties.

DRAFT

9. The intent of this document is to provide a basis in principle for the parties to develop a contractual Memorandum of Agreement for such described water usage. The parties do hereby agree to such points based on their signatures shown below:

Town of Exeter

Town of Stratham

\_\_\_\_\_  
Russ Dean  
Town Manager

\_\_\_\_\_  
Paul Deschaine  
Town Administrator

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

DRAFT

## **HOUSING ADVISORY COMMITTEE CHARGE – TOWN OF EXETER**

There is hereby established by the Board of Selectmen a \_\_\_\_\_ member Housing Advisory Committee.

Members of this advisory board shall consist of the following members:

- 1 member of the Planning Board
- 1 member of the Economic Development Commission
- 1 member of the Rockingham Planning Commission
- 1 local realtor or developer
- 1 local real estate financial professional
- 
- 

A member of the Board of Selectmen shall serve on the committee ex-officio as the Selectmen's Representative.

Other members shall serve three-year staggered terms. Initial appointments shall be made for 1, 2 and 3 year terms and thereafter be 3 year terms.

The Housing Advisory Committee shall provide advice to the Board of Selectmen regarding, but not limited to, the available housing and potential future housing needs for the Town of Exeter. Their duties shall analyze the following:

- Availability of housing;
- Cost of housing;
- New housing starts including type and number of units;
- Changing community demographics reflected in various types of housing being promoted in the community by private developers;
- Need for long term housing sustainability including variety of types of housing available (purchase, rent, new housing starts, etc.)

This advisory committee shall also review a number of issues including, but not limited to:

- Numbers and types of housing units;
- Median costs of various types of housing;
- Review of housing relief programs (Section 8, Property Tax Exemptions, etc.);
- Development of long term strategies regarding housing;
- Contribute to the update of the Master Plan housing chapter;
- Address relevant Town boards on housing issues in the community;
- Review regional housing patterns in comparison to Exeter;
- Publish an annual report on the state of housing in Exeter to be included in the Town Report;
- Seeking ways to advocate for current residents to invest in their own properties through available programs (such as alternative energy exemption).

**Mission Statement:**

The mission of this advisory committee is to identify, analyze, and develop recommendations regarding our current housing availability and our future housing needs to aid in our economic development needs and to maintain a viable, developmentally balanced community.

## **TOWN OF EXETER MEMORANDUM**

TO: Board of Selectmen  
FROM: Town Manager  
RE: Housing Committee  
DATE: November 17<sup>th</sup>, 2014

---

As the Board is aware the topic of housing is continually on our collective agendas as the Town continues to wrestle with different housing related issues including:

- Availability of housing;
- Cost of housing;
- New housing starts (type and number);
- Changing community demographics reflected in various types of housing being promoted in the community by private developers;
- Need for long term housing sustainability including variety of types of housing available (purchase, rent, new housing starts, etc.)

The concept of an advisory committee on housing issues is up for discussion. This ad-hoc or advisory committee could review a number of issues including, but not limited to:

- Numbers and types of housing units;
- Median costs of various types of housing;
- Review of housing relief programs (Section 8, Property Tax Exemptions, etc.);
- Development of long term strategies regarding housing;
- Contribute to the update of the Master Plan housing chapter;
- Address relevant Town boards on housing issues in the community;
- Review regional housing patterns in comparison to Exeter;
- Publish an annual report on the state of housing in Exeter to be included in the Town Report;
- Seek ways to advocate for current residents to invest in their own properties through available programs (such as alternative energy exemption).

The list could be longer or include more items but this is a starting point.

This committee could be 5 members with a Selectboard representative, or some other mode that is agreeable to the Board.

In the late 80's or early 90's the Town had an affordable housing committee, so there is precedence for this type of committee in Exeter. The mission of this group would be a bit broader, but certainly one of the focus points would be on housing affordability.



Memorandum

To: Christina St. Louis, NHDHR

Date: January 7, 2015

RECEIVED

JAN 8 2015

Project No.: 52151.04

From: Rita Walsh  
Peter Walker EXETER PLANNING OFFICE

Re: RPR 3280 - Great Dam Removal Project  
Exeter River, Exeter, New Hampshire

Enclosed is our final revision to the Project Area Form submitted as part of the Section 106 consultation for the planed removal of the Great Dam in Exeter, NH. The revisions respond to the comments issued by the Determination of Eligibility group review as transmitted by your December 23, 2104 letter.

DHR's December 10 group review requested clarification/addition of a few items associated with the Exeter Great Dam Project Area Form. Attached you will find revised forms which address these items. (We are not resubmitting the photographs, since there were no changes to those pages.) Specifically, the following items were noted in the "Follow-up" section of the evaluation form:

**NHDHR Comment 1:** *Most of the follow-ups from May 2012 were addressed in the revised document, except for adding inventory information to Figure 1. Add inventory information to Figures 2-3 as well for consistency and ease of use of all figures.*

**Response:** Inventory information was added to Figure 1 in response to the May 2012 comment. We have added additional information to Figures 1, 2 and 3 in the form of a table showing each previously listed or inventoried property, with inventory form numbers (if applicable), date of eligibility determination and result of eligibility determination.

**NHDHR Comment 2:** *Add Franklin South River Street Historic District to figures.*

**Response:** The Franklin South River Street Historic District has been added to Figure 1.

**NHDHR Comment 3:** *Add a statement to the Methodology that the project impact information provided in the form is dated to December 2014 and while correct now, could change.*

**Response:** VHB has added the following statement to the Methodology section:

*"The study of impacts to historic properties due to the dam's removal is based on data and analysis presented in the Feasibility Study (VHB 2013) and is valid as of January 2015, when this form was last updated. The reader should note that the information concerning effects stated in this form could change in the future if the design of the dam removal changes."*

**NHDHR Comment 4:**

*Add statements regarding recommendations for appropriate survey methodology for each area noted (Gilman Park, PEA recreational areas and associated resources, granite walls near Great Falls, and the area east of the Exeter River). See Area Form manual under Statement of Significance for additional guidance.*

## AREA FORM

AREA NAME: EXETER GREAT DAM AREA

1. Type of Area Form  
Town-wide:   
Historic District:   
Project Area:
2. Name of area: Exeter Great Dam Area
3. Location: Roughly bounded by the areas and streets bordering the Exeter River, bounded on the north by the high tide mark between the Exeter River and Squamscott River and Gilman Park to the south
4. City or Town: Exeter
5. County: Rockingham
6. USGS quadrangle name(s): Exeter
7. USGS scale: 24,000
8. UTM reference: See page 2
9. Inventory numbers in this area:  
EXE 0018 (15 South Street) – adjacent  
EXE 0019 (164 Water Street) - adjacent  
EXE 0020 (154 Water Street) - adjacent  
EXE 0021 (156 Water Street) - adjacent  
String Bridge (inventoried, no # assigned)  
EXE 0043 (Great Dam)  
EXE FSRS (Franklin South River  
Streets Historic District)
10. Setting: 0.75 linear mile along both sides  
of the Exeter River in Exeter's village  
center, characterized by densely developed  
groups of mostly 19th and 20th commercial,  
residential and institutional properties
11. Acreage: 77 acres
12. Preparers: Rita Walsh, Nicole Benjamin-Ma
13. Organization: Vanasse Hangen Brustlin,  
Inc.
14. Date(s) of field survey: November 2011

**15. Location Map** See page 3

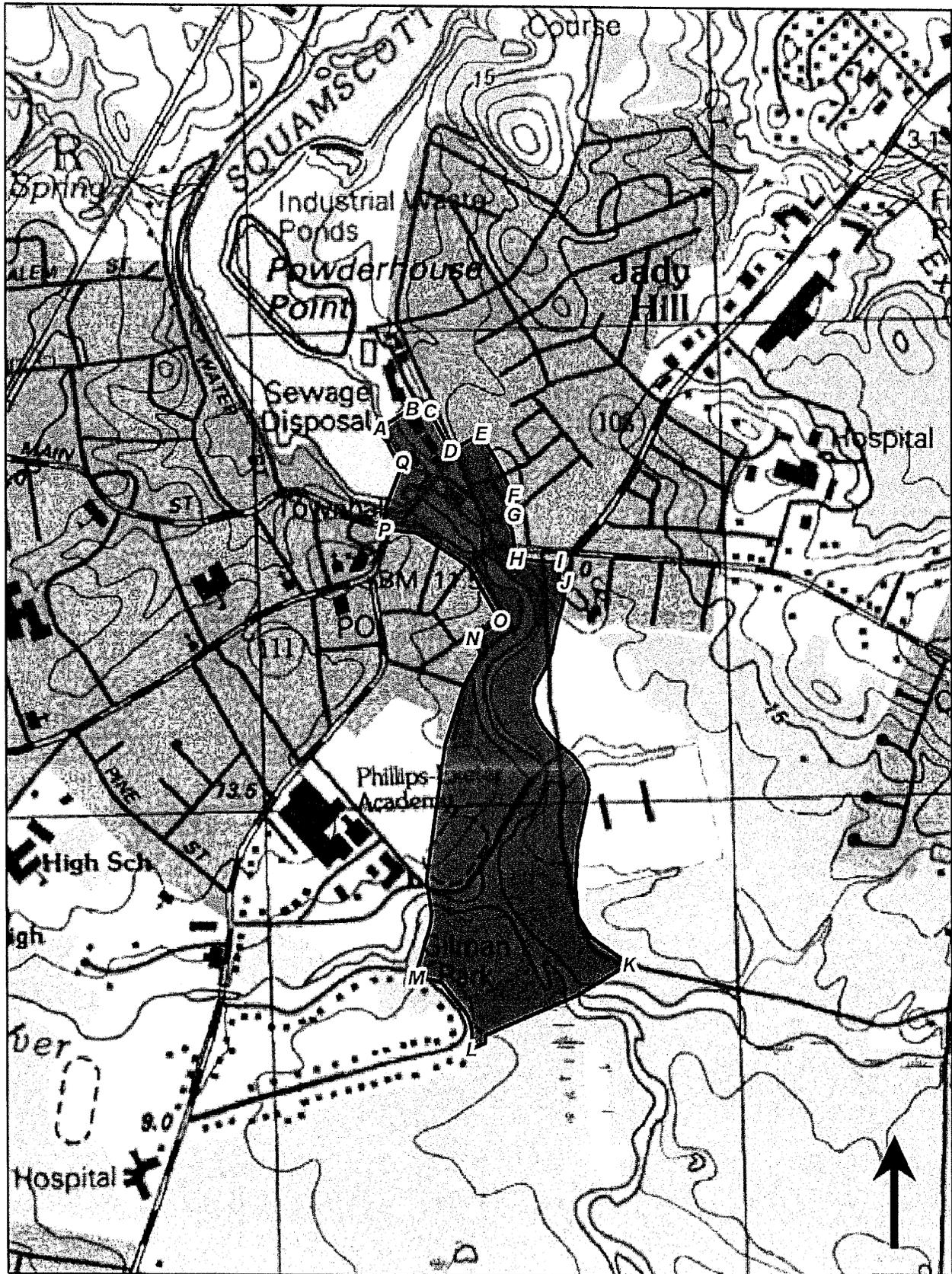
AREA FORM

AREA NAME: EXETER GREAT DAM AREA

**8. UTM references (continued)**

<b>UTM Point</b>	<b>Longitude</b>	<b>Latitude</b>
A	341274.616839361	4760803.13521025
B	341344.349542673	4760842.73491213
C	341381.574444441	4760836.32611183
D	341424.252846468	4760752.28260783
E	341491.65364967	4760785.89300943
F	341555.916952722	4760654.49450319
G	341554.966452677	4760615.09490132
H	341556.92645277	4760521.91779689
I	341649.485457166	4760514.06439652
J	341659.701657652	4760470.49669445
K	341771.314362952	4759667.88645633
L	341428.871246688	4759499.56254833
M	341312.519441161	4759651.56945555
N	341458.662448103	4760356.86728905
O	341518.243350932	4760392.48069075
P	341276.872339468	4760589.12350009
Q	341318.569241448	4760731.15660683

15. Location Map



ed.

AREA FORM

AREA NAME: EXETER GREAT DAM AREA

## 17. Methods and Purpose

This project area form was originally prepared in 2012 during development of the Exeter Great Dam Removal Feasibility Study, which examined the specific possible impacts of the dam's removal (VHB 2013). At the time of the study, impacts were thought to be possible from the high tide mark of the Squamscott River at String Bridge, south (or upstream) to the area of Gilman Park along the Exeter River. The properties adjacent to both the Squamscott and the Exeter Rivers, which may be visually affected, were also included in the project area. A decision regarding the dam's removal was made by the Town of Exeter after the feasibility and impact studies were completed in October 2013. In March 2014, the Town's voters made the decision to remove the dam. A separate individual inventory form has been prepared for the Great Dam (EXE0043).

Information for this form was compiled from a variety of sources. The holdings at the Exeter Historical Society served as the primary source of information, including photographs, maps, histories, town records, books, and a number of subject files. Barbara Rimkunas, the curator of the historical society, provided a great deal of research on the background of the residents of the area identified locally as "Franklin Street," located south of the central business district on the west side of the Exeter River. A site file search was conducted at the New Hampshire Division of Historical Resources in September 2011, in order to identify previously recorded resources in the area as well as properties and districts listed in the National Register. The New Hampshire Department of Environmental Services' Dam Safety Bureau has a large file of documents relating to the history and condition of the dam, which were extensively used. The Exeter Public Library provided a large collection of town directories and local histories. Online resources, such as the Town of Exeter's website and indexed historical records available via Google Books, were also utilized as references.

Fieldwork consisted of a pedestrian review of every street in the project area, including the identification of any previously unidentified districts or areas that could be considered potentially eligible for the National Register. Photographs consisted of both individual buildings and streetscapes in order to capture all buildings and structures within the project area. The extent of the field survey was defined by the understanding that the primary impact of the project would be the removal of the existing dam, fish ladder and concrete weir, which are all within both a local and National Register district. The removal of the dam would lower the level of the Exeter River upstream, with water levels dropping approximately 5.5 feet in the immediate vicinity of the dam, with the magnitude of the change varying upstream depending on the distance from the dam and the flow condition. There are no impacts anticipated at the head of the tidal Squamscott River, at Kimball's Island and String Bridge.

The study of impacts to historic properties due to the dam's removal is based on data and analysis presented in the Feasibility Study (VHB 2013) and is valid as of January 2015, when this form was last updated. The reader should note that the information concerning effects stated in this form could change in the future if the design of the dam removal changes.

## 18. Geographical Context

The Town of Exeter is located in Rockingham County, in the southeast corner of New Hampshire. Exeter is bordered on the west by the Town of Brentwood; on the south by the towns of Kingston, Kensington, Hampton Falls and Hampton; on the east by the Town of Stratham; and on the north by the

**AREA FORM****AREA NAME: EXETER GREAT DAM AREA**

Town of Newfields. The town is located approximately eight miles inland from the Atlantic Ocean, and four miles south of Great Bay, which borders the Town of Newington, the City of Dover, and the City of Portsmouth before meeting the ocean.

The project area is located in downtown Exeter at the confluence of the Squamscott and Exeter Rivers and extends south to Gilman Park. The flat topography of the area, along with abundant local timber and the opportunities afforded by the rivers, attracted settlers from the nearby Massachusetts Bay Colony. Their first settlement in Exeter was located in the project area at the Great Falls.

The major geographical features in the project area are the Squamscott and Exeter Rivers, which meet at the project area at Great Falls. Exeter River, which begins approximately 40 miles west in the Town of Chester, generally follows the town's south boundary starting at Pickpocket Falls, before bending north (downstream) toward downtown Exeter, where it flows into the Squamscott River. The head of the tidal Squamscott River is in downtown Exeter at Kimball's Island, and flows into the town of Newfields before entering the Great Bay.

## **19. Historical Background**

### Summary

Throughout Exeter's nearly 400-year history, the area around the Great Falls (also referred to as "Squamscott Falls" in town histories) has served as the town's municipal and commercial town center. Great Falls has also served as the town's industrial center for much of its history. The earliest Euro-American settlement in the town was adjacent to the falls, which became the site of the town's first mills. In 1828-1830 the Exeter Manufacturing Company constructed a large mill on the east side of the falls, gradually taking over the various smaller mills along Great Falls as well as a 40-mile-stretch of the Exeter River. The mill dominated Exeter's employment base for decades, and the steady availability of jobs attracted immigrants who settled nearby throughout the 19th and early 20th centuries. In 1842, the establishment of the Boston & Main Railroad, more than ½ mile west of the town center at Great Falls, drew focus away from the Exeter Manufacturing Company mill as the industrial heart of the town, adding a new industrial center along the railroad. By the 1930s, most of the other factories had closed down, once again leaving the Exeter Manufacturing Company mill near Great Falls as the primary industrial enterprise in the town. Shifts in production sustained the Exeter Manufacturing Company throughout much of the 20th century, but by the 1960s the mill was facing stiff competition from factories located in southern states. In addition, the increased use of private automobiles allowed residents to live in Exeter but work in the Boston or Portsmouth areas. After the Exeter Manufacturing Company mill was sold in 1966, the new owners of the factory continued production for another two decades, after which time the Great Falls area's prominence as the industrial heart of the town ended. However, the area's role as the commercial and municipal center of Exeter has continued unabated to the present.

### Early Settlement of Great Falls Area (1630s – 1827)

The first two centuries of development in the vicinity of Great Falls revolved mostly around family-run mills and some small commercial enterprises along Water Street, on the west bank of the Exeter River, and on the east bank as well. During the 1630s, Reverend John Wheelwright moved from Newburyport, Massachusetts, with his small congregation, seeking more religious freedom than allowed by the

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

Massachusetts Bay Colony. The first settlement was by Great Falls, which allowed residents to take advantage of the water power provided by the falls, the availability of abundant lumber, and the navigability of the Exeter and Squamscott Rivers for transport. The Town of Exeter began granting mill privileges as early as 1647 as run of the river operations for grist, fulling and sawmill operations, which is presumed to have involved some form of damming. The first mill established in Exeter was Thomas Wilson's grist mill at Great Falls, which was constructed in 1638 (Monroe 1998, 2). Edward Gilman built two saw mills soon after, one on each side of the river. Other members of the Wilson and Gilman families also established mills in the Great Falls vicinity of downtown Exeter, including Humphrey Wilson's saw mill on the east side of the river, and John Gilman's grist mill constructed on the small island at the lower falls (now in the center of String Bridge; Bell 1888, 331-332). Several types of mills utilized the falls during the 18th century: the 1802 Plan of Exeter indicates a grist mill, a saw mill, an oil mill, a fulling mill, and two unspecified mills along the banks of the river at Great Falls (Merrill 1802). The 1802 map indicates a mill dam upstream of the High Street bridge, and two mill dams on each end of the upstream side of the String Bridge. A nail factory was located in Hemlock Square, near the east bank of the river near High Street. A starch factory, which provided starch to textile factories in Lowell, Massachusetts, was constructed at the foot of Great Bridge and Franklin Street (Perry 1913, 18-19). In 1822, the tenement building now known as the "Long Block" was constructed by Nathaniel Gilman on the site of the former starch factory (Historic Exeter Associates 1994; Perry 1913, 19; N. Merrill n.d.), testifying to the growing population of mill workers in the Great Falls area by the end of the first quarter of the 19th century.

