

**SITE PLAN REVIEW TECHNICAL ADVISORY COMMITTEE
PORTSMOUTH, NEW HAMPSHIRE**

Remote Meeting Via Zoom Conference Call

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 2020-24, and Emergency 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.

2:00 PM

May 4, 2021

MINUTES

MEMBERS PRESENT: Juliet TH Walker, Chairperson, Planning Director; David Desfosses, Construction Technician Supervisor; Eric Eby, Parking and Transportation Engineer; Patrick Howe, Fire Department; Darrin Sargent, Police Captain; Nicholas Cracknell, Principal Planner and Robert Marsilia, Chief Building Inspector; Peter Britz; Environmental Planner

MEMBERS ABSENT:

ADDITIONAL

STAFF PRESENT: Peter Stith

I. APPROVAL OF MINUTES

- A. Approval of minutes from the April 6, 2021 Site Plan Review Technical Advisory Committee Meeting.

Mr. Eby moved to approve the minutes from the April 6, 2021 Site Plan Review Technical Advisory Committee Meeting, seconded by Mr. Desfosses. The motion passed unanimously. Mr. Britz abstained because he was not present at the April Meeting.

II. OLD BUSINESS

- A. The request of **Stone Creek Realty, LLC, Owner, and Boston & Maine Corporation, Owner**, for properties located at **53 Green Street** and at the **intersection of Market Street and Green Street** requesting Preliminary and Final Subdivision approval (Lot Line Revision) to transfer 4,852 sq. ft. from Assessor Map 119 Lot 3 to Assessor Map 119 Lot 2 which will increase the total lot area for the receiving lot from 72,200 sq. ft. to 76,670 sq. ft. and the street frontage from 86 ft. to 104 ft. Said properties lie within the Character District 5

(CD5) District, the Transportation Corridor District (TC), the Historic District, and the North End Incentive Overlay District.

SPEAKING TO THE APPLICATION

Mr. Howe moved to Items II A and II B together and vote on them separately, seconded by Mr. Britz. The motion passed unanimously.

Patrick Crimmins and Rob Simmons spoke to the application. Mr. Crimmins commented that they met with TAC last month and have provided a response to all of those comments in the packet. Mr. Crimmins offered to review any responses the Committee had questions about. Ms. Walker responded that no one had any questions, and they could proceed with the new comments.

TAC Comments:

- How does this project comply with the front lot line build out requirement?
 - Mr. Crimmins responded that there was a small amount of frontage that can be built upon. The plan calculated out what the effective buildable front line would be. The 24-foot driveway and 33 feet of community space were subtracted out. The remainder was 81% of the lot line that could be built on. Ms. Walker noted that some assumptions need to be verified. The ordinance does not specifically exempt driveways. This may be more of a hardship and a further conversation is needed.
- Does the driveway comply with the requirements of Section 10.5A44.33?
 - Mr. Crimmins responded that they were providing a 24-foot driveway. The 24-foot width is tied to the recently constructed curb along the AC Hotel and the other side. Ms. Walker questioned if it was 24 feet at the entrance. Mr. Crimmins confirmed that it was. It flares out with the curb radius. Mr. Cracknell commented that the end of the radius will flare out the width. The backside of the radius should not be more than 24 feet. Mr. Crimmins responded that they will add a dimension to show 24 feet.
- What is the status of the NHDES permit for this project?
 - Mr. Crimmins responded that they submitted an AOT application and have had two preapplication meetings with NHDES for design and mitigation.
- Please make sure all relevant documents are included in each updated submission set (e.g. the Green Building Statement was included with last month's submission, but was not incorporated into your latest revision, nor was the will-serve letter from Unitle)
 - Mr. Crimmins confirmed this would be provided.
- It appears you are missing a few of the will-serve letters from the private utility companies
 - Mr. Crimmins responded that was correct. They are actively working with Eversource on off-site improvements to provide service. They have provided them with a preliminary layout. There should be a will serve letter shortly. The project does have a will serve letter from Unital.

