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January 13, 2025

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

RE: Response Letter
76 Portsmouth Avenue, Exeter, NH
Tax Map 65, Lot 118
JBE Project No. 24029

Dear Mr. Plumer,

On December 4th, 2024, we met with the TRC and received feedback from Town Department heads. Two of the major points of discussion were fire department accessibility to the townhouse units as well as pedestrian and water main connectivity between the rear portion of the site which is proposed to be accessed via Haven Lane and the front portion, proposed to be accessed via Portsmouth Avenue, for compliance with the Mixed-Use Neighborhood Development (MUND) Zoning.

The plan has since been revised to incorporate these changes. This resulted in a second access to the end of Haven Lane so that the Fire Department is able to make a complete loop around the development, as well as to be able to turn around at the end of Haven Lane, which is currently a dead-end with no turnaround capability. This, in addition to the proposed pedestrian/waterline crossing, results in (2) proposed wetland crossings across the two man-made ditches on the property. These wetlands were also proposed to be impacted in the July conceptual version of the plan which we presented to you. These wetlands have limited functions and values as outlined in the 11/2/24 memo from Gove Environmental Services. Their functionality as it relates to stormwater drainage across the site will be maintained and enhanced with the addition of proposed stormwater management for the development. This is an improvement from the July plan, where one of the 2 ditches was proposed to be filled and relocated.

Additionally, although the 2 crossings have been added, the total proposed buffer impacts have been reduced as a result of this plan revision from the 8/19/24 revision.

For the reasons outlined above, the project is still in keeping with the Conditional Use Permit criteria as outlined in our November 5th, 2024 letter submitted with the Site Plan Application.

On January 9th, 2025, we attended a Site Walk with the Planning Board, Conservation Commission and members of the public. One of the topics discussed was proximity of proposed

buildings to abutting homes on Haven Lane. We have since shifted buildings 1 and 9 an additional 8 feet from the property line from the location seen during the site walk in order to create more space for buffer plantings.

In addition to the above changes, we are in receipt of comments from Allison M. Rees, P.E and Robert J. Saunders, P.E, Underwood Engineers, dated December 6, 2024, and Dave Sharples, Town Planner, dated December 9, 2024. Original comments are below with our responses in bold.

Underwood Engineers Comments:

Cover Sheet

1. *Required permits should be listed.*

Response: All permits have been added to the Cover Sheet.

Existing Conditions Plans

2. *The plan requires a wetland scientist's stamp and certification.*

Response: A wetland scientist's stamp and certification has been added to the plans.

3. *A drainage easement is shown along the boundary between lots 117 and 118. Notes describing the easement's intent and favor as well as any limitations within the easement should be added to the plan.*

Response: The easement is labeled per the easement deed, and legal reference is noted on the plan. A copy of the easement deed is attached to the town for review.

4. *It is noted the property line at the end of Haven Lane is listed as 46.79', not 50'. Confirm that Haven Lane has an atypical ROW width.*

Response: The full width of the right of way of Haven Lane was not determined as a part of this survey. The limits of the right of way along the subject parcel are as shown. The distance of 46.79' is a result of the surveyed parcel being the "remainder" piece, and extending to abutting parcels of senior title.

5. *Confirm the property line shown along Portsmouth Avenue is correct, as it extends further into Portsmouth Avenue than the other properties.*

Response: The property line along Portsmouth Ave is correct as shown. Our research indicated that in 1955, the right of way was widened along Portsmouth Ave by NHDOT for all of the properties except for this one because at the time this property was a gas station with infrastructure within the strip of land to be taken. We have reached out to NHDOT and they have confirmed this.

6. *The shed to the south of lot 41 should be labeled.*

Response: The structure has been labeled on Sheet DM1.

7. *Utility information missing from plan:*

- Existing building's water service, including size and material
- Inverts of existing SMH onsite
- Size and material of existing sewer service

Response: We have limited information on the existing services. Information that we have has been added to Sheet C1.

Demolition Plan

8. *Abandonment of water and sewer services shall be at the main.*

Response: This has been noted on Sheet DM1.

Site Plan: General

9. *In addition to an Overall site plan, add site plan(s) with a maximum scale of 1"=30'.*

Response: A site plan scale of 1"=30' has been added to the plan set.

10. *Revise note 2 to also list actual dimensions. For example, what is the post-development building coverage?*

Response: Additional information has been added to Note 2.

