

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

2:00 P.M.

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

OCTOBER 4, 2005

MEMBERS PRESENT: David Holden, Director, Planning Department, Chairman; David Allen, Deputy Public Works Director; Peter Britz, Environmental Planner; David Desfosses, Engineering Technician; Tom Cravens, Engineering Technician, Debbie Finnigan, Director of Parking and Transportation; Steve Parkinson, Director of Public Works; Steve Griswold, Deputy Fire Chief and David Young, Deputy Police Chief.

ALSO PRESENT:

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I. PUBLIC HEARINGS

1. The application of **Saco Avenue Professional Building, Inc., Owner**, for property located at **125 Brewery Lane**, wherein site plan approval is requested to construct a 4-story, 64' x 240', 15,500 ± s.f., 48-unit residential building, with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 154 as Lot 2 and lies within a Business district. (This application was tabled at the August 30, 2005 TAC meeting.)

The Chair read the notice into the record.

Mr. Desfosses made a motion to take the application off of the table. Mr. Cravens seconded the motion. Said motion passed unanimously.

SPEAKING TO THE APPLICATION:

John Chagnon, of Ambit Engineering, addressed the Committee. He reviewed the stipulations from the last meeting on August 30th:

- 1) That the crosswalk and the stop bar be reversed on the Site Plans;
Mr. Chagnon: That has been done on Sheet C-4. The stop bar and crosswalk have been reversed and modifications have been made to the entrance to make it flow a little smoother. There is still site visibility and safety at the intersection;
- 2) That the bumpouts on the curbing shall have tipdowns on them;
Mr. Chagnon: They have revised the curbing bumpouts and also revised the detail on Sheet D-1 to show how the tipdowns work and the grading;
- 3) That an on-site meeting be scheduled with David Desfosses, the Planning Department and the applicant to address sidewalks and curbing;
Mr. Chagnon: This meeting was held and all revisions are on the plans.
- 4) That the drainage plan should be redesigned so that the City can connect into an extended Jewell Court drainage system;
Mr. Chagnon: They have revised the inverts so that they are basically showing drainage and sewer travelling at the same elevation as they come across the intersection of Jewell Court and

Brewery Lane. They are proposing a manhole and stub, deepen it and provide a stub for the City to connect. The drainage will go under the sewer.

- 5) That a meeting be scheduled regarding parking spaces on Brewery Lane with Steve Parkinson, the City Legal Department and Planning Department;
Mr. Chagnon: Attorney Chris Keenan will be speaking about that meeting later in the meeting.
- 6) That all sidewalks be concrete;
Mr. Chagnon: A note has been added to the Site Plans.
- 7) That a written agreement be prepared between the applicant and Plaza 800 regarding the proposed crosswalks which cross on to abutter property;
Mr. Chagnon: He provided a letter which was signed by Mary Griffin, of the Griffin Family Corporation.

Mr. Chagnon reviewed the stipulations from the August 2nd meeting:

- 1) That the Sewer Construction Agreement be approved by DPW and the Legal Department;
Mr. Chagnon: A draft agreement was handed out to the Committee members which was framework for the relocation and separation of sewer and stormwater for the proposed buildings. Also included was the traffic impact contribution.
- 2) That a sidewalk easement from Chevrolet Avenue to Brewery Lane be provided for review and approval by DPW and the Legal Department;
Mr. Chagnon: That has been submitted to the Legal Department. The metes and bounds are not included but can be inserted at a later date. There are notes on the plan regarding that easement.
- 3) That dye tests be completed on site to provide information regarding sewer pipes;
Mr. Chagnon: They met with Craig from the City and did testing. They need to look at some separation. There is a drainage line that is shown running into building C that actually doesn't run into building C. The pipe picks it up in the middle of the accessway and goes all the way down to the existing sewer manhole. The sewer from building C came out at the same location. This is not shown on the plans yet as they only got the data last Tuesday. The pipe is shown coming into the manhole on the south side of the property with an existing 12" RCP pipe going nowhere. That pipe is dry and has been dry forever and is not hooked into anything. It is not even stained and has never been used.
- 4) That drainage and sewer easements shall be provided for review and approval by the City Legal Department;
Mr. Chagnon: Those have been submitted to the Legal Department.
- 5) That the parking spaces on Brewery lane shall be restriped with the sidewalk going behind them;
Mr. Chagnon: That is incorporated in the previous stipulation from August 30th and Attorney Keenan will address that.
- 6) That the proposed utility work in the conservation easement shall be reviewed and approved by DPW;
Mr. Chagnon: At the last meeting it was indicated that the City would look into that and get back to them.

Mr. Allen requested that the changes from Stipulation #1 should be brought forward on C-5, C-6 and C-7. Mr. Chagnon confirmed that he would do so.

Mr. Holden summarized that from the first set of 7 stipulations, #4, 6 & 7 need to be brought forward and #1, 2, 3, and 5 are done? And there still needs to be a discussion on parking.

On the second set of stipulations, Mr. Holden summarized that 1, 2, 3, 4, and 6 were still open and they will be hearing from Attorney Keenan on #5.

Mr. Chagnon asked if Stipulations #7 was done?

