

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

**2:00 PM**

**JULY 31, 2012**

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

**MEMBERS PRESENT:** Rick Taintor, Chairman; Peter Rice, Deputy Director, Public Works; David Desfosses, Engineering Technician; Jared Sheehan, Engineering Technician; Carl Roediger, Deputy Fire Chief; Steve Dubois, Deputy Police Chief; Nick Cracknell, Principal Planner

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**I. OLD BUSINESS**

A. The application of **Richard P. Fecteau, Owner**, for property located at **120 Spaulding Turnpike, Two Way Realty, LLC, Owner**, for property located at **100 Spaulding Turnpike**, and **Five Way Realty, LLC, Owner**, for property located at **80 Spaulding Turnpike**, (to be consolidated into one lot), requesting Site Plan Approval for the demolition of an existing building, retrofitting of an existing building for auto reconditioning, expanding the dealership parking and display area, and reconstructing the right-in/right-out access from the turnpike, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said properties are shown on Assessor Map 236 as Lots 33, 37 and 38 and lie within the General Business (GB) District and Single Residence B (SRB) District. (This application was postponed at the July 3, 2012 TAC Meeting)

The Chair read the notice into the record.

**SPEAKING TO THE APPLICATION:**

Erik Saari, of Altus Engineering, was present on behalf of the applicant, along with Jennifer Fecteau, the daughter of Richard Fecteau, the owner.

Mr. Saari updated the Committee since their Work session last week. Lighting cut-sheets were requested at the TAC Work session and he sent those to David Desfosses for his review. The lights are full cutoff Dark Sky compliant fixtures. Night lighting was discussed. Mr. Saari provided a Night Lighting Exhibit where he picked out three different lights from the parking lot that align with the travelway and the entrance and they can pick which one they like. They are all different candles. The brightest circle of light is the blue line in the center and the red line is the least brightest. Mr. Saari confirmed that no other changes were made to the plans.

The Committee had requested a waiver regarding the rain gardens and biodetention system which can replace a drainage system. Also, the landscaping is pretty thick throughout the site.

NHDOT has not yet responded to their driveway plan yet. Mr. Saari stated they are trying to reach out to set up a discussion with all parties to move the driveway. He was not confident NHDOT was going to listen to them but they have made the request.

Mr. Taintor noted on the Night Lighting Exhibit where he chose three different fixtures that the illumination for the fixture by the driveway extends in a non-circular pattern whereas the other two extend in a circular pattern. He asked if these are the actual lights they have proposed for their final site plan. Mr. Saari confirmed those three fixtures are the only ones that would be on at night.

Mr. Taintor felt that the big question is concerning driveway access which they cannot answer yet. He does not feel comfortable recommending this to the Planning Board without knowing how that will be resolved. Mr. Saari felt it could go either way. He would like to see this move forward to the Planning Board as there is a strong chance the driveway will not move and they could come back with a revised plan if the driveway was moved.

Mr. Taintor noted that the applicant has filed waivers for the number of driveways they want. One access is by easement by the pet store which has been noted on the plan.

Mr. Rice asked if they had looked at any type of traffic calming techniques. The City is trying to improve the traffic situation and this is an opportunity which doesn't come along very often. They will want feedback from DOT but he would like to see them look at potential modifications. Mr. Saari indicated that the site is laid out to reduce speed. The curve within the site also slows down speed. It is a State road outside the site so they can't do anything with that. There is a deceleration lane which is pretty wide which allows cars coming from the circle to slow down. He felt that the site is laid out the best it can.

Mr. Cracknell asked if the deceleration lane was striped or was it just a wide shoulder. Mr. Saari confirmed it was a wide shoulder. If they want a fog line they would be willing to add that. They can extend the striping around the island also. A night fog line on the far right side would be helpful. Mr. Cracknell thought it might be better to break the existing fog line to show it is existing. Mr. Saari indicated the line is straight out paint and they are not allowed to remove it. However, crossing the fog line is not the issue as the shoulder is over 10' and may be as wide as 12'.

Mr. Britz was concerned about the long term status of the rain garden. It is the landscape feature and stormwater management for the site. Mr. Saari felt that would come under enforcement and also functionality as they will know when it doesn't work. Mr. Britz reiterated his concern about the long term. Mr. Saari suggested they could make the Stormwater Management Plan part of the record. He can tie it into the Site Plan with a couple of notes. Mr. Britz felt that would be acceptable along with a note about the long term maintenance.

Mr. Desfosses had some comments concerning the plan. He pointed out that Mr. Taintor's primary concern was with the existing driveway off the turnpike. Mr. Desfosses was still hung up on the third driveway by the pet store. It doesn't need to be there under the new configuration and he felt it should go away. He also felt they should be looking at putting up some additional anti-truck signage on Farm Lane for this site and the Marine & Industrial site. This part of Farm Lane is a little truck zone but once you get past the marine driveway it is residential. Woodbury Avenue is also a no-truck zone. He would like to see a sign package on what is being proposed. He did not feel that any truck should be turning left exiting the Marine & Industrial site. Signs should be on both sides of the street right past

the driveway of the Marine & Industrial site so that they could be seen. A standard “no truck” sign would probably be acceptable with both signs facing the Spaulding Turnpike.

Mr. Taintor asked about the driveway going across the pet store lot. Mr. Saari explained that has always served as their main entrance. He thought it was necessary because some drivers are used to using this driveway and they have an easement over the two other parcels and they would not want to give either of those up. It would be beneficial for people coming into the site and for employees. Mr. Taintor noted they are proposing two driveways off Farm Lane. It seems like they are asking for a waiver for three driveways and the Committee is concerned about all of them for different reasons. Mr. Desfosses felt they have an excessive amount of driveways. Mr. Saari felt they would improve the emergency access to the site. Mr. Desfosses stated that his issue with the old main entrance is that Farm Lane acts as an off ramp to the highway and traffic comes off the highway very rapidly. He felt their driveway is too close to the highway exit and it was not appropriate.

