

**Memo To:** RPC Development of Regional Impact Subcommittee  
**From:** Rockingham Planning Commission Staff  
**Date:** March 31, 2022  
**Subject:** River Run Development Mill Road Site Plan Application– Brentwood Regional Impact Declaration

Rockingham Planning Commission (RPC) was notified on March 3, 2022 that a site plan application before the Brentwood Planning Board was declared a development of regional impact under RSA 36:55. The proposal submitted by Joseph Falzone, 3 Ponds, LLC. is for a 71-unit, age-restricted condominium development accessed via private roadway from Mill Road. The proposal includes development of 76 detached units consisting of two-bedrooms per unit and a club house. At the direction of the RPC Regional Impact Committee chair, RPC staff was requested to write a memo regarding potential regional impacts.

The Regional Impact Committee met on March 31, 2022 at the Brentwood Community Center, with the RPC staff, applicant representatives, Brentwood officials and members of the public present. After reviewing the application, the Regional Impact Committee voted (3-0) for RPC staff to make minor modifications to the review memo and to submit it to the Brentwood Planning Board and notified municipalities.

The proposal is to be located on Mill Road, near Middle Road (NH 111A) and Route 125 near the Fremont/Brentwood town boundary. The proposal is located on two parcels (Lot 217-48 and Lot 217 - 52), totaling 73.5 acres in size. (It is anticipated that the intent is the merge the two parcels involved in this proposal, however, RPC has not received any application material indicating this action.) The proposal is within Brentwood's Residential/Agricultural District and is being applied for under the Senior Housing zoning regulations. The municipalities with potential impacts from the proposal, as determined by the Brentwood Planning Board include Fremont, Kingston, Exeter, Kensington, Stratham, Newfields, Newmarket, Greenland, Newington, Durham, and Portsmouth. Due the potential impacts outside of the RPC region, Strafford Regional Planning Commission was also notified.

Comments below regard the proposal's potential regional impacts as identified under RSA 36:55 that can reasonably be expected to impact on a neighboring municipality, because of factors such as, but not limited to, the following:

#### **I. Relative size or number of dwelling units as compared with existing stock.**

The proposal contains 71 single-family dwelling units, identified by the applicant as condominium ownership, age-restricted (55+) residential units. According to the NH Department of Business and Economic Affairs study [Current Estimates and Trends in NH's Housing Supply \(2021\)](#), Brentwood had a total of 1,305 single-family dwelling units in 2021. In 2020, Brentwood issued 44 building permits for single-family homes, increasing their existing stock by 3.49%. Regionally, there is a general lack in housing units including workforce housing, affordable housing, senior housing, and market rate housing. In 2020, NH Housing Finance Authority estimated that 20,000 more units were necessary to meet current demand in the state. In recent years, Brentwood has seen an increase in age-restricted housing developments. While additional housing units contribute to the overall stock and availability of housing, community vitality is enhanced when a community offers diverse housing options accessible to different populations and demographics.

## **II. Proximity to the borders of a neighboring community.**

The proposal is located fully within Brentwood but is located immediately east of the Fremont/Brentwood town boundary. As noted above, the proposal is located within Brentwood's Residential/Agricultural District; the area is surrounded by a mixture of residential and agricultural uses, with commercial uses near Route 125.

## **III. Transportation networks.**

- **Traffic Impact Assessment:** Overall, the Traffic Impact Assessment (TIA) completed by Stephen G. Pernaw and Company, Inc. utilizes appropriate and practical assumptions, and the analysis produces an estimated volume of vehicle trips generated from the age-restricted residential development that is reasonable and consistent with those assumptions.

(Note: The referenced assessment used for these comments was based on 75 dwelling units; the dwelling unit number has been revised to 71 units. Traffic impacts can be expected to be proportionally smaller than the original traffic impact assessment.)

