

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

2:00 PM

JULY 30, 2013

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

MEMBERS PRESENT: Rick Taintor, Chairman, Planning Director; Nick Cracknell, Principal Planner; Peter Rice, Director, Public Works; David Desfosses, Engineering Technician; Jared Sheehan, Engineering Technician

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I. OLD BUSINESS

A. The application of **Maplewood & Vaughan Holding Company, LLC, Owner**, for property located at **111 Maplewood Avenue**, requesting Site Plan Approval to construct a 4-story 27,000 ± (footprint) mixed use building with commercial use on the 1st floor, 70 residential units on the 2nd – 4th floors and parking spaces on the ground floor level, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 124 as Lot 8 and lies within the Central Business A (CBA) District, the Historic District and the Downtown Overlay District (DOD). (This application was postponed at the July 2, 2013 TAC meeting.)

The applicant has submitted a request that consideration of this matter be postponed to the TAC meeting on September 3, 2013.

Mr. Rice made a motion to postpone consideration to the September 3, 2013 TAC meeting. Mr. Cracknell seconded the motion.

The motion passed unanimously.

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Mr. Desfosses made a motion to take Agenda item “C” out of order, and Mr. Cracknell seconded. The motion passed unanimously.

C. The application of **LJP Properties, LLC, Owner and Jay Prewitt, Applicant**, for property located at **428 Pleasant Street**, requesting Site Plan Approval to convert a 4 unit building to a 3 unit residential building, demolish rear additions, and construct a new two-story 450 s.f. rear addition, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 102 as Lot 55 and lies within the General Residence B (GRB) District and the Historic District. (This application was postponed at the July 2, 2013 TAC meeting.)

Mr. Taintor said that an abutter raised an issue this morning regarding adequate notice of the meeting. The City Attorney has opined that this meeting was in fact properly noticed. However, in order to avoid any ambiguity, and in light of neighborhood concern about the project, the City Attorney has recommended that the Committee schedule and notice a special TAC meeting on August 13. This will still allow TAC to provide a recommendation to the Planning Board for its August 15 meeting.

Mr. Desfosses made a motion to postpone this application to a special TAC meeting on Tuesday, August 13, 2013. Mr. Cracknell seconded the motion.

Mr. Rice asked if there had been a legal review. Mr. Taintor said they consulted the City Attorney and legal opined that adequate notice was given, but to be on the safe side due to the contentious nature of this project it was recommended that they hold the special meeting and renotify all abutters so that procedural issue is off the table.

The motion to postpone to August 13, 2013 passed unanimously.

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B. The application of **Portsmouth Ford Lincoln Mercury and SLF Realty Group, LLC, Owners**, for property located at **400 & 450 Spaulding Turnpike**, requesting Amended Site Plan Approval to construct a 4,400 s.f. addition to an existing sales & service building and vehicles display areas along the Spaulding Turnpike and Arthur Brady Drive, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 238 as Lots 1A and 2 and lie within the General Business (GB) District. (This application was postponed at the July 2, 2013 TAC meeting.)

The Chair read the notice into the record.

SPEAKING TO THE APPLICATION:

John Lorden, of MSC Civil Engineers, presented their proposal with Corey Colwell, also with MSC Engineers, and Attorney Peter Loughlin. The proposal was for a 4400 s.f. addition to Portsmouth Ford for sales and service related areas, service drop off area, customer waiting room, new car delivery and showroom. They said they had comments from the July 23, 2013 TAC Work Session and they submitted revised plans. Mr. Lorden proceeded to walk through those plans.

The overall site plan shown on sheet C-2 showed the sewer line that goes through the site. They also added an additional drive aisle on the north side near the vehicle display area, which would come just below the gravel section, and a 10' by 20' turn around at the dead end on the southern side for customers looking at cars. Note 13 requested they provide more flexibility to parking as new cars are delivered. Note 14 requested that the seal coat be free of coal tar within the wetland buffer.

Sheet C-3 showed they added five trees in a large landscaped island, and swapped out three sugar maples with another kind of maple that would be more salt tolerant. There were questions about the elevation and which signs were eliminated. All signs would be internally illuminated, and he pointed out the signs on the plan.

Mr. Lorden said there was also comment about the parking calculation. The first time they came to TAC they had just done the sales but it was felt they should break it out for different uses, so they did, but they are looking for the Committee on which way they should go.

