

**MINUTES  
SITE REVIEW TECHNICAL ADVISORY COMMITTEE**

**2:00 P.M.**

**CITY COUNCIL CHAMBERS                      SEPTEMBER 3, 2002  
MUNICIPAL COMPLEX, 1 JUNKINS AVENUE  
PORTSMOUTH, NEW HAMPSHIRE**

**MEMBERS PRESENT:**     David M. Holden, Planning Director;  
                                      John Burke, Parking and Transportation Engineer;  
                                      David Allen, Deputy Public Works Director;  
                                      Michael Magnant, Deputy Police Chief;  
                                      Charlie Jones, Fire Marshal;  
                                      Tom Cravens, Engineering Technician (Water);  
                                      Alanson Sturgis, Chairman of the Conservation Commission;  
                                      and, David Desfosses, Engineering Technician (Engineering)

**ALSO PRESENT:**             Lucy E. Tillman, Planner 1

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**I. OLD BUSINESS**

A. The application of **Liberty Mutual Insurance, owner**, for property located at **225 Borthwick Avenue** wherein site plan approval is requested for the installation of an emergency generator with a paved access way with associated site improvements. Said property is shown on Assessor Plan 240 as Lot 1 and lies within an Office Research district. **(This application was tabled at the Committee's July 30, 2002, meeting to this meeting.)**

The Chair read the notice into the record. A motion was made to take the application off the table. Mr. Desfosses seconded the motion. The motion passed unanimously.

**SPEAKING TO THE APPLICATION:**

Mike Leo of Vanasse Hangen and Brustlin addressed the Committee. The request is for the installation of an additional emergency generator. Two such generators exist on site to the rear of the building. Mr. Leo explained that the facility houses the main computer banks that service a number of other facilities in the area. The request also involves the upgrading of the driveway to the rear of the building; that is, that the driveway be paved. Mr. Leo further advised the committee that a Conditional Use Permit had been granted by the Planning Board for the paved accessway.

The Chair made three calls for speakers. There being none, the Public Hearing was closed.

**DECISION OF THE COMMITTEE:**

Mr. Allen moved to recommend approval. Mr. Sturgis seconded the motion. The motion passed unanimously with the following stipulations:

1. That the location of the groundwater monitoring wells be indicated on the site plan;
2. That any existing access easements to the monitoring wells be shown on the site plan. If such an easement does not exist, then an easement for access to the monitoring wells should be granted to the City subject to the approval of the City Attorney as to content and form;

- 3. That reports from V.O.C. samples for each monitoring well be submitted to Tom Cravens, Engineering Technician with the City’s Water Department;
- 4. That copies of the well logs for each monitoring well be submitted to Tom Cravens, Engineering Technician with the City’s Water Department;
- 5. That the site plan indicate the installation of a silt fence during the construction period of the proposed paved accessway and the installation of the additional third generator; and,
- 6. That the specifications of the containment area for the fuel supply for the two existing and proposed generators be indicated on the site plan.

II. PUBLIC HEARINGS

A. The application of **UR of Portsmouth, NH, Inc., applicant**, for property located at **1465 Woodbury Avenue** wherein site plan approval is requested for the construction of a 6,400 s.f. ± building for a restaurant use with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 216 as Lot 3 and lies within a General Business district.

**SPEAKING TO THE APPLICATION:**

Dennis Moulton of Millette, Sprague & Colwell, Civil Engineers for the project, addressed the committee. He spoke to the construction of a new one-story restaurant building where the School House Restaurant is currently located. It is anticipated that the School House Restaurant building will be partially relocated to another part of the lot in question; that is, the historical part will be relocated and the remaining structure will be torn down.

New paving and landscaping will be provided. The plan calls for a circular flow path around the building and additional parking. The additional paving will be located within the wetland buffer, and the necessary approval has been received from the Planning Board. Additionally, the plan calls for a continuation of the access from Commerce Way through to the main parking lot.

The site will be regraded. to direct the stormwater runoff into a water quality inlet. Runoff will be directed across the entrance drive and enter the wetlands adjacent to the plaza. Utilities will be underground with electric, gas, water and sewer connections existing from the current use.