- **Traffic volume:** NHDOT data indicates that Average Annualized Daily Traffic on NH 111A was 2,328 (2018) at a site approximately 0.8 miles east of the NH 111A/Mill Road intersection, and 460 vehicles per day (2019) on Mill Road itself. The adjustments of those historical volumes to current year use a methodology and adjustment factors consistent with best practices as do the future year no-build estimates.
- **Trip Generation:** Analysis in the TIA indicates that the 75 units would generate approximately 324 trips per day (50% entering/50% exiting) using the ITE Trip Generation Manual, 11<sup>th</sup> Edition land use code "251 – Senior Adult Housing – Single Family." About 10% of these trips are expected to occur during both the AM (9.5%) and PM (10.8%) peak hours on NH 111A in that area. This would add an average of 31 trips on Mill Road during the AM peak period and 35 during the PM peak period.
- **Trip Distribution:** The distribution of trips from the site is based on current travel patterns on Mill Road and indicates that most trips would move access/egress via NH 111A (78%) with the remaining trips via South Road (22%).
- **Safety:** The TIA indicates that some minor site work will allow for adequate site distances at the site driveway. The minimal additional traffic accessing NH 111A and South Road should not have a substantive impact on the safety of either intersection with Mill Road.
- **Intersection Operations:** The TIA estimates that no traffic signal is warranted at the intersection of NH 111A and Mill Road under either no-build or build conditions. Additionally, all stop controlled intersections will continue to operate at high levels of service with minimal delays.
- **Questions/Comments on the TIA:**
  - Minor technical edit: Table A in Addendum One to the traffic impact assessment references "ITE Land Use Code 251 – Senior Adult Housing-Multifamily" to generate the estimated number of vehicle trips. This should be "ITE Land Use Code 251 – Senior Adult Housing-Single Family." The values in the chart correctly reference the single-family code for senior housing and do not need to be adjusted.
  - The municipally-owned Mill Road bridge (060/054) over the Exeter River located north of the proposed private roadway access is listed as a "red listed" bridge by NHDOT as of March 28, 2022. Any municipal action to correct any deficiencies may cause temporary disruptions to travel to the immediate roadways, but is not considered a long-term impact on the regional transportation network.

## **IV. Anticipated emissions such as light, noise, smoke, odors, or particles.**

Anticipated emissions are expected to be primarily limited to those related to transportation associated with residential traffic, and may include noise and air emissions from vehicles. To

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understand impact of any lighting, it is recommended that the Brentwood Planning Board require detail on any lighting proposed with the development to ensure no light spillage occurs onto neighboring properties, roadways or sensitive wildlife habitat. It is recommended that Brentwood ensure its outdoor lighting regulations are followed to alleviate any lighting impacts.

**V. Proximity to aquifers or surface waters which transcend municipal boundaries.**

The proposal is located partially within the Wellhead Protection Areas (WHPA) for the public water supply wells for the Fellows Road neighborhood within Brentwood. There are also areas of predominately residential uses that are serviced by private, onsite wells surrounding the proposal. This proposal is located within Brentwood's Aquifer Protection District and requires a specific development standard be met to ensure protection of groundwater resources. The proposal will also require NHDES approval for the two proposed public water supply wells.

The entire proposal is located within the Source Water Protection Area for Surface Water (Administrative Rule Env-Dw 902) for the Exeter River, which serves as a public water supply source for the Town of Exeter. Additionally, the proposal is located within the ¼ mile corridor for the state designated Exeter River.

**RECOMMENDATIONS:**

- To mitigate potential groundwater water impacts, it is recommended that Brentwood require NHDES Best Management Practices for Groundwater Protection (Env. Wq 401) are followed.
- Given the proposed use of a private roadway, it is recommended that Brentwood require that that any winter roadway maintenance service be provided by a NHDES GreenSnow Pro certified entity. This will help to mitigate salt usage that can negatively impact water quality, while granting liability protection against damage from winter road conditions.
- To mitigate any potential surface water pollution, it is recommended that any proposal be required to follow stormwater regulations required Brentwood's site plan regulations and that Brentwood implement the conditions of their wetland and shoreland ordinances that are applicable.
- Any recommendations offered by the Exeter-Squamscott River Local Advisory Committee (ESRLAC) to help protect the Exeter River should be considered by the Planning Board. ESRLAC is also able to provide comments on the issuance of certain state permits under RSA 483. The state permits may include, but are not limited to, Alteration of Terrain, Shoreland Protection and Wetlands Permits.

**VI. Shared facilities such as schools and solid waste disposal facilities.**

The proposal does not appear to rely on any shared municipal facilities, however, there is potential to required shared municipal emergency services given the location near Fremont, Epping, and Kingston.

**RECOMMENDATION:** It is recommended that the Planning Board receive input from the Brentwood emergency services personnel and Select Board regarding the handling of emergency services.

Finally, it should be noted that the above comments and recommendations are considered advisory only. The RPC, nor the impacted municipalities, have any authority under the regional impact statute to interfere with the decision-making power held by the Brentwood Planning Board.

Cc via email:  
Town of Brentwood Planning Board  
Town of Kingston  
Town of Fremont  
Town of Kensington  
Town of Stratham

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Town of Newfields  
Town of Newmarket  
Town of Greenland  
Town of Exeter  
Town of Newington  
Town of Durham  
City of Portsmouth  
Strafford Regional Planning Commission