

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

**2:00 PM**

**DECEMBER 30, 2008**

**EILEEN DONDERO FOLEY COUNCIL CHAMBERS  
MUNICIPAL COMPLEX, 1 JUNKINS AVENUE  
PORTSMOUTH, NEW HAMPSHIRE**

**MEMBERS PRESENT:** David Holden, Director, Planning Department, Chairman; David Allen, Deputy Director of Public Works; David Desfosses, Engineering Technician; Thomas Cravens, Engineering Technician; Deborah Finnigan, Traffic Engineer; Peter Britz, Environmental Planner; Carl Roediger, Fire Inspector; and Len DiSesa, Deputy Police Chief;

**ALSO PRESENT:** Lucy Tillman, Chief Planner

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**I. OLD BUSINESS**

A. The application of **7 Islington, LLC, Owner**, for property located at **40 Bridge Street**, wherein Site Review approval is requested to construct a 5,472 ± s.f., four story, ten unit retail/residential building, with related paving, utilities, lighting, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 126 as Lot 52 and lies within the Central Business B (CBB) district, Downtown Overlay District (DOD) and Historic District A. (This application was postponed from the December 2, 2008 Technical Advisory Committee Meeting)

The Chair read the notice into the record.

Ms. Finnigan made a motion to take the application off of the table. Mr. Cravens seconded the motion. The motion to take the application off of the table passed unanimously.

**SPEAKING TO THE APPLICATION:**

John Chagnon, of Ambit Engineering, representing 7 Islington LLC, presented to the Committee. Also present was John Greenlaw, Project Manager and Steve McHenry, Project Architect. Mr. Chagnon reviewed the concerns from the last meeting on December 2<sup>nd</sup>.

- 1) That the detail on the Site Plan for the connection for the sewer line shall be revised to show it cutting out a section with a "T" and alternative approach, rather than the core;

Mr. Chagnon confirmed that they revised the detail to show a cut out of the existing pipe with a T and fernco couplings. This is shown on Sheet C-2. Mr. Allen confirmed that was taken care of.

- 2) That the applicant shall be responsible to perform a radio-strength test with a Motorola Service Shop to ensure sufficient signal strength within any structure included in the project to support adequate radio coverage for emergency personnel. The expense for the test shall be the responsibility of the applicant, whether or not the test indicates that amplifiers are necessary to ensure this communication. If the test indicates that amplifiers are required, that cost shall also be the responsibility of the applicant;

Mr. Chagnon stated that they added Note 9 on Sheet C-3.

- 3) That the issue of whether the sidewalk should be brick or concrete shall be reviewed and approved by the Planning Board;

Mr. Chagnon indicated this item was to be decided by the City. Mr. Holden stated they had addressed it. TAC will recommend to the Planning Board that it be brick and the applicant can make their case at the Planning Board meeting.

- 4) That the Traffic Report needs to be revised to include the ITE Land Use Code used, that trip distribution should be attached to the report, and the report should include back up data, a restaurant use, square footage and any other information that the City Traffic Engineer requests;

Mr. Chagnon indicated that a traffic report was submitted on December 9<sup>th</sup> with all attachments to Deb Finnigan with copies provided to the TAC members on December 17<sup>th</sup>. Ms. Finnigan asked if the Planning Board received all attachments for the file? Mr. Chagnon confirmed they did not send all attachments to the department but he will provide them with a full set. Ms. Finnigan wanted to make sure the Planning Department's file has a complete copy. Mr. Holden added that they will want to provide all copies to the Planning Board.

- 5) That the loading zone should be moved to the top space on Bridge Street, and about 40' back from the intersection;

Mr. Chagnon confirmed that this has been done on Sheet C-3. Mr. Holden asked if that included any of the concerns of the Fire Department regarding labeling the hours? Mr. Chagnon stated that comes up under #8.

- 6) That Note 7 on Sheet C-1, should be revised to strike "Saturday work is only allowed with the authorization of the Building Inspector" and should be addressed in the CMMP;

Mr. Chagnon stated that the note has been revised to show no Saturday work hours.

- 7) That the note regarding parking meter removal should be revised to state that DPW will remove the parking meters and the contractor will remove the poles;

Mr. Chagnon referred to Note 8 on Sheet C-2 which was revised to be compliant.