Mr. Moulton went on to state that the question of whether the uses on the site will have adequate parking will be addressed.

(Please note that Tom Cravens arrived at this point in the meeting.)

Kevin Danbury, PE with CLD Consulting Engineers addressed the committee. He stated that CLD performed an initial evaluation of the changes proposed for this site. He submitted a letter outlining the differences in trip generation (the School House Restaurant vs. Pizzeria Uno). It was anticipated that there would be a very minor addition to new traffic on Woodbury Avenue; say, six to ten trips during peak hours for this development. Peak hours were defined as evening peak hours and Saturday mid-day. Mr. Danbury did indicate that the whole analysis had not been completed adding that the proposal is for a minor addition and that it would not be feasible to go into an in-depth study of off-site improvements.

Mr. Danbury spoke to the concerns over on-site vehicular flow and the proposed access from Commerce Way. Currently, the driveway is two-way. The proposal is to limit and channel one-way flow into the site. By using striping and curbing, the traffic will go into its own lane.

Mr. Burke inquired as to the unique angled turn with the response being that they were looking to maintain the accessway to and from Commerce Way. At this point in the proceedings, Mr. Danbury submitted a sketch of the curb cut.

Mr. Burke stated that he assumed the trip generation rates were based on the ITE manual and not actual traffic counts. Mr. Danbury replied in the affirmative and stated that weekday p.m. peak hours would see an increase of 18 vehicles with Saturday peak hour seeing an increase of 32 vehicles.

Mr. Burke inquired if there would be enough parking on site asking for assurances that there was no double counting with the rest of the plaza. Mr. Moulton replied that relief would be needed.

The Chair referred to the sketch that had been handed out and asked if there would be a change in the curb cut with the response being in the negative. Mr. Danbury explained that the change would be in the use as one-way versus two-way.

The Chair felt that the Planning Board would be concerned with the whole plaza and felt it would be helpful if a site plan was submitted showing interrelationships with the whole plaza.

Attorney Bernard W. Pelech addressed the committee and stated that he was present on behalf of Magna Corporation and Arnold Katz to speak to the application. Attorney Pelech conveyed Mr. Katz's concern that the plan does not depict the entire site. It was Attorney Pelech's opinion that the Planning Board would not look favorably upon access to the plaza via the curb cut. It was also Attorney Pelech's opinion that the traffic generated by the proposed user would be substantially greater than that generated by the School House Restaurant. He felt that some type of vehicular barrier was needed.

The Chair asked if there was an agreement between the parties to change the curb cut with the response from Attorney Pelech being in the negative. The Chair asked if one would be needed with the response from Attorney Pelech being in the affirmative.

The Chair made three calls for speakers. There were none. The Chair asked Mr. Moulton if he had any closing comments.

Mr. Moulton stated that they had gone through a number of exercises with conceptual plans; that unfortunately the ownership of the property changed midstream. Mr. Moulton also spoke to the possibility of violating an agreement with other tenants. (referring to the opposition to the access to the plaza via the curb cut to Pizzeria Uno).

Attorney Pelech responded that he was not aware that ownership had changed. He reiterated the concerns raised by at least two members of the Planning Board concerning the through access. Attorney Pelech commented that there was no problem when Wendy's was built. He reiterated that he would like to see the whole plan and, furthermore, that he would like an opportunity to see what was handed out to the committee at this meeting. He expressed his opposition to an interconnection to the remainder of the parking lot.

The Chair stated that they would keep the Public Hearing open and recommended that the application be tabled inasmuch as the Board of Adjustment would need to act on the application for parking relief on September 17<sup>th</sup>.

Mr. Desfosses spoke to a cleaning schedule for the oil/water separator structure and the submittal of cut sheets for the oil/water separator. He also referred to the grades around the handicapped area and the ability to prove 2' of water table for the proposed treatment area. Mr. Moulton referred to the fact that at the present time there is a wetland that at one time was a drainage swale. Mr. Desfosses indicated a willingness to meet with Mr. Moulton regarding the proposed drainage plan.

