

**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

June 1, 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; Robert Marsilia, Chief Building Inspector; Peter Britz, Environmental Planner

MEMBERS ABSENT: None.

**ADDITIONAL
STAFF PRESENT:** Peter Stith

I. APPROVAL OF MINUTES

- A. Approval of minutes from the May 4, 2021 Site Plan Review Technical Advisory Committee Meeting.

The May 4, 2021 minutes were approved as presented by unanimous vote.

II. OLD BUSINESS

- A. The application of **Banfield Realty, LLC, Owner**, for property located at **375 Banfield Road** requesting Site Plan review approval to demolish two existing commercial buildings and an existing shed and construct a 75,000 s.f. industrial warehouse building with 75 parking spaces as well as associated paving, stormwater management, lighting, utilities and landscaping. Said property is shown on Assessor Map 266 Lot 7 and lies within the Industrial (I) District.

SPEAKING TO THE APPLICATION

Joe Coronati and Stephen Pernod spoke to the application. Mr. Coronati said the site went a little deeper than previously and that there was more grading work to do; they had a buffer reduction in the impervious and were revegetating all the buffer area in the front and the buffer in the back was for drainage and so on. He said the stormwater treatment will be done with four focal point systems. He said the layout works well overall and will provide a nice entrance and get the parking away from the side of the building. The loading will be the same but just in reverse. The utilities will be the same and there is a leach field area in the greenspace between the building and parking lot. He addressed the TAC comments.

TAC Comments:

- Please provide a green building statement consistent with the requirements of Section 2.5.3.1A of the Site Review Regulations.
- On your checklist, you indicate that you are requesting a waiver to a number of the Site Review requirements. Please provide an updated waiver letter along with justification for why the waivers are justified.
 - They requested a waiver for floor plans and site elevations and would answer what building statement items they could but might request a waiver for that. Ms. Walker asked what the justification was. Mr. Coronati said the tenant hadn't intended to hire an architect, so anything they did provide would be conceptual. Ms. Walker said it was a basic requirement and that an overall layout could be provided. She asked why a Green Building Statement could not be provided, saying that the two waiver requests didn't seem justified. Mr. Coronati said he would provide them.
- Please verify if you will be using irrigation for any of the proposed landscaping areas.
- Please provide will-serve letters from utility companies.
- Please advise on the status of your state permits.
 - They will have irrigation for the landscape areas and letters from the utilities companies and they submitted the AOT and wetlands applications to the State. He said they received the first round of comments and had responded but still needed the septic permit.
- Stormwater treatment in the wetland buffer will require a wetland conditional use permit. Given the redesign of the project please explore opportunities to get all of the treatment outside of the wetland buffer as part of the initial site design.
 - Stormwater treatment in the wetland buffer will require a CUP, and that everything outside the buffer will get treatment and will happen in the focal points. The redesign will have a few impacts in the buffer but the vegetated area in the buffer will act as a stormwater treatment. They met with CONCOM on site but didn't think the impacts could be reduced other than not removing some of the pavement. They designed the stormwater to daylight before but it wasn't allowed for all the solid waste systems and it will be aligned swale to get the water to the edge of the wetland. Everything is clay-lined and can't be put in the back of the site because it's all uphill. They have updated plans for CONCOM.
- Based on a video count conducted at the intersection of Banfield Road and Constitution Ave in December 2020, there was a total of 109 heavy vehicles on the section of Banfield Road north of Constitution Ave between the hours of 6 AM and 6 PM. Heavy vehicles

consist of single-unit trucks, articulated trucks, and buses. A review of the video reveals that the vast majority (over 90%) of the heavy vehicles were smaller single unit trucks. It is not clear from the traffic count data provided by the applicant as to the size of the trucks in their counts. Oftentimes any vehicle with more than 4 wheels or 2 axles will be considered a truck, thereby including many smaller single unit trucks, which increases the total number of vehicles classified as trucks. The proposed project is projected to add 50 trucks to Banfield Road north of Constitution Ave. It must be assumed that the proposed 50 trucks will likely be larger articulated trucks, as that is the standard to which the site plans have been designed. It is therefore likely that the number of larger, articulated trucks on this section of Banfield Road will more than double due to the proposed project.