- 8) On Sheet C-2 a "Loading Zone, No Parking Here to Corner" sign should be added at the beginning of the parking stalls on Bridge Street, going towards Islington Street;

Mr. Chagnon confirmed they put hours on the sign per Traffic & Safety Committee. Ms. Finnigan stated that both signs should be on the same post at the beginning of the loading zone to save a post and to have less clutter. Also, the motion from Traffic & Safety was concerning the loading zone and was "To accept the loading zone moved as stated which was shown on this plan." And that motion was passed. The second motion on which there should be some discussion, was "To accept the loading zone as a standard type loading zone" which currently for the city is 6:00 am to 7:00pm and after 7:00 pm it becomes regular parking. Ms. Finnigan stated that the Deputy Chief wanted to have it be a loading zone all of the time and not revert to parking at night. Therefore there is a difference of view. Mr. Holden suggested they have more discussion when they have their motion.

Mr. Chagnon clarified that the Loading Zone sign would be moved to the location of the No Parking sign and would be on the same post. He will add an arrow to the loading zone sign, pointing to the right. Ms. Finnigan added they will fix the hours, depending on what comes out of the discussion.

- 9) That the applicant shall appear before the Parking Committee and the Traffic & Safety Committee, and the TAC members shall received a report back prior to the next TAC meeting;

They appeared before the Traffic & Safety Committee meeting on December 11<sup>th</sup> and the project was approved and Ms. Finnigan read the two motions.

- 10) That a detail shall be added to the Site Plans showing how trucks will unload on site during construction;

Sheet D-1 shows a slight change to the original lay out to the sidewalk relocation where they took out the southern end of the concrete barrier on the street side and replaced it with some removable fence. After further discussion with the construction team, they would propose a total shut down and sidewalk relocation. They would relocate people with a crosswalk to the other side of the street and then back across. They can adjust this plan but that will be coming out of the CMMP process. They can't leave the sidewalk throughout the entire process so instead of having it on and off they propose to just close it down, bring people across to the other side of the street and then back again. It is a cross street without a lot of foot traffic so it would easily avoidable. Mr. Holden asked Ms. Finnigan if they could control this within the CMMP or does she need something on the site plan? Ms. Finnigan thought they needed a plan within the CMMP and it can be handled that way.

- 11) That a Construction Management and Mitigation Plan shall be prepared for review and approval by the City, prior to the issuance of the building permit;

Mr. Chagnon confirmed they would be doing this after Planning Board approval.

Deputy Police Chief DiSesa confirmed that he was fine with the language for motorola test on the Site Plan.

Mr. Holden confirmed that the public hearing was closed and he asked for a motion.

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

Mr. Holden stated that a stipulation would be that the TAC Committee is recommending brick sidewalks and that issue could be reviewed at the Planning Board.

Ms. Finnigan stated that the full traffic report be supplied to the Planning Department as well as the Planning Board members for their review.

Mr. Holden referred to #7 above, regarding what the signs will say. There has been some discussion within the Fire Department and other departments. Fire Inspector Roediger indicated that, in speaking to Assistant Chief Achilles, there was a question about the loading zone. He is not sure that as stated in the Traffic & Safety minutes were really his issue. The feeling is that the loading zone being 24 hours allows access for emergency vehicles to at least get out of the middle of the road if there is a call in that area. As it is now an emergency vehicle is stuck sitting in the middle of the road. Mr. Holden asked if the Fire Department would like to see a Loading Berth sign, 24/7? Fire Inspector Roediger confirmed that was correct. Mr. Holden did not believe it conflicted with Traffic & Safety and it would be their recommendation to the Planning Board. Deputy Police Chief DiSesa added there was some discussion about the turning radius onto Islington and it was felt that by having that clear, if an engine had to make that turn, it would be a safer turn. Mr. Chagnon felt that they made their case at the Traffic & Safety meeting about the need to have parking available but the Fire Department was not represented at that meeting.

Ms. Finnigan confirmed that the stipulation should be that there should be two signs on one pole and the loading berth sign would read "Truck Loading Zone, 30 Minute Limit". They should take the Mon – Fri. hours off the site plan and it would be 24 hours. That would be on Sheet C-2. Mr. Chagnon asked if that would be 7 days a week. He felt that maybe the sign could say "Truck loading emergency use only". Mr. Chagnon thought people would assume they could use it on a Sunday. Deputy Police Chief DiSesa stated that if it was not used for loading, by ordinance they can park there after a certain time and that is what the issue is. Anybody can park there after 7:00 pm but their intent is to keep it clear all 24 hours. Ms. Finnigan confirmed that even though people would not be loading or unloading on Sunday it still applied that there would be no parking. Mr. Chagnon said the sign just says "Truck Loading". Ms. Finnigan indicated that she will talk to Jon Frederick and Steve Parkinson about it and will make a recommendation to the Planning Board before their meeting.