The Chair asked if there was anyone wishing to speak to, for or against the application. Seeing no one rise, the Chair closed the public hearing for this matter.

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Rice felt there were a number of traffic concerns which he would like to take a closer look at and he would like to speak to NHDOT. Therefore, he made a motion to postpone to the September 4, 2012 TAC meeting. Mr. Desfosses seconded the motion.

The motion to postpone to the September 4, 2012 TAC meeting passed unanimously.

Deputy Fire Chief Roediger asked if the City could attempt to put some pressure on NHDOT so that they don’t hold the applicant up any further.

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B. The application of **Service Credit Union, Owner**, for property located at **2995 Lafayette Road**, requesting Amended Site Plan Approval to extend the proposed sidewalk, relocate the project sign and provide additional landscaping as a result of the merger of the corner parcel at the intersection of Lafayette Road and Longmeadow Road, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 291 as Lot 2 and lies within the Gateway (GW) District. (This application was postponed at the July 3, 2012 TAC Meeting)

The Chair read the notice into the record.

**SPEAKING TO THE APPLICATION:**

Patrick Crimmins, of Tighe & Bond, appeared for the Service Credit Union. He indicated this matter was postponed last month as a result of two outstanding issues. The corner lot at the intersection of Longmeadow and Lafayette merged with the main parcel and the two items of concern were related to traffic turning movements and the width of the sidewalk along Lafayette Road.

Mr. Crimmins indicated that they have since met with DPW and the Planning Department to discuss traffic turning movements and they have proposed to provide a 10' easement to help with future road widening at the intersection of Longmeadow and Lafayette Roads.

The second issue was regarding the sidewalk width which was found to be 4'. They had proposed to use a 1' paver along the edge of the sidewalk. However, just today, as the team was standing on site, they decided they would like to revise the pavers to concrete instead.

Lastly, from last week's work session, there was a note on the back property line noting it was to be abandoned but as the lots are now merged they have removed that property line and note.

Mr. Desfosses asked Mr. Crimmins to elaborate on the sidewalk. Mr. Crimmins explained that the width of the sidewalk is 4' and they would like to put an additional 1' strip of concrete along the sidewalk with an expansion joint. Mr. Desfosses did not understand the need for an expansion joint and felt the water would just get in and weaken the dowel system.

Mr. Rice asked if they plan to use any pavers or put any markings on the 1' strip. Mr. Crimmins stated they are not proposing a pattern but they are matching the joints.

Mr. Taintor noted that the site plan says "construct 4' sidewalk" and refers to Note 26, which says if the City and NHDOT cannot reach a sidewalk agreement then 4' of loam and seed shall be installed in lieu of the sidewalk. Mr. Crimmins stated that note is carried over from their previous approval and another note has been added. They have clarified the width of the sidewalk and they have changed the note to say they will add 1' to make a 5' sidewalk. There will also be a sidewalk detail.

The Chair asked if there was anyone wishing to speak to, for or against the application. Seeing no one rise, the Chair closed the public hearing for this matter.

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

Mr. Desfosses and Mr. Mr. Rice were concerned about the footprint of a 1' wide sidewalk section which would not be as structurally sound as the 4' wide section. They would be acceptable to either going with the previously proposed 1' paver section or, if they want to go with concrete, it should be 18" wide for more stability.

Mr. Desfosses made a motion to approve with the above stipulation. Deputy Fire Chief Roediger seconded the motion and requested that the revised plans be provided to Mr. Desfosses prior to the Planning Board meeting for his review. They should revise the plan where it says "4' sidewalk", delete "See Note #26" on the left side, and delete Note #26 on the right side of the plan.

Mr. Desfosses noticed that a sprinkler system is being installed and he noted that they should have obtained licenses from the City as it is in the Lang Road and Longmeadow Road right of way. Mr. Bergerson stated he would have to speak to the landscaper to see if those licenses were obtained. Mr. Desfosses stated they would need a license from the City Council or at least something in the record that indicated when the City does road construction they are not responsible for damage to the sprinkler system as they weren't approved by the City Council.

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

1. The sidewalk section to run along the 4' sidewalk shall either be a 1' wide paver section or an 18" wide concrete section.
2. The owner shall either (a) obtain a license from the City Council for the sprinkler system that has been installed in the City right-of-way, or (b) provide a document, to be approved by the Legal Department, releasing the City from liability for any damage to the sprinkler system that may result from work done in the right-of-way.

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C. The application of **Michaels Realty Trust and ESUM Realty Trust, Owners, and 4 Amigos, LLC, Applicant**, for property located at **1390 and 1400 Lafayette Road** requesting Site Plan Approval to construct 1) a 6,000 s.f. building consisting of a 3,500 s.f. bank with three drive through lanes and a 2,500 s.f. restaurant; and 2) a 11,944 s.f. Rite Aid Pharmacy store with two drive through lanes; with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said properties are shown on Assessor Map 252 as Lots 7 and 9 and lie within the Gateway (GW) District. (This application was postponed at the May 17, 2012 Planning Board Meeting)

The Chair read the notice into the record.

**SPEAKING TO THE APPLICATION:**

Frank Monteiro, of MHF Design Consultants, was present representing the applicant. Mr. Monteiro stated that this project was referred back from the Planning Board as a result of concerns about the intensity of the proposed uses and about the three buildings. The revised site plan consolidates three buildings into two buildings. The Rite Aid pharmacy on the right side of the plan has not changed. They removed the building from the middle of the site and the second building is now a bank and a restaurant. Jeffrey Dirk, their traffic consultant, has revised his traffic study. The City parking requirements required a minimum of 87 parking spaces and a maximum of 97 spaces. The site plan now shows 92 spaces. By eliminating the middle building they shifted the corner of the building further away from the intersection so they have more green space at that corner . They have a central parking lot in the middle with a series of landscaped islands and shade trees. The Planning Board discussed access to the site and they have revised the shared access with the Comfort Inn and it has been modified to allow lefts-in and right-in/right-out. The plan has been resubmitted to the NHDOT. The trash enclosure at the back of the site is for the restaurant use.