- Please add a note to the bike storage room that it must provide storage for a minimum of 10 bikes. Are you able to provide any exterior bike racks, those would be more suitable for visitors and many of the residents may prefer outdoor racks as well.
 - Mr. Crimmins responded that there will be indoor storage for up to 30 bikes that will be labeled on the plan. There are exterior bike racks built on the AC Hotel property. Mr. Crimmins questioned if the Committee wanted more. Ms. Walker responded that residents may not want to go into indoor storage every time they use their bike. It is not required to provide more, but if they don't then resident may be attaching their bikes wherever they can outside.
- Plans must stipulate that the tandem spaces meet the requirements of 10.1114.33 (must be assigned to the same dwelling unit, cannot be used for guest parking, and must measure 9' by 38'.) This requirement applies whether or not you exceed your minimum parking requirement. Your current tandem spaces are too narrow.
 - Mr. Crimmins responded that they will make sure it does.
- Wetland buffer exhibits should quantify temporary impacts in the wetland buffer areas for construction of the pervious trail and fire access.
 - Mr. Crimmins confirmed that would be added.
- Please provide a pavement maintenance plan for the porous pavement areas as required by Section 10.1018.32.
 - Mr. Crimmins responded that it was in the Operations and Management Plan, but they will submit it separately in the future.
- Plans should include proposed locations for permanent wetland boundary markers as required by Section 10.1018.40.
 - Mr. Crimmins confirmed that would be added to the plans.
- Thank you for the addition to the planting plan to include shrubs along the top of bank. Please address the area between the top of bank and the HOTL to determine if there is active erosion and whether bank stabilization plantings could slow any active erosion in this area.
 - Mr. Crimmins responded part of the planting plan will stabilize the area with a seed mix. They will use appropriate erosion measures.
- The merging of the fire access and public trail are a positive improvement.
- The greenway trail shall be designed and constructed to accommodate periodic inundation by flooding and to support maintenance vehicles as necessary.
 - Mr. Crimmins responded that they raised the trail where possible above elevation 9. The trail has the ability to drain itself. It is designed to UNH standards and can hold trucks.
- Please correct references to Raynes Ave project on page 5-5 of the Drainage Report and 105 Bartlett project on page 5-7.
 - Mr. Crimmins responded that would be corrected.
- Consider a cobble stone island for the drop-off area. If possible, consider a raised planter in the middle.
 - Mr. Crimmins responded that it is designed as a cobblestone island and included in the detail sheets.
- The turning diagrams show a 22 foot long delivery truck just barely being able to turn around within the site, and that's if no vehicles are parked in the loading zone or drop-off area. A 22 foot long truck is a rather short truck. Moving vans, UPS vans and box trucks

are commonly 26-30 feet long. If trucks are not able to turn around on site they will likely park on Green Street and block traffic on this narrow street. There needs to be a better way to accommodate typical size trucks on the site.

- The sharp angle of the driveway entrance requires entering trucks to use most or all of the driveway width. This will not be possible when a vehicle is exiting the site at the same time.
- A tip down ramp should be provided at the edge of the driveway at its intersection with Green Street. This may require relocating the tree pit.
 - Mr. Crimmins responded that they didn't show a tip down because they didn't think it was a safe condition. Mr. Desfosses commented that a tip down is needed.
- The Site Traffic Exhibit shows that vehicles using the garage ramps will need to be positioned against the retaining wall in order to make the turn into the garage without interfering with other vehicles. In reality, vehicles tend to shy away from a vertical element at least a foot. The exhibit also does not show the garage doors on the plan, as are shown on the other sheets such as C-102.1. We are not convinced that a vehicle will be able to make the turns in and out of the garage under the current design. The drive aisle should be widened or other alterations made to provide easier access into and out of the garage.
- Passenger cars making the turn around on site will need to hug the curb and hope that no vehicles are hanging over the edge of the loading zone area, in order to make the 270 degree turn, and then into a 90 degree turn. It is unrealistic to think that vehicles will be able to easily execute the turning movements shown on the plan.
- Overall, the on-site circulation seems too tight and cramped to allow for safe and efficient vehicle maneuvering.
 - Mr. Crimmins agreed that it was a tight site. It is in an urban location and a low traffic generator. Residents who are coming and going will know the driveway and turns. The turning template shows that cars can enter and exit garages. They can look at a larger truck for the turning templates. The only other option would be to shift the building closer to the AC Hotel. The community space that is there in the plan now is a positive. They are trying to work within the site constraints to provide positive community space and residential building with little turning. Ms. Walker commented that they were all concerned about the tightness of the circulation. Mr. Eby commented that the building will have close to 50 units, and there will be a lot of package drop off and truck activity there. Mr. Crimmins noted that the only resolution to open it up may be to impact the community space. Ms. Walker agreed that may need to happen. Mr. Simmons questioned if the main concern was the delivery trucks. Mr. Eby responded that was a concern as well as the cars getting in and out of the garage. It's too tight to be making these turns especially with the 90-degree bend and the retaining wall. Another 5 feet would be a big help. Ms. Walker noted that 25 feet at the street would provide more maneuvering room in the site. The 24-foot ordinance is to eliminate giant curb cuts at the street. The community space may need to be balanced with other objectives. The applicant can consider modifying footprint.
- Raise Telephone Manhole to grade
 - Mr. Crimmins agreed.