Mr. Defosses referred to Sheet C-3, the note about street milling does not specify a depth or installation thickness. The milling thickness should be 1 ½", putting 1 1/2" back on. They should add the words "and curb installation" on the plan note where it starts "Upon completion of all in-street utility construction ..." The detail shows 3" of asphalt and the City standard is 4". (2 ½ and 1 ½) Also, the plans show wire in the concrete which they do not use. They use fiber mix because you can't recycle concrete with wire in it.

Mr. Cravens indicated that they require one water meter for the entire building in a common area which is available to the meter reader.

Mr. Allen asked about the construction on the heated sidewalks? Mr. Chagnon stated that they were similar to 16 Congress Street. It is a zone from the boiler. It is a water loop with sensors. Mr. Holden asked if they need something that recognizes that it is not the City's equipment so that they don't have to fix it when or if it breaks? Mr. Allen confirmed it is all on private property so they don't need a stipulation.

The motion to recommend Site Review approval passed unanimously with the following stipulations:

- 1) That the Technical Advisory Committee is recommending brick sidewalks, rather than concrete and this issue shall be reviewed and decided by the Planning Board;
- 2) That the full traffic report shall be provided to the Planning Department and the Planning Board members for their review prior to the Planning Board meeting;
- 3) That the "No Parking" sign and the "Loading Zone" sign shall both be on the same pole;
- 4) That the actual wording for the "Loading Zone" sign shall be provided to the Planning Board by Deborah Finnigan prior to the Planning Board meeting;
- 5) That on Sheet C-3, the street milling note should indicate a thickness of 1 ½";
- 6) That the note on Sheet C-3 should add the wording "and curb installation" after "Upon completion of all in-street utility construction ...";
- 7) That the detail should be revised to show the City standard of 4" of asphalt, rather than 3";
- 8) That Site Plan shall reflect that the concrete shall not have any wire in it and shall have a fiber mix instead;
- 9) That there shall be one water meter for the entire building, located in a common area which is accessible to the City meter reader;
- 10) That a Construction Management and Mitigation Plan shall be prepared by the applicant, for review and approval by the City prior to the issuance of a building permit.

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**II. NEW BUSINESS**

B. The application of **2422 Lafayette Road Associates, LLC, Owner**, for property located at **2454 Lafayette Road**, wherein Site Review approval is requested to construct a 25,500 ± s.f. retail addition, to construct a 27,350 ± s.f. stand alone retail building, and to demolish 155 ± s.f. of existing building to separate the buildings, with related paving, utilities, lighting, landscaping, drainage and

The Chair read the notice into the record.

**SPEAKING TO THE APPLICATION:**

Gregg Mikolaities of Appledore Engineering, was present representing the owner. Also present was Doug Richardson, from Waterstone, the property owner. Mr. Mikolaities stated that the plans show the existing elevations of the existing Southgate Plaza. The second plan shows the proposed improvements to the existing plaza. There will be two building additions, one to the upper side adjacent to Water Country and one squares off the existing building, totaling 53,000 s.f. of new building, bringing the plaza to 220,000 s.f. It is an 18.7 acre site. Also part of the project is Taco Bell and the 99 but they are not proposing any improvements on those buildings. The vacant Bank is not part of this property. There are currently 732 parking spaces and they will be providing 735 parking spaces. The intent of this plan is to add a lot of green space in front of the building, make it pedestrian friendly, they are adding three sidewalks to connect the existing retail to the proposed retail and crosswalks, as well as 105 new trees and 104 new shrubs in the landscaping in the front. They are adding about 25,000 s.f. of new green space to the front. The total impervious added is 70,000 s.f., mainly along the Water Country border and behind the existing plaza. The lighter grey area will be porous asphalt and will be about 19,000 s.f. As part of the upgrade to the center, the last three sheets in the Plan Set (E-1, E-2 and E-3) show what they are trying to accomplish with façade upgrades. He referred to Sheet E-3 and pointed out the proposed façade improvements. There will be a brick band and the sidewalk will be extended out, there will be trees planted along the base of the building and lights similar to the City's downtown fixtures. Sheet E-2 is the proposed rendering of the front entrance from Lafayette Road. The intent is to create some stone walls, granite posts, wood beams fence, landscaping and some textured asphalt. Overall, this site is tired and the intent of this project is to give it a face lift. The new name will be Southgate.