Mr. Monteiro indicated that the Planning Board commented on the delivery route to the pharmacy, where a tractor trailer would enter from Pevery Hill and circulate around the rear of the site. There was concern about the tractor trailer crossing the driveway. They changed the curbcut to make it wider so the truck can enter into the loading area without conflicting with vehicles at the stop signs. They also added landscaping.

A zoning issue was brought up regarding the continuous driveway. They added two speed tables on the connector road and pedestrian crossings at the connection. There is also a sidewalk on the rear side of the connector road. In the rear of the site, opposite West Road they added a speed table without a crosswalk.

There were concerns about the intensity of the site plan so they created a new Layout and Materials Plan and added many specifications. There was some confusion about the crosswalk line work. They were similar in thickness to the property lines so they changed that.

The street trees along Peverly Hill Road were changed. They added more shade trees behind the trash enclosure and they added three street trees in the rear connector driveway.

There was some discussion about the project proposing to do some modifications on the adjoining Comfort Inn lot with no site plan. The Comfort Inn since has filed an amended application to address those items. They show a portion of the driveway off Route 1, they created a three-way stop situation and a landscaped island on the Comfort Inn property in two locations.

A minor change was made by moving up the handicapped ramp location at the pharmacy as it was halfway into the 8' aisle.

Snow storage areas were added around the back area. They added more room between the curb line and the landscape wall and also labeled the shelf along the front.

Mr. Monteiro confirmed that they had provided the Committee members with a written update on the burial ground status. In summary, the State basically acknowledges that the matter is closed and there is no burial ground located on the property.

The roadway plan was reconfigured. All signage is now shown on the roadway plan. Mr. Dirk also updated some bicycle safety measures. They substituted new building elevations for the new building. The bank will be in the front and is two stories and the restaurant is a single story.

Minor changes were made on the easement plan and lot line adjustment plan. There was a small change on the extent of the easement and it now overlaps onto the Comfort Inn property.

Based on the TAC Work session last week they extended the landscaped island in the back up to the edge of the travelway with a ramp to serve as pedestrian refuge. There was a request to change the graphics relative to the speed table design. They have added a note relative to the islands being added to the Comfort Inn property that they are to be loamed and seeded. They also cleaned up the text on Sheet C-1.

They made adjustments regarding utilities on the plans. They have a fire hydrant in the rear of the Rite Aid building with a 6" fire service main. They proposed to change the two 6" fire service lines to 8" diameter between the main and the hydrants, and add valves between the hydrants and the buildings. They are now showing proposed services on the back section, consistent with all other services, for future development. They are showing a grease trap and are modifying Note #8 on the Utility Plan stating that it will tie into the City system.

Jeffrey Dirk, Traffic Engineer, confirmed that they did a revised traffic study. They updated the changes as a result of site circulation. They removed the retail building and the size of the bank was reduced resulting in a net impact of 17 additional vehicles during peak hour so there was no substantial difference. All site improvements are still part of the project and they introduced the delta island per the request of the Planning Board. They also added signage on Lafayette Road that drivers need to yield to bicyclists.

Mr. Desfosses asked what are the specific hardware differences with bicycle detection. Mr. Dirk responded that they have to install the required bicycle pavement markings and they have to install bicycle sensors in addition to quad loops for the vehicles. Everything on the plan is what is required to make a fully functional system. Mr. Dirk responded that it was his expectation that they will do a full pavement overlay during construction. They will replace all loops in the overlay approach. They also included a note on the plan that they have to provide a fully functioning traffic system and do whatever is necessary to accomplish that.

Mr. Taintor pointed out for the record that the easements, behind the sidewalk on the Lafayette Road side, would be to benefit both the State and the City.

Mr. Desfosses referred to the drainage extension which the applicant was nice enough to provide for the problem across the street. He would like them to extend that pipe so that the City doesn't have to trench through their new work to extend the pipe. He also asked them to put a cap on it. This is in the drainage zone on Sheet C-102, Catch basin 111 at the corner of Peverly Hill Road and Route 1, where the reinforced concrete stub pipe is shown. He asked them to extend it to the limits of the corner.

Mr. Desfosses requested that road improvements should be sited to a specific milestone in the project. It could be at the time that the first building permit is issued or an occupancy permit. He doesn't want the issue to come up later.

Mr. Desfosses noted they are showing four poles that need to be relocated along Peverly Hill Road. He asked if they have the final okay from PSNH. Mr. Monteiro indicated they won't have a final design until they submit the final load plan. Mr. Desfosses stated that anchors will be required beyond the right-of-way. As part of this approval he would request approvals from PSNH for the relocation of the four poles.

Mr. Desfosses asked them to extend the sidewalk as the right-of-way is very tight along Lot 4 and the area along the northernmost driveway. He asked for a 10' slope easement to the City for future construction at the northernmost boundary. He felt another 150' or so, or to the edge of the road as it drops off would be good. Either a slope easement or retaining walls would be acceptable.

Mr. Desfosses also requested that the items referred to in their TAC Work session last week be tied into the final approval.

The Chair asked if there was anyone wishing to speak to, for or against the application. Seeing no one rise, the Chair closed the public hearing for this matter.

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

Mr. Desfosses made a motion to recommend Site Plan approval. Mr. Rice seconded the motion. The stipulations were addressed above.