Transportation and its associated infrastructure within the new settlement were also concentrated in the Great Falls area of downtown Exeter. The predecessors to the two bridges now serving the area, Great Bridge and String Bridge, were first constructed during the 17th century around the same time as the mills. The first predecessor of Great Bridge was likely the first bridge constructed in what is now downtown Exeter, during the mid-17th century (Bell 1888, 124-125). Originally, the bridge was constructed to handle pedestrians and horseback riders, but when the bridge became part of the "county way" ca. 1675 (Water Street and High Street), the bridge was widened to accommodate carriages. By 1693, the bridge was referred to as the "Great Bridge," indicating the presence of a second smaller bridge nearby (Bell 1888, 125). This second bridge – known as the String Bridge – was for pedestrians only, with a rough design consisting of wood planks laid across the river and rope used for handrails. The two parts of the String Bridge – one part extending from the west riverbank to the island, and the second part extending from the island to the east bank – were likely constructed separately to serve different mills established on the island. The east portion was constructed to allow residents to carry materials to Thomas Wilson's grist mill. Capt. John Gilman established a second grist mill on the west side of the island soon after, and in 1709, the town ceded water and property rights associated with the Gilman grist mill, along with "the privilege for a bridge to go on the island" (Bell 1888, 125). String Bridge was not upgraded for carriages until the 19th century.

The first two highways in Exeter likely correspond to the current Front Street and Water Street (Bennett and Beard 1980, 7-1). The 1802 Plan of Exeter shows a number of residences along Water Street and Mill Street (now lower Water Street; Merrill 1802). Several of the owners associated with these houses – Clifford, Fulsom, Gilman – are also associated with the mills along the riverbanks at Great Falls, including the Gilman Garrison and House (NR #76000131), located on the west side of Water Street, which also served as an inn around 1720 (Chapin, 1974, continuation sheet 5). The 1802 Plan of Exeter shows that settlement in the town center mostly occurred on the west side of the river, extending north along Water Street to a number of shipyards, and west along Front Street to the Exeter Academy (established 1781).

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

While the few buildings on the east side of the river were generally limited to mill buildings, a number of residences extended east along High Street and north along Jail Street (now Pleasant Street), named for the county prison located near the intersection of High Street (Merrill 1802).

By the early 19th century, Water Street was also used for commercial purposes, due to its close proximity to the mills, dwellings, churches, and town buildings clustered in the Great Falls area of downtown Exeter. The 1802 Plan of Exeter shows a series of stores along Water Street, and a building used as a wool factory was adapted for use as a machine shop during the early 19th century (Perry 1913, 25). A compilation of New Hampshire cabinetmakers between 1790 and 1850 shows approximately ten furniture makers in Exeter (Giffen 1968, 78). It is likely that several of these were active in the town center, primarily along the densely settled Water Street and Front Street. Shipbuilding joined lumber production as a primary industry in the Great Falls vicinity and north along the Squamscott River, prompting several of the commercial and industrial structures on Water Street to be constructed with basements and sub-basements along the waterfront in order to allow goods to be loaded directly to and from the wharves (Bennett and Beard 1980, 8-6).

#### Rise of the Exeter Manufacturing Company at Great Falls (1827 – World War I)

The establishment of the Exeter Manufacturing Company and its mill along the west side of Great Falls marked a major turning point for the town, forming a major influence in Exeter's economic and social development as the town shifted from the export of lumber to large-scale manufacturing. The Exeter Manufacturing Company was incorporated by several of the town's business leaders on June 26, 1827. The Exeter Mill and Water Power Company was formed at the same time, with the purpose of securing water rights to guarantee a water supply for the proposed larger mill. In February 1828, the Exeter Manufacturing Company agreed to "build within nine months a good & sufficient new & permanent dam at or near the place where the present upper dam is and which shall raise the water in said river to the same elevation and height as it is raised by the present dam" (Deed 253/142).

In 1828, construction began on the mill building, a three-story structure housing four water wheels and 5,000 spindles imported from England, along with additional machinery built in shops along Water Street (Tardiff 6/4/1980). When the mill opened in 1830, it was capable of producing more than a million yards of textile sheeting per year, at approximately ¼ of the price of similar handwoven material (Tardiff 6/4/1980). The company utilized a number of buildings along the river in the vicinity of Great Falls throughout the 19th century, including the "Long Block" built for Nathaniel Gilman's mill workers. In order to secure a sufficient water supply, the Exeter Mill and Water Power Company purchased the existing mills at the upper falls at Great Falls, including a grist mill, saw mill, dye house, oil mill, and woolens factory, and reconstructed the upper falls dam at Great Falls in 1828-1829 (Book 253, page 142). The company worked its way inland along the Exeter River, purchasing mills and water rights along the waterway until it owned all of the water rights along the river between Pittsfield, NH and Exeter (Tardiff 6/4/1980). In 1831, the Exeter Manufacturing Company hired a surveyor to evaluate the entire river and make recommendations to increase the water flow for the company's use. The surveyor's suggestions of creating a reservoir, straightening the river, and raising the dam at Great Falls were not carried out (Tardiff 1986, 24-25).

Although the Exeter Manufacturing Company was the earliest and often the most influential manufacturer in Exeter during the 19th century, it was not the only large industrial enterprise in the

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

town. By the mid-19th century, the silting of the Squamscott River made the waterway too shallow for most ships to travel upon (Monroe 1998, 3), causing the decline of Exeter's shipbuilding industry. Attention turned to manufacturing, especially along the Boston & Maine Railroad in west Exeter approximately 0.6 miles from the town center, which was constructed in 1842. The 1896 Moore birds-eye view of Exeter shows that by the end of the century, the cluster of factories along the railroad included the Exeter Machine Company, Exeter Brass Works, the Gale Brothers Shoe Factory, the Cogswell Boot and Shoe Company, and a large-scale grist mill. The Exeter Manufacturing Company, however, continued to anchor the manufacturing center in the Great Falls vicinity of downtown Exeter.

The Exeter Manufacturing Company continued to be a major influence in the town throughout the 19th century and into the 20th century and was one of the three largest industrial firms in New Hampshire (NR nomination 1984). In 1876 steam power was added to the mill, allowing the factory to continue production year-round, even through the dry season when water levels became low (Exeter Historical Society, MSS72 file). The company also purchased the Pittsfield Mills in 1895, using the Pittsfield location to manufacture materials for bleaching, dyeing and finishing at the Exeter mill (Textile Age 1942, 31). In 1914 the company built the present dam, (Department of Environmental Services, 7/12/2000); it is unknown if the dam that was replaced was the one that the Exeter Manufacturing Company pledged to build within nine months of February 1828 or if there had been earlier replacements later in the 19th century. The Kent family became involved with the Exeter Manufacturing Company mill in the late 19th century, beginning a century-long family legacy as managers of the mill. Hervey Kent became manager of the mill in 1862, and helped the company recover from two disastrous mill fires in 1887 and 1893. Hervey Kent's son George Kent ran the mill until his death in 1905, after which George Kent's wife Adelaide appointed agents to manage the mill until her sons were old enough to take over the responsibility during the late 1910s. As the mill was one of the town's primary economic stalwarts, the Kent family reportedly held great sway over the bank, newspaper, and town government (Carman 1987, 22).

The availability of jobs at the mill encouraged a number of immigrants to settle in Exeter, including in the area surrounding Great Falls. In its earliest years, the Exeter Manufacturing Company required females employed at the mill to live within a five-minute walk of the mill, so development of housing for mill workers in the area was not merely a convenience (N. Merrill n.d.). Some of the earliest immigrants to arrive were from Ireland, but during the mid-19th century people moved to Exeter from Poland, Lithuania, and Italy to take advantage of the steady work. German and French Canadians also started moving to the town during the late 19th century, when additional industries were established in Exeter (N. Merrill, 12/15/76). Although it is not clear whether the Exeter Manufacturing Company constructed extensive numbers of houses for its workers, a variety of housing for immigrant workers was constructed in the vicinity of the mill and Great Falls (N. Merrill, n.d.). Tenement housing along the river rented for five dollars per month during the late 19th century, while double-family homes nearby rented for a slightly higher rate (Tardiff 1986, 25). Later immigrants were able to establish businesses outside of the factories – Italians Domenico Poggio and Luigi Gaiero were fruit merchants, with three markets in the commercial district along Water Street during the early 20th century (N. Merrill, 12/22/1976). As immigrant populations grew, so did the opportunity for community-based cultural organizations. The Polish population was served by two major aid societies, the Brotherly Aid Society of the Blessed Virgin Mary (established 1903), and the companion Polish Ladies' Society of Our Lady of Perpetual Help (established 1909). These organizations served as the social center for the Polish

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

community, and helped newly-arrived immigrants get established. Later during the 1920s, the Polish American Citizens Club was established to help immigrants become United States citizens.

In addition to supporting mill workers and their families, the downtown area around Great Falls also hosted smaller industries such as carriage-making and carpentry. Several of the businessmen who became prominent carriage makers in the Great Falls vicinity moved to Exeter in the 1830s -1850s, attesting to the growth of the area around Great Falls and along the Exeter River. Much of the area southwest of Franklin Street near the Exeter River was laid out and settled in the decades immediately following the construction of the Exeter Manufacturing Company mill in 1828 and the growth of the carriage industry.

The first carriage shops in the area were established along Franklin Street, where Daniel Melcher, Lewis Mitchell, and Orin Head had carriage shops by the mid-19th century. Several of the carriages were sold within New England in Maine and New Hampshire, with carriages often traveling out for sale in "caravans" of four or six strung together (Exeter Historical Society, SC399 file). By the late 19th century, the area southwest of Franklin Street also hosted a number of carriage manufacturing and painting shops; the 1872 town directory lists more than 40 people in Exeter employed in carriage shops (Exeter Historical Society, SC399 file). When Orin Head's carriage shop was established on South Street in the early 1840s, the Town selectmen took the opportunity to call for road improvements along both South Street and South River Street (Swazey, 1/2/1914). The Brown and Warren families also ran carpentry shops in the vicinity of Great Falls: Sebastian and Isaiah Brown conducted their building and housing business from a shop along Pleasant Street near the river during the mid-19th century, while Charles Warren and John Brown established their carpentry business on South River Street in 1858 (*Exeter News-Letter*, 1896). Warren and Brown were the builders of a number of prominent structures in Exeter, including the Town Hall, Episcopal Church, Baptist Church, public library, court house, and the gymnasium at the Exeter Academy (*Exeter News-Letter* 2/18/1898). Deacon Josiah Batcheler had a carpentry shop on Water Street during the mid-19th century (*Exeter News-Letter* 8/7/1870).

The commercial area along Water Street near Great Falls continued to develop during the 19th century due to a number of factors, including the population growth caused by the opening of the Exeter Manufacturing Company mill. There were several large fires along the upper block of Water Street during the 1860s and 1870, which destroyed most of the existing wood frame residences and buildings. A number of masonry commercial blocks were constructed during the rebuilding effort, reflecting the growing mercantile nature of downtown Exeter and the vicinity of Great Falls, while the lower block along Franklin Street retained many of its wood frame residences and shops. The Norris and Wellge 1884 birds-eye view of Exeter shows a number of businesses along Water Street, including the Exeter Coal Company office and wharf, the Granite State Savings Bank, Exeter Gazette, and the post office. The Exeter Manufacturing Company experienced two fires in the 1887 and 1893, which caused several transformations in its appearance and operation, especially the largest brick mill building in the complex that dates to 1894. The company appeared to also be planning dam improvements in the late 1890s, although whether they actually carried these out is not documented. Transportation was facilitated in the late 19th century when the Exeter-Hampton Line for streetcars opened in 1897, traveling from the Exeter railroad station, along Front Street into downtown Exeter, across Great Bridge, and along High Street out to the town of Hampton.

The 1896 Moore birds-eye view of Exeter shows grocery and dry goods shops along Water Street, along with a pharmacy and offices. Sanborn Fire and Insurance maps for 1892, 1898, 1904, and 1913 reveal

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

that nearly the entire east side of Water Street along the river was lined with businesses, including tailors, hardware shops, book shops, grocers, tobacco shops, antique dealers, and billiards halls among other services. On the east side of the river, some storefronts surrounded Hemlock Square at the intersection of Pleasant Street and High Street, but the stretch of Pleasant Street along the water was dominated by single-family houses. The 1904 Sanborn map shows that the bridges and dams along Great Falls were still prominent features. Great Bridge is noted as iron, and the two portions of String Bridge are noted as wood, with the old mill building on Kimball's Island being used for storage next to a blacksmith shop. A dam was located at or near the current location of the Great Dam on all of the 19th and 20th century maps; two smaller dams were located on both sides of Kimball's Island on most of the maps; although the east side dam is shown sporadically. South of the commercial center, Gilman Park was established in 1891 along the Exeter River, on 10 acres of land donated by Daniel Gilman. Town residents had approached Gilman about the gift of land after learning that a large wooded parcel of his land was going to be used for timber, and Gilman agreed to donate a portion of the land to the town (Aten 2003, 11). The park became popular for picnics, and displayed three Civil War canons along the river (two are extant; Tardiff 1986, 55).

In 1914, the Exeter Manufacturing Company replaced their major dam at the Great Falls with the current concrete gravity dam. Whether this dam replaced the one they originally built in the 1820s, or one that might have succeeded that one later in the 19th century is unknown.

#### Post-World War I Industrial Decline of Exeter (1918-1966)

The Exeter Manufacturing Company managed to stay afloat long after the other large manufacturing companies in Exeter went out of business, which helped to maintain the prominence of the downtown area around Great Falls as a commercial, municipal, industrial and residential center. Most of the factories established along the railroad in Exeter did not last much past World War I. Gale Brothers Shoe Company, which had become quite prominent in the early 20th century and employed a number of immigrants, was sold in the 1920s and its factory eventually closed (Rimkunas 5/29/2009). By shifting focus away from producing cotton textiles, the Exeter Manufacturing Company managed to avoid the same fate. The extensive bleachery operations at the mill kept it in demand between the two world wars, and the company began selling products overseas (Carman 1987, 52).

In 1934 a spin-off company called the Exeter Handkerchief Factory was established in west Exeter on Lincoln Street, which used remnants from the mill along Great Falls to produce handkerchiefs, gas mask bags (during World War II), and later tablecloths and curtains. During World War II, the Exeter Manufacturing Company shifted to the production of industrial fabric for the military and government. After the war, the company found that it could no longer price its cotton products competitively against materials produced in the southern United States, and in the 1950s switched its production from cotton to synthetic fabrics (Tardiff 1986, 25). Rather than produce the materials in-house, the company used fabric that was manufactured elsewhere, and bleached and finished the products in their facilities (Tardiff 7/9/1980). The company produced faux leather for automobile interiors, vinyl-coated screens for General Electric, and materials for Johnson & Johnson and Westinghouse. In 1952, the company boasted \$18 million in sales and 450 employees in the mill (Tardiff 7/9/1980). Despite the strength of the Exeter Manufacturing Company, by the 1960s manager Hervey Kent, Jr. was unable to appoint a successor and sold the company and mill to Miliken Manufacturing Company in 1966.

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

The area around Great Falls in downtown Exeter remained the heart of the town, supported by the continued prominence of the nearby Exeter Manufacturing Company mill. The 1924 and 1943 Sanborn maps show that Water Street continued to be lined with stores along the east side, as well as a theater, fire station, and a bakery. Franklin Street was populated mostly by single and multi-family dwellings. Pleasant Street, on the east side of the river, was still lined with single-family residences. Great Bridge and String Bridge were replaced with rigid frame concrete structures during this time period. Great Bridge, formerly an iron structure, was replaced in 1934 (and has subsequently been replaced again in 2003) (Aten 2003, 12). The two portions of String Bridge, leading to Kimball's Island from the east and west river banks, were replaced in 1935. Outside of downtown Exeter, the town was beginning to shift more dramatically from farmland to suburban settlement (Monroe 1998, 6). The increased use of the automobile after World War II allowed people to live in Exeter but work within the metropolitan Boston area. As demand for housing increased, former farmland on the outskirts of the central area of Exeter was subdivided for the construction of new residential areas.

The Vicinity of Great Falls During the Late 20th Century to the Early 21st Century (1966-present)

When the Exeter Manufacturing Company was sold to the Miliken Manufacturing Company in 1966, it marked a major change in the industrial development of the town. In addition to the symbolic loss of an industrial name and family that had dominated the town for more than 100 years, the new factory included many more automated processes (Exeter Historical Society, MSS72 file). Although the Miliken Manufacturing Company specialized in similar industrial products as its predecessor, the factory required fewer workers and was no longer such a dominant employer in the town. In 1981, the Miliken Manufacturing Company sold the factory to the Nike Company, and donated the water flowage rights and the Great Dam and Pickpocket Dam (which is 7.6 miles upstream of the Great Dam) along the Exeter River to the town, along with the area of the Squamscott River along Great Falls (Tardiff 1986, 61). Nike manufactured simulated suede in Exeter for two years before closing the factory permanently (Carman 1987, 55) in 1983, ending the factory's nearly 160-year production history. During the late 1980s, the former factory buildings were converted into a mixed-use residential and commercial complex, with a small number of new buildings added.

By the early 21st century, downtown Exeter and the area of Great Falls had long been established as the town's municipal and commercial center. Despite the decreased prominence of the former Exeter Manufacturing Company factory and its eventual shift in use, the vicinity of Great Falls has continued to serve as the center of activity in the town. The town offices were moved in 1966 from the Town Hall along Court Street to the intersection of Water Street and Front Street, when the Town purchased the former Rockingham County Probate and Deeds building. In addition, several of the former dwellings along Franklin Street have been converted for commercial use, supported by the close proximity of the Exeter Academy, a major institutional entity in the town. The New Hampshire Fish and Game Department added a fish ladder and concrete weir on the west side of the Great Dam ca. 1968 as part of a fish passage and spawning restoration initiative and raised the spillway two feet on the west. In the 1980s, the Town constructed a new public library and park along the east side of the riverfront, on land donated by the Miliken Manufacturing Company, where previously tenements and earlier mills had stood. The park was named Founders' Park in honor of the 350th anniversary of the settlement of the town. During the first decade of the 21st century, the NH Fish and Game Department subsequently altered, modified and enlarge the fish passage facility and filled in 20 feet of the impoundment behind the dam with a concrete retaining wall.

AREA FORM

AREA NAME: EXETER GREAT DAM AREA

## 20. Applicable NHDHR Historic Context(s)

- 18. Locally capitalized textile mills in NH, 1720-1920
- 46. Carriage and wagon manufacture, 1820-1900
- 90. Water supply, distribution and treatment in New Hampshire, 1850-present
- 130. Commerce, industry and trade in New Hampshire village and town centers, 1630-present

## 21. Architectural Description and Comparative Evaluation

### Summary

The photographs of buildings and areas within the project area are generally arranged from northwest to southeast and their locations are indicated on Figure 1. The National Register nomination for the Exeter Waterfront Commercial District, in which the northern sections of the project area are included, divides the immediate area around the Exeter Great Dam as the Lower Block, the Upper Block, and the Residential Area. The Lower Block lies west of the intersection of Water and Front Street, on the west side of the Exeter River. This area contains the impressive brick commercial buildings from the late 19th and early 20th centuries. The Upper Block, east of the Water and Front Street intersection and the northern tip of Franklin Street, is mostly composed of smaller scale wood frame gable front buildings which have been converted to commercial use; this area escaped the late 19th fire that destroyed most of the Lower Block, so retains its smaller scale and mid-to-late 19th century buildings. The Residential Area, which includes west end of High Street, and Pleasant and Chestnut Streets, is characterized by mostly early 19th century residences, mainly from the Federal period, although there are several Georgian style houses as well.