Mr. Mikolaities indicated that drainage was a big discussion this a.m. at Pre-TAC. Currently the existing parking lot has four catch basins. They are proposing to add 9 new tree filter drains to direct stormwater to those nine drains to filter and treat stormwater with perforated underdrains to bring it into the collection system. They are proposing an underground detention system. Also they are proposing a small detention pond in the left corner for stormwater from the back of the site. They are within the allowed lot coverage and building coverage. They will replace existing lighting and are proposing 30' high poles on 2' high bases which is what they have out there now. There was a discussion about going to smaller light poles but if they went to 22' poles they would need about 12 more light poles to get the same lighting. They would need more energy to light the additional fixtures.

He continued to review the comments from the Pre-TAC meeting.

They will make sure the line of site is not blocked by plantings at the entrance. They are proposing 3' high walls and with day lilies proposed in front of that. They will check to make sure the site distance is not impeded.

Signage is excluded from this approval. On Sheet E-1 they show the proposed pylon and that will come out of this submission.

Ms. Tillman mentioned that they need to check the front setbacks off Lafayette Road which are 105' and also the dimensions off of Constitution. That will not effect anything they are doing as they are not proposing any buildings within those setbacks.

They will show the Route One detail to show the roadway network in this area as well as the Springbrook entrance across the street and they will check with the State to make sure the loop detector is working although they went through three cycles and it was working at Springbrook.

They will sit down with David Desfosses next week and review the drainage with the goal to reduce the volume and infiltrate as much as possible. They also plan to schedule test pits and perk tests as soon as possible to try to infiltrate as much as they can.

They will add about a half dozen cart corrals to the front parking field and they will find the six other spaces. They will try to make parking spaces wider but they currently met the city's requirement. .

They will provide a truck turning radius plan and they will make sure that the stamped asphalt is set back far enough from loop detectors. They will show all compactor locations with screening and will also show the rear doors of the buildings. They are putting site lighting in the back to encourage staff to back there.

They will work with Tom Cravens to review the water system design. They will probably come off of the existing meter and sub-meter it back to the new building instead of the way it is shown..

There was a question about fire hydrants. There are four on site. They propose adding one to the raised island.

They will provide a photometrix plan. They will review the existing and proposed grease trap with David Desfosses and will work with Gil Emery on the design of the two new buildings to see what they need to do for emergency communication.

Mr. Holden asked him to run through the building additions and time frames.

Mr. Richardson indicated that they submitted with the building department to commence the renovation of the first 250' of the façade of the center, to the right of the former Shaw's down to the corner by Big Lots. That will be their phase I. This will allow them to add the addition to square off the existing building which will create area for anchor stores. The out parcel building will be a final phase. They would like to stabilize and secure the center in terms of tenants. In light of the current economic conditions they do not want to add that much vacant square footage at one shot. Mr. Holden asked if the intent of their initial is to reduce topography and improve visibility from Route One. Mr. Richardson agreed and noted that this is a rise in the parking lot which creates a visibility hazard for people driving towards the back of the center and it will make the site ADA compliant with cross-connections of pedestrian walkways. The new building will be 3-7' lower, depending on what part of the hill you are standing on. They are also creating the cross islands so it will not be the complete unbroken asphalt to create more circulation as well as widening the sidewalk in front of the center. There are some other centers that have been done this way very successfully.

The Chair asked if there was anyone else wishing to speak to, for or against the application. Seeing no one rise, the Chair left the public hearing open.

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

Mr. Desfosses felt that Mr. Mikolaities did a nice job covering everything that was discussed this morning. Mr. Desfosses and Ms. Finnigan noted a dashed line going into the site which they think may cause confusion. They may want to stop the paint before the stamped asphalt just so they won't

have two lanes competing, trying to drive into the driveway at the same time. Also, regarding the stamped asphalt, the road may be widened sometime so they should keep it 60' – 70' back from the stop bar. Mr. Desfosses did not see a lot of areas for snow storage and they may want to eek something out. He also was not sure the six cart corrals is enough.