The Fire Marshal asked for a municipal master box connection to the Fire Department. Mr. Jones asked if the building would be sprinklered with the response being in the affirmative.

The Chair indicated a reluctance to support the plan as presently drawn.

Mr. Burke commented that another through aisle within the plaza would change the dynamics within the plaza as well as Woodbury Avenue. It was Attorney Burke's opinion that the proposal should be reviewed by the Traffic/Safety Committee. It was decided that the traffic engineer and design engineer would meet with the City.

Ms. Tillman asked that the 100' buffer line be indicated on the plan.

A motion was made and seconded to table the application to the October 1, 2002, meeting of the committee. The motion passed unanimously.

Some of the outstanding concerns of the committee are listed as follows:

1. That a cleaning schedule for the oil/water separator together with cut sheets for the oil/water separator be submitted to David Desfosses, Engineering Technician, Public Works Department;
2. That a meeting be held between the applicant's engineer and David Desfosses regarding the proposed drainage system;
3. That the site plan show the entire developed plaza;
4. That the traffic engineer and the design engineer meet with City staff (Planning Department staff, John Burke, the City's Parking and Transportation Engineer, and Michael Magnant, Deputy Police Chief) regarding the proposed traffic pattern;
5. That a master box connection to the municipal system be indicated on the site plan; and,
6. That the 100' wetland buffer be indicated on the site plan.

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B. The application of **Whalesback Light, LLC, owner and applicant**, for property located at **96-98 State Street** wherein site plan approval is requested for the construction of a three story stair tower and a one-story 453 s.f. ± addition to the rear of the building with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 107 as Lot 52 and lies within the Central Business B and Historic A districts.

**SPEAKING TO THE APPLICATION:**

John Chagnon of Ambit Engineering presented the plan for the proposed additions to an existing building. The use of the building will be for a new restaurant. The necessary Variance to allow a 15' high one story addition to the rear of the existing building where the minimum height

required is 20' has been granted by the Board of Adjustment. Additionally, a Certificate of Appropriateness has been granted by the Historic District Commission.

The plan calls for the planting of a tree in the southwesterly corner that will require the removal of existing pavement. A concrete pad will also be provided for a screened-in dumpster. One parking space will be provided on site. The proposal calls for new water, fire and gas services from Atkinson Street. An internal grease trap will be provided. The existing sewer service will be utilized.

Mr. Cravens inquired if Portsmouth Water Department standards would be followed as far as type and materials are concerned with Mr. Chagnon responding, "That is right".

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Desfosses moved to recommend approval with stipulations. Mr. Sturgis seconded the motion.

Mr. Allen inquired if the location of the existing sewer and tie-in was known. Mr. Chagnon stated that the most they have been able to ascertain is that there is a connection back to the building at the basement level; that he would be willing to work with the Public Works Department to get that information. The question was asked if any dye tests had been performed with the response being in the negative.

The Chair asked if there was a metes and bounds description of the lot. Mr. Chagnon referred to a 1982 lot line adjustment plan that had been approved by the Planing Board.

The concern was expressed as to party walls and conformance with the Building Code. Deputy Police Chief Magnant inquired as to noise from the exhaust fans and air conditioning units. Tom Emerson of Lisa DeStefano Architects stated that there would be no additional openings to the existing concrete block walls. The exhaust fans would be installed in the one-story addition. The Chair asked about odors. It was Mr. Emerson's opinion that the exhaust fans would provide a cleansing element.

The question was asked as to how parking issues would be addressed. Mr. Chagnon responded that the site is in the Central Business district where there is no requirement to provide on-site parking. He referred to the parking calculations on Sheet 2. Sixty-eight spaces are required with one space being provided. Mr. Chagnon stated that the applicant is aware of the contribution required under the *Zoning Ordinance* to make up the difference.

The Chair expressed the opinion that the site would be primarily a walking destination with Mr. Chagnon responding that the site would rely on off-site City parking and general street (walking) traffic.

