

**MINUTES**

**PLANNING BOARD  
WORK SESSION  
PORTSMOUTH, NEW HAMPSHIRE**

**CITY HALL, MUNICIPAL COMPLEX, 1 JUNKINS AVENUE**

**7:00 P.M.**

**SEPTEMBER 22, 2011**

**PLANNING BOARD:** John Ricci, Chairman; Paige Roberts, Vice Chairman; Eric Spear, City Council Representative; Richard Hopley, Building Inspector; Cindy Hayden, Deputy City Manager; John Rice; Anthony Blenkinsop; and William Gladhill, Alternate

**MEMBERS EXCUSED:** MaryLiz Geffert and Norman Patenaude, Alternate;

**HDC MEMBERS:** Sandra Dika, Chairperson; Richard Katz, Vice-Chairman; Tracy Kozak, Elena Whittaker; John Wyckoff; Joseph Almeida, Alternate; and George Melchior, Alternate

**MEMBERS EXCUSED:** Tony Coviello, City Council Representative

**ALSO PRESENT:** Rick Taintor, Planning Director

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**I. PROPOSED DEVELOPMENT PROJECTS ON MAPLEWOOD AVENUE**

Chairman Ricci called the meeting to order. He indicated they would not be having presentations from the applicants as there is enough information available to the Boards.

Mr. Taintor gave an overview of the area they are looking at. He displayed photos showing the Northern Tier Plan from 1999 showing the City's vision showing a mix of commercial with integrated on site parking and an expanded hotel and conference center area in the center. He also had images of Maplewood Avenue today. He felt they are at a critical turning point in the expansion of downtown Portsmouth and they have a chance to influence and shape the future of this area. Because one site has been cleared for a few years there is no sense of place. He also displayed aerial photographs of the area. He prepared an overlay of the proposed second phase of 30 Maplewood Avenue, the Portwalk concept from 2008, the Marriott building and the residences which are near completion, the Sheraton Conference Center and 233 Vaughan Street which has been approved. There are other future projects including the old Portsmouth Herald building. They have received inquiries from other properties along the North Mill Pond.

The reason to have the two Boards discuss these projects together is because the HDC looks at the outside design and the Planning Board looks at how the site works. He wants to make sure they are on

the same page. The HDC has reviewed 30 Maplewood Avenue three or four times and has reviewed Portwalk Phase once and the Planning Board has seen nothing.

It was Mr. Taintor's understanding that the 30 Maplewood project will be a 4-5 story building, retail and/or restaurant on the ground floor and residential on upper floors. Portwalk Phase 3 will be a combination of another hotel and an apartment building with structured parking. One level of parking will be for the hotel and one level will be for the residential use, with no interconnection between the two levels. The Planning Board will be looking at parking, circulation and pedestrian access.

HDC Chairman Sandra Dika stated that the HDC has been involved in discussion of the development of the Northern Tier for a long time. It is awkward for the HDC to oversee a blank slate because they often base their judgments on the surrounding buildings. Those landmarks are not present in the Northern Tier. Therefore they take into consideration other things such as the Historic District having a lot of street level openings and fenestrations because they are primarily retail and commercial entities. In their thinking, going back to the Westin, they were trying to gain a sense of place and keep that kind of fabric alive even in the new and modern buildings. The approvals went through for the Westin, Vaughan Street, on to all three phases of Portwalk and 30 Maplewood Avenue is coming up with a long term dream of having some type of open market coming to fruition. Moving on to the taller building on Maplewood, they have had several work sessions and they are close to the end of their review.

Chairman Ricci opened the hearing up to comments from the participants.

Ms. Whittaker asked how many members remember the approval of the Westin. Mr. Taintor felt the approval for the original project was probably 2005 – 2006.

Deputy City Manager Hayden felt they need to think about how to avoid the tunnel effect of tall buildings in downtown. With the current zoning, they need to think about how to deal with that with things like wider sidewalks, greater setbacks, more open space, more landscaping or step-backs from the roof lines. If they have a wall on either side, and if the Westin gets built, it will be very different than the rest of the City.

