

**MINUTES OF MEETING
SITE REVIEW TECHNICAL ADVISORY COMMITTEE**

2:00 P.M.

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

MAY 20, 2004

MEMBERS PRESENT: David Holden, Director, Planning Department, Chairman
David Allen, Deputy Public Works Director;
John Burke, Parking & Transportation Director;
David Young, Deputy Police Chief;
Steve Griswold, Captain, Fire Department;
Thomas Cravens, Engineering Technician (Water Dept.)
David Desfosses, Engineering Technician (Engineering)

ALSO PRESENT: Lucy Tillman, Planner

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The Chair called the meeting to order at 2:00 pm. Mr. Holden indicated the public hearing had been closed and if the Committee wished they could open it up to general discussion on narrow topics but they will see what develops at they proceed. At this point the Committee has approved the plan and the plan is being amended due to some issues and they purposely scheduled this meeting to allow for such plan amendments.

Mr. Holden acknowledged two pieces of correspondence that were in front of the Board. One dated April 30th from the City of Portsmouth outlining the conditions which this Committee imposed on the applicant. The second from the Town of Newington dated May 20th which addresses the outstanding traffic issues.

Mr. Holden gave the Committee members a few moments to read the letter from the Town of Newington.

I. PUBLIC HEARINGS

A. The application of **Public Service Company of New Hampshire**, owner, for property located at **400 Gosling Road**, wherein site plan approval is requested for the construction of the following: a) a wood fire boiler and other related appurtenances and structures, b) a stack, c) an air emission control device and ductwork, d) a wood storage yard which will include a wood storage building, process building and integrated conveyor system on storage building extending from Lot 1 over the railroad parcel to Lot 2A, and e) relocate fireside wash recycle basin, and other related appurtenances and structures; all of the above referenced items to be constructed with associated paving, utilities, landscaping, drainage and site improvements. Said property is shown on Assessor Plan 214 as Lots 1 & 2 and lies within a Waterfront Industrial district.

Attorney Rob Ciandella gave a brief overview of their presentation. He indicated they had reached an agreement with the Commerce Way abutters and they will address the landscaping separation plan that depicts that agreement. Mr. Ciandella indicated that they met with the Traffic & Safety Committee that morning and will report on that meeting.

Dick Despina, Station Manager of the Schiller Station, addressed the details of the revised wood storage yard. The wood storage building is rotated 90% from where it was previously, going along the side of the road. The process building is now on the opposite side and is shielded to a large degree by the wood storage building. The wood storage building is the main buffer between PSNH and Commerce Way. The wood conveying process is still the same.

Will Haskell, of Gorrill-Palmer, Consulting Engineers, indicated that he had met with Dave Allen and Tom Cravens that morning to discuss some of the revisions to the plan and the changes will result in a decrease in the impervious area associated with the wood storage yard so they will be in a better situation concerning stormwater runoff. Regarding condition #14 (from the TAC Letter of Decision dated April 30, 2004), regarding the Stormwater Maintenance Plan, they have provided that, listing out the different type of stormwater structures that are going to be present on the site, the types of maintenance that will be required and the frequency of maintenance. PSNH will be required to go in twice a year to perform maintenance. Along with stormwater, erosion and sedimentation controls will be addressed in a plan and narrative. The plan will be revised to show the new locations of the silt fence and erosion control Best Management Practices and that revised plan and drainage study will be submitted to David Allen by next Tuesday (May 25, 2004) for his review and approval. Mr. Haskell indicated that they had met with Tom Cravens regarding the fire protection loop and basically it was a very similar scheme to what they had before which was an existing fire protection line that ran up to the coal yard. They will be tying that loop back into Gosling Road so that they will have a full loop. There will be two ways for water to get out of the wood storage yard. Fire hydrants will be located in the vicinity of four corners of the wood storage building and one at the truck scales.

Mr. Despina addressed conditions #1 - #6.

Condition #1, regarding conveyer belts, has been incorporated into the design of the building.

Condition #2, regarding the sprinkler system, has been incorporated into the design of the building.

Condition #3, regarding fire fighting monitors, has been incorporated into the design.

Condition #4, regarding the conveyor, has been incorporated into the design.

Condition #5, regarding the boiler, has been incorporated into the design.

Condition #6, regarding the Pile Management System, they are working on this plan and have a draft plan entitled "Wood Yard Management Plan", basically addressed by their concept of "first in, first out".