11. *Parking calculations: It appears that four times the required parking spaces are proposed for the residential units, increasing the disturbance area, proximity to wetlands and impervious area.*

Response: The proposed parking for the townhouse units is (2) spaces inside of each garage for the residents, as well as (2) spaces outside of each garage for visitors for each unit. No additional visitor parking is proposed. These are 3-bedroom units and we feel this is an appropriate amount of parking for this style of residential development.

12. *A note should be added affirming that an Exeter Utility Installer's License is required for the installation of utilities on the project.*

Response: A note affirming an Exeter's Utility Installer's License is required has been added on Sheet P1.

Site Plan: Mixed Use Building

13. *It appears that the parking spaces at the end of the parking rows have insufficient area to maneuver and negotiate the spaces.*

Response: A pickup truck has been shown backing out of the last two parking spaces on Sheet T4 to demonstrate that there is sufficient maneuvering space.

14. *Please address how delivery vehicles, mail, moving vans, trash trucks, and mail will be handled onsite.*

Response: The mixed use building will have a trash room for residents and commercial spaces and a private trash company will pick up weekly. The building will also have a mail room for deliveries by USPS, Fedex, UPS, etc. A loading zone adjacent to the building has been added that would be utilized by delivery vehicles and moving vehicles as well as a turnaround for school buses and fire trucks if needed.

15. *No ADA spaces are proposed proximal to the commercial entrances.*

Response: ADA spaces have been revised to provide one for the commercial space and one for the residential space.

16. *We note that although the apartments in the mixed-use building are 1-bedroom, the building is not age restricted so it is possible children will be living there. How will the school bus negotiate pick-up/drop-off? Provide a school bus turning template if applicable.*

Response: A school bus turning template has been provided.

Site Plan: Residential Development

17. *It appears to UE that there is a greater opportunity to improve the end of Haven Lane than what is being proposed here. Ideas that presented to us as part of this review include:*

- *Consideration should be given to redesigning the end of Haven Lane to construct an extension of the public road within the public ROW beyond the new driveway.*

Response: The site plan has been reconfigured to provide an extension of Haven Lane with a clear end, as well as a second connection of the proposed development to the end of Haven Lane which will allow fire department/emergency vehicles the ability to turn around.

- *Per Town of Exeter regulations, residential driveway curb cuts shall not exceed 10' in width unless approved by the Highway Superintendent. Reduce the width of the duplex driveway at the roadway from 40' to 20' or apply for special approval from the Highway Superintendent.*

Response: The triplex at the end of Haven Lane has been removed from the project.

- *We note the current layout may require cars to back into the public roadway. Further comment is deferred to the Planning Board.*

Response: The triplex at the end of Haven Lane has been removed from the project.

- *Perhaps looping the interior road to use the end of Haven Lane as a second egress point would facilitate vehicle movements.*

Response: The site plan has been reconfigured to provide this. We agree that it better facilitates turning movements.

- *A retaining wall is shown at the end of Haven Lane extending into the ROW. The retaining wall should be removed from within the Town ROW.*

Response: The retaining wall has been removed from the right of way.

18. *Increase the access road radii at Haven Lane to 25' per Town regulations.*

Response: The paved roadway in Haven Lane is almost 30' wide, which is 6' wider than is typically required for a road per the town regulations. With the paved road taking up

most of its right of way, and the existing right of way for this property being only 40' wide, the maximum available radius without encroaching on abutters is 10'. However, all vehicle turning templates, including a fire truck, work with the proposed 10' radii and (2) accesses to Haven Lane are now provided. Additionally, the wide paved road for Haven Lane provides additional turning space onto the proposed road. A 25' radius between the proposed road and a theoretical 24' wide paved road (if Haven Lane was the typical width) would result in a similar amount of paved turning area as the proposed 10' radius between the proposed road and Haven Lane since Haven Lane is so wide. This regulation is in the "Standard Specifications for Construction of Public Utilities", so it is our understanding that a waiver needs to be requested from the Department of Public Works. This has been included in the attached waiver request letter for review by the Planning Board.

19. *The entrance drive at the mail kiosk should be widened, or perhaps a different location for the kiosk is more appropriate. As proposed, a mail carrier would block one lane. Will the duplex be served by the kiosk?*

Response: The mail box has been relocated and a paved pull off for the delivery vehicle has been added. The duplex has been removed from the project.