The project area is focused on Exeter's earliest area of settlement at the Great Falls on the Exeter River, which provided water power for industrial enterprises soon after the town was established. The ledge outcroppings in the river which produced the falls and formed the base of the dams which have been located here since the 1640s and that of Kimball's Island downstream of the falls are prominent features in the project area. Granite retaining walls line both sides of the river downstream of the High Street bridge, with more sporadic instances of retaining walls upstream within the river's impoundment area. On the west side of the Exeter River within the project area, the land is mainly level; the topography east of the river, especially along Pleasant Street is much higher, with a relatively gentle incline down to the river from these streets. As a result, the early 19th century houses on these streets, within the Residential Area described above, have a more imposing appearance and elevated front view of the river and Great Dam. The 1987 brick public library and open space to the south, known as Founders' Park, established in 1988, provide a more tranquil and open setting for the Pleasant Street houses; the area was previously filled with tenement houses and, even earlier, mills. The buildings on the west side of the river, along Water Street and Franklin Streets, in contrast, face away from the river with their rear elevations closest to the river. Two low-scale concrete bridges – the 2003 High Street (or Great Bridge, which replaced the one built in 1934) and the 1935 String Bridge – cross the river on both the upstream and downstream sides of the Great Dam.

The north end of the project area, which includes both the Lower and Upper Blocks defined above, where these bridges are located, is characterized by a dense arrangement of masonry commercial blocks

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

and wood frame former residences, now used commercially, on Water Street. The houses, still serving as residences, fronting on Pleasant Street on the east bank are generally larger and less densely spaced. Just to the south, at the intersection of Pleasant and High Streets, a tight cluster of early 19th century brick and wood frame buildings characterize Hemlock Square. To the southeast along High Street, a series of wood frame, mostly early 19th century houses densely line the street, most with shallow setbacks from the street.

Franklin Street, which begins south of the intersection of Water and High Street, on the west side of the river, holds a number of early to mid-19th century double and single side gable houses. Two automotive-related buildings at the north end of the street are the 20th century successors to the former carriage factory activities that dominated this area in the mid-19th century. South of the Franklin Street area, on both sides of the Exeter River, the land is undeveloped, dominated by the expansive athletic fields of the Philips Exeter Academy. An early 20th century concrete arch bridge connects the fields to the north, while a simple metal footbridge, likely from the mid to late 20th century, leads from Gilman Street on the west bank to Gilman Park, the southern boundary of the project area.

Trees and vegetation within the project area are relatively sparse in the northern end, except for along the east bank in the vicinity of Founders' Park and on Kimball's Island at String Bridge. South of the High Street bridge, trees line the west bank of the river behind Franklin Street. Further south, larger clusters of trees line both banks of the river, which curves several times before branching into the Little River on the west at Gilman Park.

The condition of buildings and structures in the project range from excellent to poor; a direct correlation can be observed regarding the condition of the buildings within the three local historic districts that converge on the north end of the project area and those seen in the Franklin Street area to the south.

#### Early Settlement of Great Falls Area (1630s – 1827)

As the site of the town's earliest settlement, the project area and areas adjacent to it, are distinguished by the collection of 18th century and early 19th century Georgian and Federal style buildings. The town's oldest extant building, the Gilman Garrison at **(12 Water Street, Photo #14)** dates to ca. 1709 and was a refuge from Indian attacks and as an early inn, while also serving as a residence. The house has been a museum since its acquisition by the Society for the Preservation of New England Antiquities (now Historic New England) in 1966.

An early mill building on Kimball's Island (**Chestnut Hill Street, String Bridge, Photo #24**) has an ascribed date of 1710. The building is just east of the lower falls, where a grist mill first operated in 1638, followed by sawmills at the upper falls (location of the Great Dam) in the late 1640s (Garvin et al, 1994). Its low side gable profile fronting on String Bridge differs markedly from its downstream (north) side, which is two stories in height with a high raised brick foundation. The building is joined by a newer structure to the east from 1978, whose design reflects the earlier modest side gable structure. On the east side of the project area, two houses at 13-15 High Street (c. 1786) and 17 High Street (1765) are representative of the handsome side gable Georgian houses in the area, but otherwise the majority of the buildings within the project area that predate the establishment of the Exeter Manufacturing Company are early residential examples of the Federal style. The most imposing is the 1816 Simeon Folsom House, 8 High Street, at the intersection with Pleasant Street (**Photo #41, 42, 43**). The building

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

is distinguished by its prominent curved façade at a major intersection, brick construction, and delicate and detailed wood cornice. The simple wood frame house to the east, also estimated at 1816, represents another early Federal style building, with a side gable form and steeply pitched roof with twin inset chimneys; the building, like many others in the area, has received later 19th century additions in the form of bay windows and porches (**10 High Street, Photo # 42**). The ca. 1820 five-bay house at 23 Pleasant Street (**Photo #34, 35, 37, 39**) represents an early Federal house, albeit with Italianate bays and door hood, that also preceded the mill buildings that would soon be built nearby to the north. Another prominent example of Federal architecture in the area is the Long House at 4-10 Franklin Street, built in 1826 on the site of an earlier starch factory (**Photo #50, 51, 53, 54**). The building's name is derived from its 12-bay façade and it exhibits classic Federal elements in its slender elongated pilasters at the entrances and 12/6 sash. Built on the eve of the Exeter Manufacturing Company's establishment, the building was owned and used for many years by the company as mill workers' housing.

#### Rise of the Exeter Manufacturing Company at Great Falls (1827 – World War I)

The Exeter Manufacturing Company's dominance from its establishment to the early decades of the 20th century greatly impacted the appearance of the project area during this period. The company and other developers built or moved structures that accommodated workers housing near the mill and other factories in Exeter's center. Other important factors, though, were the Boston & Maine Railroad's location west of the river and central commercial district, which drew factories and their workers; fires in the Water Street business area and in the Exeter Manufacturing Company complex; and the decline of the carriage manufacturing industry in the Franklin Street area.

The project area was the site of most early construction efforts soon after the Exeter Manufacturing Company, including the company's earliest buildings to the north of the Exeter Great Dam on the east side of the river. Although their earliest buildings are no longer extant, due to two large fires in the late 19th century, the distinctive main brick mill building with a Federal style cupola survived until 1893. Only one antebellum building, formerly known as Building #3 remains and is a simple Greek Revival building that dates to 1840.

Numerous houses were built near the mill soon after its establishment, both to comply with the company's requirement that workers live within a five-minute walk and to manage the influx of people arriving in the town. The area still retains many examples of substantial Federal and Greek Revival wood frame houses, which are both side and front gable examples with simple door and window trim and massive multiple chimneys. An example of early mill worker housing dates to ca. 1826-1827 and has its two-bay gable end oriented to Pleasant Street and contains two center entrances on the long south-east elevation (**25-27-29 Pleasant Street, Photo #35**). Nearby, a five-bay Greek Revival multi-family building features a pedimented front gable and central entrance with simple frame (**15-17 Pleasant Street, Photo #38**).

The Franklin Street area on the west side of the Exeter River, south of the Water Street business district, has a number of houses, mostly multi-family, that date to the mid-19th century. By 1845, both sides of Franklin Street, which backs on to the west side of the Exeter River, were lined with both side and front gable houses. Examples of early houses on the street, which are estimated to date to the 1820s-1830s, include several with a Federal style form, some of which have their end gables fronting the street (**26 Franklin Street, Photo #55; 29 and 27 Franklin Street, Photo #61; and 47 Franklin Street, Photo**

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

**#64).** The ca. 1840 house at **30 Franklin Street (Photo #55)** represents an example of Greek Revival with its wide gable front and wide frieze and corner boards.

Further south, River Street also parallels the Exeter River; its modest wood frame residences are relatively similar to those on Franklin Street, although they appear to date from at least 10 years later, beginning in the late 1840s. Likely two of the earliest houses on the street are **20 and 22 River Street (Photo #67)**, which both have a side gable form, simple detailing, and brick foundations.

Water Street displays several examples of Greek Revival front gable buildings, including the ca. 1840 three-bay building with on the east side of Water Street at the String Bridge; the building has wide wood corner boards and unadorned window trim framing the 6/6 sash; its multi-paned storefront windows are presumed to either be original or date to later in the 19th century (**69 Water Street, Photo #11**). Another prominent Greek Revival building is the rambling wood frame building at the High Street Bridge at **1-9 Water Street (Photo #12, 21, 22, 49)**. The building, like so many others is sided with clapboard and has simple trim around the windows and doors.

Prior to the beginning of the Civil War, the business area along Water Street was mostly lined with wood frame side and front gable buildings, many of which still exist at the lower (south) end of Water Street. These buildings escaped the fires in the 1860s and 1870s which claimed the northern portions of the street. Although a material sparingly used earlier in the century, brick was much more commonly used by the late 19th century, presumably due to the recent fires. Not surprisingly perhaps, a brick fire house that dates to 1873 is present in one of the commercial blocks, its modest vernacular design is offset by its more ornamented and prominent hip-roofed fire tower (**27-37 Water Street, Photo #16-18**). The east side of Water Street north of the String Bridge features a row of brick two and three-story buildings, most with Italianate detailing such as brick corbelling, decorated wood hoodmolds, and heavy cornices (**93-97 Water Street, 99-101 Water Street, and 109-113 Water Street, Photo #9**). South of the String Bridge intersection, the east side of Water Street contains two large brick buildings – the Richardsonian Romanesque Folsom Building, **59-65 Water Street** from 1896, which represents one of the few high style buildings in the project area, and the 1915 Mayer Building, which is Colonial Revival in style – which dominate a block filled otherwise with front gable wood frame buildings (**55 Water Street, Photo #11**). Otherwise, late 19th century/early 20th century buildings within the project area are rare.

Before and after the late 19th century fires, the Exeter Manufacturing Company had added several buildings, including one from 1875-1875, an Italianate brick structure with corbelling and narrow segmental arched windows, at the north end of the complex (Photo #1), the 1894 main brick factory building that features pier and spandrel construction and wide round arched windows (Photo #1, 30); and the ca. 1891 brick power plant at the southwest corner of the complex (**Photo #28, 30**), a two-story structure with the complex's iconic brick smokestack. Two other brick buildings were added in 1916 and 1918; a pier and spandrel structure at the northeast corner of the complex and an office structure, respectively, which front on Chestnut Street. Just before World War I, the company also rebuilt its main dam structure at the Great Falls. Completed ca. 1914, it appears the dam was rebuilt to replace an earlier aging structure, but whether this earlier structure dated to ca. 1828 or was a later 19th century replacement is unknown. The gravity dam and its outlet structures were constructed of concrete, a material used for dams beginning in the late 19th century (**Photo #17, 18, 19, 20, 39, 40**).

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

In 1914, a concrete arch bridge was built over the Exeter River south of the dam to connect the recreational fields on the west side of the river, known as the Plimpton Fields, to “the fields beyond” on the east side (**Photo #85 and 86**). G. A. Plimpton, a graduate of the class of 1873, bestowed the Plimpton Fields in 1905. The bridge, originally known as the Hill Bridge, was named for George Hill, an alumnus of the academy, who had provided the funds for its construction.

Exeter’s densely developed central area received its first official park in 1891, a gift of Daniel Gilman. Gilman Park at the southern end of the project area, and less than a mile from the High Street Bridge, now contains several recreational facilities, including baseball/softball fields and a basketball court, which are more recent. The park was privately owned until its acquisition by the Town in 2012. A constant feature of the park since 1897 are the cannons near the river’s edge that came from the United States Naval Department (**Photo #87**). A footbridge maintained by the Town connects the park to the Phillips Exeter Academy west play fields; recently renovated, it appears to date to no earlier than the 1960s.

Few buildings within the project area date from after 1900, as early 20th century development in the town was taking place outside of the historic village core. Buildings catering to automobile use are rare and only seen on Franklin Street within the project area. The earliest one dates to ca. 1915; the one-story ornamental concrete block structure that likely originally served as a automobile repair facility features a stepped front parapet (**1 Franklin Street, Photo #60**). A small number of new commercial buildings were added to the Water Street business area during this period, including the 1915 Colonial Revival Mayer Building at **55 Water Street (Photo #11)**, which also hosts the Ioka Theatre.

#### Post World War I Industrial Decline of Exeter (1918-1966)

New construction in the project area and in nearby areas was infrequent after World War I, largely due to the decline of industry in the area, in tandem with the early 20th century trend of development in outlying areas from the historic center. One important trend in new construction within the project area during this period was the construction or replacement of earlier bridges with modern infrastructure.

Assumed to date to the 1920s, if not somewhat earlier, is the concrete arch bridge owned by the Phillips Exeter Academy that links their athletic fields on both sides of the Exeter River south of the Great Bridge. It is a single-span arch bridge, topped with a closed railing with concrete panels (**Photo #85, 86**). A near contemporary is the 1935 String Bridge (NH bridge no. 102/074 and 103/074), actually composed of two separate bridges that connect Kimball’s Island with both sides of the Exeter River. The existing concrete rigid frame bridges replaced bridge with closed wood railings; this earlier bridges succeeded older structure that featured wood trusses (**Photo #4, 27, 30, 31**). Another infrastructure change in the project area was the addition of a concrete fish passage and weir by the New Hampshire Fish and Game Department in 1968 and also raised the spillway two feet on the west. The fish passage, on the west side of the river, is a square-sided chute supported by square concrete piers; the concrete weir is composed of concrete piers that are aligned in a straight line across the river upstream of the dam.

A small number of buildings from the mid-20th century in the project area date from this period. A ca. 1940-1950, one-story plain concrete block structure, which originally and still provides automobile repair services, across the street from the earlier automobile-related facility on Franklin Street appears to

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

have been updated in the 1970s with shed roofs on the front (**20-22 Franklin Street, Photo #55**). Two small 1955 brick structures were also added to the Exeter Manufacturing Company complex, one on the roof of the 1870s section at the north end of the complex and one added to the early 20th century office building.

The Vicinity of Great Falls During the Late 20th Century to the Early 21st Century (1966-present)

Exeter's central area was the subject of several revitalization and historic preservation efforts in the later decades of the 20th century, with an eye to retention and rehabilitation of its character-defining buildings and structures. In the 1980s, the Town studied the utilization of the rear elevations and vacant areas behind the 19th and early 20th buildings on the east side of Water Street in an effort to restore a pedestrian and visual historic connection to the rivers.

The old mill structure on Kimball's Island was rehabilitated and a 1978 Georgian structure was built to the east to be sympathetic to the earlier structure (**Photo #23, 25, 29**). The east side of the Exeter River was improved by the construction of a multi-story brick library structure in 1987 at the east end of String Bridge (**4 Chestnut Street, Photo #32, 33**), which clearly took its design cues from its contemporaries designed around the same time at the former Exeter Manufacturing Company, seen in their 2- and 3-story height, prominent angular roofs, narrow grouped windows, brick exteriors and wide white trim. These latter buildings at the Exeter Manufacturing Company were built in the late 1980s as well for a conversion of the vacant mill buildings for residential use (**Photo #1, 6, 30**). These improvements on the east side of the Exeter River were enhanced in 1988 by the construction to the south in 1988 of a small riverside park that was named Founders' Park, to acknowledge the town's 350th anniversary (**Between Pleasant Street and the Exeter River, north of High Street, Photo #33, 35, 36, 39**).

The tradition of sensitive new construction in Exeter's center continued in 2003, with the sympathetic replacement of the 1934 concrete High Street Bridge with a similar design in concrete with open railing (**High Street, between Pleasant Street and Water Street, Photo # 41, 44, 49**). Recognition of the earlier bridge is also presented in a plaque affixed to the new bridge.

Stone and concrete walls adjacent to the Exeter River and Great Dam

This section provides a description and information about the walls downstream (north) of the Exeter Great Bridge, which includes current (2014) photographs of the walls' condition and appearance. All of these walls are included within the boundary of the Exeter Waterfront Commercial Historic District. Figure 4 shows the location of the series of walls in the vicinity north of the Great Bridge, along with a photo key and location of the numbered wall segments. The walls are described from south to north on the east side of the Exeter River, then north to south on the west side of the river.

**East Side of the Exeter River**

Wall No. 1

Wall No. 1 is a new granite wall along the east bank of the river installed at the time that the Great Bridge was last rebuilt in 2003. The wall is approximately 149 feet long and ranges in height from approximately 5 to 10 feet tall. The stone is relatively uniform in size and color. Granite blocks are typically 16 inches high by 18 inches deep and range from 36 inches to 48 inches long. The wall is not

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

considered to be a contributing resource due to its recent date of construction. (See Photos #99 and #100.)

Wall No. 2

Wall No. 2 is a cut granite mortared wall located on the east side of the river, just upstream (south) of the dam penstock and headworks. The wall is approximately 50 ft long and ranges in height from 3 to 4 feet high. The stone ranges in size, but is typically approximately 2 ft by 2 ft by 3 ft, although larger and smaller stones are incorporated into the wall. Drill marks from the cutting process are visible on some stones. Much of the mortar is missing from the wall, with about 25 percent remaining. Based on the construction type and condition of the stones, it appears that this wall has been in place for more than 50 years. The wall appears to have been a foundation wall for a dwelling formerly at this location. The area formerly contained mill buildings associated with the Exeter Manufacturing Company and mill housing on the east side of the Exeter River and west of Chestnut Street. The 1980 Exeter Waterfront Commercial Historic District nomination included this area, although by that date, the buildings were removed and the area was described as a small riverside park. Although the description of the area in the nomination does not note a "C" (to indicate contributing status) at the end of the description, it was not included in the non-contributing properties. The park area and associated granite wall is therefore considered to be a contributing resource. (See Photos #100, #101 and #102.)

Wall No. 3

Wall No. 3 is a rip rap slope on the west side of the river, just downstream (north) from the dam headworks. The wall is approximately 50 feet long by approximately 6 feet high, and is steeply sloped at a ratio of approximately 0.5:1. The rip rap slope is massive, with individual stones as large as 12 feet long by 3 feet wide by 2 feet deep. More typical stones are approximately 3 to 4 feet long by 2 to 3 feet wide by 1 to 2 feet deep. This rip-rap wall was evidently installed to protect the headworks and an associated downstream dam abutment wingwall. Given its location, construction type and condition of the stones, it appears that the wall has been in place longer than 50 years. Given its apparent association with the dam's headworks, the wall is considered to be a contributing resource (See Photo #103.)

Wall No. 4

Wall No. 4 is a deteriorated concrete wall located on the east bank of the river, downstream (north) of the dam. The wall is approximately 46 feet long, and ranges from 3 to 3 ½ feet high. The concrete is severely spalled, to the degree that the front surface of the wall has largely collapsed. Thus, the interior of the wall, including gravel aggregate, is visible along much of its length. An 8-inch diameter corrugated metal pipe (culvert), which apparently serves as a stormwater discharge point, is set on top of the wall. The remaining components of the wall appear to be more than 50 years old, but its integrity issues result in its not being considered a contributing resource. (See Photo #104.)