Terry DeWan, of Terrence J. DeWan & Associates, addressed the specific issues regarding screening on the plan. They looked at a number of different viewpoints around the plan. They did photosimulations of the new facility at different views from the following locations, and provided those photos to the Committee members: Newmarket International Building, Commerce Way; Wood Storage Building from Commerce Way; Dunlin Way & Portsmouth

Boulevard, Osprey Landing; Dunlin Way & Osprey Drive, Osprey Landing; Osprey Landing, Blue Heron Drive; Osprey Landing, Community Building; Osprey Landing, Shearwater Drive Park; Commerce Way, Parking Lot Entrance; Atlantic Heights, Crescent Way; Atlantic Heights, Preble Way Park; Atlantic Heights, Entrance from Kearsarge Way; Kearsarge Way, Railroad Overpass, Atlantic Heights; Market Street & Woodbury Avenue; Oriental Gardens; Gosling Road, Gymnastics Studio; Weald Road, Wedgewood Road. They felt, overall, that the change in view would be minimal or would have no impact at all. Mr. DeWan indicated that the wall would be constructed of a pressure treated wood. It will be watersealed and will receive regular maintenance.

Mr. Holden asked if the new location of the building would have less impact on the visual character of the area?

Mr. DeWan felt that, in his opinion, it did by virtual of putting the truck dump on the back of the building which goes a long way in reducing the appearance of the trucks and puts the whole movement aspects of the operation on the back side of it.

Mr. Ciandella spoke to Condition #10, the traffic issue. They felt that their traffic mitigation proposal contributes more than their fair share and more of the impact. They will put forth three comprehensive traffic solutions to this area, including Gosling Road and Shattuck Way. They believe there are two phases to improvements on Gosling Road. First there are immediate improvements which will be done before they are operational and secondly there will be major road infrastructure improvements. They are prepared to dedicate a right of way or easement to allow Shattuck to come into play. That is 2.3 + acres of industrial land and they will allow the City of Portsmouth to study what the extension of Shattuck will mean and evaluation how Shattuck will come on line. Shattuck Way was also formally part of Stipulation #10 of their Board of Adjustment approval. PSNH is committed at its highest levels to bring additional resources to bear on these traffic issues. They are working with the City to establish the precise traffic contribution that they will make.

Mr. Allen indicated that he had to leave the meeting to attend another meeting concerning the City Library project. He did report that he had met with Mr. Haskell that morning on the changes that are being made on this plan, concerning utilities and water and drainage. It appears that the changes that are being made relative to both utilities and drainage are very minor. Tom Cravens will speak regarding the water. Mr. Allen indicated that there is a reduction in the impervious area and he is comfortable that they can get the calculations that will support the plan. Mr. Allen did not see any reason not to approve the amended plan.

Mr. Haskell indicated that he would be talking about the improvements along Gosling Road. There are five components to the immediate improvement plan. First, on the northbound exit down to Gosling Road, they will be improving the right hand radius to allow trucks to make that move easier. Second, they will be adding back in an additional throughway from the exit off of Route 16 to the Mall driveway. Currently there are two left hand turn lanes. They will be widening that section of road and adding a throughway so there will be two lanes as you head towards Woodbury Avenue. Third, at the Mall entrance off of Gosling they will be reconfiguring the crosswalks. Fourth, at the intersection of Woodbury and Gosling they will

construct a 4' island. There were a significant amount of accidents involving cars turning around in the gas station driveway and this island will mitigate some of those accidents. Fifth is the optimization of the traffic signals at the Woodbury/Gosling intersection. Mr. Haskell addressed the long term improvements. There would be an overlay of Gosling Road from Route 16 all the way down to the Wood storage yard entrance and there would be some sidewalk/pedestrian improvements from Route 16. All of the improvements, immediate and long term, are all reflected on the scroll plan on the wall which will become part of the record.

Mr. Despina addressed conditions #8 - #13, regarding the truck management plan. Mr. Despina provided a draft of the truck management plan to the Traffic and Safety Committee that morning and they seemed satisfied with it. Basically it addressed the routes and hours of operation for unloading on the facility. It addressed training for the truck drivers and safety issues. It also has provisions built into the contracts with their suppliers for penalties associated with non-conformance. One issue that came up at T&S was to come up with some sort of reminder that the truck drivers could put in their vehicles and Mr. Despina provided a sample of one.