20. *Provide a roadway profile and add roadway stationing.*

Response: A roadway profile and roadway stationing have been added to the plans.

21. *Add numbers for each unit.*

Response: Unit numbers have been added to the plans.

22. *Due to the biofiltration basin, add signs prohibiting snow storage in the center island. We note the majority of snow in the townhouse development will need to be trucked offsite.*

Response: The central biofiltration basin has been removed from the project. Snow may need to be trucked offsite. This has been noted on Sheet C2.

23. *Identify dumpster pad(s) and trash corral(s), if applicable.*

Response: Trash will be stored indoors and removed by a private waste vendor.

Grading and Drainage Plan

24. *An eight-foot high retaining wall is shown in close proximity to an underground drainage system to the northeast of the duplex. Confirm there will be no conflict between wall tiebacks and the drainage system.*

Response: The retaining wall and the drainage system have been removed from the project.

25. *Building 5 (6-plex) appears to show 4 units with walkout basements. UE could not locate the basement slab elevation on the plans, but it appears to be around 28.4'. Directly behind the walk-outs, the wetland is supported to elevation 31'. Are the basements going to be at risk for flooding?*

Response: This building has been reoriented and regraded with the new layout.

26. *Temporary construction easements may be required from abutters where excavation work is proposed right up to the property lines, particularly:*

- *At the NE corner of lot 40*
- *On the NE side of the mixed-use building at lot 119*
- *Behind Building 3 at lot 116.*

It is noted future repairs/replacement of the culvert, sidewalk, and retaining wall in those areas may require future agreement from the abutting owners as well.

Response: The applicant will coordinate with abutting property owners to obtain easements if necessary.

Utility Plan

27. *Provide utility plans at a scale of 1"=30' or less.*

Response: The utility plan has been reduced to 1"=30' scale.

28. *The sewer pump station and control panel should be moved to a location further from and protected from vehicle traffic and parked vehicles, but with access for operation and maintenance. Show the location of the vent on the plan.*

Response: The sewer pump station has been relocated and the vent location has been added to the plans.

29. *Confirm the generator will have a sound attenuating enclosure.*

Response: The generator will have a sound attenuating enclosure. See Note #14 on Sheet D3.

30. *Provide sewer profiles. We defer further comments on the sewer system to a later date once the profiles have been received. Profiles should depict ESHWT, ledge and other utilities.*

Response: Sewer profiles have been added (Sheets P3-P5).

31. *Add a note directing the Contractor to submit a traffic control plan, including signage, to the appropriate Town departments for work in Route 108. Coordinate with the Town on the lead time required for plan review and approval.*

Response: A note directing the Contractor to submit a traffic control plan has been added to the plan. See Note #25 on Sheet OV-1.

32. *We recommend looping the water main between Haven Drive and Portsmouth Road.*

Response: The water main between Haven Lane and Portsmouth Ave has been looped.

33. *The bend in the water main in front of Building 1 appears to be unnecessary.*

Response: The utilities have been reconfigured due to the revised site plan layout.

34. *The water line to the west of the duplex is too close to the property line and will require an easement for construction. Adjust as appropriate.*

Response: The water line in this area has been revised.

35. *One domestic water service is labeled as 1" HDPE. Are all meant to be 1" domestic services? What is the proposed fire service size for each building?*

Response: Yes, the domestic services are 1" and the fire services are 4".

36. *Label the following on this plan:*

- Existing water mains in Haven Lane and Portsmouth Avenue
- Proposed water line to the west of the duplex
- Sewer service size to the mixed-use building

Response: The above items are labeled on the plan.

Lighting Plan

37. *Artificial lights can impact nocturnal activity of amphibians. Confirm that proposed lighting will not stray to the limits of the wetland areas.*

Response: The proposed luminaires will reach 0 at or before the edge of wetland.

Detail Sheets

38. *Add a detail for a concrete washout pit.*

Response: A detail for a concrete washout pit has been added to the plan.

Landscaping Plan

39. *Show underground utilities on the plan. Although we note a number of areas where there are conflicts with the utilities, we defer further comment until a revised plans are submitted.*

Response: The underground utilities have been added to the plans.

Architectural Plans

40. *Indicate the location of gutters and downspouts.*

Response: A roof plan is attached showing roof drain locations.