Mr. Cravens indicated that this development was done prior to current regulations. They would like to get easements for all gate valves and service shut offs to individual units. This would be for emergencies and non payment of bills. They will not own or maintain the shut offs. There is talk of as-builts on Sheet C-5A and he would like a set as well in an electronic version that is acceptable to their GIS format. Also, on Note 8 they should include “coordinate with DOT” as it is a State right of way. He would like to see, as it has been his experience that some water service installations were not done accordingly to today’s rules when they were put in. They came up through and had a fire service, they tapped off the fire service and went down below the floor and back out to the meter. They would like to see the meter relocated to where it is tapped off the fire service. It has been their experience there have been times when there have been leaking underneath the floor during construction. Also, they would request that they get any domestic service this is tapped off of fire service should be brought in from the main in front of the building to a separate domestic service and then put a meter in there. Mr. Mikolaities asked if they have a plan showing which ones are a problem? Mr. Cravens believed Shaws is good and they have two services but further down there are a couple. Mr. Allen indicated that when Mr. Mikolaities coordinates a meeting they will have Mike Jenkins present also as he has some issues as well.

Mr. Cravens requested a leakage survey of the water line as it has been in there so long. That is a conservation item that they like to see done.

The plans that they have worked from before showed the water line running parallel out front but it goes straight through out to the street and not with a bend which their plans show. He is pretty sure when The 99 Restaurant was built, they had to relocate the pipe around it and then the 99 Restaurant was built without being on top of the main.

Mr. Holden asked if they could complete this before the next TAC meeting? Mr. Allen didn’t think so. Mr. Cravens added that is the pipes were leaking more than AWWA standards then they would request that it be repaired. Mr. Mikolaities indicated that they are digging up the whole parking lot so if there is a leaky pipe this would be the time to repair it.

Mr. Allen stated that the grease trap should be coordinated with Peter Rice.

Mr. Cravens referred to Sheet C-12, on the Utility Trench Detail, they still have the town of Wakefield on it rather than Portsmouth.

Fire Inspector Roediger mentioned hydrants. Since they are doing some pretty extensive work on the back side of Big Lots and Goodwill, could they have a hydrant put in back there, tapped off the line that goes to Water Country? Mr. Mikolaities asked if that is a City line? Mr. Desfosses confirmed that is a private service. Mr. Holden suggested that Fire Inspector Roediger work with the applicant on a fire hydrant location. Fire Inspector Roediger indicated that anywhere in the middle of that span would be great, since they are doing all of that work anyways. Mr. Mikolaities confirmed that he wants one in addition to the one that is already out there. Fire Chief Roediger agreed, especially with the addition of the building on the upper end.

Deputy Police Chief DiSesa stipulated that the applicant shall be responsible to perform a radio-strength test with a Motorola Service Shop to ensure sufficient signal strength within any structure included in the project to support adequate radio coverage for emergency personnel. The expense for the test shall be the responsibility of the applicant, whether or not the test indicates that amplifiers are necessary to ensure this communication. If the test indicates that amplifiers are required, that cost, too,

shall be the responsibility of the applicant. All testing and all installations shall be coordinated between the applicant and the police/fire communications supervisor.

Mr. Britz did not want to “beat a dead horse”, but he reiterated what David Desfosses had stated that the infiltration on site with the stormwater and he would like to see more. It is his understanding that they will be meeting next week and he would like to see as much as possible done to keep the water on the site.

Ms. Finnigan asked what the traffic impacts are due to the new building square footage as there was nothing on the plans. They should have some sort of Memo starting whatever that is. Mr. Mikolaities asked if she got the spreadsheet that was part of the submission? It was determined that no spreadsheet was provided by the applicant.

Ms. Finnigan asked if they are grinding and overlaying the driveway to Route One the entire distance? Mr. Mikolaities responded that they give the contractor the option to grind or remove the pavement. Ms. Finnigan requested that somewhere in plans they should replace the loops because once they grind it or overlay, they may or may not work properly.

Ms. Finnigan asked that they verify with NHDOT that the 12’ easement be placed on the plan for Route One.

Ms. Finnigan asked if they will be reconstructing the island or are they changing anything about entrance in terms of width, other than just putting curbing on? Mr. Mikolaities confirmed they are just changing the angle to make it line up. Ms. Finnigan indicated that would be fine. She asked if they are reconstructing the island at all? Mr. Mikolaities indicated that they are but in place.

