

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

2:00 P.M.

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

SEPTEMBER 2, 2003

MEMBERS PRESENT: David M. Holden, Planning Director, Chairman
John Burke, Parking and Transportation Engineer;
David Allen, Deputy Public Works Director;
David Young, Deputy Police Chief;
Steve Griswold, Captain, Fire Department;
Tom Cravens, Engineering Technician (Water);
Alanson Sturgis, Chairman of the Conservation Commission;
and, David Desfosses, Engineering Technician (Engineering)
W. Peter Torrey, Business Administrator for the School
Department was present for the Lang Road application

ALSO PRESENT: Lucy E. Tillman, Planner 1

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The Chair called the meeting to order at approximately 2:15 p.m.
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I. OLD BUSINESS

A. The application of **David Lemieux** for property located at **43 Cornwall Street** wherein site plan approval is requested for the rehabilitation and conversion of the existing "Tire Loft" building to a six unit building with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 138 as Lots 41 and 42 (lots to be combined) and lies within an Apartment district. **(This application was tabled at the Committee's August 5, 2003, meeting to this meeting.)**

The Chair read the notice into the record. Mr. Desfosses moved to take the application off the table. The motion was seconded and passed unanimously.

SPEAKING TO THE APPLICATION:

Christian Smith of Beals Associates addressed the Committee and proceeded to review the stipulations from the previous meeting's Letter of Decision:

1. That the site plan indicate bumper stops for the parking spaces adjacent to Lots 39 and 40 on Tax Map 138; *The site plan so indicates.*
2. That the scale in the revision block of Sheet 2 of 3 be corrected; *The correction has been made.*
3. That the site plan be stamped; *The site plan has been stamped.*
4. That the issue of individual water services be resolved with the Public Works Department and that the water services be indicated on the plan; *It has been decided that six water services would be acceptable. The revisions have been provided. Individual meters will be located in a maintenance room for Public Works access.*

5. That the parking spaces indicated on the site plan should be at least 8 ½' wide; *All parking stalls are now 8 ½' wide.*
6. That the landscaped islands in the front should extend to the street line and should be curbed to match existing; *A 5' wide concrete sidewalk with granite curbing will be provided.*
7. That the proposed external wooden stairway be removed from the site plan; *The wooden stairway has been removed from the plan. Patios are indicated in that area.*
8. That the site plan indicate that the construction of the water line shall conform with Portsmouth Water Division construction standards; *Such a note has been added to the plan.*
9. That the site plan indicate that 6 mil poly be used to wrap the water main if metal gas lines are installed; *This note has been eliminated as the water mains will not be wrapped due to the fact that a metal gas service will not be used for these particular units.*
10. That the location of the proposed trees be reviewed with Lucy Tillman of the Planning Department so that the trees do not interfere with the water service or become too dense in the future; *An audience will be held with Ms. Tillman regarding trees.*
11. That the site plan indicate the location of granite curbing; *The location of the granite curbing has been indicated.*
12. That a note be added to the plan if the electric meter adjacent to apartment 2 needs to be moved or removed; *The electric meter has been relocated.*
13. That a note be added to the plan that the spike at the right front corner of the lot be reset if it is going to be removed; *Such a note has been added to the plan.*
14. That the height of the proposed hydrant on the left side of the property be reviewed; *A note has been added that 2" of clearance be maintained between first grade and the flange.*
15. That the site plan include spot grades; *The spot grades have been reviewed with the Department of Public Works.*
16. That the site plan indicate the utilities as being underground; *Such a note has been added.*
17. That note 3 on Sheet 2 be corrected as to the ownership of the property; *The correct owner is shown.*
18. That the applicant come back with a proposal to show how the on-site parking is going to work; *The parking/traffic movement within the property has been reviewed resulting in a turn out being incorporated onto the plan. Vehicles will be able to back out and turn or utilize the turn out. There will be no need to back out onto Cornwall Street.*
19. That the proposed patios be indicated on the site plan; and, *The patios are shown on the plan.*
20. That the issue of a rubbish enclosure is still outstanding and requires further review. *A 6 x 6 area has been set aside for outdoor rubbish containers with a 4' stockade fence enclosure and a brick walkway leading to the enclosure. It was Mr. Smith's opinion that some containers may be kept on the patios.*