Drainage Analysis

41. *Provide a table of pre- vs. post- volumes.*

Response: A table of pre-development and post-development runoff volumes has been added to the executive summary of the revised drainage report.

42. *The Town of Exeter requires all runoff to be treated. There is no exemption for rooftop-generated runoff.*

Response: Stone drip edges with a filter course, referred to on the plan set as “filtration drip edges”, have been added adjacent to the back of each building. These are designed to treat the water quality volume of runoff from the back half of each residential roof and the front half of the roofs are being directed to porous pavement.

43. *HydroCAD, being a qualitative tool, requires that the Pre- condition and Post-condition model be prepared with similar assumptions and ideally, similar levels of complexity in order to maintain valid comparisons between the two. It is inevitable that Post-models are generally more complicated than pre-models, however, the process is intended to be iterative requiring that pre-models often be adjusted to more closely reflect the flow paths of the final post- model. It appears that there are*

opportunities in these two models where reaches in particular could be adjusted in the pre- to better mimic those in the post- model. Additionally, there are DMHs in the post model that do not appear to be doing anything.

Response: We are providing six analysis points as well as several reaches in both the pre- and post-development stormwater models. Subcatchments have been divided in the pre-development and post-development model as appropriate in order to determine the effects of the proposed development on downstream hydrology and ensure that the proposed development will not cause drainage problems or contribute to existing ones. Where the subject parcel is just upstream of tidal waters and is discharging into a wetland that is well below the grade of surrounding developments, and peak flows are being reduced post-construction, this is unlikely to be the case. The pre- and post-development models have the degree of complexity that is necessary.

Furthermore, the proposed drainage design has been simplified and we are now proposing only two drain manholes in order to carry runoff from the two Jellyfish devices into downstream detention chambers. Both drain manholes are necessary.

44. *If not deleted, confirm that DMH 4 is positioned properly in the post model.*

Response: Drain manhole #4 (which is now drain manhole #2) is positioned properly to carry stormwater from Jellyfish #2 to the downstream detention chambers.

45. *The leader between subcatchment 3S and pond AP3 says Channel through 1S. This appears to be in error.*

Response: Reach 2Rc, which IS a channel through 1S, was positioned directly above the leader from 3S to AP3 in the pre-development routing diagram. Therefore, the name “Channel through 1S” happened to be directly above the leader. The positions of nodes 3S and AP3 in the routing diagram have been moved down to avoid further confusion.

46. *Pre-model Reach 1R has no direct contributing drainage area and is only supplied run-off via overflow?*

Response: This is correct. Pre-development 1R is a secondary overflow for Pond AP3 representing a flow path across the subject parcel that will only be activated if the water level in the existing wetland pond gets above 35.5, which is not modelled to happen even in the 50-year 24-hour storm.

47. *The symbology appears to depict Tc lines, however they are also labelled as Reaches. They can not be both. Consider different line style to differentiate where Tc end and reaches begin.*

Response: This only happens where reaches, representing flow paths through subcatchments downstream of other subcatchment, reach, or pond nodes, overlap with Tc paths. The linetype itself is only intended to depict Tc paths.

48. *The projects Pre vs. Post Q discharges for 4 out of the 6 analysis points are essentially equal. Many of these analysis points discharge to larger wetland systems surrounding the site, however AP 6 discharges to the Town's drainage on Haven Lane.*

Response: The peak flow rates toward each of these analysis points is being reduced post-construction, even if only slightly, where the peak flow rate toward these analysis points is not substantial even in the existing condition. Subcatchment 6S and Analysis

Point 6 are only modelled in order to observe the hydrologic effects of relocating the existing catch basin in Haven Lane. Analysis Point 2 is modelled in order to make sure that the peak rate of runoff reaching the abutting Thirsty Moose site from the subject parcel is being decreased post-construction. Analysis Point 4 is modelled in order to make sure that we are not increasing the peak rate of runoff toward the Portsmouth Avenue right of way, and Analysis Point 5 is modelled in order to make sure that we are not increasing the peak rate of runoff toward the existing commercial site just to the north of the existing auto parts store.