The Chair asked if loading and unloading would occur in the rear off the right-of-way with Mr. Chagnon responding, "That is correct". The Chair asked that the loading area be labeled on the site plan.

Mr. Burke spoke to existing problems with unloading trucks; especially, on Atkinson Street. The suggestion was made that the Traffic/Safety Committee review the plan and come up with a solution on the truck loading issue.

Mr. Burke moved to table the application to the October 1, 2002, meeting of the committee. Mr. Allen seconded the motion.

The Deputy Police Chief commented that the proposal would exacerbate an existing traffic problem on State and Atkinson Streets.

It was also noted that the proposal calls for bituminous concrete sidewalks and the suggestion was made that the Traffic/Safety Committee look at the issue of sidewalks and determine whether brick sidewalks should be installed.

The motion passed unanimously.

Please note that at the close of the Technical Advisory Committee meeting, a request was made for a Special Meeting of the committee after the Traffic/Safety Committee meeting but prior to the Planning Board meeting. Such a meeting has been scheduled for 2:00 p.m. on September 19<sup>th</sup>. The recommendation from that meeting will be made available at the Planning Board meeting.

**Stipulations:**

- 1. That the loading area be labeled on the site plan;
- 2. That the metes and bounds description be contained on sheet C-2 of the site plan; and,
- 3. That the size of the existing sewer and the location of the tie-in be determined and indicated on the site plan.
- 4. That the canopy over the sidewalk is subject to a license from the City Council and that in adopting this stipulation the Planning Board so recommends the issuance of a license subject to the review of the City Attorney for content and form.

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C. The application of **Heron Realty Trust, owner, and Sean Correll, applicant,** for property located at **917 Greenland Road** wherein site plan approval is requested for the creation of a sixteen space parking lot for a proposed take out/eat in café with associated site improvements. Said property is shown on Assessor Plan 259 as Lot 7 and lies within a Single Residence B district.

**SPEAKING TO THE APPLICATION:**

Sean Correll addressed the committee and presented his plan for a sixteen space parking lot explaining that he had received parking relief from the Board of Adjustment. The interior of the existing building will be reconfigured to accommodate the use of the building as a café. The exterior gas pumps will be removed.

Attorney Bernard W. Pelech addressed the committee on behalf of Frances Wholey of 921 Greenland Road, a direct abutter to the site. He spoke to the concerns of stormwater runoff pointing out that a drainage study had not been submitted and inquired if any provisions would be made for stormwater runoff. He commented that extensive amounts of green area would become a parking lot. He asked for some type of screening surrounding the property on the westerly side adding that some type of fencing would be helpful. He inquired as to the placement of exhaust fans and inquired if the existing grease trap would be sufficient. Attorney

Pelech remarked that the site was primarily a convenience store and the proposal is to turn it into a sit-down restaurant.

In response to Attorney Pelech’s presentation, Mr. Correll stated that there would be a retaining wall on the back side of the property. He stated that fencing would be provided along two properties and that the hood fans would be located on the roof towards the front.

It was the consensus of the committee that the plan required more detail work. Mr. Allen stated that grades of the final elevation would be helpful to determine which way the drainage is going. Also, more details would be required on the proposed fencing. Mr. Allen added that whereas there would be plenty of green space available, that a 1,000 gallon exterior grease trap should be shown on the plan.

The Chair suggested that it might be a good idea to show the proposed fencing to the abutter.

The question was asked as to site lighting with Mr. Correll responding that there is lighting on four sides of the building. The Chair commented that the lighting needs to be shielded so as not to shine on adjacent parties.

Mr. Allen moved to table the application to the October 1<sup>st</sup> meeting of the committee. Mr. Desfosses seconded the motion.

The Chair invited Mr. Correll to contact him to set up a meeting.

The issue of a concrete sidewalk was raised. The suggestion was made that the sidewalk be moved a couple of feet away from the property line. Mr. Correll inquired as to the need for a sidewalk in the first place. The Chair commented that most businesses do have sidewalks and that most of the City’s streets have sidewalks; however, he agreed that the issue could be reviewed at the meeting with City staff.

The motion passed unanimously.