Mr. Rice looked at the design of 30 Maplewood and he sees a building that has some personality and reflects a little of the character of downtown with gabled roofs and a little bit of charm. It's obvious that the HDC worked hard on that. However, he is beginning to feel uncomfortable with the monolithic buildings along Maplewood Avenue. He felt it takes on a different antiseptic personality than 30 Maplewood Avenue, across the street. He doesn't know if it is too late to change that design as he is feeling that it is very institutional and a "hotel farm" in many ways.

Mr. Katz stated that, regarding Portwalk, he is not judging the final section of Portwalk as a separate entity as it was originally presented as one project. He asked everyone to view the third building with the other two sections of Portwalk and then make their decision on that aspect.

Councilor Spear referred to the aerials displayed for Maplewood Avenue and felt that as downtown is growing and pushing down Islington Street and Maplewood Avenue, the idea of Maplewood Avenue being a 4-lane thoroughfare is anachronistic and he would like to see it become more like Fleet or State

Street. He hears complaints from people at the Discover Portsmouth Center that pedestrians get right up to the corner and then turn around and go back. He sees a park where the parking lot is. As that becomes a tighter fit he would like to see Maplewood become more of a downtown road rather than an interstate. That means the buildings, especially Portwalk which has its rear to Maplewood, should look more like the front of the other streets. If it goes as it is planned, the rear will be facing Maplewood for the next 50 years.

Chairman Dika was in agreement with Councilor Spear on that concern as long as the parking garage is on Maplewood Avenue. The original Portwalk plan called for underground parking levels so it wasn't an issue and the streetscape on the original design had a lot of streetscape, retail and restaurant space and was pedestrian friendly. With the current parking garage they may have openings but they aren't going to function the same and they will not draw people in. The open market across the street will draw in pedestrian traffic. What she found frightening about losing the ability to have the pedestrian friendly walk along Maplewood is that if the Westin is not built, then there really is no pedestrian way into the Northern Tier in the way they had originally envisioned it in their earlier approvals.

Mr. Wyckoff was concerned about the parking garage situation for the Portwalk. The right hand corner of the building on Hanover Street will suffer the most as those windows are the parking garage. When someone comes around the corner they will be looking in at bumpers. He does give kudos to the developers for what they have done with the one-story brick wall with the arch to cover the surface parking. A problem he is seeing with the drawing is it is looking at this building from 1,000 feet away which will never happen. Driving down the street you are much closer to it. He added that this project has only come to them once in a work session so they haven't had an input. On the streetscapes of the Westin project they did actually manage to pigeonhole into their parking garage on the first floor a retail space.

Ms. Whittaker wanted to make sure the Planning Board was aware that the displayed rendering was the draft before their feedback. She has some of the same concerns but she also has some realities that she is stuck with. Maplewood comes off of the Bypass and brings traffic all the way down to Middle and Miller. Unless there is a new infrastructure change, she doesn't know if they will ever achieve that. She doesn't find it to be the most pedestrian friendly walk. She was thrilled with the first section of 30 Maplewood Avenue. There are no new sidewalks and they are still very narrow. There is no signage for pedestrians. She wants to make sure they are not planning for a calm pedestrian walking slow moving street that may never happen because of their traffic problem. She felt that the buildings are being built taller as they don't have any room to be bigger. She has concerns about being realistic.

Chairman Ricci felt that a helpful tool would be if the HDC saw at that intersection blocks of Portwalk, 30 Maplewood, and the Westin. He said that Deputy City Manager Hayden struck on his biggest fear that when everything is built they will be looking up at nothing but buildings. He felt it was an unintended consequence and a few years down the road that third dimension is going to surprise them.

Mr. Almeida felt that a great tool for the City to have is a scale model of this area. They have seen a few of them in the past for this intersection. The model would be helpful.

Mr. Taintor indicated there is a company that does online models of downtowns and maybe they could pursue that. It would give them the ability to get down to the street level and walk through the area.

Mr. Almeida also thought a wind and shadow study could be addressed. This is what big buildings are like and it gets cold and windy. The City has identified that this is the area where the City wants big buildings so they shouldn't be surprised when a big building goes up. It has been made clear that the City is not interested in creating fake/false architecture and the HDC struggles with that. These are huge buildings and they seem larger because they are built up to zero lot lines. He asked Planning to plan for appropriate drop off areas, loading zones, dumpster storage and transformers as they are sometimes afterthoughts and have to be squeezed in.