In response to an inquiry from the Chair, Mr. Smith offered that the wheel stops would be concrete wheel stops. The Chair inquired as to any efforts that would be taken to resolve the existing "pooling" problem on the site in question. Mr. Smith responded that with the existing grade the stormwater runoff sheet flows in one direction. The grade will be raised by 3" to provide a gutter line flow out to Cornwall Street. The Chair stated that it was his understanding that the flow to adjacent properties should be greatly reduced. Mr. Smith replied, "correct".

Steve Griswold stated that the Fire Department is in the process of getting away from a siamese connection and switching to a storz connection and that until the department is set up to do that, he would ask that an adaptable connection be provided.

The Chair indicated that the Public Hearing had been closed at the previous meeting. However, he would re-open the Public Hearing and made a call for speakers. There being none, the Chair closed the Public Hearing for a second time.

DISCUSSION AND DECISION OF THE COMMITTEE:

Mr. Allen moved to approve the site plan. Mr. Desfosses seconded the motion. Ms. Tillman asked that if the water lines were to be adjusted, would the crabapple tree have to be relocated Mr. Smith replied that he felt that there would be enough room to slide it in a northerly direction. The motion to approve the site plan passed unanimously with the following stipulations:

1. That the water services be at least 1” apart;
2. That the sprinkler connection be a multiple adaptable connection; more specifically, storz and siamese connections;
3. That the hydrant flow be tested with a report back before the Planning Board meeting;
4. That the landscaping plan be approved by Lucy Tillman of the Planning Department;
5. That the 6’ dimension be eliminated from the sidewalk/ramp detail; and,
6. That “as built” plans be submitted to the Water Division of the Public Works Department indicating which water service goes to which unit.

Let the record show that Mr. Torrey did not partake in this application.

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II. PUBLIC HEARINGS

A. The application of **Siegel Limited Partnership and Ocean Castle Limited Partnership**, property owners, and **Lang and Long Meadow Development, LLC**, applicant, for property located off Lang and Longmeadow Roads wherein site plan approval is requested for the construction of four (3) story free-standing buildings with 24 units each and one (3) story free-standing building with 21 units with each floor having a footprint of 14,000 s.f. ± (for a total footprint of 210,000 s.f. ±) with each building having one parking level and the construction of a 4,400 s.f. ± one-story building for use as a club house with related paving, utilities, landscaping, drainage and associated site improvements. Access is proposed from Lang and Longmeadow Roads. Said property is shown on Assessor Plan 291 as Lot 1-1 and lies within a Garden Apartment/Mobile Home district.

The Chair read the notice into the record.

SPEAKING TO THE APPLICATION:

Richard P. Millette of Millette, Sprague & Colwell addressed the Committee and stated that he was present with Attorney Bernie Pelech and Steve Pernaw, the traffic engineer for the project. Mr. Millette went on to state that the project would be a gated community at both ends (Lang and Longmeadow Roads). The gates would be activated by cards. In other words, residents would stick their cards into a card reader. In case of an emergency, the gates would be programmed to open at the sound of a siren. Parking spaces would be provided underneath each building with 24 to 25 spaces proposed for the front of the building. The proposal calls for handicapped

parking spaces to be located in front of each building. One concrete parking stall for motorcycles is proposed for the front of each building.

Mr. Millette continued on by stating that dumpsters, recycling containers and bicycle racks would be provided on site. The proposal also calls for a community building, a tot lot and an indoor pool.

Mr. Millette then stated that the site has a 30' drop in elevation from an elevation of 70 to an elevation of 42. The proposal calls for a cut in the upper area to use as fill in the back area. Detention areas are proposed for the rear of the buildings. It was Mr. Millette's opinion that the total flow would be reduced by the diversion of the stormwater runoff to the detention areas which would regulate flow at a slower rate. A series of catch basins will be located at the low points of the site.