Ms. Finnigan was curious about the covered walkways near the buildings and whether they will have little signs that identify the stores? Mr. Holden confirmed they are not approving any signage with this application. Ms. Tillman added that it will be discussed with the Building Inspector, who handles all signage. That is the type of signage that they have discussed at their Planning Board work sessions.

Ms. Finnigan indicated they will need to meet with the Traffic and Safety Committee and the next meeting is next Thursday. If she gets 13 copies of the plan by tomorrow they can be on the Agenda.

Ms. Finnigan asked for clarification on whether the current signal poles next to the driveway are staying? Mr. Mikolaities confirmed that they are.

Ms. Finnigan referred to Sheet C-2B, where it says that the contractor will be responsible for all demolition, they should make sure the City is informed. Note 16 says “all catch basins within the construction limits” and it should also include catch basins on Route One and Constitution Ave. Route One would be determined by DOT as they have jurisdiction. On Note 27 they need to add “and approval of the CMMP” depending on the demolition limits.

Ms. Finnigan asked if any new work or upgrades are being done to the driveway that is next to the new parking lot in back on left side. Mr. Mikolaities confirmed that will be reconstructed.

Ms. Finnigan asked how many van spaces will there be on site? They may not know answer but they should put it on plan along with handicapped spaces as well and they should be broken out.

Ms. Finnigan asked if there will be any changes to timing and phasing at all? Mr. Mikolaities confirmed there will be no changes.

Ms. Finnigan has concerns with the amount of trees and shubbery behind the walls. They did not show it on the plans on the back so it looks nice and clear but in reality some of those trees can get up to a

30' spread and 30' height and she has a concern that they won't fit in the space and they will start to block site distance.

Ms. Finnigan asked when coming into the driveway, the right hand turn lane, which is the bank parking, they currently have as a stop condition but it doesn't need to be. She asked them take a look at that and maybe stop the other lanes coming into the main aisle.

Ms. Finnigan noted that they are putting a sidewalk out to the street on southerly side and she asked if they are proposing a crosswalk across the street? Mr. Mikolaities stated they were just bringing it there. Mr. Holden asked if there is a Coast bus stop? Mr. Desfosses confirmed it is across the street, at the top of the road where it goes down to Springbrook. Mr. Holden asked if there is a pedestrian signal? Ms. Finnigan believes there is one but she will take a look at that.

Ms. Finnigan referred to Sheet C-3A, Note 9, it says that a digital format will be supplied to the owner and the engineer and the City in the City's format.

Ms. Finnigan asked the Committee if they need to look at the retaining wall design for review and approval? Mr. Desfosses felt it was up to the applicant. Mr. Holden felt the key is whether it is within the area that DOT wants and if it obstructs view. Other than that, it is probably a landscaping issue. Mr. Mikolaities noted the retaining wall is just in the front. Mr. Holden suggested that she express her concerns so that they can look at it at the next meeting. Ms. Finnigan just wants to make sure it works in that space. Mr. Mikolaities indicated they are just 3' high retaining walls. The one behind the bank has a whole Sheet C-13 and it will be stamped.

Ms. Finnigan referred to Note 20 which talks about roadway damage and indicated that they need to add DOT as it is their roadway and their standard is slightly different than the City's standard.

Ms. Finnigan asked that they put a double yellow center line and move the stop bar forward, including the stop sign, along the egress and access to Taco Bell and 99 Restaurant.

Ms. Finnigan referred to the truck turning radius on Sheet C-3B on the lower left corner of the building and asked what vehicle it was for? Mr. Mikolaities confirmed it is for a WB 52 or 100'. Ms. Finnigan asked them to show that as well.

Ms. Finnigan stated that on Sheet C-4A, Note 2, it should say see Sheet C-7. Also, Note 3 says "Provide inlet protection around all existing and proposed catchbasins" should include "and on City and State maintained roadways". Note 4 should include where the stabilized construction entrances will be. She asked if they are required to prepare a SWIFF? Mr. Mikolaities confirmed they have submitted to the State as disturbance if over 100,000 s.f. Mr. Allen confirmed they will need a copy of that.