Mr. Holden confirmed that it was done but still needed to be reviewed by the City Attorney, but Mr. Chagnon had completed his responsibility.

Mr. Chagnon clarified that, from their perspective, the Griffins will maintain the sidewalks in the future.

Attorney Chris Keenan addressed the Committee regarding the two parking spaces off Brewery Lane between Home Town Windows and his office. He understood they would put the two spaces on the plans and this Committee would not recommend they be approved but would leave it to the Planning Board to make a decision.

Mr. Holden stated that TAC felt strongly that the 2 parallel spaces would be acceptable but the head in spaces would not be acceptable. Mr. Holden indicated to Attorney Keenan that they can do it anyway they want to but the Committee would be sticking with the parallel space recommendation, understanding that at the Planning Board they could see if their proposal would be honored.

Attorney Keenan indicated that was fine. They received a traffic report and no accidents have been reported in that area.

Mr. Holden stated that the City feels this street is being more active and the abutters to the site share in the City's concern that it could be perceived as being dangerous.

Attorney Keenan indicated, for the record, they will put before the Planning Board that the spaces have been in existence forever and no accidents have occurred up to this point. They are a necessity for the two businesses who only have access on Brewery Lane.

Mr. Holden asked where they stand with the agreements?

Attorney Keenan indicated there are three Agreements. Attorney Keenan has obtained a draft from the City Attorney's Office of a sewerline easement so he could see what they typically look for. They have marked it up to be site specific to this site and the only thing they don't have on it is the metes and bounds description which will come from the final Site Plan. That is at the City Attorney's office for review. The sidewalk easement is the same situation. The Sewer Construction Agreement is before the Committee and was also sent to the City Attorney's office. It is only an outline and not the agreement but shows everything that has been talked about between all parties. The City is applying for funding for up to 30% of the cost of the project and the City will be sending out to bid. The final design will be different. The Agreement is intended to cover all costs and the developers' total impact costs to the City for sewer and traffic and hopefully that will be the developers final impact to the City.

Mr. Holden felt they had come a long way from last time. He asked for an update on the traffic impact fee and what it includes.

Attorney Keenan indicated that the traffic studies show a potential 1% increase in traffic at the Islington Street/Bartlett Street intersection. That intersection is on the boards to be reconfigured and redesigned in the next year to 18 months. Negotiations were in process when John Burke left however the Applicant's engineer and City's interim traffic engineer worked out a \$15,000 contribution to the City for traffic impact.

The Chair inquired if there was anyone else wishing to speak to, for or against the application. Seeing no one rise, the Chair declared the Public Hearing closed.

DISCUSSION AND DECISION OF THE COMMITTEE:

Mr. Allen made a motion to grant the application with stipulations. Mr. Britz seconded the motion.

Mr. Holden indicated that the stipulations that were being carried forward were #4, #6, and #7 from August 30th, with #7 indicating a review by the City Attorney. Stipulations #1, #2 and #3, with #3 having the plans updated, #4, #5 and #6 would be carried forward.

Mr. Allen indicated that #1, #2 and #3 from the first group should be updated on the plans.

Mr. Holden asked for clarification on the parking impact and asked for a meeting to finalize that with Steve Parkinson and Attorney Keenan for a report back to the Planning Board.

Mr. Holden added the stipulation that Ms. Finnigan and Mr. Parkinson submit a report on the parking spaces on Brewery Lane and have that submitted to the applicant prior to the Planning Board. The plan should be amended to show either parallel spaces, recommended by this committee, or what the applicant is proposing and there will be a memorandum from DPW.

Mr. Holden indicated that the Landscaping Plan shall be approved by the Planning Department.

Mr. Desfosses indicated that temporary fencing should be provided around the construction area.

Mr. Allen indicated that the Construction Management Plan should include a traffic plan for surrounding streets and Griffin road during construction.

Mr. Holden indicated that all Easements and Licenses that will be going before the City Council should also be included in the Agreement.

The motion to approve with stipulations passed unanimously. This matter will be scheduled before the October 20th Planning Board Meeting.

Stipulations from the October 4, 2005 Technical Advisory Committee Meeting:

- 1) That the traffic impact fee be finalized prior to the Planning Board Meeting;
- 2) That Ms. Finnigan and Mr. Parkinson shall submit a report on the parking spaces on Brewery Lane prior to the Planning Board Meeting;
- 3) That the Landscape Plan be reviewed and approved by the Planning Department;
- 4) That temporary fencing be installed around the construction area;

Stipulations from the August 30, 2005 Technical Advisory Committee Meeting:

- 1) That the crosswalk and the stop bar be reversed on all appropriate sheets of the Site Plans;
- 2) That the bumpouts on the curbing shall have tipdowns on them and noted on all appropriate sheets of the Site Plans;

- 3) That the drainage plan should be redesigned so that the City can connect into an extended Jewell Court drainage system and said plan must be reviewed and approved by the City;
- 4) That a written agreement be prepared between the applicant and Plaza 800 regarding the proposed crosswalks which cross on to abutter property and said Agreement shall be reviewed and approved by the City Attorney;