- Mr. Pernod said they estimated a daily log of about 90 trucks, but he disagreed that the project would add 50 trucks because their two truck estimates showed 36 trips a day for manufacturing and 48 trips a day for warehousing, and there would be a split because all the trucks would not travel south to north. He said the net increase is less than the 50 anticipated. Mr. Eby said it was more for the impact to the roadway because the shoulders and pavement needed work to accommodate larger trucks. Mr. Pernod said it would be an increase in trucks, but not the full 50, and that the magnitude will be 20-to-25 trucks on Danfield Road. Mr. Eby said they were mostly dealing with very small trucks that didn't have the impact on the road that larger trucks would.
- Construction of this new facility must be conformance to all State rules regarding the areas previously landfilled. Drainage and site details must be reviewed by third part engineer for accuracy and consistency with DES rules.
 - Mr. Coronati said they had to have an AOT permit, so they were designing to those standards. He asked if a third-party review of stormwater would still be needed since AOT would do it. Mr. Desfosses said they wanted someone who was aware of the landfill rules and site review rules to review the design and make sure it was appropriate. Ms. Walker said she would follow up with DPW to get more clarification. Mr. Desfosses said there was a site walk scheduled for Friday with the contractor to look at offsite road improvements and shoulders. Ms. Walker said the third party would also do their analysis.
- As the City will have already reconstructed the road base and pavements, construction of shoulders on Banfield Road based on data and details to be provided by CMA will be the responsibility of the applicant prior to authorization of a CO. This includes all permitting and construction.
- All burlap and cages should be removed for landscape plants.
 - This was agreed to.
- Can the right turn exit area be textured in a different material than pavement to diminish the visual impacts of the painted asphalt?
 - This was agreed to.
- Consideration should be given to add an outdoor seating area for employees either between the parking and the building or between the 100 foot buffer zones adjacent the proposed parking lot.
 - This was agreed to.

- Are there multiple loading docks and if so, the turning template should show how each dock would be accessed using the proposed pavement area.
 - They will provide a floor plan showing where the loading docks are located, how the site will be accessed, and whether the egress is acceptable.

PUBLIC HEARING

The Chair asked if anyone else 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

Ms. Walker said more discussion was needed before going to the Planning Board.

Mr. Sargent moved to **postpone** the request to the next TAC meeting, and it was seconded. The motion passed unanimously.

NOTE: the next two petitions were addressed together.

- B. 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), Downtown Overlay District (DOD), Historic District, and the North End Incentive Overlay District.
- C. 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, Downtown Overlay District (DOD), Historic District, and the North End Incentive Overlay District.

SPEAKING TO THE APPLICATION

Neil Hanson, Rob Simmons, and Robbie Woodburn spoke to the application. Mr. Hanson said additional revisions were made to the plans. He said the lot line plan was finalized and a copy submitted, along with the parking on the site design side. They reconfigured the entrance to the

site and the loading area to accommodate larger delivery trucks and they submitted a variance request to the Board of Adjustment for the front lot line buildout.

Mr. Hanson reviewed TAC's comments as noted below. Ms. Walker said there were comments from the public relating to verifying building height, code requirements, and the façade but that the HDC would work through it. Mr. Howe asked if the truck turning and the rear space would be identified in a low-key manner. Mr. Hanson agreed and said they could add more signage on the wall if necessary. He said the limits of the grass area were delineated by the landscaping plan and the shrubs were ground cover up to the edge of the grass area. Mr. Howe asked if there would be something to identify where the trucks will set up. Mr. Hansen said they could add it. Ms. Walker clarified that there will be minimal signage to delineate where the fire access will be in the area designed to hold the truck and outriggers. Mr. Howe suggested some signage in addition to what's on the pavement, and Mr. Hansen agreed. Mr. Desfosses said C103 was missing from the plan and they couldn't tell the resolution for the rain garden. He said raising the retaining wall would make the rain garden unusable, other than for storage. Ms. Walker said they discussed that it wasn't the property owner's responsibility and that it seemed to be a redesign of the abutting property.

TAC Comments:

With the acute angle of the driveway, most large trucks will need to access to and from Vaughan Street onto Green Street. The intersection of Green and Vaughan must be evaluated to ensure that large trucks can navigate this intersection.

- The area next to the loading zone has a note stating “see landscape plans for surface treatment”, but when looking at the landscape plan it is not clear what the treatment is.
- Confirm that the landscape plants along the water are salt tolerant in case of inundation
 - The largest trucks would be delivery trucks and a 30-ft truck can make the turn from Vaughan Street to Green Street and back to Vaughan Street. Mr. Hanson said they could provide those templates but felt that they weren't doing anything different than the existing conditions. Ms. Walker said the way the driveway access was designed would encourage trucks to access it from Vaughan Street, so it would be good to know that the Vaughan Street intersection can accommodate large trucks. She asked that it be verified and said the template for that intersection was needed. Mr. Hanson said they were looking at anything below elevation 10 to confirm that the landscape elements were salt tolerant
- Confirm that the City will not be responsible for maintenance of landscaping
 - Mr. Hanson said the City would be responsible for the greenway trail itself but that the owner would maintain it as well as the landscaping plantings and buffers.
- The landscape plan does not appear to show the surface treatment of the proposed area adjacent to the new loading area. Consider a colored concrete paver be used to delineate the space.
 - The paving squares in the parking area will be a different color to delineate where the trucks would be without putting stripes there.
- Are the building elevations consistent with the latest filing for the Historic Commission?