- Demo plan says gas line only removed on this property. In reality the Gas line needs to be removed/terminated at the main. Show it properly.
 - Mr. Crimmins agreed.
- Water line services should be 3' apart at main
 - Mr. Crimmins confirmed that would be shown on the plan.
- Any required upgrades to the Russell Street electrical system will be the responsibility of the project, in coordination with Eversource
 - Mr. Crimmins responded that was understood.
- Excavate ledge for tree pits, confirm size of ledge removal necessary with City Arborist. Confirm relief in ledge hole to ensure water will drain from excavation and not drown tree.
 - Mr. Crimmins responded that the probes along the street show ledge. There is one location in an existing basement. However, no issues are anticipated.
- There are only two water services for 233 Vaughn and they are the two that are shown together. Remove 3rd service from water plan.
 - Mr. Crimmins confirmed they would do that.
- Truncated dome detail – cast iron panels are required to be the width of the crosswalk. Please update
 - Mr. Crimmins requested clarification. Mr. Desfosses responded that the detail is wrong. It's not truncated. Mr. Crimmins confirmed it would be updated.
- Use 6" pipe for grease trap
 - Mr. Crimmins confirmed that would be updated.
- North End Light Fixture Base Detail – field confirm appropriate depth of base below finished grade so that finished base of light is approximately 1" below finished grade.
 - Mr. Crimmins agreed.
- Any drainage structures with proposed invert elevations below elev. 9 should be salt proofed on the inside.
 - Mr. Crimmins agreed.
- Placing a retaining wall that close to the AC's 'rain garden' that is under the ramp will make this area almost impossible to maintain. Please explain how this use will not be impacted.
 - Mr. Crimmins responded that they are avoiding the rain garden. Ms. Walker commented that they were concerned the plan was making it more inaccessible than it already is. There are long term maintenance concerns. The issue is on the abutting property, so they may need to think about how to resolve that. Mr. Crimmins questioned if a letter of support or permission would help. Ms. Walker responded they should start with a letter and suggestions on maintenance.
- Plans shall indicate that the fire truck area shall be kept clear of snow
 - Mr. Crimmins agreed.
- On the Fire Truck Turning Exhibit, show the truck and the outrigger area with the rear of the truck clearing the corner.
 - Mr. Crimmins confirmed they would do that.

PUBLIC HEARING

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

DISCUSSION AND DECISION OF THE BOARD

Mr. Desfosses moved to postpone this request to the next TAC meeting, seconded by Mr. Eby. The motion passed unanimously.

- B. The request of **Stone Creek Realty, LLC, Owner**, for property located at **53 Green Street** requesting Site Plan Review approval for the demolition of an existing building and construction of a 5-story mixed-use building with 121,544 sq. ft. of gross floor area and 29,374 sq. ft. building footprint that includes 1,898 sq. ft. of commercial space on the first floor, 48 upper floor residential units, 97 parking spaces and 22,095 sq. ft. of community space as well as paving, utilities, lighting, landscaping and associated site improvements. Said property is shown on Assessor Map 119 Lot 02 and lies within the Character District 5 (CD5) District, the Historic District, and the North End Incentive Overlay District.

DISCUSSION AND DECISION OF THE BOARD

Mr. Desfosses moved to postpone this request to the next TAC meeting, seconded by Mr. Eby. The motion passed unanimously.

- C. The request of **North Mill Pond Holdings LLC (Applicant), and One Raynes Ave LLC, 31 Raynes Ave LLC, and 203 Maplewood Ave LLC (Owners)** for property located at **31 Raynes Avenue, 203 Maplewood Avenue, and 1 Raynes Avenue** requesting Conditional Use Permit as permitted by Section 10.1112.62 of the Zoning Ordinance and according to the requirements of Section 10.1112.14 to allow 111 off-street parking spaces to be provided on-site and 25 spaces to be provided on a separate lot where a total of 159 are required and Site Plan Review approval for the demolition of three existing buildings and construction of the following: 1) a 5-story mixed use building with 65,650 gross floor area and 17,565 sq. ft. building footprint including 8,100 sq. ft. of commercial use on the ground story and 60 residential units on the upper stories; 2) a 5-story 128-room hotel with 63,400 gross floor area and 13,815 sq. ft. of building footprint; 3) 27,000 sq. ft. of community space as well as associated paving, lighting, utilities, landscaping and other site improvements. Said properties are shown on Assessor Map 123 Lot 14, Map 123 Lot 13, Map 123 Lot 12, Map 123 Lot 10 and lie within the Character District 4 (CD4) District.

SPEAKING TO THE APPLICATION

Patrick Crimmins and Evan Tormey spoke to the application. Mr. Crimmins commented that similar to the last application they provided a response to all of those comments in the packet

from the last TAC Meeting. Mr. Crimmins offered to review any responses the Committee had questions about. Ms. Walker responded that no one had any questions, and they could proceed with the new comments.

TAC Comments:

- Does the off-street parking shown along the Maplewood Ave frontage comply with Section 5A44.30? Your project will need to comply with the setback and screening requirements on that frontage.
 - Mr. Crimmins responded that they will add some screening to ensure it complies.
- How does your project comply with the front lot line buildout requirement along Maplewood Ave?
 - Mr. Crimmins responded that they took the total frontage of Raynes Ave. and Maplewood Ave. and added the total building and divided the street length of the 2 streets. Mr. Cracknell commented that they could discuss this more off line with specific numbers.
- Please explain how the façade modulation requirements have been met with building elevations.
 - Mr. Crimmins responded that the project meets the façade modification requirements by providing a change of material and roof line every 80 feet. The longest façade is 70 feet.
- What is the status of the NHDES permit for this project?
 - Mr. Crimmins responded that they are actively working with NHDES on this project.
- Please make sure all relevant documents are included in each updated submission set (e.g. the Green Building Statement was included with last month's submission, but was not incorporated into your latest revision, nor were the will-serve letters from the utility companies)
 - Mr. Crimmins agreed.
- You appear to be proposing tandem parking spaces. Plans must stipulate that the tandem spaces meet the requirements of 10.1114.33 (must be assigned to the same dwelling unit, cannot be used for guest parking, and must measure 9' by 38'.)
 - Mr. Crimmins responded that they will look at this more.
- Wetland buffer exhibits should quantify temporary impacts in the wetland buffer areas for construction of the pervious trail.
 - Mr. Crimmins agreed.
- Please provide a pavement maintenance plan for the porous pavement areas as required by Section 10.1018.32.
 - Mr. Crimmins responded that it was in the Operations and Maintenance Plan.
- Plans should include proposed locations for permanent wetland boundary markers as required by Section 10.1018.40.
 - Mr. Crimmins agreed.
- Third party review of the traffic and parking study to be completed prior to Planning Board review
 - Mr. Crimmins agreed.