Mr. Millette went on to state that all utilities would be privately owned. The water service will be extended down Lang Road via a 10" main to the rear of building #1. The proposal calls for a water meter building. A hydrant will be located near the entrance drive.. The fire service will be an 8" service. Each building will be sprinklered. Knox boxes will be tied into the master alarm system. A hydrant test was conducted with the result being 890 gallons per minute with 1611 psi. The anticipated water demand is 3,500 gallons per day.

Mr. Millette continued on with his presentation by stating that the sewer line would run very near to the water line meeting the 10' minimum requirement with the same trenches along the back of the buildings. He went on to state that bed rock has been discovered in the middle of the property. Electrical and telephone wires will be underground coming onto the site from Lang Road. The site will also be serviced by gas.

The proposal calls for a lot of landscaping along the road and on the center islands as well. The parking areas and entrances to the garages will be screened and landscaped. Irrigation will be by well. All landscaping will be irrigated.

Mr. Millette spoke to an easement on the abutting property. The lighting is proposed to be low level, 12' high cones illumination. A catalogue cut was submitted.

Mr. Millette then spoke to the proposed extension of Longmeadow Road from the site. A sewer force main is proposed for the northerly side of Longmeadow Road. It is anticipated that there would be 20,475 gallons of affluent per day. The sewer pump station will be a duplex system with alternate pumps.

Mr. Millette went on to explain that the site has frontage on Lang Road but no frontage on Longmeadow Road. An access easement is part of the proposal. Mr. Millette stated that the plan would be registered at the Registry of Deeds.

Steve Pernaw addressed the traffic issues and spoke to a scoping meeting, data collection out in the field, anticipated traffic generation, short range projections, long range projections to the year

2014 and intersection operations. It was anticipated that p.m. peak hour trip ends would be 70 trips in and out over a 60 minute period. It was anticipated that the traffic operations on Route 1 at Longmeadow and Ocean would be at Level of Service C.

The Chair made a call for speakers.

George Savramis of 312 Lang Road spoke in favor of the development going through. He stated that his only concern was the need for a stop light at the intersection of Lang and Lafayette Roads. He went on to state that there are times when he can't get out and he can't get in. He felt that a stop light would be in order what with the anticipated additional traffic.

The Chair made three calls for speakers. Seeing no one rise, the Chair declared the Public Hearing closed and awaited discussion on the part of the Committee.

DISCUSSION AND DECISION OF THE COMMITTEE:

Mr. Allen expressed his concern about the parking in the cul-de-sac. He stated that he was looking for an alternate layout that would minimize the need for vehicles to back into the proposed cul-de-sac. Mr. Millette indicated that he would do so.

Mr. Torrey stated that it was his understanding that the proposal involves the creation of 117 two bedroom units. He inquired if a school impact analysis had been completed. The response was that one had been submitted during the rezoning process and it. Attorney Pelech stated that he thought it would be twelve students for each level but he didn't have an actual breakdown with him. A resubmittal of the analysis was requested for this application.

Mr. Torrey indicated that a school bus would need to enter the site and he would need assurances that such could be done. It was felt that the radius of the cul-de-sac would be sufficient to allow for a bus to do the loop and go back out. It was anticipated that the project would be up and running by the Fall of 2004 at the earliest.

Attorney Pelech interjected that the proposal includes a shelter for the COAST bus system and suggested that perhaps the shelter could be shared. He added that there would be sidewalks down to the cul-de-sac. The comment was made about the possibility that the buses would have to have their own sirens in order to get past the gates. Attorney Pelech wondered what the buses do in other similar scenarios. The response was that it was not known that there were other gated communities in the City.

Mr. Griswold commented that he was concerned about the 24' width adding that depending on the amount of snow, the road width gets narrower and narrower. He suggested making the roadways 26' wide to allow room for lateral trucks to swing around and make the corners.