Mr. Taintor indicated that some items have been addressed by Mr. Monteiro and they can go without listing them as stipulations, such as the speed table, raised crosswalk and parking lot striping on Sheet C-101.

Mr. Taintor added that the easements need to be revised and approved by the City Legal Department prior to the issuance of a building permit. Because everything being presented is a package contingent

on anticipated off-site work on Peverly Hill Road and Route 1, it should be changed to being completed prior to the issuance of a CO on the first building. Mr. Desfosses stated he would like to have it in the record to make it clear.

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

1. The raised island adjacent to the three-way stop-controlled intersection and the Rite-Aid drive-through lane shall be extended to provide a raised pedestrian refuge.
2. On Sheet DM-101 (Demolition Plan), add notes showing the capping of the existing water service lines to the gas station property.
3. On Sheet C-100 (Site Plan) and the Conceptual Improvement Plan prepared by Vanasse and Associates, Inc., replace the "Speed Table" signs (W17-1) along the internal driveway across the middle of the site with "Raised Crosswalk" signs as provided to the applicant at the July 24 TAC work session.
4. On Sheet C-101 (Layout and Materials Plan), delete the note regarding "Prop. 4" white paint lines at 2' O.C. ... ."
5. On Sheet C-103:
  - (a) Change the two 6" fire service lines to 8" diameter between the main and the hydrants, and add valves between the hydrants and the buildings.
  - (b) Add a cleanout on the effluent side of the grease trap.
  - (c) Move the Fire Department connection on the Rite-Aid building to within 100 feet of the hydrant.
  - (d) Extend the new drain line south of CB-11 to the limit of road reconstruction (i.e., existing curb line).
6. Easements:
  - (a) The owner shall provide the City with a 10-foot slope easement along Peverly Hill Road from the westerly driveway to the westerly boundary of the residential parcel (Map 252 Lot 4).
  - (b) The owner shall provide PSNH with all necessary easements for new poles and guys.
  - (c) All proposed easements shall be reviewed and approved by the Legal and Planning Departments, and shall be recorded prior to the issuance of any building permit.
7. All improvements in Peverly Hill Road and Lafayette Road as shown on the site plans, including the Conceptual Improvement Plan, shall be completed prior to the issuance of the first Certificate of Occupancy for any building on the site.
8. The applicant shall prepare a Construction Management and Mitigation Plan (CMMP) for review and approval by the City prior to the issuance of a building permit.
9. The applicant shall pay for the services of an oversight engineer, to be selected by the City, to monitor the construction of improvements within the public rights-of-way.

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D. The application of **Lynn J. Sanderson & Frances T. Sanderson Revocable Trusts, Paul G. Sanderson, Trustee, Owner**, for property located on **Spinney Road and Middle Road**, requesting Preliminary and Final Subdivision Approval to subdivide two lots into nine lots, including a public right-of-way, with the following: Lot 5 on Assessor Plan 167 having 316,165 s.f. (7.258 acres) and Lot 24 on Assessor Plan 170 having 238,601 s.f. (5.478 acres), to be consolidated and subdivided into nine separate lots, ranging in size from 5,000 s.f. to 329,641 s.f. and all with a minimum of 100' of continuous street frontage on Spinney Road or the new proposed public right-of-way. Said properties lie in a Single Residence B (SRB) District which requires a minimum lot size of 15,000 s.f. and 100' of

continuous street frontage. (This application was postponed from the July 19, 2012 Planning Board Meeting)

The Chair read the notice into the record.

**SPEAKING TO THE APPLICATION:**

Erik Saari, of Altus Engineering, appeared on behalf of the Sanderson Trust. Mr. Saari stated that since the TAC Work session they have added the beneficiaries of the drainage easement to the closed drainage system which are surrounding the lots as well as the City. They raised the sewer line going into sewer manhole #1 and adjusted the stub going into manhole #13. They added some language to the drainage easement off of Middle Road where the City has an outfall and this has been provided to the City Attorney for review.

Mr. Rice noted at the TAC Work session they talked about revising the language on the drainage easement to Sewell Road to clarify the responsibility as it was a private system. Mr. Saari responded that the idea was to add the City to give them the ability to go in and work on it as leads to a City system. It is not their intention to obligate the City but he hasn't seen the final wording. Mr. Saari will copy Mr. Rice on the easement and paperwork when it is drafted.

Mr. Rice asked Mr. Taintor if he was comfortable with wording on the internal drop detail. Mr. Taintor indicated he will request that they put a note on the plan that the language is to be approved by the Planning Department and DPW. Mr. Desfosses asked if that would include the drainage easement also. Mr. Taintor agreed that it would.

Mr. Rice requested that an inspection be provided by an independent consultant for the installation of the sewer line.

The Chair asked if there was anyone wishing to speak to, for or against the application. Seeing no one rise, the Chair closed the public hearing for this matter.

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Desfosses made a motion to recommend subdivision approval with stipulations. Deputy Fire Chief Roediger seconded the motion.

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

1. On Sheet C-14, add a note to the Internal Drop Detail indicating that it shall conform to City standards.
2. Drainage easement deeds shall be reviewed and approved by the Department of Public Works and the Legal Department, and shall be recorded with the subdivision plat.
3. The applicant shall prepare a Construction Management and Mitigation Plan (CMMP) for review and approval by the City prior to the issuance of a building permit.
4. The applicant shall pay for the services of an oversight engineer, to be selected by the City, to monitor the construction of the new sewer main and all work within the City right-of-way.

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E. The application of **Lynn J. Sanderson & Frances T. Sanderson Revocable Trusts, Paul G. Sanderson, Trustee, Owner**, for property located on **Spinney Road**, requesting Preliminary and Final Subdivision approval to subdivide one lot into four lots as follows:

- a. Proposed Lot 1 consisting of 28,315 ± s.f. and 109.03’ of street frontage.
- b. Proposed Lot 2 consisting of 33,107 ± s.f. and 110.72’ of street frontage.
- c. Proposed Lot 3 consisting of 36,028 ± s.f. and 100.66’ of street frontage.
- d. Proposed Lot 4 consisting of 17,404 ± sf. and 100.00’ of street frontage.

