

**PLANNING BOARD
PORTSMOUTH, NEW HAMPSHIRE**

Remote Meeting Via Zoom Conference Call

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Per NH RSA 91-A:2, III (b) the Chair has declared COVID-19 outbreak an emergency and has waived the requirement that a quorum be physically present at the meeting pursuant to the Governor's Executive Order 2020-04, Section 8, as extended by Executive Order 2020-5, and Executive Order #12, Section 3. Members will be participating remotely and will identify their location and any person present with them at that location. All votes will be by roll call.

7:00 pm

APRIL 16, 2020

MINUTES

MEMBERS PRESENT: Dexter Legg, Chairman; Elizabeth Moreau, Vice-Chairman; Colby Gamester; Jay Leduc; Karen Conard, City Manager; Peter Whelan, City Council Representative; Ray Pezzullo, Assistant City Engineer; Jeffrey Kisiel; and Polly Henkel, Alternate

ALSO PRESENT: Juliet Walker, Planner Director; Jillian Harris, Planner I

MEMBERS ABSENT: Jody Record; Corey Clark, Alternate,

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I. PUBLIC HEARINGS – OLD BUSINESS

The Board's action in these matters has been deemed to be quasi-judicial in nature.

*If any person believes any member of the Board has a conflict of interest,
that issue should be raised at this point or it will be deemed waived.*

- A. The application of **DPF 1600 Woodbury Avenue, LLC, Owner**, for property located at **1600 Woodbury Avenue** requesting Amended Site Plan Review approval to demolition an existing building and upgrade the existing shopping center with new and additional signage, a new driveway entrance off of Woodbury Avenue, and repurposing of the former supermarket space to separate retail space and new grocery space with accessory cafe/food court. Said property is shown on Assessor Map 238 Lot 16 and lies within the Gateway Neighborhood Mixed Use Corridor (G1) District.

Mr. Gamester moved to postpone the Public Hearing and Discussion and Decision of this application to the April 23, 2020 Planning Board Meeting and no changes by the applicant will be accepted in the interim, seconded by City Manager Conard. The motion passed unanimously.

SPEAKING TO THE APPLICATION

Attorney John Bosen and Steve Glowacki spoke to the application. Mr. Bosen commented that this was a request for an amended site plan to accommodate the new Whole Foods that will take over the Shaw's on Woodbury Ave. The plaza is 16 acres and has access to Woodbury Ave., Durgin

Lane and Arthur F. Brady Dr. There will be no changes to the footprint of the building, but renovations will include a café space and outdoor seating. There will be a new free-standing sign. The biggest change will be the demolition of the Gamestop building to make way for new entrance to the plaza. The existing conditions at the Gamestop entrance allows for vehicles to enter the plaza on a right and take a right or left out of the plaza. The proposal will provide only a right turn into the plaza at that point. The median will be extended to prevent a left-hand turn onto Woodbury Ave. It will be right turn only. The applicants worked with TAC and conducted a traffic study. The result is a safer and more attractive entrance way. They addressed all comments and concerns that TAC had and are in agreement with the recommendations from Planning Staff. Portsmouth is fortunate to have a company like Whole Foods invest and locate in this city. It will be good for surrounding retailers and the economy of the City.

Mr. Pezzullo commented that utilities were not detailed in these plans and noted that a grease trap would be needed if a café went in. Mr. Pezzullo questioned when that would be outlined in the plans. Mr. Bosen responded that they were not on these plans because this was a request for an amended site plan. Ms. Walker noted that they could add a stipulation to ensure it's addressed. It will be addressed in the building permit process.

The Public Hearing and Discussion and Decision of this application will be completed at the April 23, 2020 Planning Board Meeting.

II. PUBLIC HEARINGS – NEW BUSINESS

*The Board's action in these matters has been deemed to be quasi-judicial in nature.
If any person believes any member of the Board has a conflict of interest,
that issue should be raised at this point or it will be deemed waived.*

- A. The application of **4 Amigos, LLC, Owner**, for properties located at **1400 Lafayette Road, Peverly Hill Road and 721 Peverly Hill Road** requesting Conditional Use Permit approval for a Development Site according to the requirements of Section 10.5B40 of the Zoning Ordinance and Site Plan Review approval for the construction of a 53-unit Garden and Townhouse Style residential development consisting of 6 structures with a combined total footprint of 37,775 s.f. and 122,000 GFA with associated grading, lighting, utilities, stormwater management, landscape improvements and community space Said properties are shown on Assessor Map 252 Lots 7, 4 & 5 and lie within the Gateway Neighborhood Mixed Use Center (G2) District

Mr. Gamester moved to postpone the Public Hearing and Discussion and Decision of this application to the April 23, 2020 Planning Board Meeting and no changes by the applicant will be accepted in the interim, seconded by City Manager Conard. The motion passed unanimously.