Mr. Gladhill commented on the high mass of the buildings which block the sunlight. The first Portwalk design, which faces Portwalk Place, had it right as it has the roof lines dipping down and there is a spot where the sun can actually shine through the one story. The second proposed design just has one line going across, with no sun getting through to the street and keeping it light and warm.

Ms. Kozak felt that the pedestrian experience is critical to the goals of the Master Plan, the Northern Tier study and making Portsmouth a walkable city. Both buildings have some great details and features but they are not creating pedestrian experience. They have talked about the parking garage at eye level along the whole City block which is not a pedestrian friendly experience. In the Central Business and HDC portions of the City there is a rhythm of entrances and windows that have life behind them and that is not apparent to her in these drawings. She felt that doorways are important as well as fenestrations with light behind them at street levels. The Master Plan talks about pulling parking away from the street front, behind the building. The Portwalk developers are focusing all of their energy on Portwalk Place and the main entrance into the City is the forgotten step-child.

Mr. Blenkinsop felt they have heard the phrase "extending the downtown" a lot but they haven't talked about what that exactly means. He thinks it is not just about having more businesses and buildings move out but it is the pedestrian experience. He would like to make this is all very walkable and pleasing to the eye. Some good points have been made. They have two developments across from each other. One really seems like it is much more attractive to pedestrians and one has turned its back side. The Boards should be pushing a synergy so that someone would want to visit both sides of Maplewood. That would be a concern of his.

Chairman Ricci commented that he is troubled that every elevation is square and there are no arches, no dormers, and no setbacks. There is nothing rounded about it. The mass doesn't bother him but it is just a big block. Going back to Ms. Kozak's point, it is not soft or inviting. Downtown is walkable because everyone wants to see the sights. What will draw people out to this area? He doesn't feel there is anything. He also added that they have discussed stepping off to help with the height.

Chairman Dika felt that the economic downturn has something to do with Chairman Ricci's points. A number of these projects came back for modifications once they got their funding. The modifications were taking away the curves and the extra architectural detail. Maybe the HDC was remiss and allowed the projects to go forward with the modifications but they had waited for a very long time for them to be able to start working again. Chairman Ricci thought that Portwalk had enough mass to change the buildings with different colors and textures.

Mr. Rice commented on the remark that we don't want to replicate downtown architecture and making a faux antique area. He agrees with that and looking at the monolithic size he feels there is no architecture. They have a building across the street that has been given a lot thought and is an interesting design and it is pleasant to walk by. If the trend were to go the other way, what type of encouragement would architects in the future have to create buildings of any interest when you can construct a large building with no architecture at all to take home to the bank.

Chairman Ricci felt it was all in the eyes of the beholder.

Ms. Whittaker felt they have to remember that the Hanover Market building is a re-do of a building that already existed. They reinterpreted that building for the 21<sup>st</sup> century. She disagreed with Mr. Rice and felt there is architecture in this building but they just don't love it. They struggle with whether something is pretty vs. appropriate because everyone has different opinions. What she agrees with is the feeling of a place and the rhythms of the buildings of Portsmouth. That is what contemporary buildings have to take with them. They have to compliment the architecture they already have and speak the same language. She wants to stay away from saying there is no architecture to the credit of the people who have spent a lot of time on these designs. The HDC gave a lot of the same feedback they are hearing tonight to the Portwalk. At their last meeting they disagreed amongst themselves with the 4-story building with the penthouse continuing across the street and whether the massing is okay at all.

Mr. Hopley assumed she was speaking of the four story with a penthouse on Maplewood, which in fact, it actually five stories. He felt it was interesting to note how the Portwalk has changed from a four-story flat building to a five story flat building. It does not have the character that the new proposed building at 30 Maplewood Avenue has.

Mr. Katz wanted to offer a defense of monolithic buildings, particularly brick faced, which are part of the New England tradition with the old mill buildings. They don't have to go any further than Islington Street to see the monolithic brewery buildings. He is not so quick to condemn them for their angularity or their lack of ornamentation as there is a provenance for them in New England.

Chairman Ricci respectfully disagreed. He felt the difference is that this building is right up to the property line. He keeps going back to what will draw him down to this area. When buildings are right up on the property line there is a much different feel than being set back 40'. The mill buildings are usually set back.