Said property is shown on Assessor Map 171 as Lot 13 and lies within the Single Residence B (SRB) district where a minimum lot area of 15,000 s.f. and 100’ of continuous street frontage is required. (This application was postponed from the July 19, 2012 Planning Board Meeting)

The Chair read the notice into the record.

**SPEAKING TO THE APPLICATION:**

Mr. Saari indicated that this subdivision plan is on the other side of Spinney Road, next to the water tank. He indicated they have adjusted manhole #6 so they do not have to increase the diameter of the structure. They adjusted the sewer easements that go along with the two new lines as well as the drainage easement to the existing city catch basins and fire hydrant at corner of Lots 1 & 3.

Mr. Desfosses noticed large amounts of vegetation on lot 3 which would limit sight distance. Mr. Saari confirmed that the vegetation would have to be cut as part of the driveway permit process.

Mr. Rice acknowledged that they have shown the internal drop structure but he would like it adjusted to include that it conforms to City standards. This would be shown on Sheet C-2 for the internal drop structure for the sewer manhole #2. This would apply to both drop structures, one for one and one for in. Also, a note should be added to rework the existing shelf and invert to accommodate the new line.

The Chair asked if there was anyone wishing to speak to, for or against the application. Seeing no one rise, the Chair closed the public hearing for this matter.

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Desfosses made a motion to recommend subdivision approval with stipulations. Mr. Britz seconded the motion.

The motion passed unanimously with the following stipulations:

1. On Sheet C-5, add a note to the Internal Drop Detail indicating that it shall conform to City standards.
2. All easement deeds (sewer, water main, and storm drain) shall be reviewed and approved by the Department of Public Works and the Legal Department, and shall be recorded with the subdivision plat.
3. The applicant shall prepare a Construction Management and Mitigation Plan (CMMP) for review and approval by the City prior to the issuance of a building permit.
4. The applicant shall pay for the services of an oversight engineer, to be selected by the City, to monitor the construction of the new sewer main and all work within the City right-of-way.

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## II. NEW BUSINESS

A. The application of **HCA Health Services of NH, Inc., Owner**, for property located at **333 Borthwick Avenue**, requesting Site Plan Approval to construct an at grade 50' x 50' concrete helipad in the existing hospital emergency room parking lot, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 240 as Lot 2-1 and lies within the Office Research (OR) District.

The Chair read the notice into the record.

### SPEAKING TO THE APPLICATION:

Jorge Panelli, of McFarland and Johnson, addressed the Committee. He indicated they are proposing a 50 x 50 pad on the Emergency Room parking lot. It will be designed to provide access from aerials approaching from the south. They will take away 20 parking spaces for the pad which will be lit with hedge lighting for safety and nighttime operations. They have provided obstruction lighting on the buildings as a flying visual at night. They will not be flying in very low weather conditions.

Mr. Rice mentioned that at the TAC Work session the Committee wanted to look at the flight path and approach report. Mr. Panelli indicated the approach path comes in over the large wetland to the south and to the west of Route 4. Pilots would be in contact with the airport to be made aware of any conflicts. They would come down through the residential area, clear the power lines in front of the building, and will then drop down and land on the pad. It is the same routing going out.

Mr. Britz asked if he meant they are going through a big wetland in the Coakley Road neighborhood. Mr. Panelli clarified that they will not and will be bisecting the wetland.

Scott Medaris, of McFarland Johnson, added that he thought the approach plan was part of the plan set. They can include the approach plan in the plan set for the Planning Board meeting. Also, Mr. Panelli can provide a PDF tomorrow morning to send to the TAC members.

Mr. Britz asked how they can bisect the residential neighborhood without going over them. Mr. Panelli indicated they are following the power lines in, over the wetland next to the parking lot.

Mr. Desfosses asked about their construction staging plan. Mr. Medaris indicated it was not a specific plan. The utility trenching will occur with the single lane closure and rerouting around the helipad will occur with limited disturbance of the area. Material removed from the site will not be stockpiled. Work is intended to keep the site operational. Mr. Desfosses asked what their time frame was. Mr. Medaris felt with coordinating the utilities, it would probably be six months. There isn't a lot of work. It is just minor excavation.

Mr. Britz asked if the pavers will have grass in them. Mr. Medaris indicated they intend for them to be filled with grass and have not provided any alternative. The hatched area is made up of stabilized grass pavers. They will have the appearance of grass and will be pervious. The pavers will provide stability over the long term and access for snow removal. Mr. Britz indicated that grass requires a lot of fertilizer and that was not a good root zone. Also the City has a prohibition of using fertilizer in the buffer. They can't use it within 25' of the wetland. He felt that crushed stone or river rock stone might be a better solution. He just wanted them to be aware of the fertilizer regulations and would

leave it up to them to decide how to handle this. Mr. Medaris stated there was a plastic type of material that has the same voids and provides stability and wouldn't require fertilizer. A mortar wash has a tendency to create airborne stone. Mr. Britz felt that the plastic ones tend to get torn up with snow removal. Mr. Medaris stated they will keep the fertilizer prohibition in mind.

Deputy Fire Chief Roediger referred to the McFarland-Johnson memo dated April 25, 2012, at the bottom of page 2 where they talk about fire extinguishers on site. He asked if they have a better idea of who is going to use these and the level of training people will get who will be using them. On page 4, Section 10.232.5, they refer to an on-site mobile aviation fire extinguisher and he would want to engage in some conversation about training for that also but that is not specific to this approval.