SPEAKING TO THE APPLICATION

Bob White, Chris Temula, and Rebecca Brown with GPI, and Architect Michael Keen spoke to the application. Mr. White commented that this project has come in several times. There have been a number of productive sessions with City Staff. The project is in the new Gateway District, and is building out the area behind Five Guys, Rite Aid and the bank on Lafayette Rd. The street pattern was originally set up for commercial parcels. The existing conditions plan includes the utility lines

put in for the commercial area that will be removed. The majority of the infrastructure is in place and will not be altered much. The proposed project is a housing development of 52 units. There are two horizontal streets which for the purpose of this presentation will be called first street and second street. The total of 52 units is below what the Gateway Zone allows for this site, so there are no density bonuses being requested. Along Peverly Hill Rd. there will be a 4-story square building the rest of the buildings will be 3 story townhouses. Mr. White showed colored renderings to demonstrate proposed buildings and community space. The first block is a U-shaped building with 23 condo units. Then there will be pairs of townhouses along the interior streets with stoop entrances. All of the buildings have parking on the ground floor. Most of the parking is not visible to the main street. The site does have street parking similar to many historic neighborhoods in the City. Mr. White presented 3-D renderings to show the streetscape and set back sidewalks. There will be sidewalks along Peverly Hill Rd and within the neighborhood. The space between the end of the townhouse buildings and the rock wall will be preserved as a natural pocket park. There will be a pathway system that goes along the back at the park in the interior where the backyards are. Each vertical townhouse has a two-car garage and two spaces in the driveway. The site also has a six-unit building that is a scaled down version of the main condo building. There are grass strips and planting areas along sidewalk in the areas where there is no on street parking. The entrances to the townhouses are step up stoops because the parking is at ground level in back. There is a garden space between the stoops to the sidewalk. There will be lighting along the street to illuminate the neighborhood. There will be an inner courtyard for the townhouses that will contain all the parking. There is some visitor pull in parking available. The condo building will have a courtyard space. This is similar to other small green spaces throughout the City.

Mr. Temula commented that the first street will have six-unit townhouse building and the 23 unit garden style building along it with parallel parking. There will be standard parking and handicap accessible parking. Then there will be another six-unit townhouse building with parallel parking. There will be two additional townhouse buildings with more parking. The entire development will have a cohesive sidewalk connection throughout the development and down Peverly Hill Rd. to Lafayette Rd. Pedestrians and vehicles will be able to navigate the site easily and there will be at grade striped crosswalks. The applicants have worked with TAC to resolve most of the technical items. Grading and drainage for the site was designed the same way it was for the Five Guys development. The standard stormwater system meets City and AOT standards for pre and post development. There will be deep sub hooded catch basins and 4 underground perforated pipe infiltration systems. All of the rooftop and parking lot runoff will be caught. There is no negative impact to surrounding infrastructure. Utilities will connect off the mains along Peverly Hill Rd. They are coordinating with City Staff on the sizing of the transformers and multiple fire hydrants are shown on the plan. Each building will have a separate domestic and fire suppression water line. One item that was raised at TAC was a request to replace the waterline along Peverly Hill Rd. between the development driveway up to West Rd. The owner Rick Green and Mr. Desfosses met onsite after that meeting to discuss the area of proposed replacement. It is 375-400 feet of water line. The applicant has agreed to that. The erosion control plan shows silt fencing and erosion control barriers to stabilize the construction entrance. All of the existing and proposed catch basins will have inlet protection. A long-term operations and maintenance plan is included to facilitate construction and post construction. The applicant will be required to submit yearly maintenance records to the State.

Mr. White commented that the landscape plan supports the common spaces. The City Arborist contributed street trees to be considered. They are all canopy deciduous trees. Frontages of townhouses have individual pocket residential gardens with each unit. There will be a landscaped

pocket park area in center of U-shaped building's courtyard. There will be supplemental plantings throughout the woodland area. A vast majority of species are native or near native. Landscaping will be added to the corner of Peverly Hill Rd. and Lafayette Rd. That will activate the corner rock wall that is there now. There will be a relaxation garden with seating area against the stone wall. The street trees will be installed with flexi pave instead of grates. The community space includes wide pedestrian sidewalks, pocket parks and the outdoor dining area behind five guys. It exceeds the requirements for open space. The lighting fixtures will be 14 feet high and give low level minimal glare lighting.