Condition #9, regarding heavy truck deliveries, according to their traffic study, one peak traffic period is on Saturday from 1:00 – 2:00. As a result, they are willing to suspend their unloading operations at 12:30 pm on Saturdays. The next peak hour is 4:30 – 5:30 pm during the week and they do not believe that it is feasible or functional for them to suspend their unloading operations in the middle of a shift. This would create several problems for the truck drivers. They will communicate the importance to the truck drivers to avoid that peak period.

Condition #11, regarding queuing on Gosling Road, similar to the last arrangement, the queuing would take place on their property and there would be no need to queue on Gosling Road.

Condition #12, regarding a rail study, they have a consultant that is completing the study and they are at a position where they will have a summary available before the Planning Board meeting.

Mr. Ciandella indicated that as a result of the Traffic & Safety Committee meeting, they will work with the City to draw up contracts for the truck drivers.

John Burke reviewed the Traffic & Safety stipulations.

They recommended that the Town of Newington regulate and enforce no parking on the Newington side of Gosling between Woodbury Avenue and the Newington Plaza access road because there were concerns about trucks parking.

They recommended that a proposed pedestrian crossing across Gosling with a pedestrian signal and then it is a Newington issue whether they felt the same way that the crosswalk should go over the access drive to McDonalds and also include a pedestrian signal.

With regard to the truck management plan, Mr. Burke agreed with what was presented and they liked the direction of what was presented as a solid step but they would like to continue to work

with them up to the Planning Board. Concerning condition #8, he would like to change the wording from John Burke to PWD and the Police Department.

Along the lines of the truck management plan there was again testimony of including the hours of operation of the project. They want to get a better idea of truck volume and the highest anticipated truck volume at various times.

Mr. Holden asked if the management plan would also be used for hauling out ash from the plant? Mr. Burke indicated that it never came up.

Mr. Burke felt that condition #13 could be eliminated and that the contractual proposal to enforce this was sufficient.

Mr. Burke indicated that they discussed Shattuck Way and they are interested in having trucks from the north using that someday. They will still use Gosling Road but there was a general understanding that a significant study would have to be done before any consideration of opening Shattuck Way.

Regarding Condition #10, where they continue to work on the long term plan, there is an understanding that they will work cooperatively to get safety improvements before truck access

Mr. Holden asked if the Management Plan covers the ash truck?

Mr. Ciandella indicated that in terms of routing and general provisions, some of the particulars don't apply. The road issues could be extended to them.

Matthew Upton, on behalf of the Town of Newington, indicated that their letter was relatively comprehensive to the Town's position. Both the Planning Board and the Board of Selectmen are in agreement. The most significant element is the ultimate construction of Shattuck Way and find that to be a great opportunity to get some traffic off of Gosling Road. They understand there are concerns regarding the impact of Shattuck Way however they will work with the City regarding those issues as part of that process.

Mr. Holden asked if the Town supports the immediate and long term improvements to Gosling Road?

Mr. Upton indicated that they support both immediate and long term improvements. He did mention, in regard to Condition #10, they read that to include addressing concerns of the Town of Newington with regard to Shattuck Way.

Attorney Ciandella indicated that the conditions as modified by the BOA conditions make it clear that Shattuck is in the mix. Their business is formally before the City of Portsmouth and they deal through the City of Portsmouth with other interested parties and that is a necessary way to deal with this.

Attorney Francis Quinn, of behalf of the Malls, discussed Condition #9 & #10. Regarding the off peak time, they had previously indicated that their clients had concerns about deliveries being made from 7:00 a.m. through 9:00 p.m. It is his clients' contention that the best way in and out of the project is Shattuck Way. He would like to see some stipulation, if the Shattuck Way study is positive, that there be some process set out in the course of this land use application that required PSNH trucks and vendors immediately use Shattuck to get the traffic off of Gosling. They would prefer not to have to come back to the City to enforce the use of Shattuck Way and therefore they would request that that be a stipulation.

Mr. Holden indicated that Shattuck Way was definitely in the mix of the discussion but they obviously could not force somebody to use it when it wasn't even constructed yet and they still had the studies to do. He felt the best way to handle this was to keep the discussion going on Shattuck Way, which is the intent of all parties. In terms of the peak hours, are they seeking to have a limitation on deliveries for the entire period or was his interest primarily in peak hours?

Mr. Quinn indicated that their interest was primarily during peak hours. They disagree that there is a limited peak hour of one hour a day during week days and one hour on Saturdays, especially during November and December.