The Chair wondered aloud as to the width of Eastwood Drive. Mr. Millette stated that his initial response would be that the 32' roads are never plowed to the full width adding that the roads having a 24' width, which is standard in all the other towns, do get fully plowed as they do not

have an excessive width. He went on to comment that he couldn't see providing a 32' width; however, if the Committee insisted on it, then such would be done.

Mr. Burke returned the discussion to the traffic study and more specifically the accident information of 18 accidents on Ocean Road and 14 accidents on Lang. He inquired as to the type of accident. Mr. Pernaw offered that he only had property damage information and could report that one-third of the accidents were due to inclement weather. Mr. Burke asked that Mr. Pernaw check with the Portsmouth Police Department to procure information on type of accident; such as angle or rear.

The discussion then turned to the degree of difficulty in getting out onto Lafayette Road from Lang Road; especially, left hand turns onto Lafayette Road. It was Mr. Pernaw's feeling that a signal at that intersection might be problematic due to the proximity of the signals at Ocean Road. The long range analysis recommends the creation of one through lane in each direction. He went on to offer that whenever a traffic signal is installed, two through lanes in each direction are needed.

The question was asked whether there was any way to mitigate the delays that would be added to the corridor. It was Mr. Pernaw's opinion that the restriping of the southbound approach would be helpful. It was suggested that the interconnection of the signals be reviewed.

Mr. Pernaw anticipated that 30% of the site generated traffic is going to use Ocean Road. He was asked to provide some documentation on trip generation.

Mr. Allen then spoke to the steepness of some of the slopes where the balconies are proposed. Mr. Millette stated that they would do some reconfiguration so that people could walk out and around.

Mr. Allen inquired as to the rationale behind the connection of the 24' roadway to a 32' roadway as one leaves the property line (access to Longmeadow). Mr. Millette spoke to a private right-of-way across land of Siegel and offered that easements would be submitted for review as to content and form.

The Chair expressed his concern as to how the cul-de-sac would be plowed and maintained and who would be removing the snow banks. He inquired as to why a City street would not be extended to the cul-de-sac. Mr. Millette replied that it would be a lot of work with not much benefit.

Mr. Burke moved to table the application due to traffic issues. Mr. Allen seconded the motion. It was Mr. Burke's opinion that it would be a good idea to get comments back from the Rockingham Planning Commission in light of the fact that they are conducting an Access Management Study on Route 1.

The Chair stated that he shared some of Mr. Burke's concerns noting that the existing intersections are experiencing a great deal of traffic and further stated that he didn't have the

expertise to evaluate the plan. He wondered if an independent traffic engineer would be of any use. Mr. Burke responded that the Rockingham Planning Commission has a consultant on board.

Mr. Millette noted that the plan is on the Agenda for the September 18th Traffic/Safety meeting. However, Mr. Burke was not sure that comments would be back in time for that meeting from NH DOT or the Rockingham Planning Commission.

Mr. Desfosses announced that he would like to walk the site due to its proximity to a large wetland area.

The motion to table the application to the September 30th meeting of the Commission passed unanimously with the following stipulations:

1. That an alternate layout be provided for the vehicle parking provided in the cul-de-sac so that the vehicles do not have to back out into the cul-de-sac;
2. That school data information be submitted for this application;
3. That the roadway width be 26' versus the proposed 24' width;
4. That the Fire Department connection be a multiple connection with a 2 1/2" siamese connection and a 5" storz connection;
5. That a notation be added to the site plan making it clear that the water and sewer lines will be owned and maintained by the condominium association;
6. That the sewer pump station have adequate storage capacity to comply with NHDES requirements or that auxiliary power be available;
7. That the site plan clarify the gravity sewer lines and the force main sewer lines;
8. That the submitted accident data be updated to specify the type of accident, be it angle or rear, with such information to be used during mitigation discussions;
9. That existing signal interconnections be verified;
10. That trip distribution documentation be provided;
11. That the area of the 3-1 slopes be reviewed so that provisions can be made for people to walk around the buildings;
12. That proposed easements be submitted for review by the City Attorney as to content and form;
13. That a notation be added to the site plan that all trash pick up will be private; and,
14. That the site plan be reviewed by the Traffic/Safety Committee.