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D. The application of **Bluestone Properties, LLC, applicant**, for property located at **2236 Lafayette Road** wherein site plan approval is requested for the construction of a 4,828 s.f. ± one-story building proposed to be used as a restaurant/commercial/retail mix with related paving, utilities, landscaping, drainage and associated site improvements. An existing single-family residence and two auxiliary buildings (cabins) will be demolished. Said property is shown on Assessor Plan 267 as Lot 2 and lies within a General Business district.

**SPEAKING TO THE APPLICATION:**

Eric Weinrieb of Altus Engineering presented the plan stating that a 25’ minimum buffer from an existing cemetery would be provided. He pointed out that the parcel is oddly shaped, it being 100’ in depth and 300’ in length adding that it is a difficult lot to develop; that the lot would be undevelopable without relief from the Board of Adjustment (BOA). BOA approval has been received to allow the following:

1. a 60’ front yard where 105’ is the minimum required;
2. a 13’ rear yard where 50’ is the minimum required;

- 3. parking and maneuvering aisles to be located within 40' of the front property line where a 40' setback with landscaping is required; and,
- 4. a loading zone to be located within 25' of the rear property line where 50' is the minimum required.

The proposal calls for the existing buildings to be demolished. In their place a 34' x 142' building will be constructed with 1,425 s.f. to be dedicated to a take-out type restaurant use. The remaining portion will be retail.

A Driveway Permit Application has been filed with NHDOT. A 12' easement to The State of New Hampshire has been proposed for a portion of the lot (the last 103').

It is anticipated that there will be no increase in stormwater runoff. A detention pond is proposed for the northerly end of the property. A small retaining wall is planned next to the proposed building with another small retaining wall to be located next to the Meinike Muffler parcel.

Two handicapped spaces are proposed.

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Sturgis moved to recommend approval with the following stipulations and Deputy Chief Magnant seconded the motion.

Discussion ensued on the proposed 12' easement and whether any future road widening would interfere with proposed parking spaces. The Chair also felt that having a snow storage area in the 12' easement area would not be a legitimate use of that area and should be eliminated pointing out that there are sufficient areas of snow storage on the property.

Mr. Burke had concerns with the proposed decel lane and asked that it be revised. He also raised the issue of adequate sight distances with Mr. Weinrieb stating that he was still submitting information to NHDOT.

The motion to recommend approval of the site plan passed unanimously.

**Stipulations:**

- 1. That the snow storage area indicated in the proposed 12' easement area be eliminated from the site plan;
- 2. That the site plan be revised to show a 10 to 1 taper for the decel lane;
- 3. That the Traffic/Safety Committee review the site plan with a report back to the Planning Board;
- 4. That information on the proposed sight distance information be provided; and,
- 5. That the landscaping plan shall be approved by Lucy Tillman of the Planning Department.

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F. The application of **HCA Health Services of NH, owner**, for property located at **333 Borthwick Avenue** wherein site plan approval is requested for the construction of a 795 s.f. ± one-story "fill-in" addition to an existing building together with the reconfiguration of existing paved parking spaces to provide for an ambulance driveway, including the repair of existing drainage adjacent to the new driveway. Also included in this application is the construction of a



new entrance vestibule and canopy extension at the Pavilion entrance with associated site improvements. Said property is shown on Assessor Plan 240 as Lot 2-1 and lies within an Office Research district.

**SPEAKING TO THE APPLICATION:**

Dennis Moulton of Millette, Sprague & Colwell presented the plan and spoke to the proposed one-story addition to the rear of the existing hospital that is currently a walkway; a break area for staff employee. He also spoke to the creation of a new entrance for ambulances to drop off patients (non-emergency). Three parking spaces will be eliminated and two islands will be created on either side of the drive. Some regrading will be done as water tends to accumulate in that spot during storms. In accordance with a stipulation associated with the Conditional Use process, the pavement will be porous pavement so that stormwater runoff will recharge into the ground underneath it.

Included in this proposal is the reconfiguration of the entrance to the Pavilion with a covered entrance to be provided.