Mr. Katz wondered if there was any real way to mitigate that situation as Phase 1 and 2 of Portwalk have already been built. Chairman Ricci went back to Deputy City Manager Hayden's comments about setbacks or a recessed area for tables and chairs and plants. He is not necessarily talking about setbacks but they could change the block design and try to create some depth. He understands that times are tough but they have talked about small things that could be done to help alleviate the problem.

Mr. Katz was concerned about the lack of vitality in the parking entrance and maybe that could be an opportunity. Chairman Ricci felt that both Boards need to key in on the pedestrian friendly element.

Mr. Katz responded that they are particularly concerned with the appearance because they determine the appropriateness of a particular structure. They have been getting good cooperation from the applicant and the architect through rendering perspectives of what this looks like. He stated that elevations are terrible to try and decide the building because no one ever sees them.

Mr. Wyckoff felt both of their points were good. He felt on the Portwalk they do have their center parking area with an arch set back 3' where they have said they will plant trees. He wonders how much of this the Planning Board controls. It sometimes gets shifted back to the HDC because they want something different. He agreed that there should be some relief in the streetscape but when the building is on the lot line it should have a storefront and a retail environment with door to walk in. As far as the building looking like a block, which is a knee-jerk reaction from the newspaper for the past 10 years, they have reduced the height of the buildings regarding cornices and appurtenances so some architectural interest has been added with towers, etc. By going to a 50' height, the developers are going to put the biggest rectangle that they can on the land and he sees no problem with some details on the top.

Mr. Almeida felt the Portwalk design has a long way to go. In defense of the architecture that does exist, he felt it was harsh to say it was devoid of architecture. Looking closely at the elevation on page 2, there is a very large cylindrical tower on the right side of this phase. There is a change in material over the parking garage with the arched opening. The change of material at the pedestrian level is of good architectural value. There are awnings all around the building to create shade and shelter. He understands the comments that this looks very flat but he doesn't think it is. They will be sure to get the right documentation and drawings to see that. Mr. Whittaker pointed out that Mr. Almeida was describing the previous design and not the most current.

Mr. Taintor felt that it was too harsh to say that there is no architecture in the plan. Every major commercial building is designed by an architect.

Mr. Almeida stated they have everything he mentioned left over except the pilasters and a cylindrical expression on the right side. Chairman Ricci did not believe there was a total condemnation of the plan. The Planning Board is thinking about walkability, bike racks, landscaping. Mr. Almeida wanted to make sure they define what pedestrian friendly is for the developers.

Mr. Almeida asked if there had been discussion about the elevated plaza above the parking on the Maplewood Avenue side being a walkable elevated plaza or is it just a rooftop. Mr. Taintor confirmed it is a parking deck with no cover.

Mr. Gladhill asked if the design was ever reviewed by Traffic and Safety as it appears there are more cars making a left hand turn on a four lane road. Mr. Taintor has talked to the Public Works Director and he stated if the plans go forward he would be requested a median down the middle of Maplewood so that there are no left turns. The applicant or the City will have to do a thorough traffic study of this area. Traffic patterns are going to change when the Westin and this project go through and there will be significant changes in traffic.

Ms. Kozak reinforced an earlier comment of Deputy City Manager Hayden regarding the streets. These are no longer buildings unto themselves. They need to look at the spaces in between the

buildings which are the life of the City. She has heard some discontent with the mass and bulk of Portwalk Place, she thinks the mid-span parking area isn't big enough. A very long stretch of building on Maplewood is not an alive space. That area should be used to reinforce the street. There should be a destination at the end of the street to create a park or a plaza. The 30 Maplewood Avenue project has started to talk about that at the intersection but at the same time they are talking about creating a buffer so they are not bothered by pedestrian noise and traffic. She felt the ideas were there and they just need some tweaking to create the right rhythm of mass and void to reinforce the urban fabric that is friendly to the people.

Mr. Blenkinsop asked how much discussion the HDC had on the brick and façade. He felt it appears to be the constant brown brick on Maplewood and around the corners. Also, he asked if brown brick is historically used in Portsmouth and is it appropriate.

Ms. Whittaker confirmed that they look at the brick very closely and this is just a drawing so far so the color has not been discussed.

Chairman Dika reiterated that the HDC does not design these buildings. The architects and contractors bring the design to them and they make comments on it.