Stipulations from the August 2, 2005 Technical Advisory Committee Meeting:

- 1) That the Sewer Construction Agreement be approved by DPW and the Legal Department;
- 2) That a sidewalk easement from Chevrolet Avenue to Brewery Lane be provided for review and approval by DPW and the Legal Department;
- 3) That dye tests be completed on site to provide information regarding sewer pipes and said information should be noted on the Site Plans;
- 4) That drainage and sewer easements shall be provided for review and approval by the City Legal Department;
- 5) That the proposed utility work in the conservation easement shall be reviewed and approved by DPW;

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2. The application of **Portsmouth Casey Home, Owner, and Heyland Development, Applicant**, for property located at **1950 Lafayette Road**, wherein site plan approval is requested to construct a 2 ½ story office building, with a 3,280 ± s.f. footprint and a 1 story 6,000 ± s.f. function hall, with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 267 as Lot 7 and lies within an Office Research district. (This application was tabled at the August 30, 2005 TAC meeting.)

The Chair read the notice into the record.

Mr. Britz made a motion to take the application off of the table. Deputy Fire Chief Griswold seconded the Motion. Said motion passed unanimously.

SPEAKING TO THE APPLICATION:

Richard Salvo, of Engineering Alliance, addressed the Committee. He indicated that revised drawings were submitted as well as correspondence from NHDOT on the driveway permit and revised traffic information as requested at the last TAC meeting.

Mr. Salvo addressed the stipulations from the last meeting:

- 1) That an 8” water pipe is required to hook into the hydrant;
Mr. Salvo: The pipe was upgraded 8” from the main all the way to the hydrant and also the length of the water main was extended along the entire property frontage.
- 2) That a detail be shown on the Site Plans reflecting how the water meter is arranged;
Mr. Salvo: A detail was added to the Utility Plan.
- 3) That the water service be moved to the driveway and the valves should be in the City right- of way;
Mr. Salvo: All of the work was located out of the driveway area, including water, sewer and electric, telephone and cable services.
- 4) That the sign location be adjusted to reflect the 12’ State deeded property;

- Mr. Salvo: The sign was relocated to meet the setback requirement from the revised property line once the 12' strip of land is deeded to the State.
- 5) That, per City Ordinance, automatic notification of emergency services is required along with a knox box for each building;
Mr. Salvo: A note has been added to the plan regarding this.
- 6) That a count be provided of all trees over 6" caliper which will remain on the front property, to be used as a buffer;
Mr. Salvo: A count of trees has been added to the landscape plan. They plan to leave the area as heavily wooded as possible. They are only asking for permission to clear out some of the scrub and plants in that area.
- 7) That a count also be provided of all trees over 6" caliper on the south side of the driveway, and those trees shall remain protected;
Mr. Salvo: All of trees over 6" caliper will be flagged.
- 8) That the Traffic Report be amended to include components for the 200 member function hall;
Mr. Salvo: A revised traffic study was submitted and that will be addressed later in the presentation.
- 9) That the applicant meet with DPW and the Planning Department to revisit the service road so that it is consistent with abutting properties;
Mr. Salvo: The service road was designed and was part of a previously approved site plan.
- 10) That an 8" concrete curbing be added along the sidewalks;
Mr. Salvo: This was added to all of the sidewalks and noted on the plans.
- 11) That a copy of the letter indicating approval from NHDOT for the curbcut be provided to the Planning Department for review by Steve Parkinson;
Mr. Salvo: A letter from NHDOT was included in the Committee's packet.

Robert Woodland, President of Woodland Design Group, next addressed the Committee. He indicated that they initially submitted a Traffic Study for the project, including an 8,600 s.f. office building and a 6,000 s.f. function hall. As the function hall was initially described to them as a meeting space for one specific club, they revised their trip generation estimates based on a broader understanding of how that function hall was going to be used and updated their traffic study to include that data. In speaking with Mr. Parkinson, he was in agreement with them on the peak morning and peak evening commuter trip generations, but the question was whether the facility would not generate larger volumes during the outside peak hours when a wedding or special function was being held during an evening or weekend at the function hall?. Trip generations for the office spaces is approximately 13 trips, both during the peak weekday morning and peak evening period. The same generations for the function hall space during the weekday morning and evening peak periods would be approximately 9 trips. However, during the evenings when a larger function was being held, 80% of the traffic on site would represent approximately 160 person trips to the space. They felt it was a reasonable assumption for the occupancy of such an event would be two people per vehicle. This would equal out to 80 trips entering before the event and 80 trips entering after the event. Based on this data, they concluded that this project would not have a substantial increase on area roadways. Mr. Woodland had a chance to go out and look at the site and the site distance at the driveway. There is in excess of 400' of site distance in both directions for both locations and also there is already a left turn lane at the driveway which will facility left turn movements into the site. With the increased roadway conditions and the relatively minor trip generation increase there will not be a substantial traffic increase as a result of this project.

Mr. Cravens asked how the buildings were heated? Mr. Salvo indicated they would be heated with gas. Mr. Cravens indicated there were no gas lines coming in. Mr. Salvo indicated he will add those to the plans. Mr. Cravens advised that they should not get too close to other utilities and should be at least 5' away. Also, no two utilities should be run in the same trench.