Wall No. 5

Wall No. 5 is a U-shaped stone and mortar retaining wall adjacent to the Exeter Library, on the east side of the river downstream (north) of the dam. The wall is approximately 30 feet long and varies in height from approximately 6 to 7 feet tall on its downhill face. Two distinct stone types are present, indicating that the wall, the original portion of which appears to be more than 50 years old, was likely partially rebuilt during construction of the library in 1986-1987. The stone at the base of the wall consists of brown field stone, typically 9 to 17 inches long by 3 to 8 inches high, while the upper portion of the wall

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

consists of a lighter-colored granite with stone sizes typically larger at 10 to 18 inches long by 6 to 10 inches wide by 7 to 9 inches deep. A 12-inch diameter reinforced concrete culvert pipe extends through the wall. Although not associated with a contributing building, the wall is considered a contributing resource. **(See Photos #105 and #106.)**

**West Side of the Exeter River**Wall No. 6

Wall No. 6 is a granite retaining wall which is approximately 82 feet long by 15 feet high along the west side of the river downstream (north) of the main dam spillway. The wall is located at the back of the building at 37 Water Street (now the "Green Bean" restaurant). The building, a former fire house with a north (rear) section with an east side ell, was noted as a contributing building in the 1980 Exeter Waterfront Commercial Historic District nomination (#33, Fire House, 27-37 Water Street, Section 7, page 9). The wall is built primarily from well-graded field stone, with sizes ranging from small cobbles (6 inch diameter) to boulders as large as 2 feet by 2 feet by 3 feet. Some portions of the wall also incorporate rectangular cut granite blocks as well, particularly at the northern and southern extents of the wall. The lower dam (i.e., fish weir) is connected to the northern portion of this wall at its base. Given its construction type, its location relative to the building and its physical appearance, Wall No. 6 is clearly more than 50 years old, and may date to the original 19<sup>th</sup> century construction of the building at 37 Water Street. As an integral component of the contributing building, the wall is considered a contributing resource. **(See Photos #107, #108 and #109.)**

Wall No. 7

Wall No. 7 is a new reinforced concrete retaining wall built in 2011 at the rear of 27-31 Water Street (now the "Chocolatier"). The new wall is approximately 40 feet long, 15 feet high and 4 feet thick, and replaced an earlier granite wall which was failing. The wall is not considered a contributing resource due to its recent date of construction. **(See Photos #110 and #111.)**

Wall No. 8

Wall No. 8 is a reinforced concrete wall adjacent to the west dam abutment and fish ladder on the property at 23 Water Street. The wall is approximately 30 feet long by 3 to 4 feet high and is approximately 2 feet thick. According to the property owner, the wall was installed within the last 20 years. As it is not associated with a contributing building, the wall is not considered to be a contributing resource. **(See Photos #112 and #113.)**

Wall No. 9

Wall No. 9 is the foundation of the building at 11 Water Street and is a more recent foundation wall that is less than 50 years old. The exterior face of the wall consists of dark granite field stone ranging in size from approximately 12 to 20 inches in diameter. The property owner installed a concrete wall against the inside face of the existing foundation wall. The foundation for the building adjacent to the river appears to be concrete; however the foundation for the larger structure appears to be concrete masonry unit blocks and brick with concrete infill sections. Despite its more recent date of construction, the wall is an integral component of the building, which is a contributing resource, and is therefore considered a contributing resource (see #36 Wooden Building, 9-11 Water Street, Section 7, page 10) **(See Photos #113 and #114.)**

AREA FORM

AREA NAME: EXETER GREAT DAM AREA

Wall No. 10

Wall No. 10 is the foundation of the building at 1-9 Water Street (formerly the “Loaf and Ladle”), on the west side of the river upstream (north) of the dam. The wall is approximately 75 feet long, and is approximately 2 to 4 feet above the adjacent river bed. The wall is connected to the wingwall of the adjacent Great Bridge to its south. The foundation wall incorporates a concrete slab on grade, indicating the rocks visible from the exterior are cosmetic. While the building at 1-9 Water Street is older than 50 years, it is unlikely that the current foundation wall is original. But the wall is an integral component of the building, which was noted as a contributing building in the Exeter Waterfront Commercial Historic District (#37 Wooden Building, 1-9 Water Street, Section 7, page 10) and is therefore considered a contributing resource. **(See Photos #115 and #116.)**

**22. Statement of Significance***Previously Listed and Inventoried Properties*

Within or adjacent to the project area are two National Register historic districts – the Exeter Waterfront Commercial Historic District and the Front Street Historic District. The first named district encompasses the Great Dam and the properties bordering the Exeter and Squamscott River. Both of these areas are also designated as local historic districts; the boundary of the Downtown Historic District is similar to the National Register boundary of the Exeter Waterfront Commercial district, but excludes the Exeter Manufacturing Company property on the east side of the Exeter River, while the Front Street local historic district has identical boundaries to the National Register district of the same name. A third local historic district – the High Street Historic District – has its western boundary at the intersection of High and Portsmouth Streets, which is adjacent to the boundaries of the Exeter Waterfront Commercial district. The properties in the High Street local historic district will not be affected by the proposed project as they are too far away visually from the Exeter River.

Individually listed National Register properties adjacent or relatively close to the project area are the Gilman Garrison at 12 Water Street; the Gilman-Ladd House at 164 Water Street (also a National Historic Landmark); Dudley House, 14 Front Street; the First Church/Congregational Church, 21 Front Street; and the Samuel Tenney House at 65 High Street.

Individually inventoried properties are 154 and 156 Water Street, associated with the Exeter News-Leader, which were both determined eligible for the National Register and the State Register as contributing resources to the Front Street Historic District (DOE, 6/28/2006). The Folsom Tavern at 164 Water Street was also determined eligible as a contributing resource to the same district, and individually eligible for the NH State Register of Historic Places (DOE 3/27/2006). The 1935 String Bridge, which crosses the Exeter River at Kimball’s Island (Chestnut Hill Avenue) and serves as the connection between Front Street on the west side of the river to Pleasant Street on the east, was documented in the Historic Bridge Inventory, coordinated by the FHWA-NH, NHDOT, and NHDHR, in 1999, but no formal National Register eligibility recommendations were made.

The building at 15 South Street (EXE0018) was determined not eligible for either the State or National Register on 10/8/1997; it was reevaluated in 2014 as part of the Franklin South River Streets Historic District area form evaluation and determined to be a contributing property to the district (see page 19 of

**AREA FORM****AREA NAME: EXETER GREAT DAM AREA**

the historic district area form by Preservation Company.) The Exeter Great Dam (EXE 0043), which is located within the Exeter Waterfront Commercial Historic District, was determined to be a contributing resource to the district by the NHDHR on 6/12/2012. The Franklin Street area west of the river had not been investigated in 2012 when preparation of this project area form commenced. Since that time, the area was independently investigated by the Exeter Heritage Commission through the preparation of a Historic District Area Form in 2014. The NHDHR determined the area (which was called the Franklin South River Streets Historic District, EXE FSRS) was eligible for the National Register under both Criteria A and C on 8/13/14. There has been no Town-wide Area form, project area forms, or historic district area forms prepared for Exeter that relate to the project area.

Two properties adjacent to and within, respectively, the project area - Historic New England's Gilman Garrison at 12 Water Street and the Simeon Folsom House and Stores at 8-and 7-11 High Street near Pleasant Street – have been recorded in the Historic American Building Survey.

*Significant Contexts, Architectural Patterns, and Property Types*

The most significant historic contexts within the project area are associated with Exeter's industrial and commercial development and the concomitant residential and institutional development, which have already been discussed and recognized in the Exeter Waterfront Commercial Historic District and Front Street Historic District National Register nominations. The three local historic districts in Exeter, with their boundaries dovetailed together, represent a comprehensive and intact display of the town's early and continued development from the 18th through the mid-20th century.

The architectural patterns of development within the project area follow the steady succession of 18th through early 20th century styles, with a small number of Georgian houses and a greater number of Federal houses and commercial buildings, which reflect the immediate impact of the establishment of the Exeter Manufacturing Company in 1827. Examples of Greek Revival buildings are prevalent throughout the project area in both residences and commercial buildings, which also illustrates the continued growth within the project area. In general, the examples of these late 18th and early 19th styles are quite modest and only exhibit some of the hallmarks of these styles, seen in their forms, window and door trim, and some details. Examples of Italianate architecture are mostly seen in the commercial block on the east side of Water Street north of the intersection with the String Bridge, the successors to earlier wood-frame buildings lost to fires in the 1860s and 1870s in the area. Italianate details, including bay windows and hoodmolds, can be seen on some older houses within the project area.

Late 19th century architectural styles are the least represented within the project area, those that were built were replacements of buildings lost to fire, as was the case for the Exeter Manufacturing Company's industrial complex. Within the project area, only one example of Romanesque Revival style is present. Similarly, early 20th century architecture is not common as development in Exeter during this time period was taking place further outside of the town's historic core.

*Recommendations for Future Survey Work*

The area directly impacted by removal of the Great Dam has already been listed in the National Register and is also within a local historic district. The dam was not mentioned in the National Register

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

nomination for the Exeter Waterfront Commercial Historic District although it is located within it. The dam was documented and evaluated in 2012 and found to be a contributing resource to the district.

The initial DOE Committee recommended other areas adjacent to the Exeter River be considered for future inventory if they are affected. These recommendations were made in 2012, prior to the completion of the October 2013 Feasibility and Impact Report (VHB 2013), and therefore prior to a comprehensive understanding of the potential effects of the dam removal. With that impact analysis now completed, it is concluded that most of the recommended areas would not warrant further evaluation since they will not be affected by the dam removal. (For more information, see the Final Technical Report entitled "Exeter River Great Dam Removal Feasibility and Impact Analysis," VHB, October 2013.)

However, should further studies show that they are affected, recommendations for level of survey and form type for these properties are included in this Project Area Form.

#### *Stone and Concrete Walls in the Vicinity of the Great Dam*

The walls that line both sides of the Exeter River in the vicinity of Great Falls display a variety of construction materials (including stone and concrete) and construction periods. These stone and concrete walls north of the dam, which are also within the Exeter Waterfront Commercial Historic District, are separately documented and discussed on pages 18-20 in the Architectural section (#21) of this Project Area Form. The Feasibility Study and ongoing design studies in 2014 indicate that some of these walls may be impacted, although these effect determinations may change in the future.

Of the 10 wall segments documented, only wall segments #2, #3, #4, #5, #6, and possibly #10 are older than 50 years old. Wall segments #1, #7, #8 and #9 are of more recent construction. All of the older wall segments are either foundation walls for extant contributing buildings on the west side of the Exeter River within the Exeter Waterfront Commercial Historic District or are the only remaining elements of former buildings that stood on the east side of the river prior to wide-scale removal of buildings and conversion to a park. As all of the existing buildings associated with foundation walls and the riverside park itself are contributing resources to the district, it is reasonable to say the older walls associated with them also contribute to the district. The only exception is Wall #4, which is a badly-spalled concrete wall which has also experienced some modifications; it is not considered a contributing resource due to its integrity issues. Therefore no further inventory work to evaluate any of the older walls for their National Register eligibility is recommended.

#### *Gilman Park*

Gilman Park is located approximately ½ mile upstream of the Great Dam site, well outside of the dam removal work area. Removal of the dam would reduce river depths and widths, but the magnitude of this change would be relatively modest in the vicinity of the Park. Currently, the maximum river depth in the vicinity of Gilman Park is approximately 7 to 8 feet under typical flow conditions (i.e., Median September and Median May flows, respectively). Based on hydraulic modeling results, the water depth would be lowered approximately 2 feet in this area, such that the maximum depth would still be between 5 to 6 feet. The width of the river would be reduced, but the river would still range from 75 to 100 feet across, depending on the specific cross-section. (Note: A photosimulation of the river at Gilman Park

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

was included in the Feasibility Study as Figure 3.12-3 to help visualize the river following dam removal.)

While the park originally dates to 1891 and retains its iconic cannons installed here in 1897, it is clear that all of the recreational amenities currently in the park, including a T-ball field, boat launch, basketball court, and small parking lot are much more recent. The park was operated privately until it was acquired by the Town in 2012 and is one of several parks in the town. While the dam removal project is not expected to adversely affect Gilman Park, preparation of a NHDHR individual inventory form to understand how much of its original design intent has been retained is recommended if the dam removal design changes and if project impacts increase.

*Philips Exeter Academy (PEA) recreational fields and Stadium/Hill Bridge and more recent footbridge/Area on east side of Exeter River south of Gardner Street (East side of PEA recreational fields)*

Hydraulic modeling results at the PEA recreational areas and footbridges are similar to those discussed for Gilman Park. At the PEA Stadium Bridge (originally known as the Hill Bridge) for example, the maximum river depth is approximately 9 feet under typical flow conditions, and the river is approximately 130 feet wide. The dam removal would decrease the river by about 2 feet in this area, such that its maximum depth would still be approximately 7 feet. The river would still be approximately 90 to 100 feet wide, depending on the flow conditions. Further, a structural engineer reviewed velocity and shear stress calculations in this area and concluded that there would be no need to modify or stabilize the bridge as a result of the dam removal (VHB 2013). Thus, there would be no direct effects to the bridge and its setting would not be significantly affected. (Note, however, that PEA may be planning maintenance work on the bridge in an unrelated project.)

PEA's recreational fields and athletic buildings are adjacent to and lie on both sides of the Exeter River. The fields date to as early as 1905 when the "playing fields" on the west side of the river were given to the academy by George A. Plimpton. The land on the east side of the river, known as "the fields beyond" were also bestowed by Plimpton for recreational use. The concrete arch Stadium/Hill Bridge was built to connect these fields in 1914. The west side, closer to the academy's core, contains the 1918 Thompson (now Love) Gymnasium, 1931 Thompson Cage, and 1986 Lovshin Track, along with several facilities buildings. The east side, south of Gardner Street, hosts the 1989 Grainger Observatory at the north end and the 1929 Phelps Stadium at the southernmost end of the area, with multi-purpose fields in between. The PEA property east of the Exeter River also contains three houses used for faculty residences. Two of these houses – the Harriet Tilton House and the Gardner-Gilman House are contributing resources within the Exeter Waterfront Commercial Historic District (see item 7, continuation sheet 13 and 14 of the Exeter Waterfront Commercial Historic District Boundary Increase nomination). These houses are accessed off of Gilman Lane and are shielded from a view of the recreational fields by mature evergreens.

The recreational fields and other buildings and structures on either side of the Exeter River must be viewed as part of the entire campus, although they may be considered an ancillary element of the academy. The academy, which was founded in 1781, has a strong architectural core further north of the recreational fields, with academic buildings and residences dating mostly to the 19<sup>th</sup> and early 20<sup>th</sup> century. The campus also features prominent examples of modern architecture, notably the Class of

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

1945 Library by Louis Kahn. The campus extends from the north side of Main Street west of the Exeter River, and includes the Saltonstall Boathouse on the west side of the river, north of the Great Dam. The campus extends south and is intersected by Front and Court Streets, with the recreational fields and facilities buildings south and east of Court Street, crossing over the Exeter River to the east side. There are approximately 100 buildings, sites, structures and objects within the campus. While the current plans for the dam removal are not expected to adversely affect the PEA property on either side of the Exeter River, the recommended inventory form in which to evaluate the area would be a historic district area form if the project impacts change.

**23. Periods(s) of Significance**

N/A

**24. Statement of Integrity**

The project area possesses a high level of integrity at both the district and individual building level. Improvements to the business district that were implemented in the late 1970s and the 1980s, and in more recent years, have resulted in many rehabilitated commercial buildings and a revitalized waterfront area. The new Exeter Public Library building and the new Founders' Park on the east side of the Exeter River, which date to 1987 and 1988, respectively, were built on the site of 19th century workers' housing owned by the Exeter Manufacturing Company. The commanding presence of the brick mill buildings north of the library and park and its attendant Great Dam are important reminders of Exeter's leading industry in the town's center for nearly 150 years.

**25. Boundary Justification**

N/A

**26. Boundary Description**

N/A

**27. Bibliography and/or References**

Aten, Carol Walker.

Postcards from Exeter (Portsmouth, NH: Arcadia Publishing, 2003).

Images of America: Exeter (Dover, NH: Arcadia Publishing, 1996).

Bell, Charles Henry. History of the Town of Exeter, New Hampshire (Boston: J.E. Farwell & Co., 1888).

Bennett, Lance and Jack Beard. "Exeter Waterfront Commercial Historic District," National Register of Historic Place nomination form, 1980.

Carman, Rebecca W. Reflections: Exeter Mill (Boston: Arbor Development Company, Inc., 1988).

Chapin, Barbara, Society for the Preservation of New England Antiquities (now Historic New England). "Gilman 'Garrison' House, 12 Water Street," National Register of Historic Places nomination form, 1974.

AREA FORM

AREA NAME: EXETER GREAT DAM AREA

*Exeter Gazette*, "Exeter's Loss! Exeter Manufacturing Company's Mill Burned," March 17, 1893.

## Exeter Historical Society

SC225 file – Gale Shoe Brothers

SC308 file – Head family

SC348 file – Builders

SC399 file – Carriage makers

SC423 file – Francis Ham

SC477 file – Towle family

MSS72 file – Exeter Manufacturing Company

SC129 file – Jewell family

MSS93, Folder 42 – Moving Houses Talk, Nancy Merrill

MSS2 file – Transcript of the First Records of the Town of Exeter, NH

MSS93, Folder 30 – 14 Bow Street

Merrill Notebook file

*Exeter News-Letter*

\_\_\_\_\_ December 11, 1891, "Exeter's New Shoe Factory, From a Photograph by Morse."

\_\_\_\_\_ May 3, 1907, "Joseph Newell Head."

\_\_\_\_\_ February 3, 1893, "Orin Head."

\_\_\_\_\_ April 18, 1940, "Honoré Willsie Morrow."

\_\_\_\_\_ 1896, "Sebastian Augustus Brown."

\_\_\_\_\_ February 18, 1898, "John Hillard Brown."

\_\_\_\_\_ February 19, 1897, "Josiah Batchelder"

\_\_\_\_\_ January 30, 1903, "Charles E. Warren."

\_\_\_\_\_ September 2, 1887, "Nathaniel Marston Jewell."

\_\_\_\_\_ February 16, 1917, "Lieut. Andrew J. Fogg."

\_\_\_\_\_ April 6, 1868, "Local."

\_\_\_\_\_ January 11, 1884, "Sudden Death – Francis Ham."

\_\_\_\_\_ January 6, 1888, "Toboggan Time."

\_\_\_\_\_ March 17, 1893, "Disastrous Fire."

\_\_\_\_\_ 1884, "Asa Jewell."

Garvin, James L. et al. "Walking Tour of Exeter, New Hampshire," (Exeter, NH: Historic Exeter Associates, 1994).

Giffen, Jane C. "New Hampshire cabinetmakers and allied craftsmen, 1790-1850," *Antiques*, July 1968.

Griset, Brian, "Mendez Trust-Kingston Road Property: Investigative Analysis of Impacting Factors Adversely Effecting (*sic*) Market Valuation and Use." No date, Griset & Sons Environmental and Boundary Consultants, report within NHDES Dam file for Exeter Great Dam.

## Merrill, Nancy C.

"1884: A New Industry Comes to the Town," *Exeter News-Letter*, October 20, 1976

n.d., "History of Franklin, Court Sts.," *Exeter News-Letter*.

n.d., "Town Grows Out Court Street," *Exeter News-Letter*.

## AREA FORM

## AREA NAME: EXETER GREAT DAM AREA

n.d., "Town Grows Between Court, Front Sts.," *Exeter News-Letter*.

n.d., "Carriage Making, Taverns," *Exeter News-Letter*.

n.d., "Exeter In Perspective," *Exeter News-Letter*.

"The History of 14 Bow Street," prepared in 1981 for Muriel Simmons, Realtor.

"Ethnic Heritage: Populating a Community, Part II," *Exeter News-Letter*, December 15, 1976.

"Ethnic Heritage: Populating a Community, Part III," *Exeter News-Letter*, December 22, 1976.