Ms. Kozak clarified that the HDC does not require that all new buildings have brick. There are many historic buildings that are not brick. Mr. Blenkinsop agreed but just noticed that this building is a lot of brick and would like to see more variety in this proposal.

Mr. Katz mentioned that years back there was a particular brick that found favor with the HDC and was called Old Port. That was a custom that was established years ago and you can see the evidence of that.

Ms. Roberts noted that a lot of the discussion has been focused on the streetscape and pedestrian experience. She was concerned with the tunnel effect and they are trying to balance issues of the wide vast street, which was only put in 35 years ago. She is intrigued by Councilor Spear's radical suggestion which at least gets them thinking outside of the box. They need to look at softening the exterior of the building. The HDC has tried to break up the large buildings in other places. She noticed there were not vertical bands which would help visually break it up. The building appears dramatically long. When they worked on the setback issue in terms of buildings downtown it relates to the width of the street. The buildings on Congress Street work because the street is so wide, especially right at Market Square.

Chairman Ricci thought the biggest thing they have more control over is that the City has done a great job with traffic calming. Any building with large sidewalks in front of it is where people will hang out. The buildings are what they are but if they can look at traffic calming, eliminating traffic lanes, adding trees and benches and widening the sidewalks it would make a big difference.

Mr. Wyckoff agreed that the Eagle block did a really good job with the dumpster and parking garage on the side of the building. It is not the HDC purview to create the pedestrian flows. He noticed the exit for cars onto Maplewood and he sees the potential problem with that. He sees Maplewood

Avenue gridlocked a lot of the time and if they talk about the City putting in a parking garage, Maplewood Avenue is going to be crazy.

Ms. Almeida commented on the brick. They have heard criticism about using so much red brick but the colors around town are different colors. Secondly, looking back and forth between previous and current elevations, what is it about one or the other that the Planning Board does or doesn't like.

Deputy City Manager Hayden didn't want to lose track of the activity level. They don't want there to be nothing going on economically on Maplewood Avenue. Looking at the current Portwalk Place elevation, she sees it as being inviting to her and not one big long building. They somehow need to have some of the same things on the other side of the building. She doesn't know if the garage entrance/exit will pass muster from a traffic standpoint at the Planning Board.

Mr. Gladhill felt that larger windows would fit into the design of a mill building more than the smaller windows. Mr. Almeida pointed out the small balconies that break up the flat façade. Years ago, the Sheraton did a great job of creating an internal courtyard and he is surprised it wasn't considered here, creating more storefront. It seems like a missed opportunity.

Ms. Whittaker has been thinking about the frustration of everyone about the long HDC process, then the Planning Board process and then ending up back before the HDC. She feels that the HDC purview is economic vitality. She would think that if a project was unwelcoming to the people of the City then they will have a less valuable property. Everyone is on the same plane. She wondered how they can use these meetings to help speed up the process so they are not going back and forth so much and not making projects take so long.

Chairman Ricci felt the reason they have these projects is because they do take their time. How many other cities have what Portsmouth has created. The process takes as long as it takes and the process works. They did struggle with a large superstore on Lafayette Road that doesn't look like every other one in America. It may be tough on the developers but it works well.

Deputy City Manager Hayden felt that just starting this discussion tonight with both Boards is very important so that HDC gets a feel for what the Planning Board looks at and the Planning Board gets a feel for what the HDC has concerns about. A lot of common items have been brought up tonight.

Mr. Taintor said that when he thought about this joint work session he thought about 51 Islington Street. That project was passed by the HDC but it didn't pass the Planning Board from a site design point of view. The same thing happened with 233 Vaughan Street. He wants them to be talking at the beginning of the process. Looking at the before and after pictures, it is very evident that changes to the plan are the result of use changes. It has gone from commercial use to entirely residential. That is why the appearance of the building has changed. Retail is gone from the ground level and it is all parking now. That is where site planning, zoning and HDC all come together.

Ms. Roberts thought from a land use planning standpoint, she felt a 3-dimensional model would be very helpful to get a feel of how the buildings would flow. It would be great to have a model that allows them to play around with things such as setbacks, to soften the massiveness. The Westin brought a model in.



Chairman Ricci didn't feel it was that difficult to draw it out.