The Chair inquired if there was anyone else wishing to speak to, for or against the application. Seeing no one rise, the Chair declared the Public Hearing closed.

DISCUSSION AND DECISION OF THE COMMITTEE:

Ms. Finnigan referred to Sheet C-4, the detail for the handicapped ramps. There did not appear to be any handicapped spaces or signage and those should be shown on the plans. Mr. Salvo indicated he will add these to the plans.

Ms. Finnigan asked that they label the van accessible spaces. She also asked about the 2% grade to the lip of the driveway. She asked if this was to the layout line of Route One or the proposed layout line? Mr. Salvo indicated that the layout line was consistent with the existing edge of the travel-way. Ms. Finnigan clarified that her question was whether it would be extending to the new layout line? Mr. Desfosses confirmed that it should, or else it would have a huge drop-off.

Ms. Finnigan referred to the proposed service road. There are existing bollards and she requested roadway enter signs as well as reflectorized chevrons on the bollards. Lastly, on the Lighting Plan, the section behind the function hall with no lighting, by the loading area, should have a light added.

Mr. Salvo indicated they would add a wall mount light there.

Mr. Desfosses asked about off site signage to direct people back to Route One? Mr. Salvo indicated they did not plan to provide any off site signage. If necessary, they can add something.

Ms. Finnigan felt it was a good idea for signage at West Road. Mr. Robert Iafolla indicated that there is a sign there already. Mr. Desfosses indicated it was badly damaged and needs to be replaced. Mr. Salvo asked if he wanted it replaced in kind? Mr. Desfosses felt that was appropriate. He also requested that they provide an exit sign to the left.

Mr. Holden asked for a motion.

Mr. Parkinson made a motion to grant with stipulations. Mr. Desfosses seconded.

Mr. Holden summarized the stipulations that had been discussed so far. Two off-site signs to help direct people back to Route One; a stipulation on the handicapped ramp; labeling the handicapped space and tip-downs; reflectorized chevrons on the bollards at the end of the service road; the driveway pavement grade should be set at 2%; and, a light at the loading area.

Mr. Holden asked about what kind of lighting they were using on the site? Mr. Salvo indicated they were all dark sky friendly. Mr. Holden asked if they knew the light intensity along the periphery of the property? Mr. Salvo indicated they have notes on the plans. Mr. Holden indicated it could be a stipulation that they make a note on the plan that the lighting shall be Dark Sky Friendly.

Mr. Cravens asked that the gas line be shown on the plan before the Planning Board meeting. He would also like to meet with the engineers on the gate valve prior to the Planning Board meeting.

Mr. Holden indicated that they had a significant asset in terms of mature trees and asked if they could protect them with a snow fence during construction? Mr. Salvo indicated he could do that.

Mr. Holden asked that the Landscape Plan shall be approved by the Planning Department.

Mr. Allen asked that a copy of the NOI be submitted to DPW (Notice of Intent for Stormwater Runoff). He indicated this was an EPA required document.

Mr. Holden asked if the sidewalks were getting pedestrians out to the street? Mr. Salvo indicated that all buildings were outfitted with sidewalks. There are no sidewalks on Route one as none exist now. The green space is adequate for someone to safety walk out to Route One. Mr. Holden asked Mr. Parkinson how he felt about that and whether they wanted to facility it at some other point? He indicated that they generally try to get everybody out to the street. It was suggested that a meeting be scheduled with Mr. Parkinson and Mr. Holden to review pedestrian access to the street prior to the Planning Board meeting. Mr. Holden noted that they have transit service down Route One now so it should be looked at and the applicant can do a proposal.

The motion to approve with stipulations passed unanimously.

Stipulations from the October 4, 2005 Technical Advisory Committee Meeting:

- 1) That the gas lines be added to the Site Plans;
- 2) That the applicant meet with DPW regarding the gate valve prior to the Planning Board Meeting;
- 3) That the handicapped parking spaces, tip downs and handicapped signage be shown on the Site Plans;
- 4) That the van accessible parking spaces be marked on the Site Plans;
- 5) That the grade for the new driveway shall be 2%, pitching away from Route One and extending at least to the back of the proposed 12' easement;
- 6) That "Roadway Ends" signs and reflectorized chevrons shall be added to the bollards on the proposed service road and so noted on the Site Plans;
- 7) That a light be installed at the loading area, behind the function hall and so noted on the Site Plans;
- 8) That the off-site sign at the intersection of the service road and West Road, directing traffic back to Route One, be replaced in kind;
- 9) That additional off site signage be included to direct people back to the appropriate direction on Route One and so noted on the Site Plans;
- 10) That all lighting shall be Dark Sky Friendly and so noted on the Site Plans;
- 11) That a snow fence be added during construction to protect the trees;
- 12) That the Landscape Plan be reviewed and approved by the Planning Department;
- 13) That a copy of the NOI be submitted to DPW;
- 14) That a meeting be scheduled with Steve Parkinson and David Holden prior to the Planning Board meeting to review sidewalks.