Mr. Keen presented the elevation plans. The Gateway District requires façade modulations and elevations that were incorporated into the design. The U-shape building will have a tall white tower main entrance with an egress stair and elevator. The first level is all parking other than the mechanical spaces. There will be openings in the garage for venting so mechanical ventilation is not required. The openings help to satisfy the façade opening requirements. There will be an open fence to hide the cars and give it a window feel. The base of the building is brick then there will be vertical siding with a heavy horizontal band to breakdown the elevations. A pitched roof will create a New England residential feel. There are metal awnings that were incorporated to break up the verticality. There will be 2 garage doors on either end of the U-shaped building with 23 parking spaces and bike storage inside. The upper floors will have 8 units per floor. The 2nd floor will have common space and an exercise room. These will be 2 bed units and range from 1,100 sf to 1,400 sf. The townhouses will be 1,870 sf 3 bed units with a 2 car parking garage. There will be an opportunity for a flex room downstairs. Each townhouse will have a split-level entry with stairs going down to the garage or up to the main living area. They will have a private deck space off the back. The 6-unit condo building will be less elaborate but look similar to the U-shape building. There will be two 1 bed units and four 2 bed units and they will range from 950 sf to 970 sf.

Ms. Brown commented that the site was part of a previous approval with commercial businesses. At that time of the approval in 2012 they were contemplating an additional 20,000 sf of retail. The proposal is now for residential units. A traffic impact study was conducted with the original proposal and mitigation measures were proposed to address increased traffic. The team did an analysis to compare the previously approved retail proposal with the residential proposal. Ms. Brown used the ITE trip generation manual to do that. The residential development is expected to generate 25-30 trips on pm/sat midday peak hours. That is 50-70 fewer trips during peak hours than the retail proposal. This proposal will have a lesser impact than what was previously approved and mitigated. They wanted to make sure the site and uses weren't generating more than what was originally estimated. The current site is generating 30-110 fewer trips than what was predicted. The current and proposed site will generate less traffic. All together it will be a reduction of 100-150 trips during peak hours. Based on that they did not feel any additional mitigation was warranted. The increase in traffic on adjacent roads will be 2-11 additional vehicles per hour. It would be a negligible impact on traffic. TAC was in agreement that no additional mitigation was required in traffic operations. TAC did give a comment related to sidewalks and crossings. TAC requested they install a crosswalk to get pedestrians to the Market Basket driveway. There is already a signalized crossing at the Lafayette Rd. and Peverly Hill Rd. intersection. There was a sidewalk constructed along the northerly side of Peverly Hill Rd. to get pedestrians to that crossing and there is a sidewalk on the Market Basket side as well. Certain warranting conditions need to be met to install crosswalks. 15 pedestrians an hour would need to be crossing the road to warrant installing a crosswalk. 45 pedestrians an hour would need to be crossing to warrant installing RRFBs. TAC asked for an RRFB crosswalk with a sidewalk connection to Market Basket. ITE data shows that a residential development would generate .88

person trips per unit in a peak hour. A trip is one person coming to or leaving the site. Based on 52 units that would be 46 trips coming to the site via walking, biking, or a vehicle. It is predicted that 25 would be vehicle trips. That would leave 21 people that could be walking to the site. Based on ITE data 43% of people coming to and from are traveling to a retail development. That would mean 9 of the 21 people walking would be traveling to or from retail. Two of them would likely be captured on site. That would leave 7 pedestrians in the peak hour crossing to Market Basket. This is below the warrants for a crosswalk and for an RRFB. The applicants are proposing that they would install a crosswalk and install the electrical conduit for a future RRFB if the City wants to install one in the future. The applicant will also provide \$15,000 toward that installation or toward a future sidewalk in the area. The City does have a project proposed to put in sidewalks and a bike lane on Peverly Hill Rd. but that project does not have funding yet.

Chairman Legg requested clarification that the applicant was not willing to complete the conditions suggested by City Staff. Ms. Brown responded that was correct. The City requested they install the crosswalk and RRFB. They feel that the RRFB is not warranted. Chairman Legg noted that he felt the signal was needed and would hope that the applicant would be willing to do that for the good of the project. Ms. Brown responded that the proposal now is to provide funding for it. After the crosswalk is constructed the RRFB could be installed later because all of the conduit would be there.