- The building elevations provided are the most up-to-date and they are still working through the HDC process, after which they will include any revised elevations with their submittal to the Planning Board.
- A gate and/or signage should be included to delineate the public and private use areas along the North Mill Pond.
 - The only private use along the pond is the dock, which is gated, and everything else is public access.

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. Howe moved to **recommend approval** of the request to the Planning Board, seconded by Mr. Britz, with the following stipulations:

- Ensure that large trucks can turn around the corner at the Vaughan and Green Street intersection;
- Switch out the landscaping in the areas affected by inundation to be salt tolerant;
- Provide a final version of the community space easement with responsibilities related to landscape and maintenance; and
- Add marking and signage to delineate the fire lane area.

The motion passed unanimously.

- D. 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, Downtown Overlay District (DOD), Historic District, and the North End Incentive Overlay District.

SPEAKING TO THE APPLICATION

Neil Hanson, Evan Tormey, and Olivia Stasin spoke to the application. Mr. Hanson addressed the TAC comments. Mr. Desfosses then asked the applicant if they analyzed the drainage system to ensure that it could handle the stormwater flow from the street and adjacent buildings, if it was tied into the system, and if the existing pipe was adequate. Mr. Hanson said they would add it to the model to confirm or upsize as necessary.

Ms. Walker said the public comments they received included how the trash management area will work and how trucks will access it. Mr. Hanson said there were two dumpsters that trucks would pick up and drop, back up and reset, and then leave the site. Ms. Walker asked if there was adequate room for a standard-sized truck, and Mr. Hanson agreed. Ms. Walker said there were also questions relating to building height, which would be addressed at the HDC review.

TAC Comments:

- Responses to traffic peer review still needed.
- With the potential to change traffic flow on Vaughan and Raynes to one-way counter-clockwise, the intersection of Green Street and Vaughan Street must be evaluated to ensure that larger trucks can make the right turn from Green Street onto Vaughan Street. If this maneuver is not possible, an analysis of keeping the section of Vaughan Street between Green Street and Maplewood Avenue two-way should be provided, or modifications to the intersection geometry of Green and Vaughan should be proposed.
 - Related to traffic and the peer review required, Mr. Hanson said they would consider as part of the traffic study the Green Street and Vaughan Street intersection evaluation for larger trucks and analyzing Vaughan Street between Green Street and Maplewood Avenue as two-way if trucks couldn't get through.
- Changes to parking spaces and traffic flow on Raynes and Vaughan will need approval from the Parking and Traffic Safety Committee and City Council.
 - Mr. Hanson said he had no issue with the changes to the parking spaces and traffic flow on Raynes Avenue and Vaughan Street needing approval from the Traffic Safety Committee and City Council. Mr. Howe said it was important that the fire department could make the turn from Vaughan Street, turning left onto Green Street. Mr. Hanson agreed that moving the turn onto Maplewood Avenue was a better condition and that trucks making the turn from Green Street onto Vaughan Street would be easier if Vaughan Street was one-way in that direction. He said they would look into it more when they looked into the peer review.
- As the North Mill Pond Greenway Trail is meant to be a multi-use trail that also allows for bicycle use, then it must be signed accordingly, along with the crossing of Maplewood Avenue.
 - Mr. Hanson said they had no issue with the North Mill Pond greenway being a multi-use trail way allowing for bicycle use signage and that they did similar signs on the Bartlett Street side with the bike path. He said they would work with the City to decide if there should be any specific pavement markings.
- Confirm that the landscape plants along the water are salt tolerant in case of inundation.
 - The landscape plants along the water are salt tolerant and the ones facing Raynes Avenue are not. Additional revisions were made for their CONCOM submission by adding another row of plantings by the path and the pond.