Ms. Finnigan has a lot of comments on the Landscaping Plan as there are some trees that are not labeled, some trees that are not currently on the list but are labeled on the plan, and also just location and amount of landscaping. A meeting between between Planning and DPW would be appropriate prior to the next TAC meeting. On Sheet C-10, she asked that they add a 6' minimum from ground to canopy for trees that are to be planted.

Ms. Tillman referred to the outbuilding they are proposing and asked if there will be a delay in building it? Mr. Mikolaities confirmed that was correct. Ms. Tillman asked how that area will be stabilized pending construction. Mr. Mikolaities stated it would be left a pad with exposed gravel. If they leave it for any length of time they will plant grass. Mr. Holden stated they should propose something for that.

Mr. Desfosses noted they were not showing a heavy duty cross section on the pavement details. Mr. Mikolaities confirmed they need to add that. It will be in the back. Mr. Desfosses stated that in addition, they need to provide that for the entry drive, the stamped asphalt and the loops. A 3" cross section is not sufficient to install loops.

Mr. Desfosses continued that they talked about lighting. He wanted them to be aware they have required everyone else to put in 24' or less lights over the past few years and they have not let anyone else go higher than that. Mr. Mikolaities thought that the new Home Depot is a good example as there are more poles than trees. Mr. Desfosses responded that Wal-Mart did it and it looks good.

Mr. Holden asked them to add motorcycle parking. The Planning Board will be looking for them. He also reiterated that the Site Plan needs to show those adjacent intersections and driveway locations in case there is some off site required. He also asked the applicant to contact Coast and Jon Fredericks to see if they should be looking at transit service into this site as Route One is now a significant contributor to Coast with good ridership.

Mr. Holden asked about porous pavement. The last time they did this they put up signs so they wouldn't get sealed. Also, are there other areas that are suitable for porous pavement? Mr. Mikolaities is comfortable with the outback but he is not comfortable with the whole parking lot out front. He stated that UNH has already changed the design on their building and he is going to another work shop at UNH as they are now finding out that they have to start putting fiber mesh in the porous pavement. They using the latest detail and that detail keeps changing. He is okay putting it in the back but he is still not ready to put his stamp on \$1 million of pavement out front. Mr. Allen agreed with him. Mr. Mikolaities added that what they are now finding out is that because the voids are so big when it heats up the asphalt is actually dripping off the aggregate so it is losing its strength so they are now adding fibers. Mr. Allen added that they are also finding the reaction to salt and ice is not that great. Mr. Mikolaities invited people to come by and look at their office as they claim that it just drains but it doesn't. He felt the technology is coming but it is going to take a few more years.

Mr. Holden asked about the trees they are proposing in the parking lot. He asked if they were satisfied given the limited area that they are going to receive their nutrients and they will survive? Mr. Mikolaities felt they would be fine. They will sit down with Ms. Finnigan and Ms. Tillman and have a workshop on the plantings. Mr. Holden asked that if any trees die, they shall be replaced in kind as that is an important part of this site plan.

Mr. Holden asked for a proposal that the cars that are parked parallel to the access road from Water Country cannot be accessed by going across the grass strip. He understands a fence may not be the type of image they want to be projecting in the long run but there are other ways incorporating a fence to make it a little more aesthetically pleasing.

Mr. Holden asked that they put the open space calculations on the plans, including the percentages.

Ms. Finnigan referred to the upper left side where it looks like they are putting in a drive and she asked if that was a cut through or emergency access. Mr. Mikolaities confirmed it was a 3 point turn around for trucks that are coming in and going back out.

Mr. Allen made a motion to postpone to the next TAC meeting on February 3, 2009. Mr. Desfosses seconded the motion.

Mr. Desfosses requested that the plans show the dumpster location.

Mr. Mikolaities will get on the Traffic & Safety Committee meeting Agenda next week and they will sit down with DPW.

The motion to postpone to the February 3, 2009 TAC meeting passed unanimously.