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Allen moved to recommend approval with stipulations. Mr. Desfosses seconded the motion. Mr. Cravens spoke to the existing monitoring wells on site and the desire to have them indicated on the plan and the desire to have access easements for sampling purposes.

The motion to recommend approval of the site plan passed unanimously:

**Stipulations:**

- 1. That the site plan indicate the location of the monitoring wells;
- 2. That an access easement be granted to the City of Portsmouth for access to the monitoring wells for sampling purposes with the content and form of the access easement to be approved by the City Attorney; and,
- 3. That copies of the well logs for each of the monitoring wells be submitted to Tom Cravens, Engineering Technician, Water Department.

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G. The application of **Bold Beginnings, Inc., owner**, for property located at **133 Islington Steet** wherein site plan approval is requested for the construction of a three-story, 6,608 s.f. ± addition to an existing building for use as eight residential units with related paving, utilities, landscaping, drainage and associated site improvements. The existing 3,276 s.f. ± one-story function hall to the rear facade will be demolished as well as the rear deck and stairs. Eleven covered parking spaces are included in the proposal. Said property is shown on Assessor Plan 138 as Lot 15 and lies within Central Business B, Apartment and Historic A districts.

**SPEAKING TO THE APPLICATION:**

John Chagnon of Ambit Engineering addressed the committee and informed them that the project would be known as Hanover House and further explained that the site is the former Knights of Columbus building. The existing function hall will be demolished to make way for an eight unit residential addition. Landscaping will be incorporated into the site concentrating on the area of the rear access drive to serve underground parking. Eleven spaces will be provided at

the garage level. The first floor of the addition will match up with the floors on the Islington Street side. The addition will be handicapped accessible and will be serviced by an elevator.

A new sewer service will be provided. Currently the service extends from the main part of the existing brick building out to Hanover Street. The upgrade will be to a 6" service. The old service will be utilized for a few months during the construction period.

A new water service providing for fire and domestic services will be coming off of Hanover Street. The existing building will be connected to the new service and the existing service will be abandoned.

Underground electric will be provided from a pole on Hanover Street subject to change; however, there is a possibility of a new pole. It all depends on how Mike Coffey of PSNH would like to guy that service.

A new gas service will be installed off of Hanover Street.

The front of the site will remain as is with the introduction of a little bit of green space.

Mr. Chagnon referred to a retaining wall on the easterly side that will be two or three feet in height to allow for a change in grade from homes on Rock Street to a low area. Mr. Chagnon then spoke to the need for a retaining wall on the westerly side as the grade drops some eight feet rather abruptly.

With regard to the stormwater runoff, Mr. Chagnon stated that in the rear of the site, the runoff would enter a curbed catch basin on Hanover Street. He stated that some drainage would flow towards Islington Street. The new building will be connected via a roof drain curbed to a catch basin.

Mr. Chagnon concluded his presentation by stating that Historic District Commission approval had been received for the project.

Eileen MacDonald of 427 Hanover Street addressed the committee and stated that she lived directly across from the back of this site. She wondered how the residents of the neighborhood would get in and out of their property during construction pointing out that Hanover Street had recently been repaved.

Ms. MacDonald commented that during a heavy rainstorm, runoff washes out of the parking lot area and flows directly across Hanover Street comparing it to a river running from the back of the parking lot directly across the street, very close to her property.

It was her opinion that the project would create a lot of inconvenience and noise. She wondered if the residential units would be condos or apartment rentals. She expressed her concern regarding parking and thought that there would be a problem if the people living in the eight units have a lot of company.

Ms. MacDonald also expressed her concern about noise emanating from the project if folks should hang out in back of the property.

She commented that Hanover Street is a one-way street and a very narrow street.

In concluding her statement, Ms. MacDonald wondered why the project would be called, "Hanover House" when the property is actually located on Islington Street.

A resident of 50 Brewster Street pointed out that Hanover Street goes toward Brewster Street in a one-way direction. He wondered about large construction vehicles being able to make those turns. It was his opinion that the parking that would be provided would not be sufficient and wondered where the overflow parking would go.