Stipulations from the August 30, 2005 Technical Advisory Committee Meeting:

- 15) That an 8" water pipe is required to hook into the hydrant;
- 16) That a detail be shown on the Site Plans reflecting how the water meter is arranged;
- 17) That the water service be moved to the driveway and the valves should be in the City right-of way;

- 18) That the sign location be adjusted to reflect the 12' State deeded property;
- 19) That, per City Ordinance, automatic notification of emergency services is required along with a knox box, on each building;
- 20) That a count be provided of all trees over 6" caliper which will remain on the front property, to be used as a buffer;
- 21) That a count also be provided of all trees over 6" caliper on the south side of the driveway, and those trees shall remain protected;
- 22) That the Traffic Report be amended to include components for the 200 member function hall;
- 23) That the applicant meet with DPW and the Planning Department to revisit the service road so that it is consistent with abutting properties;
- 24) That an 8" concrete curbing be added along the sidewalks; and
- 25) That a copy of the letter indicating approval from NHDOT for the curbcut be provided to the Planning Department for review by Steve Parkinson;

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3. The application of **Richard W. Edgerly, Owner**, for property located at **154 Fleet Street**, wherein site plan approval is requested to construct a 3,246 ± s.f. 4-story building with basement, after removal of the existing building, with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 117 as Lot 6 and lies within a Central Business B, Historic A and Downtown Overlay Districts. (This application was tabled at the August 30, 2005 TAC meeting.)

The Chair read the notice into the record.

Mr. Parkinson made a motion to take the application off of the table. Mr. Cravens seconded the motion. Said motion passed unanimously.

SPEAKING TO THE APPLICATION:

John Chagnon, of Ambit Engineering, representing applicant, addressed the Committee. Also present was Juliann MacDonald, of DeStefano Architects and Dick _____, of Pine Brook Construction. They met on August 30th and he reviewed the 9 stipulations from that meeting:

- 1) That a detail be added to the Site Plans regarding the front awning;
Mr. Chagnon: A detail was provided on Sheet D-2.
- 2) That details be provided relative to footings and building protrusions and that all footings either under or on the City right of way shall require approval from the City Council;
Mr. Chagnon: Also provided on Sheet D-2, they showed all protrusions into the City right-of-way and they plan on acquiring City Council approval.
- 3) That the drainage line be extended from the building to the southerly end of the City drainage line;
Mr. Chagnon: They have extended the drainline along the front of the proposed site to the southerly side of the site. He asked them to change the stipulations from extending the pipe to the end of the City drainage line as in actuality, what they discussed, was bringing the drain line across the site so that the line can be extended in the future to connect that catch basin.
- 4) That a grease trap be installed for any potential restaurant use;

Mr. Chagnon: Note #8 on Sheet C-2 states that “No restaurant use is proposed for the new building. Any change of use would require compliance with City ordinances, including the installation of a grease trap for any restaurant, food preparation or take out uses”.

5) That a knock box and fire alarm box be installed;

Mr. Chagnon: A knock box is shown on Sheet C-3 and Note #8 on Sheet C-3 requires that a fire alarm system be connected to the City system;

6) That a Construction Management Plan be prepared for review and approval by the City;

Mr. Chagnon: They submitted a draft and this is a good beginning. Also, on Sheet C-1, they added Note 10 that a Construction Management Plan shall be submitted and approved by the City.

7) That a determination be made whether blasting will be required;

Mr. Chagnon: Currently, there isn't a full basement but rather just a crawl space. They did add Note 7 on Sheet C-2 that states that if blasting is required, a blasting plan will be submitted to the City of Portsmouth for approval prior to any blasting. At this point, the basement is not a necessary part of the site drawings although it is a nice adjunct to the retail space. The construction team will likely to come in and see what they can move for ledge by hoe-ramming and blasting would be a last resort.

8) That a note be added to the plan explaining the use of the shared driveway;

Mr. Chagnon: The owner has engaged an attorney who was unable to submit a letter prior to this meeting but it is expected that it will say they have the right to repave that passage way due to construction damage. The plans show the repaving of the passageway. He asked to change the stipulation so that a Memorandum will be submitted rather than a note to the plan.

9) That a note be added to the Site Plans reflecting that the replacement of the fence in the rear is “replacing in kind”;

Mr. Chagnon: This has been added to Sheet C-2.

Mr. Chagnon also added Note 9 on C-2, which talked about protecting the abutter's foundation, as a result of the concerns expressed at the last meeting by the abutter. A revised parking calculation, per Lucy Tillman, has been added to the plans. They took the roof drain and put it outside of the building. They revised the electric service to a new location on the northwest corner of the property as the existing transformer was already on the pole. They revised the sidewalk tipdowns to brick.

The Chair inquired if there was anyone else wishing to speak to, for or against the application. Seeing no one rise, the Chair declared the Public Hearing closed.

DISCUSSION AND DECISION OF THE COMMITTEE:

Mr. Desfosses made a motion to approve with stipulations. Deputy Fire Chief Griswold seconded the motion.

Mr. Desfosses indicated the stipulations would be the same as the last meeting except change the blasting requirement.