Vice Chairman Moreau agreed with Chairman Legg's comments on the crosswalk. The lighting helps the drivers see the crosswalk more than anything else. People will not walk to the corner to cross safely. The goal is to make it more pedestrian friendly so it's a positive to encourage walking. Vice Chairman Moreau questioned where the snow storage would be. Mr. Temula responded that snow management will have appropriate measures in place. They will clear snow and remove it off site if needed. There are not a lot of areas near the U-shape building to stockpile snow. They will maintain and provide additional accessible spaces.

Vice Chairman Moreau questioned if the openings in the garage in the building along Peverly Hill Rd. would show the cars or if there would be screening in place to hide them. Mr. Keen responded that they would be screened by a fence.

Mr. Leduc questioned if they thought about putting bike paths throughout the neighborhood to correspond with the City's bike path along Peverly Hill Rd. Mr. Temula responded that the existing roadways do not have a lot of flexibility to widen. There are 10-foot-wide sidewalks in the area. Mr. White added that these will be quieter streets.

Mr. Kisiel commented that he appreciated the time put into the architectural renderings and questioned what assurances they had that what was proposed would actually be built. For example, the Cate St. condo building renderings are different from what was built. Ms. Walker responded that Cate St. was not in a Gateway District. This project is and there are elements of design required in the approval. Mr. Kisiel questioned if there was a COAST bus stop along Route 1. Mr. White responded that the bus stop is on the other end of the Market Basket plaza. Ms. Walker added that this is a bus route and there may be an ability to add a stop. It could be a condition for the applicant to reach out to COAST. Mr. Kisiel questioned if an AOT permit was required. Mr. Temula confirmed it was. They have received comments on the application and are addressing the comments now.

Mr. Pezzullo commented that the sewer connection goes across private property to Merona Rd. and then to other parcels. There may be an easement and maintenance that needs to be addressed. Mr. Temula responded that the original development stubbed out 2 sewer stubs across the first street. The first will feed the 23-unit building with a new 6-inch line. The other direct connection point is closer to the Rite Aid drive through in front of complex b. All of the sewer is connected to that manhole and maintained on site. Mr. Pezzullo noted that it would be a good time to evaluate if any maintenance or clean out was needed. Mr. Temula confirmed that they would look into it. Chairman Legg noted that they could add it as a condition.

City Council Representative Whelan questioned if any tractor trailer trucks would enter via the second street to park behind the Quality Inn. Mr. Temula responded that most of the trucks come off Route 1 and go to the back of the site. Chairman Legg commented that they can ask for signage to not allow trucks down the development streets. City Council Representative Whelan questioned if these would be public or private streets. Mr. Temula responded that they would be private roads. There is an access easement from West Rd. to the hotel in the back and the easement was requested by TAC.

Chairman Legg questioned if the residential gardens would be programmed or if the residents could do what they want. Mr. White responded that there would be no restrictions, and they are not counting that depth in the community space. Chairman Legg questioned if there they could match the street trees along the first street on the Rite Aid side of the street. Mr. Temula responded that they would make sure they are consistent.

The Public Hearing and Discussion and Decision of this application will be completed at the April 23, 2020 Planning Board Meeting.

- B. The application of **Nickerson Home Improvement Co. Inc.** and the **Linette and James Revocable Trust of 2000, Owners and Perley Lane, LLC, Applicant**, for properties located at **95 Brewster and 49 Sudbury Streets** requesting Site Plan Review approval to demolish the existing structures and construct 3 dwelling units in two structures, with related grading, utilities, landscaping, drainage and associated site improvements. Said properties are shown on Assessor's Map 138 Lots 57 and 58 and lie within the General Residence C (GRC) District.

Vice Chairman Moreau recused herself from this application.

Mr. Gamester moved to postpone the Public Hearing and Discussion and Decision of this application to the April 23, 2020 Planning Board Meeting and no changes by the applicant will be accepted in the interim, seconded by City Manager Conard. The motion passed unanimously.