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B. The application of **Madison Commercial Group, LLC** for property located at **72 Mirona Road** wherein site plan approval is requested for the construction of a one-story 10,000 s.f. building for use as a child care center with associated site improvements. A portion of the existing building will be demolished. Said property is shown on Assessor Plan 253 as Lot 3 and lies within a General Business district.

The Chair read the notice into the record.

SPEAKING TO THE APPLICATION:

Eric Weinrieb of Altus Engineering addressed the Committee and proceeded to distribute an 11 x 17 exhibit to the Committee. Mr. Weinrieb stated that representatives of the Mulberry Child Care Centers were also present.

The site in question is the former Artisan Outlet parcel. The proposal calls for tearing down the former Dead River building located at the southwesterly corner of the site which also houses the Café Mirona establishment. A 10,000 s.f. building is proposed to be constructed in its place for use as a child care center for some 148 children.

The Board of Adjustment has granted two variances; one for a 30' front yard where 70' is required and to allow 188 parking spaces where 215 spaces are required. The parking area where vehicles used to back into the street is being eliminated and will be replaced with green space. Ten spaces will be reserved for use by the child care facility from the first thing in the morning to 9:30 a.m. for drop off purposes and from 3:00 p.m. on for pickup purposes. The rest of the time the spaces will be used by others.

The sewer will tie into the existing sewer manhole along Mirona Road. A 2" domestic water line will be provided as well as a 4" fire service. Revised plans will be submitted indicating that the services will tie into the existing utility services behind the building. The proposal also calls for a new gas service. The roof drain will tie into the existing roof drain system.

It was Mr. Weinrieb's opinion that the project would result in a significant decrease in run off due to a decrease in impervious area and an increase in green space. Sloped granite curbing will be used to define green space and drive areas. Native species trees will be planted to create a treescape similar to what currently exists along Mirona Road.

A secluded playground area will be provided with access from the building. A chainlink fence with vinyl slats will ensure privacy.

The Chair made three calls for speakers. There being none, the Chair declared the Public Hearing closed and awaited action or discussion on the part of the Committee.

DISCUSSION AND DECISION OF THE COMMITTEE:

Mr. Allen moved to approve with stipulations. Mr. Desfosses seconded the motion. Mr. Burke suggested a better design of the curb line with Matt Taylor of the Mulberry Child Care Centers suggesting a guard rail for that section (referring to the area of the intersection with Mirona Road Extension).

A great deal of discussion ensued regarding sidewalks, whether any should be required and the best location. It was finally decided that the applicant would be required to install a sidewalk on the northerly side of Mirona Road with the understanding that the applicant could ask for a

waiver of such a requirement from the Planning Board. (Let the record show that a subsequent meeting on site finalized the actual location of such a sidewalk.)

Mr. Burke indicated that he felt that more parking spaces should be reserved for use by the child care facility citing his own experience of dropping his son off at the Discovery Center located at the Pease International Tradeport. The real estate manager for the Mulberry Child Care Centers explained that they establish thirty to fifty such facilities a year throughout the country, and it was his experience that six to eight parking spaces was sufficient for drop offs; that it takes about five to seven minutes for a parent to bring and sign a child in. Further discussion ensued with the final result being that twenty spaces would be provided for pick up and drop off with the understanding that the spaces would be time shared; that is, used by others at certain times during the day.

Steve Griswold noted that the building would be sprinklered and spoke to the master box on the old Artisan's building and inquired if the applicant would tie into that. Mr. Taylor of Mulberry Child Care Centers responded that it would be a separate building and that he would prefer a separate system.