The Chair asked if there was anyone wishing to speak to, for or against the application. Seeing no one rise, the Chair closed the public hearing for this matter.

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Desfosses made a motion to recommend site plan approval with stipulations. Deputy Fire Chief Roediger seconded the motion. Mr. Desfosses stipulated that construction personnel and the laydown area shall not be in the Borthwick Avenue right of way, that an approach plan shall be submitted for the Planning Board, and that a CMMP be prepared.

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

1. The applicant shall provide a flight plan to the TAC members for their review prior to the Planning Board meeting.
2. The laydown area and all construction personnel and equipment shall be outside the Borthwick Avenue right-of-way.
3. The applicant shall prepare a Construction Management and Mitigation Plan (CMMP) for review and approval by the City prior to the issuance of a building permit.

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B. The application of the **M. H. Wentworth Home, Owner, and 127 Parrott Avenue, LLC, Applicant**, for property located at **127 Parrott Avenue**, requesting Site Plan Approval for the removal of exterior ramps, fire escape, fencing, concrete aprons and sidewalks; the expansion of parking; and the construction of a new closed drainage system; with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 115 as Lots 3 and 3-1 and lies within the Mixed Residential Office (MRO) District and the Historic District.

The Chair read the notice into the record.

**SPEAKING TO THE APPLICATION:**

Erik Saari, of Altus Engineering, was present with Tim Phoenix and Bob Iafolla. Mr. Saari reviewed changes that were made to the plan since the TAC Work session. He stated that they found the Fire Department connection on the front corner of the building; they added a bike rack on the left rear by the back door in a secluded area; and they added some trees. They will trim out two trees, save the lilac, and add two trees in the front. The porte cochere is being removed. They will also add a mulch path to access the Fire Department connection. They have submitted a waiver for a sidewalk

connection to the City network, as there is not a lot of foot traffic coming to this site and they did not feel that a connection would be necessary.

Mr. Saari stated that they eliminated one parking space on Parrott Avenue to accommodate the fire hydrant. This brought the total number of off street parking spaces back down to the current number.

There was a concern that the catch basin behind the site on the Portsmouth Housing Authority parcel may have some sewer inflow, so they added a note indicating that DPW has to camera the lines to verify the inflows and approve a method for disconnecting the existing line to the sewer and directing the catch basin to the new drainage system on the project site. This allows the applicant to move forward now versus waiting on DPW to get what they need.

This plan changes the pedestrian connection to the Portsmouth Housing building. It currently operates as an optional gate but the applicants would rather keep that unlocked so that people could pass through it. Mr. Taintor requested a detail of the gate. Mr. Cracknell thought a bollard would work better than a gate. Mr. Saari confirmed that the gate is just to maintain what is already there to protect their interest and to stop a lot of foot traffic. Mr. Taintor would rather have no gate because it contradicts having a through access. Mr. Saari wondered if they even need anything. Mr. Cracknell felt that they probably did not.

Mr. Taintor asked for a detail for the bike rack area and he wanted to make sure it complies with APBP standards. He was concerned that the rack may be too close to the building to be useable. He asked if Mr. Saari had a sense of how many spaces they are providing. Mr. Saari responded that the rack is 6' long and it probably depends on the style. Mr. Taintor advised him that he could give him some guidance on that.

Mr. Taintor mentioned the hydrant and parking space discussion at the Work session. Mr. Desfosses confirmed that he was satisfied.

Mr. Taintor referred to the Landscape Plan and pointed out some inconsistencies on the plan in terms of identification of existing vs. proposed trees. Mr. Saari explained that the landscape architect took some trees out and added others. He will further clarify that.

The Chair asked if there was anyone wishing to speak to, for or against the application. Seeing no one rise, the Chair closed the public hearing for this matter.

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

Mr. Desfosses made a motion to recommend site plan approval with stipulations. Mr. Britz seconded the motion.

The motion to recommend site plan approval passed unanimously with the following stipulations:

1. The gate in the fence break at the rear of the lot shall be removed and replaced with a bollard, with a note stating that the installation of the bollard will be at the applicant's option.
2. A bike rack detail shall be added to the Site Plan.
3. 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.

- 4. The Landscape Plan shall be clarified with respect to the labeling of existing and proposed trees.

The Committee also recommended the waiver request for Section 3.3.2(3) regarding driveways and Section 5.1.1 regarding sidewalks.

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C. The application of **MacLeod Enterprises, Inc., Owner**, for property located at **1190 Lafayette Road**, requesting Amended Site Plan Approval for the reconfiguration of parking spaces, the addition of parking lot islands, the relocation of a driveway entrance off Lafayette Road, and installation of new curbing and sidewalk, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 252 as Lot 8 and lies within the Gateway (GW) District

The Chair read the notice into the record.

**SPEAKING TO THE APPLICATION:**

Corey Colwell of MSC Engineers, appeared with Kevin MacLeod, owner of Comfort Inn. He explained that their purpose was to demonstrate improvements in association with the development next door, the proposed Rite Aid pharmacy. Their project is limited to 7 items which are shown on the site plan. They include drainage improvements, new sidewalk along Lafayette Road, the relocation of the entrance from Lafayette Road, proposed traffic control islands, sewer easements, traffic signs and proposed crosswalk. These plans were reviewed at the TAC Work session and 3 changes were suggested. They revised the landscaped islands to show a 6” curb reveal around the islands. They added Note #13 to the plan stating that the curb reveals shall be 6” and the islands shall be treated with loam and seed. They revised the easement as a result of the relocation of property in the back which will be conveyed to this property from the adjacent property. They will coordinate their pedestrian refuge area to match what is shown on the Rite Aid site plan. A full detail site plan will follow at a later time. These plans just show the proposed improvements related to the Rite Aid site plan. They have held off making those revisions pending any additional comments today and will include all revisions on the Planning Board set.