Perry, William Gilman. Exeter in 1830, ed. Nancy C. Merrill (Hampton, NH: Peter E. Randall, 1972).

Philips Exeter Academy

Academy Chronology, [http://www.exeter.edu/libraries/553\\_4389.aspx](http://www.exeter.edu/libraries/553_4389.aspx)

Preservation Company, Lynn Monroe and Kari Laprey, Franklin South River Streets Historic District Area Form, Exeter, NH, April 2014.

Rinkunas, Barbara. "Gale Brothers Show town's big employer," *Exeter News-Letter*, May 29, 2009.

Schute, Henry A. "Horses and Other Things," *Exeter News-Letter*, January 15, 1932.

Tardiff, Olive

The Exeter-Squamscott: River of Many Uses (Rye, NH: CGC, 1986).

"A factory and its people, Part I," *Exeter News-Letter*, June 4, 1980.

"A factory and its people, Part II," *Exeter News-Letter*, July 9, 1980.

*Textile Age*, "Exeter Manufacturing Co.," Vol. 6, No. 1, January 1942.

VHB. "Exeter River Great Dam Removal Feasibility and Impact Analysis," Final Technical Report, October 2013.

### Maps

1802 Phineas Merrill, "A Plan of the Compact Part of the Town of Exeter." Exeter Historical Society archives.

1845 Joseph Dow, "Plan of Exeter Village, New Hampshire." Exeter Historical Society Archives.

1874 "Map of Exeter, New Hampshire." (Philadelphia: Sanford & Everts). Exeter Historical Society archives.

1884 "Exeter, New Hampshire," birds-eye view (Brockton, MA: Norris & Wellge). Exeter Historical Society archives.

1892 "Exeter," Atlas of the State of New Hampshire (Boston: D.H. Hurd & Co.). Exeter Historical Society archives.

AREA FORM

AREA NAME: EXETER GREAT DAM AREA

1896 "Exeter, New Hampshire," birds-eye view (Boston: A.W. Moore Co., Lith.). Exeter Historical Society archives.

Sanborn Fire and Insurance Company, "Exeter, NH." 1885, 1892, 1898, 1904, 1913, 1924, 1943 (updated from 1924). <http://sanborn.umi.com>, accessed January 2012.

### 28. Surveyor's Evaluation – N/A for a Project Area Form

NR listed: district	<input type="checkbox"/>	NR eligible:		NR Criteria: A	<input type="checkbox"/>
individuals		district	<input type="checkbox"/>	B	<input type="checkbox"/>
within district	<input type="checkbox"/>	not eligible	<input type="checkbox"/>	C	<input type="checkbox"/>
Integrity: yes	<input type="checkbox"/>	more info needed	<input type="checkbox"/>	D	<input type="checkbox"/>
no	<input type="checkbox"/>			E	<input type="checkbox"/>

If this Area Form is for a Historic District: # of contributing resources: \_\_\_\_\_  
 # of noncontributing resources: \_\_\_\_\_

AREA FORM

AREA NAME: EXETER GREAT DAM AREA

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer OR were printed using the following printer, ink, and paper: **HP Photosmart 8050 Printer, HP Vivera 98 Ink, Hewlett Packard Premium Plus Photo Paper.**

The negatives or digital files are housed at/with:

**VHB, 101 Walnut Street, Watertown, MA 02472.**

A handwritten signature in cursive script that reads "Rita Walker".

**SIGNED:**

# List for Selectmen's meeting February 9, 2015

## Abatements

<u>Map/Lot</u>	<u>Location</u>	<u>Refund</u>
38/11	19A Newfields Rd	529.02
104/79/14	14 Sir Lancelot Dr	666.14
104/79/14	14 Sir Lancelot Dr	1,129.13
104/79/14	14 Sir Lancelot Dr	1,152.16
104/79/14	14 Sir Lancelot Dr	1,155.65
104/79/14	14 Sir Lancelot Dr	1,156.34
104/79/14	14 Sir Lancelot Dr	529.02
104/79/302	302 Friar Tuck Dr	485.17
104/79/302	302 Friar Tuck Dr	715.48
104/79/302	302 Friar Tuck Dr	729.23
104/79/302	302 Friar Tuck Dr	731.62
104/79/302	302 Friar Tuck Dr	732.24
104/79/302	302 Friar Tuck Dr	224.12
104/79/204	204 Robinhood Dr	683.88
104/79/204	204 Robinhood Dr	693.11
104/79/204	204 Robinhood Dr	695.37
104/79/204	204 Robinhood Dr	78.14
104/79/204	204 Robinhood Dr	200.66
104/79/222	222 Robinhood Dr	71.67
104/79/212	212 Robinhood Dr	746.17
104/79/212	212 Robinhood Dr	406.54
104/79/210	210 Robinhood Dr	299.86
104/79/210	210 Robinhood Dr	371.12
104/79/210	210 Robinhood Dr	366.73
104/79/210	210 Robinhood Dr	198.06
27/4	44 Beech Hill Road	328.36
81/37	27 Westside Dr	88.60

## Veteran's Credit

<u>Map/Lot</u>	<u>Location</u>	<u>Credit Amount</u>
95/79/9	3 Squire Way	500.00

## Elderly Exemption

<u>Map/Lot</u>	<u>Location</u>	<u>Exemption Amount</u>
----------------	-----------------	-------------------------

## Yield Tax

<u>Map/Lot</u>	<u>Location</u>	<u>Amount Due</u>
47/1/3	3 Continental Drive	216.01

## List for Selectmen's meeting January 26, 2015

### Abatements

<b>Map/Lot</b>	<b>Location</b>	<b>Refund</b>
104/82	1A Dow Street	406.54
70/98	196 High Street	1,899.77

### Veteran's Credit

<b>Map/Lot</b>	<b>Location</b>	<b>Credit Amount</b>
95/64/356	16 Sumac Street	500.00
68/6/628	6 Sterling Hill Ln U628	500.00
87/23/3	31 Hampton Road	500.00
104/79/115	115 Robin Hood Dr	500.00
96/13	22 Cullen Way	500.00
81/4	7 Scammon Lane	2,000.00

### Elderly Exemption

<b>Map/Lot</b>	<b>Location</b>	<b>Exemption Amount</b>
95/64/297	47 Hilton Ave	152,251



# Application for Use of Town Facility

Forms can be mailed: Town of Exeter, 10 Front Street, Exeter, NH 03833  
Faxed #: 603-772-4709 or emailed: [twmng@town.exeter.nh.us](mailto:twmng@town.exeter.nh.us)

Facility Requested: Town Hall (Main Floor)  Town Hall Stage  Bandstand

Signboard Requested: Poster Board  Week: \_\_\_\_\_ Plywood Board  Week: \_\_\_\_\_

### Representative Information:

Name: Felicia Leighton-Jobson Address: 20 Main St  
Town/State/Zip: Exeter Phone: 778-3790 cell 502-2723  
Email: felicia@essentialmoves.info Date of Application: 1/28/15

### Organization Information:

Name: Taoist Tai Chi Society of USA Address: @ 30 Linden St.  
Town/State/Zip: Exeter, NH Phone: \_\_\_\_\_

### Reservation Information:

Type of Event/Meeting: Tai Chi Intensive Date: 3/1/15  
Times of Event: 9:30 - 5:00 Times needed for set-up/clean-up: 0  
# of tables: 3 # of chairs: 0

List materials being used for this event: \_\_\_\_\_

Will food/beverages be served? Y Description: Only in carpeted front room - refreshments

### Requirements:

**Cleaning Deposit:** A cleaning deposit of \$100 is required of any user serving food or beverages. If the town determines after use that the building was acceptably cleaned, the deposit fee will be returned to the user. No food is allowed in Main Hall of the Town Hall. If food is to be served and/or prepared in foyer of Town Hall, the electrical outlet cannot exceed 20 amps. For more information call Kevin Smart, Maintenance Superintendent at 773-6162 prior to use.

**Liability Insurance Required:** The Town requires liability insurance to be submitted with this completed application. Required insurance amounts: General Liability/Bodily Injury/Property Damage: \$300,000/\$1,000,000. The Town of Exeter must be listed as additional insured.

**Rental Fee:** For Town Hall use there is a fee of \$75.00 per day, a payment of \$250 may be required for use of main floor and stage for more than a single day. You may request a waiver of the rental fee in writing.

**Keys:** Access to a town building after normal business hours requires a key sign out. Forms and keys can be obtained from the Town Manager's office at the Town Office during normal business hours (there is no other option for obtaining a key). A key can be collected up to 24 hours before your event (with the exception of Sunday events).

Signing below acknowledges receipt of and agreement to all rules, regulations and requirements pertaining to the use of a town facility. Permit approvals are contingent upon proper insurance and fees paid to the Town of Exeter.

Applicant signature: F J Jobson Date: 1/28/15

Authorized by the Board of Selectmen/Designee: \_\_\_\_\_ Date: \_\_\_\_\_

### Office Use Only:

Liability Insurance: On file  In-process  Will receive by \_\_\_\_\_

Fee: Paid  Will pay by \_\_\_\_\_ Non-profit fee waiver requested



# Application for Use of Town Facility

Forms can be mailed: Town of Exeter, 10 Front Street, Exeter, NH 03833

Faxed #: 603-772-4709 or emailed: [sriffle@exeternh.gov](mailto:sriffle@exeternh.gov)

Facility:  Town Hall (Main Floor)  Bandstand  Parking - # Spaces \_\_\_\_\_ Location \_\_\_\_\_

Signboard Requested:  Poster Board Week: \_\_\_\_\_  Plywood Board Week: Oct. 23-Nov 6

### Representative Information:

Name: Jan Russell or Bonnie Galinski Address: % EACC, PO Box 278  
Town/State/Zip: Exeter, New Hampshire 03833 Phone: 603-772-2411  
Email: bangoluf@comcast.net Date of Application: January 8, 2015

### Organization Information:

Name: The Festival of Trees Address: % EACC, PO Box 278  
Town/State/Zip: Exeter, New Hampshire 03822 Phone: 603-772-2411

### Reservation Information:

Type of Event/Meeting: Festival of Trees event Date: December 3, 2015  
Times of Event: 11:00a.m.-9:00p.m. Times needed for set-up/clean-up: Nov. 30-Dec. 4, 2015  
# of tables: 6-8 # of chairs: @10 Will food/beverages be served? cookies in small room  
List Town equipment you request to use: \_\_\_\_\_  
Comments: \_\_\_\_\_

### Requirements:

**Cleaning Deposit:** A cleaning deposit of \$100 is required of any user serving food or beverages. If the town determines after use that the building was acceptably cleaned, the deposit fee will be returned to the user. No food is allowed in Main Hall of the Town Hall. If food is to be served and/or prepared in foyer of Town Hall, the electrical outlet cannot exceed 20 amps. For more information call Kevin Smart, Maintenance Superintendent at 773-6162 prior to use.

**Liability Insurance Required:** The Town requires liability insurance to be submitted with this completed application. Required insurance amounts: General Liability/Bodily Injury/Property Damage: \$300,000/\$1,000,000. The Town of Exeter must be listed as additional insured.

**Rental Fee:** For Town Hall use there is a fee of \$75.00 per day, a payment of \$250 may be required for use of main floor and stage for more than a single day. You may request a waiver of the rental fee in writing.

**Keys:** Access to a town building after normal business hours requires a key sign out. Forms and keys can be obtained from the Town Manager's office at the Town Office during normal business hours (there is no other option for obtaining a key). A key can be collected up to 24 hours before your event (with the exception of Sunday events).

Signing below acknowledges receipt of and agreement to all rules, regulations and requirements pertaining to the use of a town facility. Permit approvals are contingent upon proper insurance and fees paid to the Town of Exeter.

Applicant signature: Janet Russell Date: 1/13/15

Authorized by the Board of Selectmen/Designee: \_\_\_\_\_ Date: \_\_\_\_\_

Office Use Only:

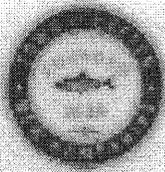
Liability Insurance: On file  In-process  Will receive by \_\_\_\_\_

Fee: Paid  Will pay by \_\_\_\_\_ Non-profit fee waiver requested

*Town Manager's Office*

JAN 20 2014

*Received*



# Application for Use of Town Facility

Forms can be mailed: Town of Exeter, 10 Front Street, Exeter, NH 03833

Fixed #: 603-772-4399 or emailed: [townmanager@town.exeter.nh.us](mailto:townmanager@town.exeter.nh.us)

Facility Requested: Town Hall (Main Floor)  Town Hall Stage  Bandstand

Signboard Requested: Poster Board  Wood  Plywood Board  Wood

### Representative Information:

Name: Morgan Roberts Address: 30 Linden St  
Town/State/Zip: Exeter, NH 03833 Phone: 603-781-5524  
Email: director@musicalarts.org Date of Application: 1/21/15

### Organization Information:

Name: MusicalArts Address: 30 Linden St  
Town/State/Zip: Exeter, NH 03833 Phone: 603-776-4062

### Reservation Information:

Type of Event/Meeting: Music Recitals Date: 6/22/15-6/24/15  
Times of Event: 5:00-8:30pm Times needed for set-up/clean-up: \_\_\_\_\_  
# of tables: \_\_\_\_\_ # of chairs: 150

List materials being used for this event: \_\_\_\_\_  
Will food/beverages be served? \_\_\_\_\_ Description: \_\_\_\_\_

### Requirements:

**Cleaning Deposit:** A cleaning deposit of \$100 is required if you plan serving food or beverages. If the town determines after use that the building was adequately cleaned, the deposit fee will be returned to the user. No food is allowed in Main Hall of the Town Hall. If food is to be served and/or prepared in spaces of Town Hall, the alcohol content cannot exceed 20% alc. For more information call Kevin Smart, Maintenance Supervisor at 773-6441 prior to use.

**Liability Insurance Required:** The Town requires liability insurance to be submitted with this completed application. Required insurance amounts: General Liability/Bodily Injury/Property Damage: \$100,000/\$1,000,000. The Town of Exeter must be listed as additional insured.

**Rental Fees:** For Town Hall use there is a fee of \$75.00 per day. A payment of \$250 may be required for use of main floor and stage for more than a single day. You may request a waiver of the rental fee in writing.

**Keys:** Access to a town building after normal business hours requires a key sign-out. Forms and keys can be obtained from the Town Manager's office or the Town Office during normal business hours (there is no other option for obtaining a key). A key can be collected up to 24 hours before your event (with the exception of Sunday events).

Signing below acknowledges receipt of and agreement to all rules, regulations and requirements pertaining to the use of a town facility. Permit approvals are contingent upon proper insurance and that paid to the Town of Exeter.

Applicant signature: [Signature] Date: 1/21/15

Authorized by the Board of Selectmen/Town Manager: \_\_\_\_\_ Date: \_\_\_\_\_

Other Notes: \_\_\_\_\_  
Liability Insurance: On file  Expires  903 number by \_\_\_\_\_  
Fee Paid  903 paid by \_\_\_\_\_ Date until fee waived required



# Application for Use of Town Facility

Forms can be mailed: Town of Exeter, 10 Front Street, Exeter, NH 03833

Faxed #: 603-772-4709 or emailed: [sriffle@exeternh.gov](mailto:sriffle@exeternh.gov)

Facility:  Town Hall (Main Floor)  Bandstand  Parking - # Spaces \_\_\_\_\_ Location \_\_\_\_\_

Signboard Requested:  Poster Board Week: \_\_\_\_\_  Plywood Board Week: \_\_\_\_\_

### Representative Information:

Name: ecm design, Beth Dupell Address: 2 Center Street, Exeter, NH 03833

Town/State/Zip: \_\_\_\_\_ Phone: 603.778.7147

Email: beth@ecm-design.com Date of Application: \_\_\_\_\_

### Organization Information:

Name: Ring in the Season Address: same as above

Town/State/Zip: \_\_\_\_\_ Phone: \_\_\_\_\_

### Reservation Information:

Type of Event/Meeting: Ring in the Season event on Friday night Date: Fri., Dec 4 to Sun., Dec. 6

Times of Event: 4:00pm Times needed for set-up/clean-up: \_\_\_\_\_

# of tables: \_\_\_\_\_ # of chairs: \_\_\_\_\_ Will food/beverages be served? \_\_\_\_\_

List Town equipment you request to use: \_\_\_\_\_

Comments: not sure at this point but wanted to reserve for the weekends events

### Requirements:

**Cleaning Deposit:** A cleaning deposit of \$100 is required of any user serving food or beverages. If the town determines after use that the building was acceptably cleaned, the deposit fee will be returned to the user. No food is allowed in Main Hall of the Town Hall. If food is to be served and/or prepared in foyer of Town Hall, the electrical outlet cannot exceed 20 amps. For more information call Kevin Smart, Maintenance Superintendent at 773-6162 prior to use.

**Liability Insurance Required:** The Town requires liability insurance to be submitted with this completed application. Required insurance amounts: General Liability/Bodily Injury/Property Damage: \$300,000/\$1,000,000. The Town of Exeter must be listed as additional insured.

**Rental Fee:** For Town Hall use there is a fee of \$75.00 per day, a payment of \$250 may be required for use of main floor and stage for more than a single day. You may request a waiver of the rental fee in writing.

**Keys:** Access to a town building after normal business hours requires a key sign out. Forms and keys can be obtained from the Town Manager's office at the Town Office during normal business hours (there is no other option for obtaining a key). A key can be collected up to 24 hours before your event (with the exception of Sunday events).

Signing below acknowledges receipt of and agreement to all rules, regulations and requirements pertaining to the use of a town facility. Permit approvals are contingent upon proper insurance and fees paid to the Town of Exeter.

Applicant signature: *Beth Dupell* Date: 2/2/15

Authorized by the Board of Selectmen/Designee: \_\_\_\_\_ Date: \_\_\_\_\_

Office Use Only:

Liability Insurance: On file  In-process  Will receive by \_\_\_\_\_

Fee: Paid  Will pay by \_\_\_\_\_ Non-profit fee waiver requested

## Town Manager Updates

Submitted by: Russell Dean, Town Manager

Week Ending: February 6<sup>th</sup>, 2015

### Updates

Recognitions: Special thank you's to : DPW and public safety personnel who have worked diligently through the recent significant storm events. Also public safety personnel (3 fire, 1 police) responded on a resident assist in Meadowwood when an outside gas line leak tripped an alarm. A resident has passed along his family's thanks for the quick response. Sheri Riffle also completed the Town Report this past week and did a great job with it as always.

January meetings followed an intense schedule. The Town's budget hearing was held January 20<sup>th</sup>, the Deliberative Session was January 31<sup>st</sup>. Much preparation went into both meetings.

Review of solid waste contract, field multiple concerns regarding trash pickup. Coordinate letter to Northside Carting with DPW Director. Meet with Bill Thomson, Vice President of Northside Carting. Communicate Town's concerns on trash pickup and immediate need for improvement.

I fielded multiple questions and concerns on snow removal including the downtown and sidewalks around Town. Follow up with DPW. We conducted pre-storm planning on 1/26 for the major storm 1/27. State of Emergency declaration on 1/27 storm and FEMA reimbursement eligibility meeting.

Work continued on water proposal from Stratham. Stratham will not be moving forward with a warrant article this year but is interested in a letter of intent with Exeter to provide water in the future.

Worked with DPW and Economic Development to create project list for MPO. Follow up with Cliff Sinnott planned for February 10<sup>th</sup>.

Met with Economic Development Director and developer of the Loaf and Ladle building to discuss logistical issues.