Mr. Rice said he would like to hold back the stone bollards on the south side a little to provide access to the sewer manhole a shown on Sheet C-2. He said it was not an issue for cars parking in the area. Mr. Lorden said it was good thought.

Mr. Cracknell said the hammerhead turnaround on the south seemed as though it would have to be moved over 10' to the left in order to function. He said he wasn't sure what they would be backing into if they pulled into the parking stall to turn around. Mr. Lorden said it's a 24' aisle and it does clear out a bit, but they could slide it over more to give them more space to pull out.

Mr. Taintor asked for clarification of the gravel vs. paving on the north side, and Mr. Lorden said the drive aisle goes over a gravel area and they would like to pull the travel lane back onto the pavement and put the vehicle display back onto the gravel.

Mr. Taintor asked Mr. Lorden to clarify the intent of Note 13 to show through movement at all times of the access drive.

Mr. Taintor said in regard to questions about the parking spaces at the TAC work session, it was his impression they could treat this as a single use of auto sales and consider services as accessory uses which would calculate fewer parking spaces, giving them flexibility.

Mr. Taintor pointed out that site review does not imply approval for signs and they would need to go through the Inspections Department for sign 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. Rice moved to recommend Site Plan approval with stipulations. Mr. Cracknell seconded the motion.

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

1. Sheet C-2 shall be changed as follows:
 - (a) The stone bollards on the east side of the southerly access drive shall be moved to provide sufficient access to the sewer manhole.
 - (b) The hammerhead turnaround on the south side of the lot shall be widened by 10' to allow more space to back out.
 - (c) The access lane in the northerly vehicle display area shall be pulled back onto the pavement so that the vehicle display can go back onto the gravel.
 - (d) Note 13 shall be amended to clarify the intent to show through movement at all times for the access lane.

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II. NEW BUSINESS

A. The application of **Public Service Company of New Hampshire, Owner**, for property located at **280 Gosling Road**, requesting Site Plan Approval to expand the existing gravel substation area by 44,000 s.f. to construct a capacitor bank, fencing, retaining wall and relocation of the existing asphalt driveway, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 214 as Lot 2 and lies within the Waterfront Industrial (WI) District.

The Chair read the notice into the record.

SPEAKING TO THE APPLICATION:

Laura Gaines, Permitting Specialist for PSNH with Gregg Mikolaities from Tighe and Bond, their environmental and civil engineering consultants, and Gary O’Kula, the PSNH Project Manager and Dean Bacon their engineering supervisor for the project. ISO New England deemed the project necessary to maintain the safety and reliability of the transmission infrastructure that serves the Seacoast Region which included the Portsmouth, Dover and Rochester areas. PSNH proposes to add 6 capacitor banks and a series breaker to existing Schiller 115KV substation to mitigate the future potential for multiple thermal overloads and voltage violations. Their recommendation is outlined in their 2012 Regional Plan and is available on their website.

Gregg Mikolaities, of Tighe & Bond, said they already received a special exception from BOA for the 44,000 s.f. expansion within the Waterfront Industrial zone for a regional electrical utility.

Mr. Mikolaities said they submitted revised plans on July 25, 2013, with changes from the Work Session last week. He said the water service was now shown on the plan, and they also provided some screening around the dumpsters. He said the dumpsters are permanent, but are basically empty most of the time and just stored there for quick mobilization if they need them for debris. He said nothing is stored for any length of time, and as soon as they are full they are taken off to Turnkey for disposal.

Mr. Mikolaities said they revised their plans in response to concerns with drainage going directly into the City’s closed system. He said they were proposing to clean up some of the swales and the drains will exit under the swale. He said he talked to PSNH and there is a SWPP plan for Schiller Station to accommodate this, and that will be modified in order to get approval by their requirements.

Mr. Cracknell said there is no screen on back side of the dumpster area, and asked if there was a reason they chose not to close the 50’-60’ gap in the landscape screen between the existing canopy and where they relocated the 3’ band of arborvitaes along the street edge along the southeast corner. Mr. Mikolaities said they are maintaining the screening and vegetation on the western side and the providing small screens on the “L”, but had no plans for plantings on the back because it is a dead-end with no one else down that road except PSNH and the nearest intersection to the west is at the corner.