The motion to approve the site plan passed with a unanimous vote with the following stipulations:

1. That an easement be submitted for the existing drainage line for review as to content and form by the City Attorney;
2. That "as built" be submitted to the Water Division of the Public Works Department for the existing irrigation system within the City's right-of-way;
3. That the need for a license from the City for the irrigation system be determined;
4. That the curb line be better delineated;
5. That the site plan indicate the placement of "no parking" signs;
6. That a street light be provided at the corner Mirona Road and Mirona Road Extension;
7. That the parking spaces located on City property be removed or a request for a license be processed;
8. That twenty parking spaces be designated for drop-off and pick-up purposes with the understanding that the spaces will be "time-shared" with others;
9. That a sidewalk be provided on the northerly side of Mirona Road from the intersection of Mirona Road with Mirona Road Extension to the second driveway cut on Mirona Road;
10. That the site plan indicate a separate master box connection to the City's fire alarm system; and,
11. That the Fire Department connection be a multiple connection with a 2 1/2" siamese connection and a 5" storz connection;

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C. The application of **Griffin Family Corporation**, property owner, and **Astoria Griffin Park, LLC**, applicant, for property located at **200 Griffin Road** wherein site plan approval is requested for the construction of a one-story, 41,020 s.f. ± building for medical/professional office tenants with related paving, utilities, landscaping, drainage and associated site improvements. Said property is shown on Assessor Plan 263 as Lot 1-4 and lies within an Industrial district.

The Chair read the notice into the record.

SPEAKING TO THE APPLICATION:

Greg Kirsch, in house legal counsel for Astoria Properties, addressed the Committee and advised them that Mary Griffin was present as well as Barry Stowe of Opechee Construction, the site design project manager. The proposal calls for the construction of a 41,020 s.f. single-story medical/professional office building on the last remaining lot in the Griffin Park subdivision. The proposed structure will be a brick, architectural pre cast building. The proposal is fully zoning compliant. No Conditional Use Permit or Variances are required. It was Attorney Kirsch's opinion that the use would be very compatible with existing uses in Griffin Park in that there are three other medical buildings in the park.

The site is served by public water and sewer. The existing pump station has more than sufficient capability available.

Attorney Kirsch then spoke to the 100' wetland buffer and stated that no impervious surfaces would be located within the buffer. On the other hand, drainage swales and ditches, as allowed in the ordinance, would be within the buffer. Stormwater runoff will sheet flow over the parking area to the paved treatment swale and ultimately into the pre-existing detention pond built when the subdivision was master designed in 1990. Best management practices have been utilized in the drainage design.

The proposal calls for extensive plantings around the building itself with large trees being planted around the entire perimeter of the building. It was the presenter's opinion that, without doubt, the site would be the most extensively landscaped, most aesthetically pleasing within Griffin Park when completed. He felt that the building would be more upscale than the others in the park.

Lighting will be downward focused parking lot pole lighting with 22 bollard lights around the walkway.

Attorney Kirsch stated that he understood that one of the significant issues with the development was traffic. He expressed his desire to move forward with the traffic analysis on one track and going forward to the Planning Board on a simultaneous track. He advised the Committee that a scoping meeting with the NHDOT was scheduled for the following day. He further advised the Committee that an escrow fund for a traffic signal was established when the subdivision was approved in 1990. Attorney Kirsch stated that Astoria Group supports the signal and feels that the signal warrants have been met. He continued on by stating that VHB would be assisting in the discussions with the State. He reiterated the commitment to support and fund the signal.

Let the record show that Attorney Kirsch then reviewed signage for the site. However, signage is not part of the purview of the Technical Advisory Committee or the Planning Board.

The Chair made three calls for speakers. There being none, the Chair declared the Public Hearing closed and awaited discussion and action on the part of the Committee.

DISCUSSION AND DECISION OF THE COMMITTEE:

Mr. Allen moved to approve with stipulations. Mr. Cravens seconded the motion. Mr. Cravens offered a stipulation regarding monitoring wells. Attorney Kirsch explained that one monitoring well exists and that another one would be installed. He referred to a finger of land that does not fall into any wetland buffer. He went on to comment that there is a monitoring well agreement in place with the City and that the applicant would be bound by that agreement. He further stated that an easement is in place providing municipal access to the monitoring wells; however, he stated that he would be happy to enter into a new easement or any other document should that be a requirement. The Chair suggested that the existing easement be documented on the site plan.