- The Parking Analysis did not assume full occupancy of the hotel. For full occupancy, ITE rates project a peak parking demand of 114 vehicles, not 97.
 - Mr. Crimmins responded that they based it on room. That was the most in line with the City zoning ordinance.
- The parking analysis for the residential portion was based on the number of bedrooms. If the number of dwelling units was used as the variable, then the parking demand would be 54 vehicles, not 34.
 - Mr. Crimmins responded that there were various ways to select this. These are smaller units, and they felt it was more appropriate to select based on bedroom.
- The total parking demand could be 168, rather than 131, if different variables are chosen. This points out the need to verify the rates using local empirical data from similar land uses.
 - Mr. Crimmins responded that they are providing it through the CUP request. They are providing 159 spaces. The lifts can be implemented as well if needed. Mr. Tormey added that they looked for creative solutions. They have the ability to get to 159 with shared parking and lifts. Ms. Walker commented that the peer review will look at the parking analysis. Mr. Eby questioned if they had enough height to operate the lift. Mr. Tormey confirmed that they did have enough clearance on that side of the building. Ms. Walker noted that it would be helpful to have a demonstration of the lifts. Mr. Howe noted that they will still need an area to leave car and wait for car. Mr. Howe noted that he had not seen a lift outside either.
- For the one-way flow on Vaughan Street, a right turn arrow should be painted on the Green Street pavement approach to its intersection with Vaughan Street.
 - Mr. Crimmins confirmed that would be added.
- The Raynes Avenue approach to the intersection with Maplewood Avenue should provide just one lane, not two. This will improve safety for pedestrians using the crosswalk and improve visibility for vehicles attempting to turn left from Raynes onto Maplewood.
 - Mr. Crimmins confirmed that would be revised.
- The Proposed Greenway trail is mostly outside of the 25' vegetated buffer. However, in the area near the ramp and bulkhead/pier it comes closer to the water. It appears as if there is opportunity to move more of the trail outside the 25' vegetated buffer. Please consider moving the trail further back in this area.
 - Mr. Crimmins responded that they would look at that. They can pull that section of path back out to the 25-foot buffer.
- The plan shows the existing ramp as well as the timber pier/bulkhead. What are the plans to reconstruct the boat ramp and pier?
 - Mr. Crimmins responded that they can show it better on the plans. Mr. Britz added that it should include materials.
- The greenway trail shall be designed and constructed to accommodate periodic inundation by flooding and to support maintenance vehicles as necessary.
 - Mr. Crimmins responded that it was above elevation 9 and can support vehicles.
- The stipulation about replacing the water main was not intended to be a fair share contribution. The main will need to be replaced as a condition of approval by the applicant.

- Mr. Crimmins responded that they would review the comment.
- North End Light Fixture Base Detail – field confirm appropriate depth of base below finished grade so that finished base of light is approximately 1” below finished grade.
 - Mr. Crimmins responded that it would be revised.
- Any required upgrades to the Russell Street electrical system will be the responsibility of the project, in coordination with Eversource
 - Mr. Crimmins responded this was understood.
- The Fire Truck Turning Exhibit is not included
 - Mr. Crimmins confirmed it would be provided in the future. It has not changed.

Ma. Walker requested that they review the height exhibit in the packet. Mr. Crimmins responded that they were measuring the height from the average grade plain. The exhibit is showing that it meets the setbacks from the building and street curb line. The building is located in multiple height areas and the colors match what is in the zoning ordinance.

PUBLIC HEARING

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

DISCUSSION AND DECISION OF THE BOARD

Mr. Eby moved to postpone this request to the next TAC meeting, seconded by Mr. Desfosses. The motion passed unanimously.

III. NEW BUSINESS

- A. The request of **Green & Company (Applicant) and Philip J. Stokel and Stella B. Stokel (Owners)** for property located at **83 Peverly Hill Road** requesting Conditional Use Permit approval for an Open Space Planned Unit Development according to the requirements of Section 10.725 of the Zoning Ordinance and Site Plan Review approval for the construction of 56 single-family homes and a new 2,950-foot public road with related utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Map 242 Lot 4 and lie within the Single Residence A (SRA) and Single Residence B (SRB) Districts.