Mr. Desfosses stated he was concerned about the time frames involved between this plan and the future plan as it relates to the parking spaces backing out into the traffic aisle. He would like a time certain for something to be done with these spaces. He would like a time limit to be part of this approval or the project would have to come back. He did not feel it was appropriate for spaces to back in. He understands it’s a short term situation but he still has concerns.

Mr. Taintor asked about plans for the property and whether they will be coming back next month. Mr. Colwell indicated they have a full set 75% complete and the holdup has been the adjacent parcel getting approved and how they will affect this property. They have no objection to putting a deadline or limit on this. They will be bringing the plans forward but they don’t know when that will be.

Ken Linseman, of the 4 Amigos, stated they will sit down and discuss it if they can start construction this fall. It will be very hard as they don’t have all of their tenants on the retail piece and they are not sure if it makes sense to start with the architectural plans on Rite Aid. They will probably have to wait until winter or spring. Their goal is to have all of the paving done at the same time. It would be crazy

not to incorporate it all together. Until they receive the piece of land from the 4 Amigos, it is hard for the Comfort Inn to finalize their plans. Everyone is anxious to get started.

Kevin MacLeod, owner of Comfort Inn, indicated they are trying to make the two sites look like one parcel. Coordinating and putting it all together has been difficult and he will probably have to go for a variance. Their final thought is to have it look like one property which was done as one development.

Mr. Linseman added that the Comfort Inn cannot put the curb line up until they get a variance for parking. Mr. Taintor expressed that they are just trying to get some comfort with this. Maybe it would be appropriate to make a recommendation with a time certain approval or to recommend that the Planning Board take this into consideration.

The Chair asked if there was anyone wishing to speak to, for or against the application. Seeing no one rise, the Chair closed the public hearing for this matter.

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Desfosses made a motion to recommend amended site plan approval with stipulations. Deputy Fire Chief Roediger seconded the motion.

Mr. Desfosses requested that the items that Mr. Colwell reviewed should be stipulations: the 6” reveal on the islands, showing that the property had been transferred, and the planting of loam and seed on the islands.

Mr. Desfosses also suggested a condition tying this into the adjacent lot approval so that all improvements will be the same for both projects.

The motion to recommend amended site plan approval passed unanimously with the following stipulations:

1. The site plan shall show proposed lot line adjustments and easements consistent with the site plan for 1390 Lafayette Road.
2. The landscaped islands shall have a 6" reveal curb and shall be loamed and seeded.
3. All construction details shall be identical to the details being used on the site plan for 1390 Lafayette Road.
4. The applicant shall participate in the Construction Management and Mitigation Plan (CMMP) for the development of 1390 Lafayette Road.

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D. The application of **Ricci Supply Company, Inc., Owner**, for property located at **105 Bartlett Street**, requesting Site Plan Approval for the demolition and reconstruction of a 7,980 s.f. two-story building, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 164 as Lot 1 and lies within the Office Research (OR) District

The Chair read the notice into the record.

**SPEAKING TO THE APPLICATION:**

Alex Ross, of Ross Engineering, was present with Ed Hayes of Ricci Lumber, for site plan approval. Mr. Ross reviewed comments made at the TAC Work session. They have added a fire hydrant to the plans which is located a little ways up the street. They were asked to add a notation for a sprinkler hookup on the Bartlett Street side of the building.

Mr. Ross explained that the owner would like to completely replace the front section of this building and renovate the warehouse in the rear. A major change includes the addition of a rain garden which would collect runoff. This is a simple site plan application as the new building will be on the same footprint as the existing building.

One issue at the Work session was the fire hydrant or sprinkler hookup. Mr. Ross spoke with Deputy Fire Chief Roediger and that is now shown on the plan. They are also connecting into the catch basin on Bartlett Street and notes have been added to the plan. The issues of sidewalks was discussed and the owner would really like to limit how wide and long that sidewalk is.

Another revision to the site plan is the rain garden as the Committee recommended enlarging the rain garden on Bartlett Street where there is a dead space.

Regarding the sidewalk layout, on the plan they show a 4' sidewalk along the entire length of the building. The owner had some concerns due to large delivery trucks coming and going, clients showing up with lumber or picking up windows and doors and not having enough space with the sidewalk restricting the travel way. Mr. Cracknell visited the site and they went through the actual movement geometry. There is more than a 24' travel lane there so the owner's concern about an 18 wheeler taking a right on Bartlett Street involves them having to take a very wide sweep. They were talking of running a 4' sidewalk instead of 5' and ending it at parking space 13 to allow the parking lot to open up a little more. He asked the Committee to consider that suggestion. Mr. Taintor pointed out that they are showing a 4' sidewalk on the plan. Mr. Ross confirmed that the change was just realized today with Mr. Cracknell on site.

Mr. Taintor asked what the black squares were along the sidewalk. Mr. Ross confirmed they were lighting above the sidewalk. He went on to explain that in the City regulations a 5' sidewalk is required along the front of the building and they would like to propose a 4' running sidewalk along 3/4 of the building. Mr. Taintor advised Mr. Ross that sidewalk width has been an issue recently and there may be a problem with the Planning Board on that issue. He asked if 1' gives them a lot of benefit. Mr. Ross stated that the owners believed it would. Mr. Taintor reiterated that 5' is typically what is required and requested.

Mr. Desfosses had some feedback. With a 5' sidewalk, by the time your wheels hit the curb, you only have 4' left and you have basically created a car stop. If the intent is to have a safe place to walk, 4' certainly will not handle that and 5' won't be handicapped accessible. He would be very careful about what their intent it versus what they are asking for. He believes the intent of the structure is to essentially be a showplace for kitchens which lends itself more to people that don't visit lumber yards and more of a retail setting. He understands the concern about the trucks but he is very leery about putting children and moms in the back of these parking spaces at only 4'.

