

**SITE REVIEW TECHNICAL ADVISORY COMMITTEE**

**2:00 P.M.**

**CITY COUNCIL CHAMBERS  
MUNICIPAL COMPLEX, 1 JUNKINS AVENUE  
PORTSMOUTH, NEW HAMPSHIRE**

**OCTOBER 30, 2001**

**MEMBERS PRESENT:** David M. Holden, Planning Director, Chairman; John Burke, PE; David Allen, Deputy Public Works Director; David Desfosses, Engineering Technician; Chris LeClaire, Deputy Fire Chief; a representative from the Police Department; and, Alan Sturgis, Chairman of the Conservation Commission

**ALSO PRESENT:** Lucy E. Tillman, Planner I

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Prior to proceeding with the meeting, the Chair announced that a request had been received to table one of the applications – that of Raymond Ramsey. It was VOTED upon motion of Mr. Sturgis which was seconded by Mr. Allen that the Ramsey application would be tabled to the Committee’s December 4<sup>th</sup> meeting.

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**I. PUBLIC HEARINGS**

A. The application of the **City of Portsmouth** for property located **off Franklin Drive and Dennett Street** wherein site plan approval is requested for the construction of a 9,646 s.f. one-story addition to the rear of the existing New Franklin School with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 220 as Lot 2 and lies within a Municipal district.

**SPEAKING TO THE APPLICATION:**

Brad Mesquita of Appledore Engineering addressed the Committee and spoke to the revised site plans which were submitted to the Committee. The proposal is for a 9,646 s.f. addition to the rear of the existing New Franklin School. The existing loading dock will be reconstructed. The striping will be reconfigured to allow for additional parking. Fifty-two parking spaces will be provided including two handicapped spaces . The plan indicates space for 28 additional future spaces along the driveway out to Myrtle Avenue.

The water line connection will be from Myrtle Avenue to the front of the property. No wetland impact is anticipated as a result of this project. A utility pole which services the site will be relocated.

A representative from team design addressed the Committee informing them that the addition would house two kindergarten classrooms, one regular classroom and a multi-purpose room. Access would be had to the cafeteria. The loading dock will be to the rear of the addition.

Mr. Mesquita spoke to the revisions made to the site plan per staff comments; such as, clarification of the water line, square footages of the buildings and the width of the parking spaces. It was noted that Franklin Drive and Myrtle Avenue stop outside of the school boundary line. The Chair noted that parking would not be subject to review under the City’s *Zoning Ordinance*. Mr. Mesquita indicated that the size of the smaller wetland is 2,600 s.f. which is

under half an acre and, as such, is not a jurisdictional wetland. No work will be done in the area of the jurisdictional wetland.

Mr. Burke expressed his concern about children playing basketball in a traveled area. Mr. Mesquita explained that the existing jersey barriers would be removed; that a fence would be constructed across the parking area with a gate that could be controlled with a slide card or a padlock.

A request was made that the handicapped parking spaces be noted on the site plan and that the existence of signage for the handicapped spaces be verified. Vehicles using the loading dock would exit through Myrtle Avenue. The applicant will work with Lucy Tillman of the Planning Department on the landscaping plan.

Mr. Allen spoke to the need to have the actual size and type of materials noted for both water services and laterals.

The Chair commented that it was great to see the changes on the plans and he felt that the project had addressed expressed concerns.

The Chair made three calls for speakers. Seeing no speakers, the Chair declared the Public Hearing closed.

**DISCUSSION AND DECISION OF THE COMMITTEE:**

Mr. Allen moved to approve with stipulations. The motion was seconded. It was so voted.

Stipulations:

1. That a note be added to the site plan indicating that the addition will be sprinklered and that additional sprinklering will be subject to a schedule agreed to by the applicant and the contractors;
2. That the landscaping plan shall be approved by the Planning Department; and,
3. That the size and type of all utilities will be designated on the plan.

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B. The application of the **Mark H. Wentworth Home** for property located **off Melcher, Pleasant and Whidden Streets** wherein site plan approval is requested for the reconfiguration of existing parking spaces and the provision of additional parking spaces in various locations with associated site improvements.. Parking improvements are proposed at the end of Melcher Street, on the Wentworth Home side of Melcher Street and at the corner of Pleasant and Melcher Streets. Said property is shown on Assessor Plan 109 as Lots 6, 7, 8, 9 and 10 and lies within a General Residence B and Historic A district.

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C. The application of **Rene A. Therrien, owner, and Port City Nissan/Suzuki, applicant,** for property located at **406 Route 1 ByPass** wherein site plan approval is requested for the conversion of an existing car care facility into an auto dealership with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 172 as Lot 2 and lies within an Industrial district.

## **SPEAKING TO THE APPLICATION:**

Dennis Moulton of Millette, Sprague & Colwell, Inc. addressed the committee explaining that he was the Civil Engineer for the proposed development. The site is currently used as a car care/rental car center and is located off the Route 1 ByPass adjacent to the Boston & Maine Railroad trestle and the Frank Jones Center.

The proposal does not call for major site changes. Two small additions jutting out of the building will be demolished. The area will either be paved over or loamed and seeded. The owners have been granted the necessary Variances for the project. The parking areas will be restriped. Twenty-one parking spaces will be provided. The required number of parking spaces is nineteen. Two handicapped accessible spots will be made available at the entrance to the building.