SPEAKING TO THE APPLICATION

Corey Colwell spoke to the application. Mr. Colwell commented that the applicant was proposing 56 units on a 110-acre parcel on the west side of Peverly Hill Rd. The planned unit development will be built on less than 1/3 of the 110-acre property. The rest of the land will be preserved in a conservation easement. There will be 56 single family units and they will range from 2,200 sf to 2,900 sf. The development will be accessed by a 26-foot-wide public road. The total right of way is 40 feet. The length of the road is just

over 2,900 feet. Paved sidewalks will be provided from Peverly Hill Rd. to the planned unit development. There will be a pathway that meanders into two separate pocket parks. The pathway will continue to go along the northerly property line out to the Boston Main Rail Trail. The portion of park between the units will be gravel only and pedestrian only. The path after homes will be for bikes and pedestrians. The intent is to provide connectivity from Peverly Hill Rd. to the rail trail. There will be four paved visitor parking spaces north of the second park for the public to come and enjoy the pathway. The park in the middle of the loop is intended to be for residents only. It will have benches tables and grills. The second park has a water fill station, fitness area, tables, and benches. There will be benches along the trail every 300-400 feet. The homes within the PUD will all have their own paved driveway and a 2-car garage. There will be 8 different styles of homes. Most homes will have a sun room and they will all be generously landscaped. The landscaping plans include shade trees, deciduous trees, shrubs, and evergreens. There will be a total of 867 plants installed. They will provide screening. The PUD will use public sewer and water. They will also have natural gas. There will be a closed curb system for the roadway storm water management. Runoff will go into catch basins and there will be a bioretention area. The remainder of the runoff will be captured and go out to a gravel wetland. The plan does not need zoning relief. There will not be any wetland or buffer impacts.

Ms. Walker questioned if the public would be able to use the trail going through the development. Mr. Colwell responded that the trail will be private through the middle of the development. Ms. Walker commented that they will need to consider how the public will get from Peverly Hill Rd. to the Rail Trail. Mr. Colwell noted that there was a sidewalk from Peverly Hill Rd. to the public path. Ms. Walker commented that they will need to account for bikes too.

Mr. Desfosses questioned why the right of way was 40 feet. Mr. Colwell responded that they discussed this a couple times with TAC and Staff. Everything can be contained in the 40-foot right of way. There will be a paved sidewalk and a 2-foot grass strip. Ms. Walker commented that some of the TAC comments will impact whether the 40 feet will or will not work.

TAC Comments:

- You indicated a number of items will be submitted at time of Planning Board submission. TAC needs to review the complete application including all required submissions prior to proceeding to Planning Board.
 - Mr. Colwell responded that was understood.
- Please provide a roadway cross-section. The sidewalks should be a minimum of 5' wide and there should be a planting strip of at least 3' adjacent to the travel way as well as street trees consistent with Section 6.7 of the City's Site Plan Review regulations.
 - Mr. Colwell responded they have had some initial discussions with DPW. They could increase the grass panel to 3 feet, but that would push it out of the right of way. Ms. Walker commented that the grass panel standard has never been 2 feet. The Complete Streets Guide dictates a minimum of 3 feet. The new road is a central feature of the project. It should be a focus of the design. The applicant

has the opportunity to make a road that doesn't have problems. Right now, this road is designed like a through way and will have high speeds. The applicant has the opportunity to make it feel like a desirable place to walk and right now the plan is falling short. It is a very standard and not very imaginative subdivision road. Mr. Colwell responded that the 2 feet was taken from the residential street typical cross section. Ms. Walker responded that they have not updated those regulations. They should refer to the Complete Street Guidelines.

- Mr. Cracknell commented that sheet C1-5 shows a 4-foot sidewalk with a 1-foot grass panel. One foot is way too small. Three feet should be the minimum.
- Mr. Desfosses commented that the streetlights cannot go in the sidewalk. The sidewalk width doesn't meet the new standards. Mr. Colwell noted that it was 5 feet wide. Ms. Walker commented that it was not 5 feet in all locations.
- Mr. Howe commented that the width of the road needs to be 26 feet because there is only one way in and out and it is a long road. There could be flexibility if there was no parking on one side of the street. Mr. Cracknell questioned if a 24-foot width could work. Mr. Howe responded that it could if there was no parking on one side and some additional visitor spaces were incorporated. Ms. Walker noted that people do park on the road and they can't depend on people parking in driveways. Mr. Colwell commented that there were 4 parking spaces for each home and the homes will be sprinkled. Ms. Walker responded that they need to make their case to Mr. Howe to go to a 24-foot width. Mr. Howe agreed that 24 feet could work but they need a proposal to back it up.
- Sidewalks should be concrete
 - Mr. Colwell commented that they are being shown as paved. Ms. Walker noted that the current standard is concrete.
- Drivers familiar with a roadway, usually the residents themselves, tend to be the ones to speed the most in a neighborhood. Physical roadway features should be designed for traffic calming measures, in addition to the proposed signs. Drivers tend to disregard signs, and the in-street signs do not remain in place during the winter, due to snow plowing needs. Raised crosswalks or intersection could be considered as well as horizontal deflections (such as chicanes). For effectiveness, these should be spaced approximately every 250-500 feet.
 - Mr. Colwell commented that they put in a crosswalk without a raised speed table at the recommendation of Steve Pernaw. They are willing to consider traffic calming measures. Ms. Walker responded that they could also consider narrowing the road in some locations. The applicant will need to work with Mr. Howe. Steve Pernaw is a traffic engineer not a road designer. Mr. Colwell questioned if there were maintenance concerns with the speed tables. Mr. Eby responded that they have speed tables on Maplewood Ave. and did not have an issue plowing. It would be good to have something to break up the road. If a car has more than 400 feet of a linear shot, then they can pick up speed. Parked cars on the street would be good for traffic calming too. Mr. Colwell confirmed that they would refer to the Complete Streets Guidelines. Signage and speed tables should handle the speed concerns. Ms. Walker noted that Staff won't support signage as a calming measure.