Mr. Cracknell suggested 5' or a waiver to have curb stops. He felt the biggest advantage to have the 5' sidewalk was for snow removal. Mr. Desfosses felt that curb stops would make it worse.

Mr. Taintor asked why they want to stop the sidewalk at space #13. Mr. Ross responded that the yard is used as a multi purpose thoroughfare. Mr. Cracknell added they had their site walk that day and the reasoning behind stopping at #13 was because on the other side there was a truck loading area (not designated) and they essentially have 3 lanes. The issue was the informal parking lane for big trucks on the Mill Pond side which strains the turning lane.

Zeke Morrel, Project Coordinator for Ricci Lumber added that customers often come out of the warehouse and load things into the rear of their car, and he doesn't feel safe having large pieces of glass out in the travel lane.

Mr. Rice noticed that they are still showing a rain garden near the edge of stalls 1, 2, and 3. He asked if there was any consideration given to extending the sidewalk so it would be continuous between the doors. Mr. Ross felt they could do that. The rooflines are such that a downspout is required next to stall #2. They wanted a landscaped area there to collect stormwater and there is a drain line underneath. He felt they could continue the sidewalk and have the downspout go directly through.

Mr. Desfosses asked what the purpose of the two doors was and whether they will be locked. It appears that all business occurs on the parking lot side. Ed Hayes from Ricci stated that they still have a front door that is basically where the employees can go out and have lunch and they do not intend to use that door for the public. Again their idea is to show as many doors and windows that they sell in the area.

Mr. Taintor asked about the purpose of the proposed deck. Mr. Ross explained that is an employee deck area and you get to the deck by the parking spaces out back. The deck is above ground with a step.

Mr. Taintor stated that the front door (facing the street) looks like a public entrance, and wondered if it would make sense to have a pathway from the door facing the street over to the deck and continue the rain garden across the frontage of the property. Mr. Ross indicated that the door is set up as a public entrance but the majority of people will come in from the parking lot.

Mr. Britz noted that the rain garden specifies a 3" layer of mulch. He indicated it should say hardwood mulch or river run stone. If they use the wrong kind of mulch it can clog up the drain. The UNH stormwater website will have some good recommendations on what to use.

Mr. Taintor asked what the arrangement was for using the railroad land between the North Mill Pond. Mr. Hayes stated they have a recorded easement from the 1970's. Mr. Taintor asked them to put a notation on the plan about the easement.

Mr. Desfosses went back to the issue of truck loading. Mr. Ross stated it was done in the very back. Mr. Hayes added it was mostly Seatrade trucks. They get loaded and then queue up and vacate the premises.

The Chair asked if there was anyone wishing to speak to, for or against the application. Seeing no one rise, the Chair closed the public hearing for this matter.

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Desfosses made a motion to recommend site plan approval with stipulations. Mr. Britz seconded the motion.

Mr. Desfosses asked them to show a detail for the pipe extension through the foundation, stating it should be shown so it sticks out of the building 1 ½' - 2' so they can connect to it.

The sidewalk along the building should be 5' as originally requested.

The rain garden on the front elevation should be removed and water should be piped to the rain garden on the Bartlett street side. Mr. Rice added that the elimination of the rain garden would extend the sidewalk to the doorway.

Mr. Desfosses was looking at proposed elevations to make sure the entrances to the building make sense at #13 or #14. It comes down between the two dormers and that's where it ends. He asked Mr. Ross to go over their reasoning. He felt the travel lanes are getting wider so the tightness is not an issue so he was mystified. Mr. Hayes stated that is where the employees park. The traffic coming down the driveway is directed to the right and a lot of materials load by the green slider. They also have some shorter box trucks that back up to the green slider. If they could allow it to #13 that would make sense and if not they could put it in later. He felt it was a good compromise. He likes the idea of running the sidewalk all the way to the door.

Mr. Desfosses asked if the five spaces on the rear elevation are employee spaces as well. Mr. Hayes responded that those are kitchen people. Mr. Desfosses asked how would they back out of the spaces and get back onto Bartlett Street. Mr. Hayes stated it is very wide and there is hardly any traffic on the alleyway.

Mr. Desfosses was agreeable to go with Mr. Cracknell's suggested and bring the sidewalk to #13. No detail was required.

Mr. Britz requested that they change the rain garden mulch to a shredded hardwood mulch or something else appropriate for the top surface.

Mr. Rice requested a drain line connection detail for the Planning Board plan. The note is on page 2, Note 5

A CMMP was requested.

Deputy Fire Chief Roediger asked that the driveway be striped after the construction is done to delineate travel lanes. Mr. Taintor requested that be added to the plan.

Deputy Fire Chief Roediger was all set with the sprinkler system and the hydrant.

Mr. Sheehan asked where the 6" water main goes after it leaves the connection. Mr. Ross stated he would add that to the plan. He thinks it goes back and services the hardware store. Mr. Desfosses asked for final review by DPW for the striping plan and the final water connections.

The motion to recommend site plan approval passed unanimously with the following stipulations:

1. A detail shall be added to the Site Plan for the pipe extension extending through the foundation so that it extends 1 ½’ – 2” from the building.
2. The sidewalk along the building shall be 5’.
3. The rain garden on the front elevation shall be removed and water will be pumped to the rain garden on the Bartlett Street side.
4. The sidewalk shall be extended to the doorway. Bring to #13 ???
5. The rain garden mulch reference shall be revised to read “appropriate mulch top surface”.
6. 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.
7. A parking lot striping plan shall be prepared for review and approval by DPW.
8. Final water connections shall be reviewed by the City Water Department.

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**IV. ADJOURNMENT** was had at approximately 4:29 pm.  
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Respectfully submitted,

Jane M. Shouse  
Administrative Assistant