SPEAKING TO THE APPLICATION

John Chagnon from Ambit Engineering and owner Joe Calderola spoke to the application. Mr. Chagnon commented that the proposal is to demolish an existing commercial and residential structure and construct 3 new dwelling units. One will be a single-family residence and the other will be a duplex. The property is located on the corner of Sudbury St. and Brewster St. It is currently 2 lots and the applicant is proposing to merge them into 1 parcel for redevelopment. There will be two new driveways to access the structures. The duplex will be accessed on Brewster

St. and the single-family residence will be on Sudbury St. Both structures have covered parking for 1 car. The Sudbury St. driveway has an additional space to east of the garage. There will be decks and patios on each building. The site slopes gently south to north and the back of the lot is close to Rock Street Park. There are 10 trees on the plan and they will introduce more grading to the back of the lot. The drainage will go around the back of the single unit around the duplex and out to Brewster St. There will be minor grading on the Rock St. Park property and there will be a future easement to maintain the grading. There will be drip edges along the property. There will not be an increase in runoff to the abutting property. The site will be served by existing utilities on Brewster St. and Sudbury St. There is proposed landscaping along the buildings to soften the edges and in the rear along the patios and deck. There is an additional street tree proposed to be planted in the right of way on Brewster St. Variances were received on January 22, 2020 for the demolition of the existing structures, building coverage, and setbacks. The site plan meets the area, density, and setback requirements in all other aspects. TAC has recommended approval and the applicant agrees with all 7 conditions recommended by Planning Staff.

Mr. Kisiel questioned if they looked at having all driveway access on Brewster St. Mr. Chagnon responded that adding another driveway would be too close to the intersection. It is preferred to have the driveway 30 feet from an intersection. An abutter did ask for a driveway location adjustment on Sudbury St. and that was accommodated. Mr. Calderola added that the abutter requested to align the driveways to maintain the same amount of street parking. They got a second variance to align them.

The Public Hearing and Discussion and Decision of this application will be completed at the April 23, 2020 Planning Board Meeting.

- C. The application of **Millport Inc., Owner and Thomas Bath, Applicant**, for property located at **1001 Islington Street** requesting a Conditional Use Permit in accordance with Sections 10.240 and 10.440 (#19.50) of the Zoning Ordinance to allow an outdoor Dining and Drinking Area as an accessory use. Said property is shown on Assessor Map 172 Lot 4 and lies within the Character District 4-W (CD4W) District.

Mr. Gamester recused himself from the application.

City Manager Conard moved to postpone the Public Hearing and Discussion and Decision of this application to the April 23, 2020 Planning Board Meeting and no changes by the applicant will be accepted in the interim, seconded by Vice Chairman Moreau. The motion passed unanimously.

SPEAKING TO THE APPLICATION

Owner Tom Bath spoke to the application. Mr. Bath commented that the proposal was to add outdoor space in the back where the railroad tracks are. A grade level concrete pad that is 5 feet deep and 30 feet long will be installed. There will be 10 feet of crushed gravel. There will be downward facing lighting, and it will close at 9 p.m. when the brewery does. The space now is very overgrown. The proposal will not include landscaping, but the area will be cleaned up.

Vice Chairman Moreau questioned if there would be fencing to prevent people from leaving the patio. Mr. Bath confirmed that it would be enclosed. They will make sure it's clear people can't take drinks beyond a certain point. Vice Chairman Moreau questioned if there was any foot traffic along that strip. Mr. Bath responded that there was not because it was not particularly inviting.

Ms. Henkel questioned if there were any plans for any entertainment or activities on the patio. Mr. Bath responded that there would not be any music outside.

Mr. Kisiel questioned if this was a seasonal approval or if it would be something they can use year-round. Ms. Walker responded that these approvals were not seasonal approvals unless a condition was put on it. There is no assumption that the approval is year-round or seasonal.

City Council Representative Whelan questioned if they would be putting in an outdoor bar. Mr. Bath responded that they will not be putting a bar outdoors. That area will just have table service. City Council Representative Whelan questioned if they would be putting in a covering over the space. Mr. Bath responded that they would not because the tall trees already provide shade.

The Public Hearing and Discussion and Decision of this application will be completed at the April 23, 2020 Planning Board Meeting.

- D. The request of **Clipper Traders, LLC, Portsmouth Hardware & Lumber, LLC and Iron Horse Properties, LLC, Owners**, for properties located on **105 Bartlett Street and Bartlett Street** for Design Review for the construction of 174 dwelling units in two (2) multi-family apartment buildings and one (1) mixed-use building with first floor office, amenity space and upper story apartments. The project will designate 25% of the proposed property as Community Space. Said properties are shown on Assessor Map 157 Lots 1 and 2, Map 164 Lots 1, 2 and 4-2 and lie within the Character District 4-W (CD4-W) and Character District 4-L1 (CD4-L1) Districts.