- Confirm that the City will not be responsible for maintenance of landscaping.
 - The City will not be responsible for maintenance and landscaping of the property except for maintaining the physical path itself.
- Approval based on the City and developer agreeing on the price for the outfall and treatment system.
- All materials and construction in the ROW and for the outfall must meet City standards.
 - The price for the outfall and treatment system and all materials and construction will meet City standards.
- In order to comply with the Zoning Ordinance, the tandem spaces will need to be assigned to specific units.
 - Tandem spaces will be assigned specific units to comply with zoning, noting that a letter was received from their parking management company that parking on site would be valet only. It wouldn't be appropriate to assign specific spaces due to the mix of hotel and residential units and 100 percent valet management, noting that it was part of their CUP. Ms. Walker said it should be clear in the CUP that only residential uses were assigned and that tandem spaces weren't allowed for hotel guests.
- Please elaborate on your response to TAC Comment #11 on your TAC Comments Response exhibit related to calculating the spaces for peak parking demand of full occupancy of the hotel.
 - Mr. Hanson said Comment 11 related to calculating the spaces for peak parking demand was also a comment they got from the peer review. Their total room count with 97 parking places is in line with the City's parking demands for a hotel, and the parking management company's analysis put the parking demand for the hotel at 90 spaces, but they will respond to the comment as part of the peer review. It was noted that the peer review commented that the spaces provided did appear to be adequate but that they would not recommend building the additional reserve spaces for the overall project.
- It is indicated in the TAC comment responses that the applicant intends to manage the project's parking with valet service. Will this valet service be 24 hours a day, 365(6) days a year? How many valet personnel will be available? How will this requirement be memorialized/enforced?
 - The owner will manage the parking valet service 24 hours a day and all year long and will determine how much staff is needed to enforce it. It was noted that they worked with other valet companies in Portsmouth in accordance with occupancy and demand and that the residential component would figure in their staffing.
- In the conditional use permit request for parking, it is indicated that the applicant proposes to include the lift systems as "reserve spaces" that could be constructed in the future if the applicant deems that this additional parking is in fact needed to support the developments building program. Specifically what criteria would the applicant use to determine that additional parking is necessary?
 - They don't need the reserved spaces and the peer review agreed, but it would fall to the parking management company to determine whether they need additional spaces to manage the property efficiently. Ms. Walker said if the Planning Board granted the approval, it would require a periodic analysis by the applicant to see

how parking was being managed and whether the additional reserved spaces were required.

- If it is deemed necessary to use the tandem spaces with lifts, what procedures would be in place for the use of these lifts so as to avoid blocking the travel lanes within the parking lot?
 - The site will be 100 percent valet managed and the valet will move the cars around. The lift systems themselves take only seconds to retrieve a car, and the valet company will manage it and make sure it doesn't block access to the site. Mr. Howe noted that if the vehicle was the top one in the rear space, three vehicles would have to be moved to get to it. Mr. Hanson said the system worked with a touch screen or key fob and was a 'puzzle' system that would put the car in the retrievable spot and not have to move any other cars. Ms. Walker asked that a copy be provided showing how the system worked, and Mr. Hanson agreed.
- The proposed streetscreen along the Maplewood Ave. parking area should be modified to include a break away decorative fence along the emergency access driveway.
 - Mr. Hanson said they weren't opposed to the proposed street screen on Maplewood Avenue being modified but wanted to confirm with the Fire Department that it was something they'd be open to. Mr. Howe agreed that there should be some kind of gate. Mr. Cracknell said there was a requirement to have the parking screened, and given that there was an emergency access rarely used, there should be a screen to prevent people from being in front of it and from seeing the parking, and that a swing gate is preferred or a decorative screen with very little opacity to it.
- Details should be submitted for any proposed decking and railing system on the historic pier.
 - Conceptual cross-sections of what the pier could look like with a rail were provided and they hoped to work with the City on finished treatments for the pier if the project moved forward.
- Compliance with the façade modulation, entrance spacing, and building height requirements will be assessed using the final elevations approved by the Historic Commission.
 - The façade modulation, entrance spacing, and building height requirements will be assessed using final elevations approved by the HDC. Ms. Walker asked Mr. Cracknell if compliance with the front lot line building on Maplewood Avenue would exclude the greenway area and meet minimum requirements. Mr. Cracknell said the greenway area would be exempt from the linear frontage and thought the applicant met the 80 percent requirements. Ms. Walker said the applicant had no other choice but to provide the greenway.

PUBLIC HEARING

Elizabeth Bratter of 159 McDonough Street said the puzzle system would require a space to remain empty and asked if that space was part of the parking requirement numbers. Mr. Hanson said they had accounted for those empty spaces in the puzzle system.

The Chair asked if anyone else 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

It was moved and seconded to **postpone** the request to the next TAC meeting. The motion passed unanimously.

- E. **REQUEST TO POSTPONE** 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. **REQUEST TO POSTPONE**

DISCUSSION AND DECISION OF THE BOARD

It was moved and seconded to **postpone** the request to the next TAC meeting. The motion passed unanimously.

- F. 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 Weinrieb and Steve Wilson spoke to the petition. Mr. Weinrieb said a big change on the demo plan was that they added an area as an overlay to the parking lot. He said they will regrade and repave and will keep the wood guardrail but will modify it because they will move the walkway. He said they re-stripped some parking spaces, added a foot of space at the end, turned a second into the painted island for the handicap space, added a no-left-turn sign, and got rid of a parking space to make way for the crosswalk. He said they were redoing a section of paving so they would re-stripe everything and compress the parking spaces to 8-1/2 feet. They reconfigured the basement parking and tilted and angle of the spaces to allow easier ingress and egress. On spaces 13 through 16, they moved the columns. As far as utilities, he said a disconnect was not required, so they wouldn't lose a parking space for that. He said there was plenty of room for outriggers because he took an offset of the sawtooth pattern.