Concerns of the Committee:

- 1) That the dashed line going into the site shall stop before the stamped asphalt to avoid having two lanes competing to drive into the same driveway;
- 2) In anticipation of the State widening Route One, the applicant should consider keeping 60' – 70' back from the stop bar;
- 3) That the applicant may want to consider creating more snow storage areas;
- 4) That the applicant may want to consider having more cart corrals;
- 5) That easements shall be required for all gate valves and service shut offs to the individual units, for review and approval as to content and form by the City Legal Department;
- 6) That a copy of the as-builts in electronic format, compatible with the City's GIS format, shall be provided to DPW;
- 7) On Sheet C-5, Note 8 shall include "coordinate with DOT" as it is a State right of way;
- 8) That the water meter shall be relocated to where it is tapped off the fire service;
- 9) That any domestic service that is tapped off of fire service should be brought in from the main in front of the building to a separate domestic service and it should then have a meter;
- 10) That a meeting shall be coordinated with DPW representatives from the Water Division and the applicant;
- 11) That a leakage survey of the water line shall be completed by the applicant and if the pipe is leaking more than AWWA standards then the applicant shall be required to repair the water line;
- 12) That the grease trap shall be coordinated with Peter Rice, Water/Sewer Engineer;
- 13) That on Sheet C-12, Utility Trench Detail, the town of Wakefield should be deleted and City of Portsmouth added;
- 14) That a fire hydrant shall be added to the back of the lot with the location to be determined by the Fire Department;
- 15) That the applicant shall be responsible to perform a radio-strength test with a Motorola Service Shop to ensure sufficient signal strength within any structure included in the project to support adequate radio coverage for emergency personnel. The expense for the test shall be the responsibility of the applicant, whether or not the test indicates that amplifiers are necessary to ensure this communication. If the test indicates that amplifiers are required, that cost, too, shall be the responsibility of the applicant. All testing and all installations shall be coordinated between the applicant and the police/fire communications supervisor.
- 16) That the applicant shall make every effort to retain as much stormwater on the site as possible;
- 17) That a Traffic Memorandum shall be prepared to show the traffic impacts with the additions, for review and approval by Deborah Finnigan;
- 18) That the plans shall reflect that all loops shall be replaced as needed after grinding or removing pavement on the driveway to Route One;
- 19) That the applicant shall verify with NHDOT that the 12' easement should be placed on the plan for Route One;
- 20) That the applicant shall be required to appear before the Traffic & Safety Committee for review;
- 21) That the applicant shall notify the City of all demolition and a note on Sheet C-2B should reflect that;
- 22) That Note 16 on Sheet C-2B shall include all catch basins on Route One and Constitution Avenue and Route One would be determined by DOT, as they have jurisdiction;
- 23) That Note 27 on Sheet C-2B shall include "and approval of the CMMP";
- 24) That the parking space count shall be broken down to show van parking spaces, handicapped parking spaces and motorcycle parking spaces;
- 25) That the applicant shall meet with Deborah Finnigan and Lucy Tillman to review and approve of the Landscaping Plan;

- 26) That the applicant review the stop condition for the right hand turn lane going into the bank as it may be unnecessary and it may possibly stop the other lanes coming into the main aisle;
- 27) That on Sheet C-3A, Note 20 should include NHDOT as it is their roadway and their standards are slightly different than the City of Portsmouth;
- 28) That a double yellow center line shall be added along the 99 Restaurant and Taco Bell driveway and the stop bar and stop sign shall be moved forward along the egress and access;
- 29) That the truck turning radius shall show what size truck it was designed for;
- 30) That on Sheet C-4A, Note 3 shall include "and on City and State Maintained roadways";
- 31) That on Sheet C-4A, Note 4 shall include where the stabilized construction entrances will be;
- 32) That a copy of the SWIFF shall be provided to DPW;
- 33) That on Sheet C-10 a note shall be added that there shall be a 6' minimum from ground to canopy for trees that are to be planted;
- 34) That the Site Plans shall address how the land for the outbuilding will be stabilized pending construction;
- 35) That a heavy duty cross section on the pavement details shall be added for the entry drive, the stamped asphalt and the loops (and a 3' cross section is not sufficient for the loops);
- 36) That the Site Plans shall show the adjacent intersections and driveway locations in case off site work is required;
- 37) That the applicant shall contact Coast and Jon Fredericks to consider transit service at the site;
- 38) That should any trees on site die, they shall be replaced in kind by the applicant;
- 39) That a fence, or other alternative, shall be proposed by the applicant to prohibit access from Water Country by the grass strip;
- 40) That open space calculations, with percentages, shall be added to the site plans;
- 41) That the Site Plans shall show dumpster location(s);

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**III. ADJOURNMENT** was had at approximately 3:12 pm.

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Respectfully submitted,

Jane M. Shouse  
Administrative Assistant