Mr. Desfosses asked for a new stipulation that a detail on Sheet D-1, C-3 shows an armor-tile panel, which is not appropriate and he asked for it to be removed.

Also, the sidewalks are shown as a minimum of 4' and they must be a minimum of 4' wide. That should be changed on the plans. Mr. Chagnon confirmed that the detail says a minimum of 4' but the plans say 6' width. Mr. Desfosses asked him to change the detail then.

Mr. Holden confirmed that Stipulation #4, regarding the grease trap, needs to be verified with Legal. He is assuming that this will probably have to go into the deed rather than the site plan.

Mr. Desfosses requested that parking space striping and the reinstallation of the parking meters needs to be coordinated with DPW.

Mr. Holden indicated that the Construction Management Plan, all licenses and easements shall be approved by the City and the City Attorney, DPW and the Planning Department so that they are all in place as part of the building permitting process. Also, all approvals from the City Council shall be finalized prior to the issuance of a building permit.

Mr. Holden asked for a stipulation that the parking fees shall be calculated in conjunction with the Planning Department. If they don't do the blasting and it's only half a basement, they may not be liable for it, however, if it is their intent to provide the full basement, it will be different. Mr. Chagnon stated they would keep an eye on the basement and maybe handle it separately. Mr. Holden confirmed that they would keep working on that.

Mr. Allen clarified that they have taken care of the stipulation regarding the drainage line but his only concern was that they verify that they would have adequate cover tying in from the other side of Congress Street or Fleet Street drainage system as this one is designed.

Mr. Holden indicated that the applicant and/or owner needs to sign the Site Review Application.

The motion to approve with stipulations passed unanimously.

Stipulations from the October 4, 2005 Technical Advisory Committee Meeting:

- 1) That the armor-tile panel shown on the Sidewalk Tip Down detail on Sheet D-1 be removed;
- 2) That the sidewalks be shown as a minimum of 5' and so noted on the Site Plans;
- 3) That the City Attorney review the grease trap issue (See previous Stipulation #4 below) to determine how to address this issue for future potential restaurant use (perhaps as part of the deed);
- 4) That all parking space striping and installation of parking meters shall be coordinated with DPW;
- 5) That the Construction Management Plan, including but not limited to all licenses and easements, shall be approved by the City through the City Attorney, Planning Department and DPW, and shall be presented and approved by the City Council prior to the issuance of a building permit;
- 6) That the parking fees shall be calculated in conjunction with the Planning Department and the applicant;
- 7) That the engineer design the drainage line in such a way that future catch basins on the other side of Congress Street could be adequately drained using this new drain pipe;
- 8) That the applicant shall sign the Site Review Application;

Stipulations from the August 30, 2005 Technical Advisory Committee Meeting:

- 9) That a detail shall be added to the Site Plans regarding the front awning;

- 10) That details shall be provided relative to footings and building protrusions and that all footings either under or on the City right of way shall require approval from the City Council;
- 11) That the drainage line shall be extended from the building to the end of the City drainage line;
- 12) That a grease trap shall be installed for any potential restaurant use;
- 13) That a knock box and fire alarm box shall be installed;
- 14) That a Construction Management Plan shall be prepared for review and approval by the City;
- 15) That if a determination is made that blasting will be required, a plan will be submitted for approval prior to a blasting permit being issued;
- 16) That a note shall be added to the plan explaining the use of the shared driveway; and
- 17) That a note shall be added to the Site Plans reflecting that the replacement of the fence in the rear is "replacing in kind";

4. The application of **Public Service Company of New Hampshire, Owner**, for property located at **400 Gosling Road** wherein site plan approval is requested to install 560 LF of 12" drain in the location of an existing drainage swale, slope modifications and installation of a retaining wall, with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 214 as Lot 2 and lies within a Waterfront/Industrial district.

The Chair read the notice into the record.

SPEAKING TO THE APPLICATION:

Richard Despina, Station Manager of Schiller Station, addressed the committee. Also present was Duncan Mellor from Waterfront Engineers, of Stratham, Attorney Robert Ciandella, Land Use Council, Randy Rudolph, from Schiller Station, and Peter Leavitt, Operations Manager at Schiller Station.

Mr. Despina stated that they have been burning coal at Schiller for over 20 years. This modest project will allow for them to have better coal inventory management. The area, which is involved, is 23,000 s.f., which is relatively small in comparison to their existing coal yard. It is only about a 15% increase. The coal pile itself will not be any higher or more visible than it is today. They will continue to groom the pile in a manner consistent with industry standards for the purposes of fire safety and dust control. This project allows them more flexibility in managing their coal inventory in a safe and efficient manner.

Duncan Mellor, of Waterfront Engineers, gave an engineering overview. He pointed out the blue area on their photo, showing where they propose to widen the lower coal pad and the former upper coal yard coal pad is going away. The red line shows the approximate lot line with distances to abutters. It shows that there is considerable distance between the project site and to the abutters. The next diagram showed a close up view of the lower coal pad. The proposed project area is to the west of the pad area. There will be an 8' high wall totaling 600 feet. The green line is the existing drainage swale and they are requesting to replace that drainage swale with a 12" concrete culvert. That will collect the small amount of run off that is up stream of the coal yard and by-pass the coal yard. They should be able to capture all of the drainage run off from the pink area and that will be routed into the existing coal yard drainage system. The eastern side of the coal yard is a concrete trench used to collect all coal yard run off. It has been transferred down into a settle basin and from that location is then pumped downhill to the treatment plant. There are no down-slope abutters. The settlement basin is adequately sized to accommodate this additional 15% increase in area of coal yard with no modifications.