Special Selectboard Meeting January 13<sup>th</sup> regarding collective bargaining.

Attended Downeaster Station operations meeting at Hampton Inn on Portsmouth Avenue January 15<sup>th</sup> (Exeter host community for the month).

Attended Board of Directors Meeting at Chamber of Commerce January 16<sup>th</sup>.

Channel 13, 22, 98 Crew Meeting – January 21<sup>st</sup>.

Special Selectboard meeting January 22<sup>nd</sup> regarding land acquisition.

Attended Planning Board meeting on final zoning amendments January 22<sup>nd</sup>.

Attended HealthTrust Board of Directors meeting in Concord January 23<sup>rd</sup>.

Town Office closure on 1/27 due to 30.5" of snow.

Town Office early release on 2/2 due to more heavy snow.

Attended Economic Development Commission meeting on February 3<sup>rd</sup>.

Attended Economic Forecast at Exeter Inn on Wednesday February 4<sup>th</sup>.

Attended beam raising ceremony at YMCA site on Linden Street February 5<sup>th</sup>.

#### Capital Project Updates

1. Wastewater Facilities Plan/Regional Option – Meeting with WSAC December 3<sup>rd</sup>. Next step to meet with Underwood on regional option, and review next steps with other communities (Stratham, Greenland, Portsmouth).
2. String Bridge – Analysis of structure conducted December 11<sup>th</sup> and 12<sup>th</sup>.
3. Great Dam – Work is ongoing.

FEB 02 2015

*Received*

156 Water Street, Exeter, NH 03833  
 Tel. 603-778-0885 ♦ Fax: 603-778-9183  
[email@rpc-nh.org](mailto:email@rpc-nh.org) ♦ [www.rpc-nh.org](http://www.rpc-nh.org)

January 28, 2015

Julie Gilman  
 Board of Selectmen Chair  
 Town of Exeter  
 10 Front Street  
 Exeter, New Hampshire 03833

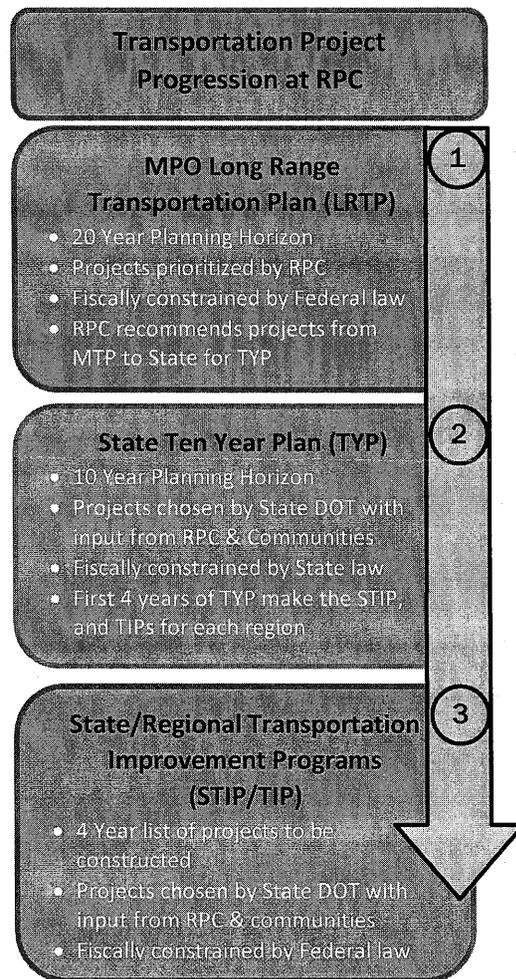
RE: Regional Transportation Projects and Priorities – Call for projects

Dear Public Officials and Interested Transportation Agencies:

The Rockingham Planning Commission is the designated Metropolitan Planning Organization (MPO) for the region and, in that regard, is responsible for identifying and addressing transportation service and infrastructure needs at the regional level. This includes the development and maintenance of the Long Range Transportation Plan (LRTP 1) which establishes regional transportation goals and project priorities to meet these goals over the next 20 years. The highest priority projects from the LRTP are submitted to NH DOT as part of the Ten Year Plan (TYP 2) process and proposals selected for inclusion in that document undergo early preparation work. Once a project in the Ten Year Plan is within four years of implementation, it is included in the Transportation Improvement Program (TIP 3) where funding is dedicated specifically for design, engineering, and construction.

The RPC is in the process of updating the LRTP and project list in preparation for the next iteration of the Ten Year Plan by NH DOT that is due to be completed in June of 2015. These updates require community involvement in assessing transportation issues and needs in the region. It is requested that you review the attached project list (also available on the RPC website ([www.rpc-nh.org](http://www.rpc-nh.org)) under Transportation as “RPC Transportation Projects List 2015” to ensure that priorities from your community are included, and identify any transportation service or infrastructure problems that are not being addressed.

By February 27<sup>th</sup>, 2015, please confirm via letter that any projects listed from your community remain local priorities and provide any updated information available. Further, if there are multiple projects listed for your community, please establish the relative priority of each. Finally, if there are new project proposals to



submit for consideration, please complete an application form (hosted by google docs) found here: <http://goo.gl/forms/e00sMf7XOb>.

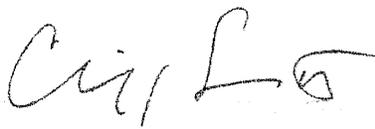
Projects will be evaluated and prioritized at the regional level and the top priorities that fit within the region's target budget as provided by NHDOT will be considered for the State Ten Year Plan. Both the State and the MPO will be utilizing the same project selection criteria and while the specifics have not been finalized the selection criteria will consist of the following:

- Project Feasibility – Does the project address a transportation need in a reasonable manner and is it likely to receive required resource agency permits?
- Project Eligibility – Is the project eligible for federal funding? Does the project conform to pertinent regulations?
- Mobility and Accessibility – Does the project reduce congestion, improve freight movement or accessibility to employment and other opportunities?
- Safety – What is the site crash history and does the proposal focus on improving safety?
- Network Significance – What is the importance of the facility as part of the state transportation network?
- State of Repair – What condition is the facility currently in and is it an optimum investment of resources?
- Project Support – Is the project supported locally, regionally, and at the state level?

Given the important role of the legislature in the Ten Year Plan process, it is also recommended that you make your local legislators aware of the transportation needs and priorities of your community.

Please contact Dave Walker (778-0885 or [dwalker@rpc-nh.org](mailto:dwalker@rpc-nh.org)) at RPC if you have any questions about the information in this letter or need assistance with additional project information and submittals.

Thank You.



Cliff Sinnott  
Executive Director

cc: Russell Dean, Town Manager  
Kenneth Knowles, Planning Board Chair  
Sylvia von Aulock, Town Planner  
Carlos Guindon, Conservation Commission Chair  
Jennifer Perry, Public Works Director  
RPC Policy Committee members  
RPC Technical Advisory Committee members

Town	[State#][RPC#]: Route/Road -- Project Name & Scope	Project Cost					
		Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
Atkinson [-]	[6021001]: Hilldale Ave -- Hilldale Ave Improvements Upgrade Hilldale Avenue in Atkinson	2037	2039	\$ 80,626	\$ 83,206	\$ 686,947	\$ 850,779
Atkinson-Hampstead [-]	[6001001]: NH 111 -- NH 111 Reconstruction Reconstruct NH 111 from Central Street in Hampstead to the southernmost Atkinson / Hampstead town line (3.2 Miles)	2026	2029	\$ 1,561,154	\$ 1,611,111	\$ 13,960,444	\$ 17,132,709
Boston Express - I-93 [-]	[BE-1]: TRANSIT -- Boston Express bus capital Commuter Bus Capital	2019	2019	\$ 175,590	\$ -	\$ -	\$ 175,590
Boston Express - I-93 [10418 L ]	[BE-2]: TRANSIT -- Boston Express operation support						
Brentwood [-]	[6055001]: North Road -- North Rd/Prescott Rd: Intersection realignment Realign the intersection of Prescott Road and North road from a "Y" alignment to a "T" alignment	2019	2019	\$ 600,000	\$ -	\$ -	\$ 600,000
Brentwood [-]	[6055002]: NH 111A -- NH 111A/ Pickpocket Rd. Intersection realignment Reconfigure the intersection of NH 111A and Pickpocket Road from a "Y" to a "T" alignment	2037	2039	\$ 19,197	\$ 19,811	\$ 163,559	\$ 202,566
Brentwood [-]	[6055003]: Crawley Falls Road -- Crawley Falls Rd Bridge Replacement Rehabilitate or Replace Structurally deficient bridge (073/065)	2030	2032	\$ 737,825	\$ 761,435	\$ 6,286,410	\$ 7,785,670
CART [CART-1]	[CART-1]: TRANSIT -- CART Preventive Maintenance Preventative Maintenance	2019	2040	\$ 2,490,254	\$ -	\$ -	\$ 2,490,254
CART [CART-2]	[CART-2]: TRANSIT -- CART Operating Assistance Operating Assistance	2019	2040	\$ 19,749,766	\$ -	\$ -	\$ 19,749,766
COAST [COAST-1]	[COAST-1]: TRANSIT -- COAST Operating Assistance Operating Assistance	2019	2040	\$ 34,724,948	\$ -	\$ -	\$ 34,724,948
COAST [COAST-2]	[COAST-2]: TRANSIT -- COAST Preventive Maintenance Preventive Maintenance	2019	2040	\$ 15,590,784	\$ -	\$ -	\$ 15,590,784
COAST [COAST-3]	[COAST-3]: TRANSIT -- COAST Misc Support Equipment Misc. Support Equipment	2019	2040	\$ 2,381,139	\$ -	\$ -	\$ 2,381,139
COAST [COAST-4]	[COAST-4]: TRANSIT -- COAST Misc Bus Station Equipment Misc. Bus Station Equipment	2020	2040	\$ 1,207,339	\$ -	\$ -	\$ 1,207,339
COAST [COAST-5]	[COAST-5]: TRANSIT -- COAST General & Comprehensive Planning General & Comprehensive Planning	2019	2040	\$ 2,834,685	\$ -	\$ -	\$ 2,834,685
COAST [COAST-6]	[COAST-6]: TRANSIT -- COAST ADA Operations Ada Operations	2019	2040	\$ 6,909,560	\$ -	\$ -	\$ 6,909,560

Town	[State#][RPC#]: Route/Road --- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
COAST	[COAST-7] [COAST-7]: TRANSIT -- COAST Capital Program Capital Program	2019	2040	\$ 4,266,701	\$ -	\$ -	\$ 4,266,701
Danville	[6113001]: NH 111A -- Danville NH111A Sidewalks NH 111A sidewalks connecting municipal buildings and public areas plus a section of bicycle lane on both sides of the road (future TE)	2026	2028	\$ 260,192	\$ 268,518	\$ 2,216,889	\$ 2,745,599
East Kingston	[6135001]: NH 107 -- NH 107/Willow Road Sight Distance Improvements Improve Sight distance at intersection of NH 107 & Willow Road. Source: 2001-2003 TIP Proposal	2036	2038	\$ 14,881	\$ 15,357	\$ 126,790	\$ 157,028
EAST KINGSTON	[26942 ] [6147002]: NH 107A -- NH 107A Bridge Rehabilitation Deck Replacement And Rehabilitation Over B&m Railroad & Road - 061/064 (red List Bridge)	2021	2021	\$ -	\$ -	\$ 3,862,980	\$ 3,862,980
Epping	[6147002]: NH 125 -- Signalize Lagoon Road Intersection with NH 125 Signalize Lagoon Road Intersection with NH 125	2036	2038	\$ 58,129	\$ 59,989	\$ 495,273	\$ 613,391
Epping	[6147004]: NH 125 -- Signalize intersection of NH 125 & NH 87 Signalize intersection of NH 125 & NH 87	2034	2036	\$ 54,580	\$ 56,327	\$ 465,034	\$ 575,941
Epping	[6147005]: NH 125 -- NH 125/North River Road Intersection Improvements Signalize the southern intersection of NH 125 with North River Road. Realign North River Road to eliminate skewed angle approaches to NH 125	2036	2038	\$ 116,259	\$ 119,979	\$ 990,545	\$ 1,226,783
Epping	[6147006]: NH 125 -- Signalize intersection of NH 125 with Lee Hill Road Signalize intersection of NH 125 with Lee Hill Road	2035	2037	\$ 56,327	\$ 58,129	\$ 479,915	\$ 594,371
Epping	[6147007]: NH 125 -- NH 125 Expansion - NH 87 to Lee Hill Road Widen NH 125 from NH 87 to Lee Hill Road	2035	2037	\$ 719,012	\$ 742,020	\$ 6,126,119	\$ 7,587,151
Epping	[6147008]: Blake Rd -- Bridge Replacement, Blake Road over Lamprey River [059/054] Bridge Replacement, Blake Road over Lamprey River [059/054]	2033	2035	\$ 116,353	\$ 120,077	\$ 991,352	\$ 1,227,782
Epping	[6147009]: Main St -- Lamprey River Bridge Repair/Replacement Repair/Replacement of Main Street bridge over Lamprey River [109/055]	2032	2034	\$ 127,095	\$ 131,162	\$ 1,082,872	\$ 1,341,129
Epping	[13712] [6147001]: NH 125 -- NH 125 Expansion from NH 27 to NH 87. As described in the 2007 Corridor Study, the improvements would widen NH 125 for a length of 1.7 miles from Route 27 (Exeter Road) to NH 87. The final configuration would include two travel lanes in both directions with a center turn lane. Other improvements would include consolidation of access points, better driveway definition, and sidewalks along at least part of the section. The intersection of NH 125 with Old Hedding Road would be widened and signals upgraded. Where possible, signals will be coordinated with adjacent ones.	2020	2023	\$ 1,135,456	\$ 585,291	\$ 9,512,538	\$ 11,233,285

Town	[State#][RPC#]: Route/Road -- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
Exeter [-]	[6153001]: Epping Rd -- Epping Road Access Management Implementation Of Access Management Plan Developed By Exeter To Likely Include Row Acquisitions And Driveway Consolidation.	2028	2030	\$ 285,771	\$ 294,915	\$ 2,434,822	\$ 3,015,508
Exeter [-]	[6153004]: NH 111 -- Exeter NH 111 Bike Shoulders Shoulder bike route on NH 111 between Washington Street and Pickpocket Road [future TE]	2028	2030	\$ 131,929	\$ 136,151	\$ 1,124,060	\$ 1,392,140
Exeter [-]	[6153005]: NH 88 -- NH 88 Shoulders Widen shoulders on NH 88.	2037	2039	\$ 455,090	\$ 469,653	\$ 3,877,451	\$ 4,802,194
Exeter [-]	[6153008]: Portsmouth Ave -- High St./Portsmouth Ave Intersection Improvements High Street /Portsmouth Avenue Intersection Capacity Improvements. Source: 1999-2020 LRP	2035	2037	\$ 889,156	\$ 917,609	\$ 7,575,783	\$ 9,382,548
Exeter-Newfields [-]	[6001002]: NH 85 -- NH 87 shoulder widening -Exeter-Newfields						
	Widen shoulders on NH 85 from Main Street in Exeter to NH 87 in Newfields	2037	2039	\$ 239,958	\$ 247,636	\$ 2,044,485	\$ 2,532,079
FREMONT	[23793 ] [-]: MARTIN ROAD -- Martin Road Bridge Replacement Bridge Replacement Over Piscassic River - 155/133 [sab*4216] {state Aid Bridge Program}	2020	2020	\$ 118,437	\$ 12,467	\$ 517,380	\$ 648,284
Hampstead [-]	[6195001]: NH 121 -- NH 121 Depot Road Intersection Capacity Expansion Improve The Intersection Of NH 121/ Derry Rd/ Depot Rd In Hampstead	2029	2031	\$ 46,627	\$ 48,119	\$ 397,271	\$ 492,017
Hampton [-]	[6197001]: Ocean Blvd -- Ocean Blvd Reconstruction						
	Reconstruction of Ocean Boulevard from Haverhill Avenue in the south to Ashworth Avenue in the north to include a new road (back to the original level), new sidewalks and curbing along the west side of the roadway, new / enhanced crosswalks and new drainage system. Through a public / private partnership agreement Unittel has offered to work with the Town on the cost of new electrical poles and underground wiring.	2025	2028	\$ 1,575,777	\$ 1,626,202	\$ 14,091,211	\$ 17,293,190
Hampton [-]	[6197002]: US 1/NH 27 -- US 1/NH 27 Intersection Improvements						
	Improvements to the US 1 / NH 27 intersection. Realignment of Exeter Road (Route 27) to the south so as to align directly opposite High Street, which would improve the operation of the signalized intersection by allowing Exeter Road and High Street through movements to run under the same signal phase. This will also require construction of a new bridge over the railroad that is wider and aligned slightly to the south of the current bridge.	2025	2027	\$ 846,124	\$ 873,200	\$ 7,209,138	\$ 8,928,461

Town	[State#][RPC#]: Route/Road -- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
Hampton	[6197004]: NH 27 -- NH 27 Bike Shoulders Shoulder bicycle lanes on NH 27 from Exeter town line to US 1. Complete the Exeter-Hampton-North Hampton bicycle route loop, and work with NH DOT on developing and installing bike route markers.	2030	2032	\$ 240,595	\$ 248,294	\$ 2,049,916	\$ 2,538,805
Hampton	[6197006]: NH 27 -- Reconstruct of Exeter Road Repaving / reconstructing urban compact streets. This project would rebuild all of Exeter Road (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	2029	2032	\$ 1,930,356	\$ 1,992,127	\$ 17,261,990	\$ 21,184,473
Hampton	[6197009]: High Street -- Reconstruction of High Street Repaving / reconstructing urban compact streets. This project would rebuild High Street (NH 27) within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	2031	2034	\$ 1,313,476	\$ 1,355,507	\$ 11,745,610	\$ 14,414,593
Hampton	[6197010]: Winnacunnet Rd -- Reconstruction of Winnacunnet Road Repaving / reconstructing urban compact streets. This project would rebuild all of the Winnacunnet Road within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	2031	2034	\$ 1,370,583	\$ 1,414,442	\$ 12,256,289	\$ 15,041,315
Hampton	[6197011]: Church Street -- Reconstruction of Church Street Repaving / reconstructing urban compact streets. This project would rebuild all of Church Street within the urban compact area. Work would include reconstruction of the roadway, drainage, sidewalks, replacing traffic signals and improved street lighting.	2030	2032	\$ 276,684	\$ 285,538	\$ 2,357,404	\$ 2,919,626
Hampton	Falls [-] [6199002]: US 1 -- US 1 Shoulders Improve Route 1 from Seabrook Town line to Kensington Road (NH 84). Includes provision of full shoulder, access management improvements. From US 1 Corridor Study.	2028	2030	\$ 180,725	\$ 186,508	\$ 1,539,808	\$ 1,907,041
Hampton	Falls [-] [6199003]: US 1 -- US 1 Shoulders & Access Management Route 1 - Provide full shoulder and access management improvements from Lincoln Avenue to Hampton town line. From US 1 Corridor Study.	2032	2034	\$ 204,992	\$ 211,551	\$ 1,746,568	\$ 2,163,111
Kensington	[-] [6239001]: NH 107 -- NH 150/NH107 Intersection Improvements Realign and upgrade the intersection of NH 150 and NH 107 in Kensington. Possible location for a roundabout. Source: NH 107/150 Intersection Study	2035	2037	\$ 168,980	\$ 174,388	\$ 1,439,746	\$ 1,783,114