Mr. Taintor asked where the proposed underground connections were as referred to under C-3 in Patrick Crimmins’ letter. Mr. Bacon, the engineering supervisor for the project said there would be two connections from the new equipment in the expanded area to the existing area would consist of underground cables. Mr. Taintor asked that they be labeled.

Mr. Taintor said Mr. Rice had raised a question at the work session about hazardous material that might be in the capacitors. Mr. Mikolaities said they had email between Mr. Crimmins and PSNH about this question. There will be six cap banks with 183 gallons of oil each, six circuit breakers with 2.76 lbs of SF6, two circuit breakers with 128 lbs of SF6 each, and twelve transformers with 40 gallons of oil each. Mr. Rice asked if they have to account for that as part of SWPPP, and Mr. Mikolaities said they do have to modify the existing SWPPP. Mr. Rice asked if they had adequate containment for this.

Mr. Bacon said there are two types of insulation fluids. The first is hydrocarbon transformer oil, basically a processed petroleum fluid that is proprietary to the manufacturer, but is similar to what is

found in electrical components and transformers throughout the State. The other fluid is SF6, Sulfur hexafluoride, a gas used to insulate the inside of the tank. A SWPP plan has to be filed per Federal and State law, and they have to address any individual component with more than 55 gallons of oil or if the total of all components exceeds 660 gallons of oil. Currently they have a plan for the main yard, and will expand the existing plan as required for any cans or equipment added in the expansion. In regards to spill cleanup, Mr. Bacon said by definition and law the actual container itself is the first line of defense. The second control is typically crushed granite stone in the yard which traps fluids. The third control is to build a berm around the perimeter of the fence to contain any fluids that might spill. They also have pressure gauges on some of the tanks to tell if the tank has lost pressure or integrity, and they also have periodic inspections.

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 made a motion to recommend Site Plan Approval with a stipulation regarding the underground connections. Mr. Cracknell seconded the motion.

The motion to recommend Site Plan Approval passed unanimously with the following stipulation:

1. On Sheet C-3, the underground connections shall be labeled.

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B. The application of **233 Vaughan Street, LLC, Owner**, for property located at **233 Vaughan Street**, requesting a second one-year extension of Site Plan Approval which was granted by the Planning Board on May 20, 2010 and amended on August 18, 2011. Site Plan approval was granted to construct a 4-story, 10,905 s.f. mixed use building, with related paving, lighting, utilities, landscaping, drainage and associated site improvements. The first one year extension was granted on August 16, 2012. Said property is shown on Assessor Map 124 as Lot 14 and lies within the Central Business A (CBA) District, the Downtown Overlay District (DOD) and the Historic District. .

The Chair read the notice into the record.

SPEAKING TO THE APPLICATION:

Carla Goodknight of CJ Architects, representing 233 Vaughan Street, LLC reviewed the list of suggestions made at the WS as follows:

- Sheet C-3 (Layout & Landscaping Plan): The sidewalk was extended and the transformer locations were revised as requested. The curbs were resized to reflect City’s current standards.
- Sheet C-4 (Utility & Grading Plan): A separate sewer line was added for the first floor, and a bicycle rack was added in the front in addition to the one in the rear.
- Sheet L-1 (Lighting): Additional streetlights were listed to City specs, but exact locations are to be determined. Mr. Desfosses said he could only see offsite lighting on the plan and asked if

there was a light by the corner. Ms. Goodknight said she did not see anything, and Mr. Desfosses said one should be added.

- Sheet A-8 (Elevations): A bicycle rack detail was added in two locations. Mr. Cracknell asked how many bikes could be locked on the rack, and Ms. Goodknight said two on the front, and two on the back.

Mr. Cracknell asked the Board why there was a fire lane vs. parking on Sheet C-5. Mr. Desfosses said he didn't recall. Mr. Cracknell asked if parking might go further to the corner. Ms. Goodknight said the idea was to keep the front of the building clear, and not have cars block the front of the building. Mr. Cracknell asked if they would be opposed to put parking there if the City decided on it. Ms. Goodknight said she thought it was more of a fire issue. Mr. Cracknell said it seemed curious why the second handicapped space is tipped down further from the entrance. Ms. Goodknight said it was pulled back because they couldn't have all sorts of grade differences. Mr. Taintor asked if it blocked them from using the last space as a handicapped space, and Ms. Goodknight said it would be difficult to tip it down at the juncture where the ramp is coming down. Mr. Desfosses said there should be a cross hatch area 5' wide at the head of the handicapped space to give the handicapped person space to get up the ramp. He said they could potentially add two more spaces, but they also needed to stay 30' back from the corner.