Other items shown on the diagram are the existing fire hydrants. They met with the Fire Department to discuss the relocation of the fire hydrants. Some are too close to the coal piles and they have agreed on the relocation areas.

Mr. Mellor also indicated that included in the handout is a summary of all regulations and standards for this project. The project is being scaled down in size. They hope to consolidate all coal operations into one coal yard, which will improve the performance standards of this project. The consolidated coal yard area is only 62% of the current coal yard. There will also be a reduction in coal volume.

Mr. Mellor stated that this slight extension will create flexibility in operations and they will be able to manage more effectively.

Deputy Police Chief Young asked if this would have any effect on truck traffic?

Mr. Despina stated that, as a result of this project, they would result in a net intensive (sic) amount of coal truck traffic. Right now, because of the confined space, in order to make room for a delivery they have to move the coal and transport it to their other facility. As a result, they have varying degrees of truck traffic. With this added storage capability, they will have better management of the coal trucks. Mr. Holden pointed out to Mr. Despina that he said "net intensive" and he actually meant to say "less intensive". Mr. Despina confirmed that he meant to say less intensive truck traffic.

Mr. Holden handed out a memorandum that was filed with the Planning Department that afternoon and which was asked to be distributed to TAC members, regarding Energy/Fuel Storage and Homeland Security.

The Chair inquired if there was anyone else wishing to speak to, for or against the application. Seeing no one rise, the Chair declared the Public Hearing closed.

DISCUSSION AND DECISION OF THE COMMITTEE:

Mr. Allen made a motion to approve with stipulations. Mr. Parkinson seconded the motion.

Mr. Holden asked Attorney Ciandella if, even with this consolidation of coal, there shouldn't be a net increase in truck traffic arising from the consolidation of this facility? Attorney Ciandella confirmed that was correct. Because ground transportation will not be used for coal supply, there will be less intense coal truck traffic.

Mr. Holden asked if the existing coal dust management practices would be extended to include this new operation? Attorney Ciandella confirmed that was absolutely correct. Mr. Britz asked if this would increase the difficulty of coal dust problems? Mr. Despina stated that they did not anticipate any additional dust difficulties. Currently, they tarp the coal piles and only open them when they access the coal. They also have a water spray system. That will be included in this additional area as well.

Mr. Holden asked if the new facility would be no more visible from adjacent property than the existing facility? Mr. Despina confirmed that was correct.

Mr. Holden asked if the Committee members had any conditions?

Mr. Britz indicated that the State wetland permit mentioned that all drainage from the coal pile would be treated in the on-site water treatment for coal dust. Will the same be done with this expansion? Mr. Despina confirmed that it would be incorporated.

Mr. Holden asked if a Construction Management Plan was needed? Deputy Fire Chief Griswold indicated they already have that. They will continue to manage the coal pile with best practices. He knows they have been doing that but he just wants to make sure that they continue.

Mr. Allen indicated that the water was fine. Mr. Cravens indicated he would like to see more existing water lines on the plans before the Planning Board meeting. Mr. Mellor indicated the water lines are shown on the Existing Conditions plan. The fire protection line comes in Gosling Rd, runs down the swale, loops around the wood yard and back out Gosling Road. Mr. Cravens asked what the water source was for the coal dust protection? Mr. Mellor indicated it comes in from the plant from the City water line. Mr. Cravens confirmed that he would like to see all water lines on the plans prior to the Planning Board meeting.

The motion to approve with stipulations passed unanimously.

Stipulations from the October 4, 2005 Technical Advisory Committee Meeting:

- 1) That the existing coal dust management practices shall continue with this new operation;
- 2) That the applicant continues to manage the coal pile in accordance with Best Practices;
- 3) That all drainage coming off this coal pile shall be treated in the on-site treatment system;
- 4) That the existing water lines be shown on the Site Plans;

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5. The application of **Michael J. Carr, Owner**, for property located at **195 West Road** wherein site plan approval is requested to construct a 19,400 ± s.f. single story 97' x 200' addition to an existing building, with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 267 as Lot 9 and lies within an Industrial district.

The Chair read the notice into the record.

SPEAKING TO THE APPLICATION:

Eric Weinreib, of Altus Engineering, appeared on behalf of Michael Carr, Owner, of 195 West Road. He indicated that Mr. Carr operates his construction company out of that property. They are proposing to expand the 2-story building with a single story addition. A construction company will use the building for manufacturing. The company builds power plants throughout the region. There is 19.8% open space on the site, excluding the building, pavement and gravel surfaces. With the proposed expansion, open space increases the open space by loaming, seeding and landscaping the gravel areas. There is one-way access around the site from the north, looping around the back of the building. There are no wetlands on the site. The vegetative buffer around the parcel to the north is a dense pine buffer planted by Mr. Carr when he was approved in the 1980's. To the south, as part of the approval for the F-Series property, there is a chain link fence and there are going to be vinyl slats in that fence. To the east there is an existing chain link fence along the right-of-way and they will be installing vinyl slats in that. At the two corners they will add some landscaping. In front of the site there are some nice mature trees and they will augment that with landscaping.