Town	[State#][RPC#]: Route/Road -- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
NEW CASTLE	RYE [16127 ] [-]: NH 1B -- NH 1B Moveable Bridge Replacement Rehabilitate Single Leaf Bascule Moveable Bridge Over Little Harbor - 066/071 (red List)	2019	2019	\$ -	\$ -	\$ -	\$ -
New Castle-Rye	[6001007]: NH 1B -- NH 1B Bridge Rehabilitation New Casite-Rye NH 1B - Rehabilitate single leaf bascule moveable bridge over Little Harbor - 066/071	2036	2039	\$ 2,135,691	\$ 2,204,033	\$ 19,098,176	\$ 23,437,900
NEWINGTON	DOVER [14238 S ] [-]: SPAULDING TURNPIKE / LITTLE BAY BRIDGES -- Newington-Dover Spaulding Turnpike Improvements General Sullivan Bridge Rehabilitation	2019	2022	\$ -	\$ -	\$ 31,700,000	\$ 31,700,000
Newington [-]	[6331001]: Pease Blvd/ NH Ave/ Arboretum Dr -- Pease Arboretum Drive Expansion  The Arboretum Drive and Pease Boulevard Northbound approaches will need to expand from a single lane to a left turn lane and a shared through/right lane. The New Hampshire Avenue approach will need to be widened to accommodate a left turn lane, a through lane, and a right turn lane. The Southbound Pease Blvd approach can retain its existing geometry of a left turn lane and a shared through/right turn lane. A signal will be installed once expected warrants are met.	2025	2027	\$ 150,727	\$ 155,550	\$ 1,284,219	\$ 1,590,495
Newton [-]	[6341001]: Pond Rd -- Replace Pond Road Bridge Pond Road Over B&M RR - Structurally Deficient 064/107	2033	2035	\$ 364,926	\$ 376,604	\$ 3,109,240	\$ 3,850,770
Newton [-]	[6341002]: NH 108 -- Newton Rowe's Corner Improvements  The project will replace the two-way stop controlled intersection of NH 108 with Amesbury Road and Maple Avenue with a roundabout. This will require some grade changes to the approaches. In addition, some work to the Pond Street intersection with NH 108 will be completed to create a perpendicular approach	2019	2021	\$ 96,413	\$ 1,171	\$ 706,698	\$ 804,282
North Hampton - Greenland [-]	[6001008]: NH 151 -- NH 151 Shoulders Shoulder improvements (safety and bicycle improvement) on NH 151 from NH 111 to NH 33.	2033	2035	\$ 320,324	\$ 330,574	\$ 2,729,222	\$ 3,380,120
North Hampton [-]	[6345001]: US 1 -- US 1 Capacity Expansion-Hampton Town Line to Atlantic Avenue Widen US 1 from Hampton town line to Atlantic Avenue (NH 111) to five lanes. Add fourth leg to Home Depot intersection and discontinue Fern road. From US 1 Corridor Study.	2028	2031	\$ 1,437,514	\$ 1,483,514	\$ 12,854,805	\$ 15,775,833
North Hampton [-]	[6345002]: US 1 -- Cedar Road Bridge Replacement Replace Structurally deficient bridge over the B&M RR (148/132).	2031	2033	\$ 285,538	\$ 294,675	\$ 2,432,841	\$ 3,013,054
North Hampton [-]	[6345003]: US 1 -- US 1 Shoulders Glendale Rd to Hobbs Rd Provide full shoulder to three lane section from Glendale Road to Hobbs road. From US 1 Corridor Study.	2037	2039	\$ 119,979	\$ 123,818	\$ 1,022,243	\$ 1,266,040

Town	[State#][RPC#]: Route/Road -- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
North Hampton [-]	[6345004]: US 1 -- US 1 Intersection Improvements (Hobbs Rd, Elm Road in N. Hampton) Connect Hobbs Road with Elm Road and discontinue north end of Elm Road. Provide traffic signal connection from mid-point of Elm road to US 1. From US 1 Corridor Study.	2035	2037	\$ 647,758	\$ 668,487	\$ 5,519,026	\$ 6,835,271
North Hampton [-]	[6345005]: US 1 -- US 1 Shoulders Elm Rd to North Road Provide full shoulder for 3 lane section from Elm Road to south of North Road. From US 1 Corridor Study.	2037	2039	\$ 95,983	\$ 99,055	\$ 817,794	\$ 1,012,832
North Hampton [-]	[6345006]: US 1 -- US 1/North Road (west approach) improvements						
North Hampton [-]	[6345008]: US 1 -- US 1 Shoulders North Rd to Lafayette Terrace Realign the southern intersection of US 1 and North Road to the south, widen to 5 lanes at the intersection and install a traffic signal. From US 1 Corridor Study.	2034	2036	\$ 481,216	\$ 496,615	\$ 4,100,051	\$ 5,077,882
North Hampton [-]	[6345009]: US 1 -- US 1 Shoulders from North Rd to Rye t/ Provide full shoulders for three lane section of US 1 between North Road and new traffic signal in the vicinity of Lafayette Terrace. From US 1 Corridor Study.	2037	2039	\$ 119,979	\$ 123,818	\$ 1,022,243	\$ 1,266,040
North Hampton [-]	[6345009]: US 1 -- US 1 Shoulders from North Rd to Rye t/ Improve shoulders from the New North Road access point to the Rye town line. New signal and widen to five lanes in the vicinity of Lafayette Terrace connecting residential and commercial properties on each side of US 1. From US 1 Corridor Study.	2034	2036	\$ 481,216	\$ 496,615	\$ 4,100,051	\$ 5,077,882
NORTH HAMPTON [24457 ] [-]	US 1 -- US 1 Bridge over B&M RR Replacement Replace Bridge Over Boston & Maine Railroad - 148/132 (red List Bridge)	2021	2021	\$ -	\$ -	\$ 3,740,100	\$ 3,740,100
PLAISTOW - KINGSTON [10044 E ] [-]	NH 125 -- Plaistow-Kingston NH 125 Improvements Reconstruct From 1/4 Mi South Of Plaistow / Kingston T/I Northerly Approx 1.8 Mi Including Extension Of Kingston Rd. (pe & Row Funding Included Under Plaistow-kingston 10044b) (parent=kingston 10044b)	2021	2025	\$ -	\$ -	\$ 18,923,500	\$ 18,923,500
Plaistow [-]	[6375004]: NH 121A -- NH 121A/North Ave. Intersection improvements Intersection improvements at North Avenue And NH 121A In Plaistow	2037	2039	\$ 361,266	\$ 372,827	\$ 3,078,058	\$ 3,812,151
Plaistow-Kingston [10044E] [6001010]:	NH 125 -- NH 125 Old County Rd to Hunt Rd/Newton Junction Rd. Reconstruct NH 125 from northern limit of Old County Road project (10044D) to southern limit of Hunt Rd/Newton Junction Rd project (10044C), including extension of Kingston Rd	2026	2029	\$ 2,057,146	\$ 2,122,974	\$ 18,395,794	\$ 22,575,914
Portsmouth [-]	[6379001]: Durham St/Corporate Drive/NH Ave/International Dr -- NH Ave/Corporate Drive Intersection signalization Installation of a traffic signal and construction of left turn lanes on the approaches to New Hampshire Avenue, Corporate Drive and International Drive.	2030	2032	\$ 176,436	\$ 182,082	\$ 1,503,272	\$ 1,861,791

Town	[State#] [RPC#] Route/Road -- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
Portsmouth [-]	[6379002]: Grafton Drive -- Grafton Drive Capacity Expansion  Grafton Drive will be widened to provide a five lane cross section, two through turn lanes in each direction and a center left turn lane. In addition left-through and right-turn lanes will be provided on the Portsmouth Transportation Center approach. Finally, a signal will be added to the intersection.	2028	2030	\$ 225,906	\$ 233,135	\$ 1,924,761	\$ 2,383,801
Portsmouth [-]	[6379003]: Corporate Dr/ Grafton Drive -- Corporate Dr/Grafton Drive intersection signalization	2029	2031	\$ 217,592	\$ 224,555	\$ 1,853,929	\$ 2,296,077
Portsmouth [-]	[6379005]: Maplewood Ave -- Replace Maplewood Ave Culvert over North Mill Pond Replace Maplewood Avenue culvert over North Mill Pond. Replacement structure will consist of three concrete arches with existing stone reused to construct seawalls.	2029	2031	\$ 178,737	\$ 184,456	\$ 1,522,871	\$ 1,886,063
Portsmouth [-]	[6379006]: US Route 1 Bypass -- Reconstruct US 1 Bypass from Lafayette Rd to Traffic Circle reconstruct the US 1 Bypass to current standards between the split from Lafayette Road to just south of the traffic circle.	2032	2035	\$ 1,685,544	\$ 1,739,481	\$ 15,072,784	\$ 18,497,809
Portsmouth [-]	[6379007]: Maplewood Ave -- Maplewood Ave RR Crossing, upgraded Upgrade the railroad crossing on Maplewood Ave between Vaughan and Deer Streets.	2034	2036	\$ 125,535	\$ 129,552	\$ 1,069,579	\$ 1,324,665
Portsmouth [-]	[6379010]: I-95 -- Pannaway Manner Noise Barrier Construct a noise barrier consisting of vertical wood sound walls along an approximately 2,000 foot portion of southbound I-95 where it passes Pannaway Manor.	2035	2037	\$ 227,185	\$ 234,455	\$ 1,935,658	\$ 2,397,298
Portsmouth [-]	[6379011]: US Route 1 -- US 1 Capacity Expansion from Ocean Rd to White Cedar Blvd.  Widen US Route 1 from Ocean Road to White Cedar Blvd to five lanes. Realign Lang Road to form 4-way intersection with US 1 at Ocean Rd via Longmeadow Rd.	2028	2030	\$ 865,972	\$ 893,683	\$ 7,378,249	\$ 9,137,904
Portsmouth [-]	[6379012]: Coakley Rd -- Coakley Road Bridge Replacement Upgrade / replace aging bridge.	2034	2036	\$ 36,023	\$ 37,176	\$ 306,923	\$ 380,121
Portsmouth [-]	[6379013]: Bartlett St -- Bartlett St. Bridge Replacement Bridge upgrade / replacement over Hodgson Brook	2033	2035	\$ 60,292	\$ 62,221	\$ 513,701	\$ 636,214
Portsmouth [-]	[6379015]: Cate Street -- Cate Street Bridge Replacement Replace bridge	2033	2035	\$ 84,621	\$ 87,328	\$ 720,983	\$ 892,932

State# [RPC#]: Route/Road -- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
Portsmouth [-] [6379016]: Market Street -- Market St. RR Crossing upgrade Upgrade the railroad crossing on Market Street near the intersection with Russell St. This hazard elimination project, includes upgrades of the rail, the roadway approaches, drainage improvements, and installation of protective devices at the crossing.	2032	2034	\$ 150,874	\$ 155,702	\$ 1,285,474	\$ 1,592,050
Portsmouth [-] [6379017]: US Route 1 -- US 1 Capacity Expansion from Constitution Ave to Wilson Rd.						
Constitution Drive to Wilson Road. Some preliminary engineering has been completed. Project would reconstruct US Route 1 to upgrade corridor to provide better access management and capacity on roadway segments and at intersections.	2027	2030	\$ 1,430,153	\$ 1,475,918	\$ 12,788,981	\$ 15,695,052
Portsmouth [-] [6379018]: Pierce Island Rd -- Pierce Island bridge Replacement Replace Pierce Island Bridge over Little Harbor	2030	2032	\$ 461,141	\$ 475,897	\$ 3,929,006	\$ 4,866,044
Portsmouth [-] [6379020]: US Route 1 Bypass -- Reconstruct US 1 Bypass from Traffic Circle to Sarah Long Bridge Reconstruct the Northern segment of the US 1 Bypass between the traffic circle and the Sarah Long Bridge to current standards	2038	2040	\$ 1,566,300	\$ 1,616,421	\$ 14,006,458	\$ 17,189,178
Portsmouth [-] [6379021]: US Route 1 Bypass -- US 1 Bypass Traffic Circle Improvements Functional and operational Improvements to the US 1 Bypass traffic circle. Assumes at grade circle/roundabout or intersection	2034	2036	\$ 915,356	\$ 944,648	\$ 7,799,011	\$ 9,659,015
PORTSMOUTH [13455 D] [-]: US 1 BYPASS -- US 1 Bypass Bridge Replacements Replace Bridges (205/116) Woodbury Avenue And (211/114) Stark Street Over Us 1 Bypass {both Red List} (pe & Row In Parent 13455)	2020	2020	\$ -	\$ -	\$ 8,371,440	\$ 8,371,440
PORTSMOUTH [RPC30] [-]: US 1 -- US 1 Capacity improvements						
Capacity Improvements From Constitution To Wilson And Ocean To White Cedar	2020	2023	\$ 1,170,600	\$ 1,812,000	\$ 5,596,710	\$ 8,579,310
PORTSMOUTH, NH - KITTERY, ME [16189] [-]: I-95 -- I-95/Piscataqua River Bridge Rehabilitation Rehabilitation Of Bridge Over Piscataqua River - 258/128	2019	2019	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000
PORTSMOUTH, NH - KITTERY, ME [29694] [-]: US 1 BYPASS -- Sarah Long Bridge Replacement - Debt Service						
Debt service project for NH share of Sarah Long Bridge Construction (15731)	2019	2024	\$ -	\$ -	\$ 64,890,354	\$ 64,890,354
Region [-] [6001012]: Multiple -- Improvements to ITS/IMS Communications backbone Region-to-TMC Communications Backbone: Implement a robust communications backbone between the State's TMC in Concord and the seacoast region. From Regional ITS Architecture	2033	2035	\$ 608,210	\$ 627,673	\$ 5,182,067	\$ 6,417,950
Region [-] [6001013]: Multiple -- Portable VMS for Region Regional Portable VMS: Procure two portable VMS for the region to use to assist in construction traffic mitigation.	2030	2032	\$ 13,473	\$ 13,904	\$ 114,795	\$ 142,173

Town	[State#][RPC#]: Route/Road -- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
Region [-]	[6001014]: NH 125 -- Cross-border ITS Improvements	2025	2027	\$ 82,214	\$ 84,845	\$ 700,483	\$ 867,543
	Route 125 and Interstate 495 Interchange Cross-Border ITS: Deployment of Advanced Traveller Information Services and Communications upgrades to coordinate traffic flow information across the MA-NH border.						
Region [-]	[6001015]: Multiple -- Bridge Security Video ITS Improvements	2028	2030	\$ 277,111	\$ 285,979	\$ 2,361,040	\$ 2,924,129
	Bridge Security Surveillance and Interagency Video Exchange: Establish a video distribution system to allow authorized municipal and transit organizations to view bridge conditions in real-time.						
Rye [-]	[6397001]: US 1 -- US 1 Shoulders Breakfast Hill to Portsmouth City Line	2034	2036	\$ 218,321	\$ 225,307	\$ 1,860,137	\$ 2,303,765
	Improve shoulders on US 1 from Breakfast Hill Road to Portsmouth city line						
Rye [-]	[6397002]: US 1 -- US 1 Washington Rd. Intersection capacity improvements	2025	2027	\$ 330,913	\$ 341,502	\$ 2,819,444	\$ 3,491,860
	Widen to five lanes and improve the Washington Road/Breakfast Hill Road intersection with US 1. Reduce vertical rise to the south to improve sight distance.						
Rye [-]	[6397003]: US 1 -- US 1 Shoulders from N. Hampton T/L to Breakfast Hill Rd.	2033	2035	\$ 126,931	\$ 130,993	\$ 1,081,475	\$ 1,339,398
	Improve Shoulders on US 1 from North Hampton Town line to Breakfast Hill Road. Realign Dow Road to 90 degree approach.						
Salem [-]	[6399007]: Town Farm Rd -- Town Farm Rd: Bridge replacement	2035	2037	\$ 227,147	\$ 234,416	\$ 1,935,338	\$ 2,396,902
	Bridge Replacement on Town Farm Road over Spicket River [118/116]						
SALEM [12334 ] [-]	NH 28 -- Salem Depot intersection reconstruction	2019	2019	\$ -	\$ -	\$ 2,835,690	\$ 2,835,690
	Reconstruct Intersection, Main Street @ Depot Street, Including Signals, Left Turn Lanes & Approaches [mupca*450] [municipal Urban Program]						
SALEM [15988 ] [-]	TOWN FARM ROAD -- Salem Town Farm Road Bridge replacement	2019	2019	\$ -	\$ -	\$ 1,024,392	\$ 1,024,392
	Bridge Replacement Over Spicket River - 118/116 [sab*4216] [state Aid Bridge Program]						
SALEM [15989 ] [-]	SOUTH POLICY STREET -- Salem South Policy Street Bridge replacement	2019	2019	\$ -	\$ 5,853	\$ 734,890	\$ 740,743
	Bridge Replacement - 083/062 [sab*4216] [state Aid Bridge Program]						
SALEM [20228 ] [-]	BLUFF STREET EXT -- Salem Bluff Street Extension Bridge replacement	2020	2020	\$ -	\$ 1,812	\$ 789,066	\$ 790,878
	Bridge Replacement Over Widow Harris Brook - 116/116 [red List] [sab*4216]						
SALEM [26486 ] [-]	SHANNON RD -- Salem Shannon Road Bridge replacement	2020	2020	\$ 142,480	\$ 6,234	\$ 760,487	\$ 909,201
	Bridge Replacement Over Providence Hill Brook - 122/160						

RPC 2040 Metropolitan Transportation Plan

Project Listing

Update 12-10-2014

Town	[State#][RPC#]: Route/Road -- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
SALEM	TO MANCHESTER [14800 A ] [-]: 1-93 -- 1-93 Exit 1 area work Mainline, Exit 1 To Sta. 1130 & Nh38 (salem), Includes Bridges 073/063 & 077/063 {both Red List} [partial Garvee Bonded Project] (parent = Salem To Manchester 139333*) [14800a=debt Service & 139333d=const]	2019	2024	\$ - \$	\$ - \$	\$ 31,317,306	\$ 31,317,306
SALEM	TO MANCHESTER [14800 E ] [-]: 1-93 -- 1-93 GARVEE Bond tracking project						
	Project Initiated To Track Garvee Bond Debt Service Attributable To The 139333e Project. [partial Garvee Bonded Project] (parent = Salem To Manchester-139333*)	2019	2020	\$ - \$	\$ - \$	\$ 10,194,727	\$ 10,194,727
SALEM	TO MANCHESTER [14800 H ] [-]: 1-93 -- 1-93 Final Design and ROW Final Design Services For Pe And Row (garvee 2012 Bond Issue) [debt Service Project For Final Design Project 10418v]	2019	2020	\$ 1,847,889 \$	\$ 348,507 \$	\$ - \$	\$ 2,196,396
Salem-Windham	[-] [6001017]: NH 28 -- Phase 3 of Salem-Concord bikeway Phase 3 Of Salem-concord Bikeway: Main Street In Salem To NH 111 In Windham. 1.8 Miles.	2026	2028	\$ 81,452 \$	\$ 84,058 \$	\$ 693,983 \$	\$ 859,492
Sandown	[-] [6405001]: Phillips Rd -- Phillips Rd bridge replacement Bridge Replacement on Phillips Road over Exeter River [093/109]	2032	2034	\$ 81,997 \$	\$ 84,621 \$	\$ 698,627 \$	\$ 865,244
Sandown	[-] [6405002]: Fremont Rd -- Bridge rehabilitation/replacement on Fremont Rd. Bridge rehab/replacement on Fremont Road over Exeter River - 098/117	2032	2034	\$ 71,747 \$	\$ 74,043 \$	\$ 611,299 \$	\$ 757,089
Seabrook	[-] [6409001]: US 1 -- US 1 Capacity Improvements at the Seabrook Rotary Reconfigure rotary on US 1 at the MA state line to a four way intersection as per the US 1 Corridor Study. Widen US 1 to 5 lanes	2027	2029	\$ 419,560 \$	\$ 432,986 \$	\$ 3,574,733 \$	\$ 4,427,279
Seabrook	[-] [6409002]: US 1 -- US 1 Capacity Improvements between Walton Rd and Gretchen Rd Widen US 1 to 5 lanes between Walton Road and Gretchen Road From US 1 Corridor Study.	2030	2032	\$ 442,695 \$	\$ 456,861 \$	\$ 3,771,846 \$	\$ 4,671,402
Seabrook	[-] [6409005]: US 1 -- US 1 Capacity Improvements between the North Access Rd and the Hampton Falls Town Line US 1 - Transition from 5 lanes at the North Access Road to a 3 lane cross-section at the Hampton Falls town line. From US 1 Corridor Study.	2026	2028	\$ 67,876 \$	\$ 70,048 \$	\$ 578,319 \$	\$ 716,243
Seabrook	[-] [6409006]: NH 1A -- NH 1A Sidewalk In Seabrook Curbed sidewalk linking Seabrook Beach community with Hampton Beach [future TE].	2025	2027	\$ 44,396 \$	\$ 45,816 \$	\$ 378,261 \$	\$ 468,473
Seabrook-Hampton	[-] [6001018]: NH 1A -- Route 1A Evacuation ITS Improvements Route 1A Evacuation ITS Improvements: Deployment of Route 1A contra-flow signage, VMS, surveillance, and communications upgrades. From Regional ITS Architecture	2025	2027	\$ 293,095 \$	\$ 302,474 \$	\$ 2,497,222 \$	\$ 3,092,790