49. *The intent of this paragraph is unclear: “The post-development 2-Year 24-Hour combined peak rate of runoff from all proposed stormwater management features is 1.26 cfs. Furthermore, 6,266 SF of residential roof and approximately 7,000 SF of grassed area is not directed toward a stormwater BMP post-construction. Put into a subcatchment with a 6-minute time of concentration, this contributes another 0.77 cfs of flow during the 2-year 24-hour storm event. This adds up to $1.26+0.77= 2.03$ cfs total flow from the developed area alone toward the downstream Squamscott River. A project meets channel protection requirements if 2-year 24-hour combined flow toward a downstream waterbody from the developed area for a project is less than 2 cfs, with “allowances... made for scientific uncertainty and mathematical rounding”. (Env-Wq 1507.05(c)). 2.03 cfs easily rounds down to 2.0 cfs and realistically the peak flow rate will be lower, as rainfall estimates have been increased by 15% due to the project’s location in a Coastal/Great Bay community. Therefore, this project meets the channel protection requirements of both the Town of Exeter and the AOT Bureau.”*

Response: The intent of this paragraph was to explain that the project meets NHDES channel protection requirements. However, with the revised design there is now a decrease in runoff volume reaching all analysis points during the 2-year 24-hour storm, so channel protection requirements are met without having to prove that the peak flow rate from the proposed development is less than 2 cfs. Therefore, this paragraph has been removed from the drainage narrative.

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

Response: The project related stormwater tracking information will be entered into the PTAP database. This is generally as a condition of approval so that we can make all required revisions to the stormwater design prior to entering the data.

Town Planner Comments:

1. *I note that the traffic assessment concluded that a full traffic impact analysis is unnecessary. The town generally requests one when the impact exceeds 100 trips ADT. To that end, I would recommend that VHB reviews and comments on the assessment.*

Response: We await review by VHB to determine if additional information will be required.

2. *Identify significant trees on plan set in accordance with Section 7.4.7 of the Site Plan Review and Subdivision Regulations.*

Response: Significant trees were located in the field and are shown on the revised plans.

3. *Are any dumpsters anticipated onsite? If so, show on plans with proper screening etc. per 7.5.13 and 9.7.2.*

Response: Dumpsters are not proposed. Trash will be stored indoors and removed by a private waste vendor.

4. *In the application cover letter, it states in response to criteria #6 that some of the site "is to be permanently conserved as green space". Please identify this area on the site plan.*

Response: The green space has been identified on the plans.

5. *Please provide a pedestrian connection (sidewalk) from the residential units in the rear to the sidewalk on Portsmouth Ave. See Section 8.7 of the Site Plan Review and Subdivision Regulations and Section 6.19.5.D of the Zoning Ordinance.*

Response: A sidewalk has been added to the plans connecting Portsmouth Ave to Haven Lane.

6. *Confirm that the plan does not propose any prohibited species per Section 8.9.*

Response: The plan does not propose salvage and replanting of any prohibited species.

7. *Provide information to insure compliance with Section 9.6.3.*

Response: This information has been added to Sheet OV-1 in Note 3.

8. *Show the location of all existing easements, rights-of-way, and other encumbrances in accordance with Section 7.4.17. Note #8 on the existing conditions plan states that there could be encumbrances etc. and these may be unknown. However, they need to be shown on the plans per the section or definitively state that there aren't any.*

Response: All known easements of record are shown.

9. *Provide monumentation in accordance with Section 9.25 of the Site Plan Review and Subdivision Regulations.*

Response: Proposed monumentation has been added to the plans and will be set and a certificate of monumentation submitted. Generally this would be done as a condition of approval.

10. *Since this is a MUND proposal, please add the dimensional requirements for the MUND to the plans.*

Response: The dimensional requirements for the MUND have been added to Sheet OV-1.

11. *Note # 3 on the Site Plan states that 4 spaces per unit provided and 2 of those are in front of unit. Please show these spaces on the site plan to insure aisle widths and public safety access are maintained.*

Response: The parking spaces mentioned in Note #3 have been added to the site plan. The spaces in front of the townhouses are not to be striped, as discussed at TRC, but are shown for dimensional purposes to ensure that the above requirements are met. This has been noted on the plan.

12. *Note #20 is about rooftop units. Please show the locations of these to insure they will be screened from public view. Alternatively, remove the note if there won't be any.*

Response: The rooftop units are for the mixed use building only and will be screened from public view via the roof structure. This has been added to Note 20 (Now Note 23) on Sheet OV-1.

13. *Describe the phasing that is proposed. What work will be done and when?*

Response: A note regarding this has been added to Sheet OV-1 of the plans.