Mr. Cracknell noted they moved a hydrant on Sheet C-4, Note 11, and wanted to make sure the DPW is comfortable with it. Mr. Rice said it is standard fare that the City moves the hydrant. Mr. Cracknell also asked where the utility pole with the guy wire would go. Mr. Taintor said there is a guy line on the existing conditions plan but not shown on the proposed plan. Ms. Goodknight said she believed it was going to stay in its current configuration, but it would be addressed.

Mr. Rice asked Ms. Goodknight about the drainage systems. Ms. Goodknight said they are using an evaporation trench system in the underground garage. Mr. Rice asked if there was an underdrain system, and asked if there was a sump pump backup. Ms. Goodknight said there was a sump pump in the elevator shaft going to the sewer. Mr. Rice said DES needs to make a determination on the suitability on the discharge of the underground system. He also noted that there was a 20' wide floor drain shown on C-6 that looked like it was tied into the under drain system. Ms. Goodknight said she believed it was tied in. Mr. Rice said it appeared to be picking up drainage from outside, and would be more appropriate to be tied to a dry drain or to the sewer. He said typically outside runoff goes to a storm drain and inside runoff goes to a sewer because of accumulated materials on cars. Ms. Goodknight said this driveway runoff drain is inside to avoid freezing. She also said the lower level slab is pitched into an evaporative trench toward the center. Mr. Rice reminded Ms. Goodknight that storm water discharge permits are required. Ms. Goodknight asked for clarification that the drainage underground proposal is acceptable. Mr. Rice said it was.

Mr. Rice said during the work session they also discussed the value of the manhole rehabilitation, and rather than doing that work they could contribute the value as noted on C-4. Ms. Goodknight said Mr. Chagnon would work with someone to determine the value of that. Mr. Rice said they would work with DPW staff to determine a reasonable cost to replace or rehab within a reasonable time. The note on Sheet C-4 addresses this.

Mr. Taintor said it was unclear to him where the property line was on Sheet C-5 showing off-site improvements. Ms. Goodknight said the property line is a match line to another drawing and pointed

out the RR property and City property. Mr. Taintor said there was quite a bit of public improvement work coming up so they will need to have proper easements as a condition of Site Plan approval.

Mr. Taintor also asked if the “no parking”, and “handicapped” signs shown on C-5 were appropriate to the back of the sidewalk, and Mr. Desfosses said they were.

Mr. Taintor asked the Board to list any items that needed to be clarified. He said he wanted to know what happened to the guy wire, as they would not want it blocking the sidewalk.

Mr. Rice said they would need a stamped letter certifying that the sewer flow calculation was provided by a licensed engineer.

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.

DISCUSSION AND DECISION OF THE COMMITTEE

Mr. Desfosses made a motion to recommend Site Plan approval with stipulations. Mr. Cracknell seconded the motion.

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

1. Add a sixth light at the intersection of Green and Vaughan Streets.
2. Provide a detail of milling and paving at Green Street (1½” overlay).
3. On Sheet C4, amend the note regarding excavation of the railroad tracks to say “... regrade prior to overlay.”
4. On Sheet C5, add two additional parking spaces on Vaughan Street.
5. On Sheet C5, add a 5’ handicapped pass-through to get to the handicapped ramp.
6. On Sheet C4, show the relocated guy wire for the pole at the north corner of the lot (adjacent to the sidewalk extension).
7. Provide any and all easements for off site improvements.
8. Provide a stamp for sewer flow calculations from a licensed engineer.
9. Note that all off-site work is to be monitored and built to City standards.
10. Identify the amount of the contribution for the sewer manhole in the intersection of Vaughan and Green Streets prior to the Planning Board meeting.
11. Work with DES regarding the dewatering issue.

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III. ADJOURNMENT was had at approximately 3:00 pm.

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Respectfully submitted,

Jane K. Kendall
Acting Secretary