- Advisory speed limit signs cannot be installed by themselves. They must accompany another warning sign. Speed limit signs should not be needed if the roadway and built environment provide the visual cues that speeds should be low.
 - Mr. Colwell responded that this was addressed above.
- The City requires permanent easements for each of the existing drainage outlets along the Peverly Hill Road frontage. These are needed for future maintenance of the structures as well as possible construction of new ones as part of the complete streets project.
 - Mr. Colwell responded that this was understood.
- The proposed trail through the development will be a good addition to allow access to connected open space for residents and the public. How will the trail be constructed and what materials will be used for the finished surface?
 - Mr. Colwell responded that the intent was to make it public from the second park on. There will be 4 visitor spaces there. There is an existing gravel drive where the trail will go and that would remain same. The trail inside the park will remain gravel.
- Sewer should be in the south lane for the first 650'. Run it down center of road, put electric and communication lines under sidewalk.
 - Mr. Colwell responded that they would discuss this further with DPW.
- Access road will need to be built to stormwater areas for future maintenance.
 - Mr. Colwell agreed the access road will be provided and shown.
- Show curb stops for water services
 - Mr. Colwell agreed.
- Maximum length of drain pipes should be 250' without a manhole.
 - Mr. Colwell responded that there was only one over 250, and that would be added.
- Water lines need to be copper to the shutoff curb stop, they can be CTS after the curb stop up to the dwelling with appropriate tracer wire.
 - Mr. Colwell responded that this was understood.
- Condo association shall have a maintenance agreement with the water department for hydrant maintenance.
 - Mr. Colwell agreed.
- All water and sewer shall be installed per DPW standards and shall be witnessed by a 3rd party inspector
 - Mr. Colwell agreed.
- This development will likely require a lot of groundwater de-watering. The design of the drainage system must account for this or the structures will be constantly flooded. Design in base flow diversion swales for this purpose.
 - Mr. Colwell responded that a note would be added.
- Curb stops and gate valves must be 'open right'
 - Mr. Colwell responded that this was understood.
- Use CB lines for all CB's in the road
 - Mr. Colwell requested clarification on this. Mr. Desfosses responded that they should use poly liners. Mr. Colwell confirmed that would be updated.
- There are two different lights shown in the details, which one are you proposing?

- Mr. Colwell commented that sheet C-64 had the light fixtures that would be used. Mr. Desfosses commented that the City would specify the lighting because it was a public road. Mr. Colwell agreed.
- The loop road intersection with itself should be better lit. The stop sign for the end of the road should be within the cone of light from the streetlight.
 - Mr. Colwell responded that they would revise that.
- The trees are shown buried too deep in the details. Please use the City's standards -- <https://www.cityofportsmouth.com/publicworks/parksandgreenery/urban-forestry>.
 - Mr. Colwell confirmed that they would update that.
- Add drainage pipes and water main to the profile
 - Mr. Colwell confirmed that would be added.
- Add road slopes and vertical curves to profile
 - Mr. Colwell responded that it was shown on the roadway profiles. The only thing not shown is the sewer lines. Mr. Desfosses commented that the utilities should be on the profile. They should all be in the same view.
- The profile and plan view should appear on the same plan matched up.
- We believe the CB's shown at 1+90 may be extraneous
 - Mr. Colwell responded that they provided more treatment because they think AOT will require it. Mr. Desfosses commented that the treatment close to the top of hill would hardly catch any water. Mr. Colwell responded that they could discuss this more offline.
- Provide underdrain into drop inlet #1 behind homes 1-6
 - Mr. Desfosses noted that the 10-foot cut behind the cemetery will lead to groundwater issues. There should be an underdrain at the bottom of the slope.
- Bioretention/gravel wetland areas need to be detailed
 - Mr. Colwell responded that was understood.
- Bioretention areas 1 and 2 need to provide protection for basements 46-56 so the basements are not being inundated by groundwater
 - Mr. Colwell responded that this would be clarified on the plans.
- Provide will serve letters from Unitil and Eversource that they can service this development without additional work on Peverly Hill
 - Mr. Colwell responded that they would provide them when they are received. Mr. Desfosses commented that the letters should say they can be done without additional upgrades on Peverly Hill Road. They should know about any impacts before the subdivision is approved.
- Water capacity study needs to be finalized to determine if water main work is required on Peverly Hill Road.
 - Mr. Colwell responded that this process has started.
- Each condo will have a separate irrigation system with an irrigation meter
 - Mr. Colwell responded that would be updated.
- Irrigation times shall be odd/even days based on the house address
 - Mr. Colwell responded that was understood.