The Chair made three calls for speakers.

Mr. Chagnon spoke to the catch basins to be located on the southerly side of Hanover Street; that the northerly side of Hanover Street captures the water that now spills across the street. Mr. Chagnon reiterated that the stormwater runoff would be piped to the collection system. It was Mr. Chagnon's opinion that the amount of stormwater runoff would be significantly decreased post development.

With regard to the construction phase, Mr. Chagnon indicated that as much notice as is possible would be given to the neighbors in order to minimize disruption.

The Chair made a last call for speakers. There being none, the Chair declared the Public Hearing closed.

#### **DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Desfosses moved to recommend approval. Mr. Cravens seconded the motion. Mr. Desfosses noted that Rock and Hanover Streets were recently paved and asked that after a year's time had elapsed after the utilities are installed, that the utility connections be infra reded. It was Mr. Desfosses's opinion that the pavement would have to be saw cut.

The Chair indicated that he was uncomfortable with the drainage information; especially with impacts on Hanover Street. Mr. Desfosses felt that the applicant had gone a long way in providing the appropriate structures. Mr. Chagnon indicated that Underwood Engineering had information on calculations that were done in conjunction with a separation study. He felt that drainage was a legitimate concern and stated that he would be agreeable to providing more information regarding the effects of stormwater runoff onto Sudbury Street.

It was Mr. Burke's opinion that a parking survey would be helpful. Ms. Tillman explained that the property is located in a Central Business B district and informed the committee that the parking demand for this particular project had been met. The Chair concurred that a parking survey should be submitted. Mr. Chagnon commented that parking for the business use is primarily on Islington Street; that there would be no entrance on Hanover Street for the business use.

Mr. Burke felt that the project should be reviewed by the Traffic/Safety Committee and asked that a parking survey be submitted for a 300' radius of the building during peak times.

The Chair commented that the area is very urbanized and felt that the issue of a construction schedule was a legitimate concern of the neighborhood. Mr. Chagnon stated that some sort of framework would be set up with the Public Works Department as to when the street would actually be closed. It was the suggestion of Mr. Desfosses that the neighbors in a reasonable area be notified directly by the applicant or the applicant's representatives.

The Chair stated that it was his understanding that there would be no outdoor entertainment with Mr. Chagnon responding, "that is correct".

The Chair inquired as to the location of any HVAC units. Mr. Chagnon responded that they were not proposing any at this time; however, they have identified some areas that could be looked at in the future. The Chair asked that the site plan contain a note regarding adherence to the noise ordinance. The Chair also commented that the HVAC units may require Historic District Commission approval.

Discussion ensued regarding turning movements inside the garage. Mr. Chagnon commented that the garage would be 62' wide and felt that the aisle width requirements would be met.

Deputy Police Chief Magnant inquired as to the location of the dumpster with Mr. Chagnon explaining that the dumpster would be located inside the building in the utility area and would have to be rolled out to be emptied.

Mr. Burke moved to table the application to the committee's October 1 meeting to allow for a report back from the Traffic/Safety Committee. Mr. Allen seconded the motion. The motion passed unanimously.

The motion to approve carried the following stipulations.

1. That an infrared verification be had of all utility connections after a year's interval with the results to be submitted to David Desfosses, Engineering Technician with the Public Works Department;
2. That any pavement disturbance would have to be done by saw cutting;
3. That a 300' radius (of the property in question) parking survey during peak times be submitted;
4. That a construction schedule shall be worked out at the appropriate time with Public Works Department with a plan on how those who would be affected would be notified;
5. That the landscaping plan is subject to approval by Lucy Tillman of the Planning Department;
6. That more information be submitted on the drainage analysis; such as, additional material on Sudbury Street; and,
7. That a note be included on the site plan indicating that any HVAC units must comply with Article V of the City's *Zoning Ordinance* and may be subject to Historic District Commission approval.

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**III. ADJOURNMENT**

Adjournment was had at approximately 4:10 p.m.

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These minutes were taken and transcribed by Barbara B. Driscoll, Administrative Assistant in the Planning Department.