Mr. Desfosses said the DPW wasn't comfortable with the 8-1/2 parking spaces and that the new layout doesn't show how the cars won't damage the trees. Mr. Weinrieb said they would do whatever the City wanted. Ms. Walker asked if the Parking Division had a count of those parking spaces. She suggested that Mr. Weinrieb contact Ben Fletcher to confirm it, noting that it would be helpful to see what's on the ground and what's proposed. Mr. Desfosses said the new angled spaces will work at 8-1/2 feet, but due to the high turnover and the business on the lot, he didn't feel that spaces less than 9 feet were appropriate there. Ms. Walker said she will provide the applicant with more guidance relating to the width of the spaces.

TAC Comments:

- When repainting the parking spaces on the alleyway, make the first and last space 18 feet in length, while shifting all four spaces 2 feet towards the Worth Lot, to keep the 20 foot distance to the new crosswalk.
 - The applicant agreed.
- The double yellow center line on the alleyway should not extend beyond the relocated stop bar.
 - It's an existing stripe but it can go away.
- Other than the one space lost in the alleyway, will the overall number of spaces in the Worth Lot change as a result of the proposed work shown on the plans? It would be helpful to provide a plan showing the number of spaces under existing and proposed conditions.
 - There is no net loss on the entire parking lot. The aerial will be compared to the survey and numbers will be submitted.
- The sidewalk from the Worth Lot driveway to the Vaughn Mall must be reconstructed with lighting as previously requested.
 - The sidewalk will be reconstructed.
- The City will accept the milling and repaving of 1/2 of the Worth lot.
- All pavement and sidewalks must meet City standards.
 - All pavement and sidewalks will meet City standards.
- Zoning relief for the front lot line buildout requirements may be required for the secondary front yard on Hanover Street as it appears to be 70% versus 80%.
 - They have a subtracting massing technique and don't think a variance will be needed. Ms. Walker said it was specific to the front yard requirement. Mr. Weinrieb said the front lot line references the yard specifically. Mr. Cracknell suggested discussing it offline, noting that the ordinance allows a front lot line buildout to be reduced only if there's a requirement for community space.
- The calculations for the minimum open space should be identified on the site plan.
 - The applicant agreed.
- The reference to the penthouse height in the zoning table should be removed and referenced as an attic space above the third floor.
 - The applicant agreed.
- Compliance with the façade modulation, entrance spacing, and building height requirements will be assessed using the final elevations approved by the Historic Commission.

- The applicant agreed.
- We will need to discuss the requested waiver of the stormwater management and erosion control plan, it seems a waiver may not be justified.
 - Ms. Walker asked if the waiver request was discussed with DPW. The applicant said they would do whatever is prudent on the stormwater management plan. He said the entire site is impervious at this point and that they're creating more pervious but not much. All of the roof runoff except the area fronting Vaughan runs into the parking lot. The runoff is being decreased and brought up to standards in all areas, and more details will be provided. Ms. Walker asked why the applicant wanted a waiver from the stormwater plan. Mr. Weinrieb said they were creating greenspace to have less runoff. Ms. Walker said it justifies providing the plan to show that and she is reluctant to recommend waiving requirements at this stage. Mr. Weinrieb said he could do a study and Ms. Walker said she will get back to him about it.
- Please confirm you are proposing a direct financial contribution to the City for the mill and repaving of the Worth Lot as well as for proposed improvements to Vaughan Mall and that you do not intend to undertake previously requested improvements to the Hanover Street sidewalk.
 - Mr. Wilson said that, considering the overlay on the work lot and the sensitivity of it, and if he did it himself or with his contractor, it complicates that area. He said it would be a smart thing if he can set the money aside with the DPW and they could do it at the appropriate time. He said he didn't say that he did not intend to do the sidewalk. Because they were on the hook for all the greenspace and because that sidewalk area was in front of another property and not contiguous to theirs, he felt that they might get some grace on it. Ms. Walker said she asked the DPW Director to confirm whether the City would accept him not doing that Hanover Street section. Mr. Desfosses said the Director asked him to ensure that it was included in the project. Mr. Wilson agreed to do 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

Ms. Walker said the zoning discussion was needed before going to the Planning Board. Mr. Desfosses said if they moved the project forward, they would have to review it again before the Planning Board for layouts for parking, sidewalks, and streetwalk. Ms. Walker said it would be more efficient if it went back to TAC.

It was moved and seconded to **postpone** the request to the next TAC meeting. The motion passed unanimously.