Mr. Holden indicated that this process was intended to be a review of a revised site plan. His recommendation was that they continue the process by having a motion to approve and go through the conditions as necessary.

Mr. Desfosses made a motion to approve with stipulations. Mr. Cravens seconded.

Revisions to Stipulations from TAC meeting of April 27, 2004:

1. That all conveyor belts shall be fire resistive and so noted on all appropriate plans;

This is being incorporated and a report will be presented to the Planning Board on May 27th.

2. That a sprinkler system(s) shall be installed in the process building;

This is being incorporated and a report will be presented to the Planning Board on May 27th.

3. That fixed fire fighting monitors, which are sufficient to provide water streams on all area of pile, shall be installed inside the wood storage building;

This is being incorporated and a report will be presented to the Planning Board on May 27th;

4. That the conveyor from the wood storage building to the boiler shall be equipped with a deluge sprinkler system;

This is being incorporated and a report will be presented to the Planning Board on May 27th;

5. That the boiler shall be built in accordance with applicable building and fire codes and shall be equipped with fire protection features and systems as the codes require;

This is being incorporated and a report will be presented to the Planning Board on May 27th;

6. That a *Pile Management System Plan* shall be prepared, implemented and provided to the Fire Department, which will prevent the fuel from remaining on-site long enough for conditions favorable for spontaneous combustion to develop;

Add: With a favorable report from the Fire Department;

7. That this application shall be reviewed and considered by the City's Traffic and Safety Committee [next meeting scheduled for May 20th – contact John Burke for scheduling];

This can be deleted as it has already been complied with.

8. That a new and improved version of a *Truck Management Plan* shall be prepared and approved by John Burke and that provides more detail in particular on proposed sign locations, sign descriptions, enforcement measures and describes how maps or other information will be disseminated to all haulers;

Change John Burke to Department of Public Works and Portsmouth Police Department;

9. That heavy truck deliveries shall only use Gosling Road to access and egress the PSNH site and shall be restricted during peak periods, until such time as Gosling Road improvements are accomplished;

Change Gosling Road improvements to all immediate traffic improvements have been accomplished, to be revisited in six months;

10. That a cost allocation plan be provided and approved by the Planning Board with input from the Town of Newington and State of New Hampshire Department of Transportation relative to the \$2.5 million cost for the upgrade of Gosling Road so that is safe to accommodate these trucks;

Add: With the understanding that Shattuck Way is included in the review and that all parties will continue to work on this issue and have a final report for the Planning Board;

11. That trucks shall be prohibited from queuing on Gosling Road [note to show on Site Plan and in relevant management plans];

This is being incorporated and will be presented to the Planning Board on May 27th;

12. That the applicant provide the Planning Board with an update of the Rail Study and proposals on how rail can best be utilized in the future for further development on this site;

This is in process.

13. That Traffic and Safety consider the use of a compliance bond as part of the *Truck Management Plan*;

Change to That the City Attorney review and consider the contracts that are being proposed as part of the Truck Management Plan for content and form;

14. That the *Storm Water Maintenance Plan* shall include a maintenance schedule, be identified on the Site Plan and provide for notification to the Department of Public Works;

This has already been incorporated;

- 15. That the *Landscaping Plan* shall be approved by the Planning Department, prior to the Planning Board meeting [scheduled this writing for May 27th] and following a joint review of the Plan by City Staff, and representatives of PSNH and the owners of property located off Commerce Way;

A plan will be provided reflecting what was presented at this meeting;

- 16. That the maintenance schedule for all landscaping and fencing shall be identified on the Site Plan;

This has already been incorporated.

ADDITIONAL STIPULATIONS:

- 17. That a revised water distribution plan be submitted to the Public Works Department for review and approval;
- 18. That a recommendation be made to the Town of Newington that they enforce no parking on the Newington side of Gosling between Woodbury and the Newington plaza access drive;
- 19. That the proposed pedestrian crossing on Gosling also include a crosswalk across the plaza access drive with a pedestrian signal facing McDonalds;
- 20. That as-built water plan, both on site and off site, be completed at the completion of the plan.

The motion to recommend approval with stipulations passed unanimously.

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II. ADJOURNMENT was had at approximately 3:20 p.m.

These minutes were taken and transcribed by Jane M. Shouse, Administrative Assistant in the Planning Department.