The utilities are on site. There is a clean-out in the middle of the building for sewer extensions so they will be able to tie into that and they will not need a new sewer treatment. There is a 2" domestic water. With the increased building size they will be sprinkled now with separate services. The site is currently graveled with a high rate of run off. With the increase of impervious surface and the adding of green space, they looked at several scenarios for stormwater management on the site. They looked at stone drip edge along the edge of building to allow the water to run through with perforated pipe to run through into the drainage system on West Road. This would decrease the run off. In the front of the site there is adequate space for handicapped parking stalls and they are proposing to install two spaces.

Mr. Holden asked about the jersey barrier wall? Mr. Weinrieb indicated that was on the F-Series property and he believes it has been removed subsequent to their survey. Mr. Carr was storing a lot of construction equipment on his site and it was just a barrier for him so it didn't go on the other parcel. Mr. Holden asked for the plan to be updated to reflect that.

Ms. Finnigan confirmed that it was one-way around the property and asked if it was two-way in front of the building? Mr. Weinrieb indicated it was two-way for cars visiting the site and the front office workers. They were trying to reduce the pavement and impervious area so they brought the travel way down to 20'. They could actually make it narrower but felt some of it should be two ways.

Ms. Finnigan asked if they would update the signage at the entrance as it is confusing. She also asked if they could place another "Do not enter" on the way out to make it very clear. She asked if there would be increased truck traffic due to the expansion? Mr. Weinrieb stated that if so, it would be very slight. Instead of bringing parts onto the trucking site, they will be installing them at the new building so there probably will be no increase.

Ms Finnigan asked about handicapped ramps? Mr. Weinrieb indicated they are already there and are accessible now. Ms. Finnigan indicated they were not shown on the plan.

The Chair inquired if there was anyone else wishing to speak to, for or against the application. Seeing no one rise, the Chair declared the Public Hearing closed.

DISCUSSION AND DECISION OF THE COMMITTEE:

Mr. Allen asked what the symbol RWW is on the plans in front of the building? Mr. Weinrieb was not sure but he will verify that symbol.

Mr. Allen made a motion to approve with stipulations. Mr. Desfosses seconded the motion.

Mr. Allen required as a stipulation a detail shall be provided of the oil and grit separator they are putting in

Mr. Holden asked for screening around the dumpster and for the plans to be updated to show the removal of the jersey barriers.

Ms. Finnigan asked for the placement of two "Do not enter" signs and change the proposed one way with a straight through arrow.

Mr. Holden asked about their lighting. Mr. Weinrieb just recently received a copy of the Planning Board's Site Lighting Work Session. They proposed flood lights in front of building. Mr. Holden required the use of Dark Sky Friendly lights on all new locations. Mr. Weinrieb indicated they would do so.

Deputy Fire Chief Griswold asked about a master fire alarm box and if they were automatically connected to the Fire Department? Mr. Weinrieb confirmed that they were.

Mr. Britz indicated that he did not see a stormwater retention basin and asked if everything went through the gravel detention spreads? Mr. Weinrieb indicated it was created by a drip edge located along the edge of the building so that clean water ran into it. They are trying to get a little bit of grass strip on each side. Hopefully, the routine maintenance in the Stormwater Management Plan would be adequate, where they would take the stone off and clean or replace that section of filter. There is no vegetation on top of it, just open stone. If any sort of trash or grit gets into it, you will see it.

Mr. Britz asked about woody vegetation or plants that grow up? Mr. Weinrieb confirmed that they would be removed as well. Mr. Britz asked if that counts as open space calculation? Mr. Weinrieb indicated that it does but even without it, they would meet the open space requirement.

Mr. Allen requested that a copy of their NOI be submitted to DPW.

Ms. Finnigan asked if one handicapped space was van accessible? Mr. Weinrieb indicated that it is more than 8' between the spaces so they are actually both van accessible so they don't have to be labeled.

The motion to approve with stipulations was approved unanimously.

Stipulations from the October 4, 2005 Technical Advisory Committee Meeting:

- 1) That "RWW" shall be identified on the Legend on the Site Plans;
- 2) The a detail of the oil and grit separator shall be added to the Site Plans;
- 3) That screening shall be added around the dumpster and so noted on the Site Plans;
- 4) That the jersey barriers shall be removed from the Site Plans;
- 5) That two "Do Not Enter" signs shall be added and that the proposed "One Way" sign shall be replaced with an "Enter" sign that also includes an arrow;
- 6) That all new side lighting shall be Dark Sky Friendly and so noted on the Site Plans;
- 7) That a copy of the NOI be submitted to DPW;

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II. ADJOURNMENT was had at approximately 3:47 p.m.

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