III. NEW BUSINESS

- A. The request of **Gregory J. Morneault and Amanda B. Morneault (Owners)** and **John Chagnon, (Applicant)** for property located at **137 Northwest Street** requesting Preliminary and Final Subdivision Approval to subdivide 1 existing lot with 18,134 square feet of lot area, 19 feet of lot depth, and 537 feet of street frontage into 2 lots as follows: Proposed Lot 1 with 7,500 square feet of lot area, 44 feet of lot depth, and 179 feet of street frontage; Proposed Lot 2 with 10,634 square feet of lot area, 25 feet of lot depth, and 357 feet of street frontage. The existing residence will remain and be on Proposed Lot 1 and a new home will be constructed on Proposed Lot 2. Said property is shown on Assessor Map 122 Lot 2 and lies within the General Residence A (GRA) District and Historic District.

SPEAKING TO THE APPLICATION

John Chagnon spoke to the petition. He said the property was long and skinny and had a bypass behind it and a City pump station on the end of the lot. He addressed the TAC comments.

TAC Comments:

- Within the Maintenance and Turnaround Easement, there should be adequate area for larger vehicles to drive in and back out, and some type of indication in the field that this area must be kept clear of anything that would obstruct the ability of vehicles to use it as a turn around.
- An easement will need to be provided to the City for the entire area currently inside of the turn-around for maintenance of the pump station. The area is shown hatched but is not described as easement to be provided.
 - A survey was done for a water line easement when the bypass was reconstructed and is in place. The final document is subject to an as-built. The turnaround easement is for the dead-end street and the City uses the area to turn plows around, but a more formal agreement is being pursued relevant to the plan. The sewer pump station is fenced in and the turnaround area is just shown as the remainder area but can be expanded to allow for proper turnaround movements so that the plows can plow straight ahead and back out. He asked if signage would be a good way to keep the turnaround area clear of anything that would obstruct vehicles turning around, or if the City would do their signage later. Mr. Howe said they don't want the residents parking their cars in the way of vehicles that need to turn around. Mr. Chagnon said they could add some signage to that effect. He asked if the City knew that the turnaround area would be paved, or if there would just be signs based on what was there now. Mr. Cracknell said the project was not well received by the HDC, so the builder was asked to redesign the house. He said the builder indicated having the driveway to the proposed house as a paved one from Northwest Street into the two-car garage instead of having a donut or cul-de-sac. He said the curb cut was changed, so it made sense that the hammerhead where the snow is stored should be paved from Northwest Street across the easement area into the garage and that anyone should be able to use it as a turnaround if it was signed and posted. Mr. Chagnon said it made sense and that the project is well served by the residents using it as their access, but the owner

didn't want them parking in a certain area or using a certain space as a turnaround. He said he would discuss it with DPW.

- Constructing a single family house on this lot is going to be very challenging given the lot shape, topography and setbacks.
- The limit of work for this house lot should be staked in the field and a landscape plan should be submitted to reestablish an edge along the Route 1 Bypass.
 - Mr. Chagnon asked if the Commission wanted to see the planting along the bypass in relation to the lot development. Mr. Cracknell said Northwest Street is a challenging building envelope because it's on the intersection of Market Street and the bypass. He said everything within the limit of work is thickly vegetated and had a positive effect on Northwest Street, but it would all be removed and the house would be a new screen. He said the site is very tight and it would be helpful for everyone to see the four corners of the building staked out.
- The hammerhead or "T" turnaround area for the public work vehicles should be shown and laid out with adequate area for snow storage.
 - Ms. Walker said if the owner wasn't supportive of doing the turnaround, another alternative would have to be considered. Mr. Cracknell said the turnaround area should be accessible to the public, given the design of the roadway. Mr. Chagnon said they will discuss it with the Legal Department.
- If the existing turnaround area is to remain within the proposed house lot then it should be cut back and reseeded with grass directly in front of the proposed garage and a new, narrower curb-cut established along Northwest Street.
 - Mr. Britz said the turnaround and the new home would be in the tidal buffer and that he'd like to see a plan that reduced that use. He suggested impervious treatment instead of gravel. He asked if there was a way to get the house further out of the buffer and use a different driveway. Mr. Chagnon said the lot narrowed going west, so they hadn't done the final design on the house but will try to infiltrate and replicate as best as possible. He said the area of existing gravel will increase not matter what. Mr. Desfosses said he would be the DPW contact regarding the turnaround treatment. He said the City was used to the area being gravel but would be okay with whatever would be better environmentally. He said infiltration wouldn't work on the site. Ms. Walker asked why more impervious surface to a buffer area would be added if the gravel was working. Mr. Britz said it would be good to put an easement on it and not do anything to it. Ms. Walker said any change to it will require a wetland permit and mitigation, so it was better for it to stay the way it is. Mr. Desfosses suggested paving a little area outside the garage as asphalt. Mr. Chagnon said the gravel worked due to the existing turnaround, but continuing to utilize that turnaround would impact the ability to have a residence on it. Ms. Walker said there were other factors that challenged the lot for putting a residence on it because it was long and linear and didn't compare with the typical subdivision lot. Mr. Cracknell said he discussed with the builder the idea of redesigning the house and moving the garage out of the gravel area by shifting it to the left. Mr. Chagnon said an easement would need to go to the City for the entire area inside the turnaround and the maintenance of the pump

station area. He said they got variances for the construction of a single-family home.