Vice Chairman Moreau recused herself from the application.

Mr. Gamester moved to postpone the Public Hearing and Discussion and Decision of this application to the April 23, 2020 Planning Board Meeting and no changes by the applicant will be accepted in the interim, seconded by City Manager Conard. The motion passed unanimously.

SPEAKING TO THE APPLICATION

Patrick Crimmins with Tighe and Bond spoke to the application. Mr. Crimmins presented this project in February for a preliminary consultation. This is a very similar package to the consultation presentation because it was already so detailed. The project is for 174 dwelling units with 10,000 sf of office space. There is a lot line revision from when the subdivision approval was granted. The project will need a CUP for parking because there will be shared parking between the lots. It will also need a CUP for work within the wetland buffer. The cul-de-sac was moved into the parking area that currently services the brewery and doggy daycare. Mr. Crimmins presented a constraint exhibit to show the challenges of the site. The development will be accessed off Bartlett St. via a private road down to a cul-de-sac in front of Building C. Building C will be in the existing footprint of the brewery and doggy daycare. They will be granting community space to the City to complete the North Mill Pond Trail and receive incentives. There will be perpendicular parking

along the entrance for better alignment. There was already a traffic design done for the West End Yards project that reflected the previously approved improvements for Bartlett St. and Cate St. This was part of the improvement study that was done. The study was updated by Steve Pernaw and removing some of the commercial business and adding units resulted in a net neutral in trips. The Bartlett St. and Cate St. area has already been studied and what needs to be done has been addressed. This will not be generating any additional trips. There will be parallel parking and sidewalks down the driveway that will provide traffic calming and pedestrian connectivity. The gate shack bump out was moved to align the curb lines with the entrance and exits. The overall development plan includes 174 units between 3 buildings with underground parking below Building A and Building B. The tallest building will be four stories and each will have story step downs according to the zoning. There will be 134 parking spaces in surface level lots, 110 spaces under Buildings A and B, and 10 spaces along the cul-de-sac. The total is 254 spaces, which is what is required. The 10 spaces along the cul-de-sac are technically on a different lot so that's why a CUP is required. Continuing the road out to Maplewood Ave. Robbi Woodburn will be designing the landscaping. There will be a park area in the back that will tie in nicely with the future North Mill Pond Trail project.

Mr. Gamester questioned how snow removal would be handled on site. Mr. Crimmins responded that they will need to include a snow management plan to ensure it is appropriately stored and removed. Mr. Gamester questioned if they had a plan in place to address getting a fire truck to the other side of Building A. Mr. Crimmins responded that they did not at this point. They are working to connect with the Fire Department on this. It will be addressed and vetted in TAC.

Chairman Legg questioned if the project as proposed would need NHDES approval. Mr. Crimmins confirmed that this project will require a number of state approvals including AOT, wetland impact permits, shoreland permit, and a sewer connection permit. It will be thoroughly reviewed by the City and the State. Chairman Legg questioned if the State approval was normally completed before a project came to the Planning Board. Ms. Walker responded the State has a lag for approvals. Typically, the goal is for it to be far enough along that major issues have been flagged. If there are big changes between the Planning Board approval and the State approval, then the applicant would need to come back to the Board. Chairman Legg noted that it was a challenging site and it would be good to know the State's feedback as this Board is considering this application. Chairman Legg was disappointed that the access road to Maplewood Ave was not going forward and asked that the applicant reconsider it. It would only be accessed by the residents of the property. It may be better for fire safety as well. It will be good to have 170 plus apartments potentially available to the City. There have been a lot of condo applications and the City desperately still needs housing. This along with some other projects would be important.

Mr. Kisiel commented that it would be good to see different architectural elements and facades on the three buildings. Right now, it looks like a campus not a residential neighborhood.

The Public Hearing and Discussion and Decision of this application will be completed at the April 23, 2020 Planning Board Meeting.

III. ADJOURNMENT

Chairman Legg commented that they will meet on April 23, 2020 for the public hearing portion of this meeting. Any written correspondence that the Planning Department receives will be incorporated into the meeting. The public can also call in or join the Zoom meeting to speak during that meeting.

Mr. Gamester moved to adjourn the meeting at 9:55 p.m., seconded by Mr. Kisiel. The motion passed unanimously