The lighting plan will be modified somewhat from what was submitted. The pole mounted lights along the property line will have reflectors to prevent glare from entering abutting properties or the Route 1 ByPass.

A landscaped area will be provided in front of the building. An oil separator will be provided for the drainage inside the building. The sewer line is shown where it is thought to be. The contractor will have to verify that.

Vehicles will be off loaded on site. Photos were submitted indicating truck movements.

The Chair made three calls for speakers. Seeing no speakers, the Public Hearing was closed.

## **DISCUSSION AND DECISION OF THE COMMITTEE:**

The suggestion was made that a note be added to Sheet 2 of 3 that the sign is proposed and subject to getting a Sign Permit from the City. Mr. Desfosses inquired as to the surface treatment for the display area with Mr. Moulton responding by stating that the area is currently paved and that won't change. With regards to snow storage, Mr. Moulton indicated that it would have to be in the grassed area.

Mr. Holden asked to be walked through the accessway. Mr. Moulton explained that the access would be from the northbound lane of the Route 1 ByPass over a right-of-way from the adjacent parcel.

It was suggested that the sign for the Frank Jones Center should be labeled as such with a notation made whether the sign is permitted or not permitted.

The question was asked if the building would be sprinklered. The response from Mr. Moulton was that the building is currently fully sprinklered. The question was asked if there was a separate fire service. Mr. Moulton responded by stating that all they know is what they could obtain from City information; that they know there is a fire service connection. The question was asked as to shutoffs and tie ins.

The suggestion was made that a template be used regarding truck maneuverability. Mr. Moulton indicated that he had done that and that it does work. The question was asked if the jersey barriers denote the right-of-way line with the response being that they are located pretty much along the right-of-way line. In answer to a question as to whether trucks would be encroaching into the exit lane as they enter the right-of-way, the response from Mr. Moulton was that trucks

would encroach into the exit lane. Mr. Moulton went on to explain that with regard to the display area, the dealer would be responsible for moving cars ahead of deliveries.

The question was asked if the Board of Adjustment was aware of the fact that the display area would be part of the unloading area. Attorney Peter Loughlin addressed the committee and stated that the Board of Adjustment wanted to make sure that the trucks did not stop on the highway or in the Frank Jones easement coming on to the property; that nobody expressed any concern that cars would have to be moved around.

Ms. Tillman commented that the Board's concern was that the vehicles would have to be off loaded on the property in question; that no presentation was made on the method of off loading.

It was Mr. Burke's concern that car carriers would unload vehicles in the easement area. It was Attorney Loughlin's contention that Attorney Lyon's client (JASK Realty Trust) would not want the right-of-way blocked. The Chair asked what the City's recourse would be if there should be a problem with Attorney Loughlin responding by stating that he assumed some sort of action would be taken.

The Chair asked if the intent was to not unload off the site with the response being in the affirmative. A suggestion was made that a note be added to the plan for clarification that the display area would be managed to facilitate unloading.

Attorney Loughlin explained that there would be one or two shipments of cars per week and that the 50' right-of-way is probably as wide or wider than most entrances on the ByPass.

The Chair noted that there is a signalized intersection further down the road and wondered if car carrier access could be had from that intersection. It was noted that there is a barrier all the way around the site in question.

Attorney John Lyons addressed the Committee explaining that he represents JASK Realty Trust. He stated that he didn't want to speak one way or the other as he has not had an opportunity to speak with his client. He pointed out that the intersection was put in at the expense his client. Attorney Lyons did not think that he would be interested in allowing truck access for the Nissan garage; however, he (Attorney Lyons) was certainly willing to talk to his client about it.

The Chair noted that there is a very large trucking firm operating to the rear of the Frank Jones Center and wondered if there would be a way to have access from the rear. Again Attorney Lyons stated that he did not want to speak for his client. He stated that there is a history out back there; that initially the road was open all the way to Cate Street. Subsequently the road was blocked off due to people speeding and other liability issues. He went on to state that the 50' right-of-way was created so that there would be no traffic crossing the property where the Frank Jones Center is located.

Attorney Loughlin concurred that there was a history to the property with Court action which was not particularly friendly.

The Chair indicated that he would be a poor municipal planner if he didn't try to get the best possible site plan.

The Committee VOTED to table the application to a joint site walk with the Traffic/Safety Committee on Tuesday, November 13, 2001 at 8:00 a.m. with the Technical Advisory Committee meeting in the City Council Chambers immediately thereafter.

Outstanding issues:

Location of the water line and whether or not an easement would be necessary for access to a shut-off. Assurance was requested that the fire alarm system does tie or will tie into the municipal system. The snow storage area should be indicated on the plan. The sign for the Frank Jones Center should be labeled as such with an indication of its status – whether it is permitted or not permitted. A copy of the deed concerning the right-of-way should be submitted to the Planning Department. The proposed sign for the auto dealership should be labeled as proposed and subject to receiving a permit from the City.

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D. The application of **Raymond Ramsey** for property located **off Kearsarge Way** wherein site plan approval is requested for the construction of a 63' x 231' four-story, 100 room hotel with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 218 as Lot 22 and lies within a General Business district. Said property was formerly shown on Assessor Plan 218 as Lots 22, 24, 25, 26, 27, 28, 29, 30, 32, 33, 34, 38 and 39.

### **III. ADJOURNMENT**