Town	[State#][RPC#]: Route/Road -- Project Name & Scope	Start Year	Finish Year	Engineering	Right-of-Way	Construction	Cost Total
South Hampton [-]	[6417001]: Whitehall Rd -- Whitehall Rd Bridge Replacement	2032	2034	\$ 52,273	\$ 53,946	\$ 445,375	\$ 551,593
South Hampton [-]	[6417002]: Hilldale Ave -- Hilldale Ave bridge replacement	2032	2034	\$ 122,995	\$ 126,931	\$ 1,047,941	\$ 1,297,867
Stratham [-]	[6431002]: Squamscott Rd -- Bike lanes on Squamscott Rd	2029	2031	\$ 186,508	\$ 192,476	\$ 1,589,082	\$ 1,968,066
Stratham [-]	[6431003]: NH 108 -- Signalize NH 108/Bunker Hill Avenue intersection						
	NH 108 / Bunker Hill Avenue: Signalization And Turn Lanes And Intersection	2031	2033	\$ 93,557	\$ 96,551	\$ 797,125	\$ 987,234
	Shoulder Bike Lanes On Squamscott Road From NH 108 To NH 33						
Stratham [-]	[6431004]: NH 108 -- Signalize NH 108/Frying Pan Lane intersection						
	NH 108/ Frying Pan Lane/ River Rd Signalization And Realignment And Lane	2034	2036	\$ 158,938	\$ 164,024	\$ 1,354,180	\$ 1,677,141
	Improvements. Source: 2001-2003 TIP Proposal						
<b>Grand Total</b>				<b>\$ 131,008,026</b>	<b>\$ 39,477,430</b>	<b>\$ 507,933,688</b>	<b>\$ 678,419,144</b>

### Current Unranked Projects

Project Proposal and Scope of Work		Reason for not Ranking	
Location	Roads	Project Proposal and Scope of Work	Reason for not Ranking
Newfields	New Rd	Replace/Rehab structurally deficient bridge on New Road over BMRR 130/083. Source: INHDOT 2007 Red List Bridge Summary	Awaiting municipal action on bridge. No estimate.
Exeter	Main St	Pedestrian improvements linking Amtrak station and downtown.	No Scope/Purpose & Need, estimate
Exeter	Washington St	Traffic calming - install speed tables and other devices.	No Scope/Purpose & Need, estimate
Exeter-East Kingston	NH 108	Shoulder bike route on NH 108 from Exeter town center to Newton town line.	No Scope/Purpose & Need, estimate
Fremont	Scribner Rd	Scribner Road over Exeter River - Structurally deficient bridge 106/076. Source: NHDOT 2002 Red List Bridge Summary	No Scope or Cost Estimate
Greenland	NH 33	Truck Stop Electrification Project [Formerly 06-08CM]	Truck Stop cannot expand for this type of improvement.
Greenland	NH 33	Address Capacity Issues on NH 33 between Bayside Road and NH 151	Needs corridor study/plan
Hampstead - Plaislow	NH 121A	Capacity Improvements And Shoulders To NH 121A Between NH 111 And NH 125	No Scope/Purpose & Need, estimate
Hampstead - Sandown	NH 121A	Capacity Improvements And Shoulders For NH 121A Between NH 111 And Sandown/Chester Town Line	No Scope/Purpose & Need, estimate
Hampton	New	Construct a new limited access road connecting from NH 101 north to NH 151 following the B & M railroad alignment. Road will become a new US 1 alignment in that area and carry regional through traffic. The Route 1 Corridor Study states that access to the old Route 1 and the downtown area would be provided at signalized intersections at each end of the new roadway at one to two additional locations along the roadway, however, fewer connections will improve traffic flow and ensure that the roadway is primarily utilized by through traffic only.	Needs feasibility study and understanding of interest/need from community as well as configuration
Hampton	NH 101/ US 1	NH 101 interchange reconfiguration and construction of intermodal facility.	Awaiting completion of feasibility study
Newton	NH 108	Shoulder Bike Lanes On NH 108	No Scope/Purpose & Need, estimate
Plaislow	NH 121A	Main Street Traffic Calming/safety Improvements	Need more defined scope and cost
Plaislow	NH 125	Extension of MBTA Commuter Rail Service to Plaislow, including station construction, full high platform, and siding construction including land acquisition. Builds on CMAQ project 13515 funded in 2000 to construct a rail platform and subsidize operations for 3 years.	Awaiting Outcome of feasibility and siting study
Plaislow- Atkinson- Hampstead Portsmouth	NH 121	Safety Improvements Including Shoulders - State Line To Hampstead Town Line	No Scope/Purpose & Need, estimate
Seabrook-H. Falls- Hampton	New East Coast Greenway	Create new road along North Mill Pond between Bartlett St and Maplewood Ave  Construct multiple use pathway on State owned portion of B&M railroad from Seabrook Station to Hampton Town center near Post Office. East Coast Greenway.	Needs feasibility study and updated scope/cost estimate Cost Estimate available but awaiting action from towns

1834.05

February 3, 2015

Dan Arsenault  
USEPA REGION 1 - New England  
5 Post Office Square  
Boston, MA 02109-3912

Re: *Evaluation Report*  
*Regional Wastewater Disposal Options*  
*Stratham and Exeter, New Hampshire*

Dear Mr. Arsenault:

Thank you for taking the time to meet with us regarding Exeter and Stratham, NH. As discussed, please find enclosed a copy of the Engineering Report titled "Regional Wastewater Disposal Options" dated November 21, 2014.

We are hopeful to schedule a meeting in the near future with the communities, NHDES and EPA as well.

Please call if you have any questions.

Very truly yours,  
UNDERWOOD ENGINEERS, INC.



Keith A. Pratt, P.E.  
President

encl.

cc: Paul Heirtzler, NHDES  
Russ Dean, Town Manager, Exeter, NH  
Paul Deschaine, Town Administrator, Stratham, NH  
Bob Kelly, Town of Exeter  
John Boisvert, Town of Stratham

*Town Manager's Office*

**FEB 05 2015**

*Received*

ph 603.436.6192  
fx 603.431.4733  
25 Vaughan Mall  
Portsmouth, NH 03801  
underwoodengineers.com

1834.05

February 3, 2015

Paul L. Heirtzler, P.E., Esq.  
Bureau Administrator  
NHDES Water Division - WEB  
29 Hazen Drive, PO Box 95  
Concord, NH 03302-0095

Re: *Evaluation Report*  
*Regional Wastewater Disposal Options*  
*Stratham and Exeter, New Hampshire*

Dear Mr. Heirtzler:

On behalf of the Towns of Exeter and Stratham please find enclosed a copy of the Engineering Report titled "Regional Wastewater Disposal Options" dated November 21, 2014. This report evaluated a regional wastewater solution where Exeter and Stratham would construct a conveyance system to Portsmouth's Pease WWTF.

We are hopeful to schedule a meeting in the near future with the communities, NHDES and EPA as well.

Please call if you have any questions.

Very truly yours,  
UNDERWOOD ENGINEERS, INC.



Keith A. Pratt, P.E.  
President

encl.

cc: Russ Dean, Town Manager, Exeter, NH  
Paul Deschaine, Town Administrator, Stratham, NH  
Bob Kelly, Town of Exeter  
John Boisvert, Town of Stratham



Approved:  Date: 1/21/15  
 Acting Commissioner

TRANSPORTATION ALTERNATIVES PROGRAM FINAL RANKINGS

Final Order	APP-ID	SponsorName	Description	RPC	RPC Ranking	Population	FED\$	TOTAL\$	Funded
1	14-08TAP	City of Nashua	Construct multi-use path and pedestrian bridge over the Nashua Canal	Nashua Regional Planning Commission	1	>200,000	\$400,000.00	\$500,000.00	Y
2	14-40TAP	Town of Salem	Construct approximately 3,000' of multi-use path along the existing M&L rail corridor.	Rockingham Planning Commission	3	>200,000	\$326,400.00	\$408,000.00	Y
3	14-09TAP	Town of Colebrook	Complete the Streets, Main Street Project	North Country Council	1	<5,000	\$639,600.00	\$799,500.00	Y
4	14-34TAP	City of Laconia	Upgrade sidewalk on Opechee Street, construct riverwalk on River Street, upgrade sidewalks on Winter Street, sidewalk upgrade on Stevens Street, and trail improvements to Woodland Heights School.	Lakes Region Planning Commission	1	5,000 - 200,000	\$503,990.00	\$1,203,930.00	Y
5	14-21TAP	City of Claremont	Construct new sidewalks along East Street and improve Bobby Woodman Trail for non-motorized use	Upper Valley Lake Umbagog Regional Planning Commission	1	5,000 - 200,000	\$477,519.20	\$696,899.00	Y
6	14-26TAP	Town of Exeter	Widen shoulders to 5' on Kingston Road (NH Route 111) for approximately 1.1 miles.	Rockingham Planning Commission	2	5,000 - 200,000	\$600,000.00	\$750,000.00	Y
7	14-14TAP	Town of Brookline	Construct Sidewalks in two locations and construct multi-use path.	Nashua Regional Planning Commission	2	<5,000	\$440,000.00	\$550,000.00	Y
8	14-15TAP	Town of Merrimack	Construct approximately 2,500' of non-motorized multi-use path.	Nashua Regional Planning Commission	3	>200,000	\$436,000.00	\$545,000.00	Y
9	14-25TAP	City of Manchester	Construct multi-use path along Baker St, Brown Ave, Dubisz St, and Sundial Ave.	Southern New Hampshire Planning Commission	1	5,000 - 200,000	\$640,000.00	\$800,000.00	Y
10	14-27TAP	City of Dover	Construct multi-use path to connect two portions of the Dover Community Trail, which are gaps	Strafford Regional Planning Commission	2	5,000 - 200,000	\$320,000.00	\$400,000.00	Y
11	14-42TAP	City of Keene	Construct 11,695' of shared lane and bike lane markings. Improve bike/ped crossing at West Street underpass, and improvements to Ami Brown Road for approximately 4,033'	Southwest Region Planning Commission	1	5,000 - 200,000	\$329,292.40	\$411,615.51	Y
12	14-39TAP	Town of Henniker	Construct approximately 3,135' of 5' wide sidewalk along Rush Road, Maple Street, Prospect Street, and Hall Avenue	Central New Hampshire Regional Planning Commission	2	<5,000	\$240,020.00	\$300,026.00	Y
					Totals =>		\$5,352,761.60	\$7,264,970.51	

Project below are approved but unfunded. If additional TA funding becomes available project below will be considered for funding

13	14-16TAP	City of Portsmouth	Construct a multi-use path on the former Hampton Branch rail corridor	Rockingham Planning Commission	1	5,000 - 200,000	\$600,000.00	\$750,000.00	N
14	14-20TAP	Town of Littleton	Construct 1,400' of 5' wide sidewalk along Pleasant Street and 2,500' of sidewalk along Cottage Street	North Country Council	4	<5,000	\$445,710.00	\$559,080.00	N
15	14-35TAP	Town of Conway	Construct 1.5 miles of multi-use trail	North Country Council	2	<5,000	\$640,000.00	\$850,000.00	N
16	14-43TAP	Town of Plaistow	Construct sidewalks along Main Street for approximately 2,910' in two locations	Rockingham Planning Commission	5	>200,000	\$581,069.00	\$726,336.00	N
17	14-17TAP	City of Portsmouth	Widen sidewalks, construct bicycle lanes, crosswalks, and add traffic calming measures on Maplewood Ave.	Rockingham Planning Commission	4	5,000 - 200,000	\$465,600.00	\$582,000.00	N
18	14-03TAP	Town of Somersworth	Construct streetscape improvements within the City's existing ROW	Strafford Regional Planning Commission	1	5,000 - 200,000	\$537,774.40	\$672,218.00	N
19	14-10TAP	Town of Ashland	Construct sidewalks on NH Route 3 and 25	Lakes Region Planning Commission	5	<5,000	\$237,574.40	\$296,988.00	N
20	14-41TAP	Town of Windham	Construct approximately 2.5 miles of multi-use path along the old B&M rail corridor	Southern New Hampshire Planning Commission	4	>200,000	\$640,000.00	\$800,000.00	N
21	14-32TAP	Town of Enfield	Construct sidewalks along Main Street and US Route 4	Upper Valley Lake Sunapee Regional Planning Commission	2	<5,000	\$324,000.00	\$405,000.00	N
22	14-23TAP	New Boston	Construct a footbridge over the Piscataquog River and construct supporting multi-use path	Southern New Hampshire Planning Commission	3	<5,000	\$312,000.00	\$390,000.00	N
23	14-01TAP	Town of Hanover	Construct 1,500' of 5' Sidewalk adjacent to bike lanes and 1,800' of 10' wide multi-use path.	Upper Valley Lake Sunapee Regional Planning Commission	3	5,000 - 200,000	\$640,000.00	\$800,000.00	N
24	14-11TAP	Town of Jaffrey	Construct bicycle lanes along NH 202 and improve a section of rail trail for non motorized use	Southwest Region Planning Commission	4	<5,000	\$599,200.00	\$749,000.00	N
25	14-38TAP	Town of New Ipswich	Construct sidewalk in two locations along Temple Road and King Road, and install crosswalks in two locations	Southwest Region Planning Commission	3	<5,000	\$244,924.00	\$306,155.00	N
26	14-18TAP	Town of Wolfeboro	Bicycle and pedestrian improvements along North Main Street	Lakes Region Planning Commission	2	<5,000	\$496,000.00	\$620,000.00	N
27	14-12TAP	Town of Bristol	Construct new sidewalks on Central Street, Merrimack Street and Spring Street in Bristol	Lakes Region Planning Commission	4	<5,000	\$242,208.00	\$302,760.00	N
28	14-24TAP	Town of Hinsdale	Construct 2,600' of sidewalk and reconstruct 800' of sidewalk along Brattleboro Road (NH Route 119).	Southwest Region Planning Commission	2	<5,000	\$375,825.60	\$469,782.00	N
29	14-28TAP	Town of Hooksett	Construct multi-use path for approximately 2 miles along the Merrimack River	Southern New Hampshire Planning Commission	2	5,000 - 200,000	\$638,187.00	\$797,734.00	N
30	14-05TAP	Town of Northumberland	Renovate and replace village sidewalks	North Country Council	5	<5,000	\$389,398.00	\$486,747.00	N
31	14-19TAP	Town of Wolfeboro	Construct a pedestrian underpass under Center Street (NH Route 28/109E) and supporting multi-use path.	Lakes Region Planning Commission	3	<5,000	\$436,800.00	\$546,000.00	N
32	14-06TAP	Town of Pembroke	Construct 1,400' of 8' wide multi-use path	Central New Hampshire Regional Planning Commission	5	5,000 - 200,000	\$198,440.00	\$248,049.00	N
33	14-33TAP	Town of Plymouth	Construct sidewalks along Avery Street and Cummings Street	North Country Council	3	<5,000	\$192,884.00	\$241,105.00	N
34	14-36TAP	Town of Peterborough	Pedestrian improvements at Peterborough Elementary School, and South Meadow School	Southwest Region Planning Commission	5	<5,000	\$329,565.00	\$411,956.00	N
35	14-22TAP	Town of Bradford	Reconstruct sidewalk on West Main Street for 1,300'	Central New Hampshire Regional Planning Commission	4	<5,000	\$480,000.00	\$600,000.00	N
36	14-30TAP	Town of Amherst	Construct sidewalks along Manchester Road, Mack Hill Road, Jones Road, New Boston Road, and Boston Post Road	Nashua Regional Planning Commission	4	>200,000	\$262,418.56	\$328,023.20	N

37	14-07TAP	Town of Newfields	Construct sidewalks on NH Route 85 and 87	Rockingham Planning Commission	6	5,000 - 200,000	\$192,000.00	\$240,000.00	N
38	14-04TAP	Town of Richmond	Construct multi-use path to provide non-motorized access to municipal buildings	Southwest Region Planning Commission	6	<5,000	\$536,000.00	\$670,000.00	N
39	14-02TAP	Town of Jefferson	Reconstruct sidewalks along US route 2	North Country Council	6	<5,000	\$220,000.00	\$275,000.00	N
40	14-31TAP	Town of Warner	Construct multi-use path including two pedestrian bridges from NH Route 103 to Chemical Lane	Central New Hampshire Regional Planning Commission	3	<5,000	\$529,871.20	\$665,294.00	N
41	14-13TAP	Town of Bristol	Construct approximately 850' of multi-use trail	Lakes Region Planning Commission	6	<5,000	\$248,617.60	\$310,772.00	N
Projects removed from program									
43	14-37TAP	City of Concord	Construct 1.3 miles of multi-use trail and boardwalk along Merrimack River.	Central New Hampshire Regional Planning Commission	1	5,000 - 200,000	\$240,000.00	\$300,000.00	N

# Families First

*support for families...health care for all*

January 22, 2015

Russell Dean  
Town of Exeter  
10 Front Street  
Exeter, NH 03833

Dear Mr. Dean,

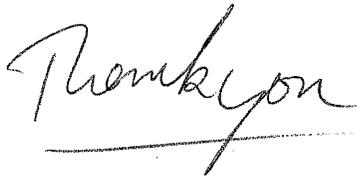
Families First Health & Support Center (legal name: Families First of the Greater Seacoast) was pleased to acknowledge receipt on December 31, 2014 of your check in the amount of \$750.00.

All of us at Families First are grateful for the support of the Town of Exeter. Thank you.

Sincerely,



Lori D'Amico  
Director of Development



*Town Manager's Office*

**JAN 26 2014**

*Received*