Mr. Eby commented that the sightlines need to work at the loop on the end of the park. The speed limit may need to be lowered to make them work. Ms. Walker commented that they can set up a separate meeting with Staff to discuss the road design.

PUBLIC HEARING

Ken Stokel of 83 Peverly Hill Road questioned what the anticipated timeline for this project would be. Mr. Stokel had concerns about the amount of noise and dust associated with construction. Mr. Stokel questioned what would be done to mitigate that. There is already a lot of traffic on Peverly Hill Road. This project will only increase that.

Eliza Hobson of 5 McClintock St. commented that she recently attended a meeting about Peverly Hill Road that talked about the dangers of that road to cyclists and walkers. In the course of that meeting City Council talked about how it has been a dangerous road for decades. Adding these new residences would only make this road more dangerous. It is already a noisy road. This project should not go in this location.

The Chair asked if anyone else was present from the public wishing to speak to, for, or against the application. Seeing no one else rise, the Chair closed the public hearing.

DISCUSSION AND DECISION OF THE BOARD

Ms. Walker questioned if this project would have a Construction Mitigation Management Plan. Mr. Marsilia confirmed that was correct. Ms. Walker noted that plan would address any issues and neighborhood concerns about the construction. Abutters will be invited to that plan review and there will be a City point of contact for that.

Mr. Eby commented that they should pay attention to where car headlights would shine when coming out of the street.

Mr. Desfosses moved to postpone this request to the next TAC meeting, seconded by Mr. Eby. The motion passed unanimously.

- B. The request of **Hampshire Development Corp. (Applicant) and 64 Vaughan Mall, LLC (Owner)** for property located at **64 Vaughan Street** requesting Site Plan Review approval for the renovation of an existing building including a 2,475 sq. ft. expansion to the building footprint, a fourth-story addition to a portion of the existing building with retail space on the first floor and 14 residential units on the upper stories and an underground parking garage with related utilities, landscaping, and associated site improvements. Said property is shown on Assessor Map 126 Lot 1 and lies within the Character District 5 (CD5) District, the Historic District, and the Downtown Overlay District.

SPEAKING TO THE APPLICATION

Eric Saari from Altus Engineering, and owner Steve Wilson spoke to the application. The project involves the Old Cabot Furniture Store, the Worth Lot and Provident Bank. The Worth Lot will be reconfigured to allow a new sidewalk connection to the Vaughan Mall, the bank, and Maplewood Ave. The demolition has been expanded a little bit. The plan is increasing the amount of pavement. The site plan originally had a little park. The application went to the Zoning Board to get relief to add a fourth floor, but the request was denied. Now the additions go to Hanover St. There will be an entrance to the retail component and a hallway to the residences. The access drive is where it was before. The brick sidewalk will be flush to delineate the connection. It will help push drivers away from the building. There will be a building overhang that will cover part of the drive. There will be a new brick sidewalk along the face of the building. The Worth Lot will have two landscaped islands. New angled parking will be added. There will be another catch basin it will convey to another catch basin then to a manhole. There is an existing duct bank for utilities. The elevations are still a work in progress. The addition will run along the alley and to Hanover St.

TAC Comments:

- STOP bar should be located prior to crosswalk on entrance road to Worth Lot.
 - Mr. Saari responded that would be fixed.
- Parallel parking space adjacent to crosswalk must be eliminated.
 - Mr. Saari responded that they can adjust the spaces and move them down a few feet. Mr. Desfosses commented that they have to have 20 feet between the nearest space from Hanover St. and 20 feet from the crosswalk. Mr. Saari confirmed they would eliminate a space.
- Worth lot gets a lot of truck deliveries. Need to show turning path through lot under proposed design.
 - Mr. Saari responded that they showed the turning templates. There will be one-way arrows.
- While there are one-way pavement arrows today, the dimensions of the lot allow for two-way flow. Reconfiguring the lot will require one-way flow and signage to indicate the restriction.
 - Mr. Saari responded that they can add signage indicating one way.
- The underground parking is very tight. Some spaces, such as 1, 7, 10, 14 and 16 will be difficult to get in and out of due to columns and adjacent parked vehicles.
 - Mr. Saari responded that they can reconfigure it a little bit to make them fit better.
- Mr. Howe questioned if there was a second exit out of the underground parking. Mr. Saari responded that there was not for cars, but there was an elevator and stairs for the public. Mr. Howe commented that they will need a second exit that complies with fire code. Mr. Wilson noted that the architectural plans would indicate a second stairway to the right of the elevator.
- The developer will need to purchase spaces impacted by construction including those that are currently occupied by the worth building tenants.
 - Mr. Wilson responded that they would rent spaces for as long as they needed to use them. There will be enough areas to stage and cover. There will be space on the Worth Lot and 4 spaces on the alley to use as well.
- Show turning movements will work with narrowed aisle and angled spaces