14. *Verify that the commercial building meets Section 6.19.3.B.2 of the Zoning Ordinance.*

Response: The building has been shifted forward slightly to comply with the maximum 25' front setback.

15. *Provide information to satisfy the requirements of the restrictions on sales and rental price set forth in Section 6.19.4.B of the Zoning Ordinance. At a minimum, the affordable units should be split between the back and the front if phasing is proposed. There should be 3 affordable units in the back part of the development and 4 in the front.*

Response: A note regarding this has been added to Sheet OV-1.

16. *Provide detail on plans to insure compliance with Section 6.19.5.E*

Response: The sidewalks surrounding the mixed use building have been revised for compliance with this section and labels added to demonstrate compliance.

17. *Provide detail to insure compliance with Section 6.19.5.G.1-5.*

Response: Additional labels have been added to the plans to ensure compliance with Section 6.19.5.G.1-5.

18. *The proposed lighting fixtures do not appear to meet the requirements of Section 6.19.5.I. Please review the requirements and revise as needed.*

Response: The lighting fixtures have been reviewed and revised.

19. *The elevations do not appear to meet Section 6.19.5.J-O. Suggest architect revisit MUND guidelines and provide narrative on how the building and site meets the criteria in these sections.*

Response: The elevations have been reviewed and revised.

Public Works Comments:

- *No written comments provided*
Response: No response necessary.

Fire Department Comments:

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

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

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

Response: These items will be addressed in final building permit plans.

Civil/Site Review:

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

Response: There is a hydrant across the street from the proposed mixed use development on Portsmouth Ave, one at the end of Haven Lane close to the eastern site access, and a proposed one within the proposed townhouse development.

Sprinkler Review:

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

Response: These items will be addressed in final building permit plans.

Fire Alarm Review:

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

Response: These items will be addressed in final building permit plans.

Elevators

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

Response: These items will be addressed in final building permit plans for the mixed use building.

CONSERVATION & SUSTAINABILITY PLANNER COMMENTS

1. Applicant to confirm interest in the 12/11 ConCom meeting by Friday 12/6 given discussion on project redesign.

RESPONSE: No response necessary. We will be attending the 1/14 Conservation Commission meeting.

2. I recommend an 8 am site walk time. Applicant to propose days.

RESPONSE: The site walk took place on 1/9 at 8am.

General:

3. Please add wetland scientist stamp.

RESPONSE: A wetland scientist stamp has been added to Sheet C1.

4. Please add significant trees to plans in accordance with Site Plan Reg 7.4.7.

RESPONSE: Significant trees have been added to the plans.

5. Ensure plan meets Site Plan Reg 9.7.5 with regard to planted parking islands to reduce urban heat.

RESPONSE: Site Plan Regulation Section 9.7.5(5) seems to conflict with Zoning Ordinance Section 6.19.5(G)(4). It is unclear if we need to comply with both. The plan as currently designed complies with ZO 6.19.5(G)(4).

6. Ensure plan meets Site Plan Reg 9.13.8 Electric Vehicle Readiness.

RESPONSE: Underground electric conduit has been extended to the final parking space in the mixed-use development in order to service a potential future electric vehicle parking station as shown on Sheet C4.

7. Snow Storage (Reference Site Plan Reg 9.16):

a. Snow storage areas seem very small relative to the size of the impervious areas. For example, see 5' width strip between applicant and abutter on Portsmouth Ave.

RESPONSE: Snow storage areas have been revised.

b. Snow storage at the end of Haven Ln. appears to only leave space for pushing snow directly to wetland which is not permitted.

RESPONSE: The snow for Haven Lane is currently pushed off the end of the road by the town. The snow for the proposed project will remain on the site and will be plowed to the designated snow storage areas or trucked off site as noted.

c. Recommend adding "no snow dumping" signage to deter pushing snow directly to wetland in all areas with wetlands/retaining walls where pushing is likely such as back (north) end of Portsmouth Ave and end of driveway for Building 6. Will need associated detail in plan set.

RESPONSE: "No snow dumping" signs are shown and labelled on Sheet C2.

8. *Ensure lighting meets Site Plan Reg 9.20 including Dark Sky compliance. Photometric plan shows lighting is not 0.0 at property line.*

RESPONSE: The lighting plan has been revised to demonstrate compliance with luminaires being 0 at the property line.