- You indicated a number of items in the list of subdivision requirements are TBD. Please review and explain status.
 - The TBD items are utility items and clarification is needed of how they apply to the subdivision process. Ms. Walker said they need to know which utilities are going to the site and how they will be accessed. The applicant said he will show the potential service locations.
- Please confirm that your proposed residence will comply with the requirements for the extended flood hazard area as outlined in Section 10.628 or will not be located in the extended flood hazard zone.
 - They will comply as needed to confirm that the proposed residence will comply with the requirements of the extended flood hazard area, noting that the red line is +2 feet from Elevation 8, which is the floor hazard elevation, and that they will be able to keep the house out of that area.

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

It was moved and seconded to **postpone** the request to the next TAC meeting. The motion passed unanimously.

- B. The request of **Ricci Construction Company INC, (Owner)** and **Joseph Coronati (Applicant)** for property located at **3400 Lafayette Rd** requesting Conditional Use Permit for a Development Site in accordance with Section 10.5B40 of the Zoning Ordinance and Site Plan Review approval for construction of a 50-unit multi-family residential development that includes community space and related landscaping, drainage, paving, utilities and other site improvements. Said property is shown on Assessor Map 297 Lot 11 and lies within the Gateway Neighborhood Mixed Use Corridor (G1) District and the Natural Resource Protection (NRP) District.

SPEAKING TO THE APPLICATION

Joe Coronati spoke to the application. He said the plan that was submitted in November had 54 units but that they removed four units in response to TAC's request. He said a lot of the larger buildings were broken up and spacing was added between them, and they also added a turnaround. He said the architectural design was almost the same and there was still a curb cut on Lafayette Road. He said they had existing and proposed trails that would be connected, and the Coach Road trail would be a potential accessway for the public. For the lighting plan, he said there would be a few streetlights around the development that were decorative dark-sky compliant LED styles. He said a landscaping plan was proposed for the whole area as well as

restoration areas of the wetland buffer that would include vegetated outfalls, a lawn area with benches, and a dog park area. He said the property would be 86 percent encumbered by conservation easements once the granting of the ten acres was done, making it a large percentage of 38 out of 44 acres. He said the remaining six acres would stay as wooded areas and would not be developed. Ms. Walker asked if the existing trails were allowed under the current easement. Mr. Coronati said the sewer trail was allowed and they will further research what's allowed. Ms. Walker said it needed more clarification. Mr. Coronati addressed the TAC comments.

The Committee suggested having landscaping near the 24-ft wide buildings and a 12-ft walkway with landscaping along the buildings and driveway. They said the trail can go around the pond and through the City's land up to Nathaniel Street so that everyone can go in both directions, so trail improvements are needed. The sidewalk would be more appropriate if it is concrete instead of asphalt. Ms. Walker said the applicant needed to indicate what community space type the property would be and how it will meet community space definitions. Mr. Britz said he wasn't sure that NRP was a good place to do the stormwater treatment, and certainly not in the buffer. He said the development itself feels more like a condo complex with as many houses that can be fit into it than a community development. He asked if the stormwater treatment was allowed in the easement and thought that adding new stormwater ponds and runoff might not be compatible. He suggested more robust landscaping. Ms. Walker suggested that the applicant make the development feel more like a neighborhood.

TAC Comments:

- Please confirm compliance with the following Sections of the Zoning Ordinance – Section 10.5B22.40 Special Setback Requirements on Lafayette Road and Section 10.5B33.20 Front Lot Line Build Out.
 - They have a minimum setback of 70 feet and a maximum of 90 feet from the center line of the road. They drew in the 70-ft setback and will take an NRP side setback that is 70 feet. All their buildings are beyond the maximum of 90 and there is no way to comply with that setback. He asked if it was a waiver or variance and if it didn't apply due to the odd shape of the lot. Ms. Walker said she would look into it.
- The development appears to be very dense for this site. The community space does not appear to be functional for so many units on the site. Please consider revising the layout to allow for an arrangement that creates more meaningful community space.
 - Four units were removed, so they are below the density requirements. All the buildings were kept out of the 100-ft wetland buffer. There are 50 units in 13 buildings, two different widths of buildings at 20 feet and 24 feet, and different styles. The footprints and building layouts were modified based on privacy and views, as well as the decks. The decks are orientated to the rear of the buildings overlooking the wetlands, with a few to the front. Twenty-eight acres out of 40 are dedicated to a conservation easement and 10 acres in a different location will be dedicated for community space. Mr. Cracknell said the decks add a lot to the façade and suggested having as many as possible on the front façade. He said the site is crowded from too many townhouses being jammed in. He suggested

changing the fatter ones to skinnier ones. He said the eight units in the lower left look awkward and change the neighborhood's continuity.