Mr. Desfosses expressed his concerns with the paved swales that are located right on the edge of the bog and suggested that a catch basin be installed with an oil/water separator everywhere there is a swale. He went on to comment that the site is all fill of different origins and asked that any material that should be in a land fill be disposed of off site. Mr. Desfosses continued on by stating that the water table on this site is very hard to ascertain and asked that an underdrain system be installed for the treatment swales; otherwise, it was his opinion that the swales wouldn't work the way they are supposed to with the current design.

Attorney Kirsch responded that the design change for the swales would be fine and that they would comply with applicable laws with regards to the disposition of any hazardous materials that they might encounter. He further stated that they have been working with Gemini Geo Technical in that the site provides significant engineering challenges between the elevation of the building and the elevation of the swales.

Mr. Desfosses inquired as to the flood hazard zoning situation. Attorney Kirsch felt that there needed to be some updating as to where the line should be drawn. He stated that the finished floor elevation would be about a foot higher than the immediate adjacent building. He expressed a high degree of confidence that the building and the site would not be subject to flooding. He went on to state that he would be writing a letter to start the map amendment process.

Mr. Cravens noted that the site is within the Wellhead Protection Area for the Portsmouth Well and that construction should follow the Aquifer Protection Guidelines. Mr. Stowe inquired as to the applicable radius with Mr. Cravens explaining that it is an area determined by the State hydrogeologist.

Discussion then ensued on the proposed snow storage areas with the suggestion being made that perhaps the back side of the building would be an appropriate area; however, it was emphasized that there should be no snow storage in the 100' buffer.

The discussion then turned to hours of operation with it being stated that the offices would probably be closed by 6:00 p.m. or 6:30 p.m. The question was asked if the lights would be attached to a timer for turn off purposes with the response being that such would be up to the condo association to set policy.

The Chair asked if there would be a pharmacy with the response being in the negative.

The Chair stated that the applicant had come a long way with the site plan noting that the City's parking and loading standards are a little out of whack and offered to work with the applicant in the future.

The motion to recommend approval of the site plan passed unanimously subject to the following stipulations:

1. That a mechanism be provided for the irrigation system for an “off” switch when it rains;
2. That a mechanism be provided for the irrigation system that will measure the amount of moisture in the soil;
3. That two EPA-type monitoring wells be provided; one on either end of the site, at least seven feet below the water table. The monitoring wells are to be installed prior to the start of construction with a base line of all ground water constituents taken for an initial sample;
4. That the existing easement for municipal access to the monitoring wells be noted on the site plan;
5. That catch basins with oil/water separators be installed in the paved swales;
6. That any hazardous materials/debris uncovered in the construction process be disposed of off-site;
7. That the utility plan clarify the installation of two water lines to the building;
8. That an underdrain be included as part of the treatment swale, 12” below the swale, filled with sand, covered with a fabric and 4” of loam;
9. That a note be added to the site plan indicating that the site is within a Wellhead Protection Area and that construction will comply with the City’s Aquifer Protection Guidelines;
10. That the snow storage areas be indicated on the site plan with the understanding that snow storage areas should not be located within the 100’ buffer;
11. That the site plan indicate an 8’ stockade fence enclosure for the dumpster;
12. That the 5’ – 0” dimension shown on the handicap ramp detail be eliminated and remarked with 12:1 slope;
13. That a fully functional traffic signal, interconnected with the Route 33 signal system, be installed subject to the approval of the NHDOT and the City of Portsmouth;
14. That the site plan indicate a master fire alarm box on the building and that the Fire Department connection be a multiple connection with a 2 ½” siamese connection and a 5” storz connection; and,
15. That the site plan indicate a sidewalk connection to Griffin Road.

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III. ADJOURNMENT was had at approximately 4:30 p.m.

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These minutes were taken and transcribed by Barbara B. Driscoll, Administrative Assistant in the Planning Department.