9. *I recommend buffer discs be installed at 50' intervals along the edge of wetland buffers to deter residential encroachment.*

RESPONSE: Buffer discs have been added to the plans (See Sheet C2).

10. *I did not see a seed mix for bioponds or lawns*

RESPONSE: The bioretention pond has been removed. A seed mix for lawn areas is on Sheet E1.

Wetland CUP (Zoning Ordinance 9.1)

11. *I recognize the current design was modified to avoid wetland impacts and to address the concerns raised by abutters and town boards, but buffer impacts have significantly increased from the conceptual plans. I recommend the applicant consider the quality and function of wetlands presented by the wetland scientist when revising the project design and prioritize greater protection of the highest functioning wetlands and wetland buffers. These considerations should be reflected in the response to 9.1.6.B.2.*

RESPONSE: Efforts have been made to reduce buffer impacts with the revised plans.

12. *As discussed with Jones and Beach, condition 9.1.6.B.3 requires an impact evaluation of the development on the functions and values of the wetland systems. The TRC package only included a functions and values summary with no impact evaluation.*

RESPONSE: The impact evaluation was submitted on 12/2/24 and an addendum to it is attached addressing the newly proposed wetland crossings.

a. *Per TRC meeting, applicant to provide more details prior to the Conservation Commission meeting to ensure all requirements of 9.1.6.B.3 are met.*

RESPONSE: The additional details requested were included in the impact evaluation referenced above.

b. *Note photo locations were not indicated, please add to F/V report.*

RESPONSE: Photo locations have been included with the attached addendum to the impact evaluation.

c. *The submitted materials indicate wetland C (human-made drainage ditch) has no functions yet the application has prioritized it for protection. Please add more details in the full impact evaluation to distinguish this conflicting approach.*

RESPONSE: Concerns were raised during the Conceptual Planning Board and Conservation Commission meetings about drainage from the surrounding developments that flow through this property so efforts were made in the revised design to maintain drainage through those wetlands as they exist today, despite the fact that they have limited functions and values.

d. Please add a description of the site conditions that informed the delineation of the human-made wetland areas in the narrative.

RESPONSE: A description of the site conditions was included in the impact evaluation referenced above.

13. Stormwater management

a. Removal efficiencies apply to all impervious surface areas including roofs. I defer to the Town's consultant engineer to confirm design meets other town regulations.

RESPONSE: The design has been modified to propose treatment of roof runoff as required.

The following are included with this Response Letter:

1. Waiver Requests.
2. Easement Deed.
3. Addendum to Wetland Impact Evaluation/ Photo Location Map.
4. Revised Drainage Analysis.
5. Revised Architectural Plans.
6. Revised Plans.

If you have any questions or need any additional information, please feel free to contact our office. Thank you very much for your time.

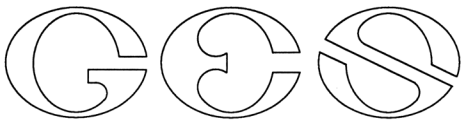
Very truly yours,

JONES & BEACH ENGINEERS, INC.



Paige Libbey, P.E.
Associate Principal

cc: Jenna Green, Green & Company (via email)
Michael Green, Green & Company (via email)
John O'Neill (via email)
John Tuttle, TW Designs (via email)
Jim Gove, Gove Environmental Services (via email)



GOVE ENVIRONMENTAL SERVICES, INC.

Addendum To November 2, 2024, Wetland Documentation Report and Supporting Information Mixed-Use Neighborhood Development, 76 Portsmouth Avenue, Exeter

Due to changes that have been brought about by the Town review of the proposed project, two small wetland impacts have been added to the plans. Both wetland areas have limited function and value. Wetland C will be crossed by a road. Given that the only function wetland C has is flood flow alteration (seasonal drainage), as long as the culvert is properly sized, there will be no reduction in the function or value of the wetland. Wetland D will be crossed by a pedestrian bridge. Again, the only function of this wetland is flood flow alteration (drainage from impervious surfaces). The crossing structure, if properly designed to not impact the volume of the runoff, will not reduce the function or value of Wetland D.

Therefore, the proposed crossings will not have detrimental impacts to the existing functions and values of both Wetland C and Wetland D.

Jim Gove, CWS #051
Gove Environmental Services, Inc.
January 10, 2025