- If the mailbox area is meant to be drive-up, the area should be larger to allow vehicles to pull in and out easier. If it is meant to be walk up, it should have a sidewalk and crosswalk leading to it.
- The driveway in front of unit 20 is very short due to the angle. It should be lengthened to allow for a vehicle to park in this space.
- The walkway between units 2 and 3 should have a tip down ramp at its terminus.
- The project will require a driveway permit from the NHDOT.
- Applicant's Engineer must work with City Engineer to determine if there is sufficient capacity if the City's sewer system for this development. Any approvals for this project are contingent on the approval of allowing the flow to be added to the City's system.
 - The utilities plan includes City water from Route One, a gas service, underground electric, sewer and drainage and all the utilities are provided from Route One other than the sewer. They will do a gravity sewer line through the middle of the property and down the road out to the existing sewer in the back of the site that will connect through a cross-country line and tie into the existing manhole. There will be further discussions with DPW about sewer details. A capacity analysis will be done.
- Third party engineer will be required to review on-site utilities and drainage during construction.
- Third party engineer required to review drainage design.
 - A drainage plan was done and an alteration of terrain plan that would impact about five acres. A large wetpond on the northern side will take a lot of drainage, and there is a tank and focal point stormwater system for inside the cul-de-sac as well as a bioretention pond. The site sits higher than the other development on Route One, so they will have a lot of stormwater coming off their property but will have culverts to prevent ponding. It will all be reviewed by AOT.
- Water main detail calls out C900 pipe.
- All water main parts to meet City standards.
- All sewer pipe and manholes to meet City and State Standards.
- HDPE pipe must be surrounded by crushed stone.
- Hydrant locations to be approved by Portsmouth Fire.
- Show water lines for fire service sprinklers.
 - A test will be done with a sprinkler company and booster pumps will be done if necessary. Mr. Howe said that it may be pump and tank and to adjust and to get an answer and adjust accordingly.
- Will there be parking allowed on the internal driveways?
- The width of the travel lane should not be less than 24' at any point.
- The dead end section of the travel lane should be a minimum of 26' wide.
- The driveway and parking areas for the 12 townhouse units located near Lafayette Road should have at least 60 feet of pavement between the buildings to allow for parking and turning movements.
- All buildings should allow for front decks over the garages in order to soften the visual impact of the large garage doors at the ground level. Where no decks are proposed I

would suggest double doors be considered (or a facsimile thereof) to add visual interest and break up the monotony and expansiveness of the ground-floor garages.

- The neighborhood design would benefit from removal of units 19-23 and rotating the building containing units 24-26 along the cul-de-sac. At a minimum, due to the orientation and circulation constraints I would remove at least the last two units (19-20). This area could be used for active recreation (i.e. a playground, dog park, grilling area...) for the remaining units.
- The dog park should be located outside the buffer zone.
- 4 visitor spaces seems low given the proposed density and the fact that many residents will be parking in front of their units.
- The snow storage areas look inadequate for the proposed impervious surface.
- The proposed sidewalk should be concrete and efforts should be made to connect a pedestrian walkway to all the proposed units.
- The existing trail system around the wetland should be clearly identified and improved to be used as a passive recreational trail for the residents.
- Please describe your plan for solid waste/trash storage and collection.
- You will need to provide will-serve letters from relevant utilities.
- Please provide an update on the status of any state permits.
- Please provide a green building statement consistent with the requirements of Section 2.5.3.1A of the Site Review Regulations

PUBLIC HEARING

Nicole Seaward said she lived at the Weatherstone Condos and had some concerns. She said the State should readjust the 45 MPH speed limit in the area due to all the congestion. She asked if noise or visibility controls would be put in place due to the impact to the existing buildings. She said noise from the back decks would impact her living conditions and that the light and traffic from the proposed eight separate units would be close to her condo and impact her and others. She said the condo residents were concerned about the environmental impact on the conservation area and wetland and that Weatherstone should also be involved in the access to any trails.

DISCUSSION AND DECISION OF THE BOARD

It was moved and seconded to **postpone** the request to the next TAC meeting. The motion passed unanimously.

IV. ADJOURNMENT

The meeting was adjourned at 5:07 p.m.

Respectfully submitted,

Joann Breault
Acting Secretary for the Technical Advisory Committee