

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

2:00 PM

September 3, 2013

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

MEMBERS PRESENT: Rick Taintor, Chairman, Planning Director; Peter Britz, Environmental Planner; Juliet Walker, Transportation Planner; Peter Rice, Director, Public Works; David Desfosses, Engineering Technician; Jared Sheehan, Engineering Technician; Carl Roediger, Deputy Fire Chief; Corey Macdonald, Deputy Police Chief

ABSENT: Nick Cracknell, Principal Planner

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 30, 2013 TAC meeting.)

The Chair read the notice into the record.

DISCUSSION AND DECISION OF THE COMMITTEE

The applicant submitted a request that consideration of this matter be postponed to the next TAC meeting on October 1, 2013.

Peter Britz made a motion to postpone consideration to the October 1, 2013 TAC meeting. Peter Rice seconded, and the motion passed unanimously.

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II. NEW BUSINESS

A. The application of **2422 Lafayette Road Associates, LLC**, for property located at **2454 Lafayette Road (Southgate Plaza)**, requesting Amended Site Plan Approval to revise the new retail building, add a rain garden at the rear of the site, and make related paving, lighting, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 273, Lot 3 and lies within the Gateway District.

The Chair read the notice into the record.

SPEAKING TO THE APPLICATION:

Mr. Patrick Crimmins with Tighe and Bond Engineering presented site plans to amend the originals that were approved in October 2012. The changes were submitted in May 2013 for administrative approval, and the Planning Department informed them that they would need a public hearing.

Mr. Crimmins walked the Committee through changes that would remove parking and porous asphalt which affected the parking counts and the open space calculations. They removed parking adjacent to the proposed diner, and also a section of parking in the rear which allowed snow removal storage. The sidewalks around the building were revised with a temporary covered entrance for ADA access, landscaped islands, and dumpster placement. He also noted changes to their drainage that would use sheet flow to a pretreatment swale to a rain garden. They changed the bark mulch in the rain garden to pea gravel as requested. The footprint of the rain garden was changed for increased volume, and a sign would be added to alert maintenance not to place snow storage near the swale. He said the ground water recharge from the rain garden, the infiltration basin in parking lot and the tree wells was beyond what the State of NH requires even with the removal of the porous asphalt. An operation and maintenance plan was submitted.

Mr. Crimmins said the DPW requested that they replace the culvert under the Water Country access road and clean up the swale from the culvert. He said even with the elimination of porous asphalt from the parking lot, the project would still comply with open space requirements with the addition of the rain garden.

Mr. Crimmins said they ran into ledge where the original plan for four grease traps ran along the building so they moved the grease traps to one end of the building with individual drain services inside the building that would tie into a main drain. They originally planned on tapping into Water Country's line for the fire hydrant, but found there would be problems, so they made changes to reduce the amount of pipe needed. They also updated their water service pipes, and coordinated utilities with PSNH and Unutil Gas.

Mr. Taintor opened the discussion for questions at the end of the presentation.

David Desfosses said he was still not entirely comfortable with the removal of the porous asphalt. Doug Richardson from Waterstone Retail Development said they considered best management practices of rain gardens in the area, and determined they would get better results by removing the porous asphalt. Mr. Desfosses asked if they had done an analysis of the volumetric differences between the porous asphalt and the rain gardens. Mr. Crimmins said the calculations from the State of NH Department of Transportation were based on soil types in the area, with 1,000 cubic foot reduction of volume from the requirement and they were exceeding the reduction requirement even with the removal of asphalt. Mr. Desfosses said he was concerned with how well the rain garden alone would handle the additional volume from a ten year storm. Mr. Crimmins said they would need to look at the detailed drainage analysis for those details.

Mr. Taintor asked how wide the sidewalk in front of the five parking spaces and handicapped parking space in front of the diner was, noting that it looked narrower than the rest of the sidewalk, and should be marked as five feet wide. Mr. Crimmins said it shouldn't be narrower. Mr. Desfosses said that it

should be seven feet wide for handicapped access in order to allow for two feet of vehicle overhang. Mr. Richardson said they could increase it to seven feet for the overhang, but they were trying not to put too much concrete in front of the diner.

Mr. Taintor asked what the white areas near the dumpsters near the granite curb tip down were. Mr. Crimmins said they were landscaped areas with trees. Mr. Taintor asked what the “tipdown” adjacent to this area was for, and Mr. Crimmins said it was a corner and transition of the curb.

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 said he did a site walk a week ago, and had concerns with drainage from an inadequately sized culvert under the Water Country drive, and the swale on Constitution Avenue was partially full with sand, salt and roadside debris. Peter Rice asked where the swale breaks and Mr. Desfosses said it headed down the end of the road, but he was not sure where it breaks.

Mr. Taintor asked what they thought about the porous pavement, and Mr. Desfosses said giving up porous pavement would have little or no effect on the City during two-year storms which are 98% of the storms, but the ground is ledgy and they were having issues with increasingly larger storms, which exacerbate issues they’re seeing on Banfield Road. He said he knew the applicant didn’t want to use porous asphalt, but thought they should, just as they should have made Wal-Mart use it, but would leave it up to Mr. Rice. Mr. Rice said he was of the same mindset considering they have existing drainage problems downstream. He said the EPA is increasingly moving in that direction for storm water management, and porous asphalt was programmed into their previous plans so they should stick with it. Peter Britz agreed and said regulations were created to support those issues. Mr. Crimmins asked if they would still be required to replace the culvert if they had to keep the porous asphalt, and Mr. Desfosses said yes, they would because they would still be directing water toward a culvert that was in failure.

David Desfosses moved to recommend site plan approval with the following stipulations:

1. Replace the culvert across the Water Country drive with an adequately sized culvert during Water Country’s off season, and repair the drive.
2. Dredge and replace the swale on Constitution Avenue to drain water off site to the satisfaction of the City of Portsmouth Department of Public Works.
3. Retain the use of porous asphalt on site as previously approved in 2009.
4. Show a minimum of 7’ of sidewalk width along the new retail building.

Peter Britz seconded, and the motion passed unanimously.

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III. ADJOURNMENT was at approximately 2:29 p.m.

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Respectfully submitted,

Jane K. Kendall
Acting Secretary