- Mr. Eby clarified that they needed to see it for trucks. Mr. Howe requested to see the turning templates from the fire truck again and show the other side of Vaughan Mall too. It needs to be a 19-foot width. Mr. Eby noted that the diagrams look different. Mr. Saari responded that it does not look the same, but it will act the same. Mr. Howe commented that they may need to look at this more to ensure the outriggers will work. They need a minimum of 20 feet.
- Little 6" granite posts between lot and Vaughn mall will not work. Retain guardrail.
 - Mr. Saari confirmed they could leave the guardrail.
- Make landscaping areas smaller in the corners of the Worth Lot so adjacent spaces can be 1' wider
 - Mr. Saari confirmed that would be updated.
- Mill and overlay lot after building construction is complete.
 - Mr. Saari requested clarification on how much of the lot they would want that for. Mr. Desfosses responded that it should be for the whole lot. Mr. Saari responded that the work area will only take up a portion of the lot. Repaving the whole lot is not reasonable. Mr. Wilson added that they think it would be reasonable to come over from the island to the building. The lot is generally in good shape but to have a match line in travel way would be inappropriate. The alleyway toward Hanover St. is new and can get a nice tight seam. Ms. Walker commented that they can make their case in writing and follow up with the DPW.
- Sidewalk in front of La Carretta on Hanover St to be replaced as well. Provide one additional period light fixture
 - Mr. Wilson responded that this would also require further discussion with DPW. Ms. Walker commented that they should contact her with any objections and alternatives. Then she will schedule a time and invite the appropriate people to discuss it all. Mr. Saari questioned where the light should go. Mr. Desfosses responded that it should be in front of La Carreta.
- Connect two new lighting fixtures on Hanover St to the existing lighting system. Upgrade wiring as necessary if required.
 - Mr. Saari confirmed that could be added.
- The power conduit as shown may not work. As shown this layout will require a sizable power disconnect on the side of this new building addition and there is not sufficient room for it because of the adjacent traffic aisle. I believe power may need to come from the transformer in the parking lot at Hanover and Fleet. Run lines under sidewalks if true. Confirm with Eversource.
 - Mr. Wilson responded the project on 25 Maplewood Ave. put in a new transformer on the island. It accepted all power from the old transformer and converted it into the underground chamber. The lines will go down the alleyway and take a right into the building. The utility room will be near the elevator. The length of wiring will be calibrated to pull wire underground to La Carreta and feed the same disconnect. Mr. Desfosses commented that the Electrical Inspector will require a massive disconnect there. That will take up more parking. Mr. Marsilia commented that they will need to discuss it further.
- Box labeled 'parking machine to be relocated' is actually power supply for parking lot and Vaughn Mall lighting. Do not remove or damage.

- Mr. Saari responded that they could demarcate a parking space as a compact space to lose 2 feet or get rid of the space. Ms. Walker commented that they were not a fan of a compact space. Mr. Desfosses noted that they need 5 feet width. Mr. Wilson questioned if they would need constant access to it. Mr. Desfosses responded they did. It will need to be accessed from the parking lot side.
- Lighting to be relocated will require work to the conduit system
- Why is the new light shown?
 - Mr. Desfosses noted that running a conduit to the control box will damage more pavement. Mr. Saari responded that it was just aesthetic and can be removed. Mr. Wilson commented that they could put recessed lighting on the facade down low out of the common area of the building. Ms. Walker confirmed that was a better option.
- All CB's need CB liners
 - Mr. Saari questioned if that meant use the poly liners. Mr. Desfosses confirmed that was correct.
- The grading on the south side of the building is oddly abrupt avoid creating a low spot at CB3
 - Mr. Saari responded that they will update that to show a door.
- Include a *Fire Truck Turning Exhibit* showing our tower truck going through the Worth Lot.
 - Mr. Saari responded that this was shown in the turning template.
- The width of the travel lane adjacent to the building in the Worth Lot will make it difficult to deploy the fire truck outriggers
 - Mr. Saari responded that this was discussed above.

Mr. Marsilia questioned where the generator would go. Mr. Wilson responded that it would go on the roof.

Mr. Howe commented that he was concerned the area where the addition ramps down being an egress area. The fire escape drops down in that area. Mr. Saari responded that it lands on the brick sidewalk. There will be a visual indicator that it's different and there will be bollards to protect a door. Ms. Walker questioned if it was just an egress. Mr. Saari responded that it would be used occasionally for loading but mostly just a walkway.

Mr. Eby questioned what the small rectangle on the sidewalk near the building was. Mr. Saari responded it was a raised granite curb. Ms. Walker questioned if there would be a mirror. Mr. Saari responded that it would be across the street. Ms. Walker noted that another option is an auditory thing. Mr. Saari confirmed they would look at it.

PUBLIC HEARING

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

DISCUSSION AND DECISION OF THE BOARD

Mr. Desfosses moved to postpone this request to the next TAC meeting, seconded by Mr. Howe. The motion passed unanimously.

IV. ADJOURNMENT

Ms. Walker adjourned the meeting at 4:25 p.m.
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Respectfully submitted,

Becky Frey,
Acting Secretary for the Technical Advisory Committee