Mr. Rice stated that two weeks ago he had the pleasure of leading a historic walking tour through downtown Portsmouth and he was struck by what a wonderful walking town it was. What struck him was there were lots of great places with pocket parks, gardens and little areas of green space where people could rest and listen to him talk. He wondered where do they get a break in the building and find a vista or little alleyway they can look down to give them a sense of place.

Mr. Wyckoff pointed out the large arch in the Westin. In regards to the Master Plan and Northern Tier, no matter what they do here, if all they are going to have are apartments and condominiums, there won't be any life anyways. In the Master Plan one suggested use was a theater or a farmers market. The problem is they are all privately owned lots.

Mr. Blenkinsop asked if they were saying that Hanover Street and Maplewood Avenue are all residential. Mr. Taintor clarified that Maplewood is parking and Hanover is retail on the right and parking on the left. Mr. Blenkinsop felt there would be no reason for pedestrian traffic on that side and in no way is that extending downtown. He felt it was very disappointing.

Councilor Spear commented on why wider sidewalks make a site more pedestrian friendly. He doesn't understand why widening the sidewalks works in some places, such as Breaking New Grounds and Market Square, but in others places narrow sidewalks work such as Market Street between Bow St and Market Square. It may be the number of feet between door entrances. He hopes they have enough creativity on the team to come up with a solution.

Mr. Katz responded to Mr. Rice's thoughts on vistas and views, in this Portwalk project, the applicant drew attention to their efforts to have views and vistas and it is certainly something they are aware of and are trying to enhance.

Mr. Almeida noted they have spoken about how much the Maplewood elevations feels like the back of the building but it has always been clear that it was the developers intent that Portwalk Boulevard is where they want the action to be. There was a real effect to create a pedestrian boulevard and the early concepts were very exciting. That attempt does exist in this project and is just in a different location. They need to pull some of it to the Maplewood side.

Chairman Ricci thought that the more progressive they get, the more people want to revert back to walking around downtown and having a cup of coffee and talking. If they keep it simpler it will transcend to being more accommodating.

Chairman Ricci felt that tonight was like seeing a friend you haven't seen for awhile and catching up on what everyone has been doing. It's always nice to get feedback from the other boards.

Mr. Almeida asked if the developers will speak tonight. Chairman Ricci did not see the need. Portwalk is still progressing and it is more important for them to hear what the Boards are saying. He wondered if they could look into getting some sort of model of the entire area.

Mr. Taintor agreed it would be useful to have either a virtual model on the computer or something physical. They should also start thinking about a broader scope for circulation planning and how this will be accommodated in the downtown. When the Westin was designed it was to accommodate Portwalk and vice versa. Chairman Ricci thought they could reach out to some past larger projects, meld them all together, and put together a block of what it could be in the future.

Mr. Wyckoff hoped that they don't start referring to these two projects as the gateway to the City. He doesn't see this as a gateway type of environment.

Deputy City Manager Hayden felt they are at a pivotal point in time. A lot of residents have seen a lot of big buildings go up in town and she doesn't want people to think this is all negative. There are a lot of good things about these projects and they are the only community in the State that has this great development going on. It is an important entrance to the City.

Chairman Ricci did not believe these comments are nit picky. Pedestrian access is not a criticism but a fact.

William Gladhill understood that the original design was for office space and that is gone. Office space is 24 hour vitality in the Northern Tier. There are more workers during the day and the residents at night, with restaurants and retail during the day and night. Chairman Ricci agreed that is the mixed use that they always talk about.

Mr. Katz thought it may be impractical, but if they had an actual model of the direction of the City and a place to store them, when a particular application involving a multi million dollar project comes in they could be required to prepare the scale model for the City to keep and they could continue to add on to it over the years. Mr. Almeida indicated that is what Boston does.

Chairman Dika commented that if they don't want tall buildings, why doesn't the City reduce their height allowance.

Chairman Ricci felt that was a byproduct of economics. The biggest thing the Planning Board deals with is affordable housing. It's difficult to make things work when land is so expensive but he felt the mass can work when it is done properly.

Councilor Spear has heard a lot of the same comments about the big and tall buildings but the discussion will come up again with the Master Plan process. As part of that dialogue, people will express their concerns.

Chairman Ricci felt this work session had been very beneficial. Mr. Taintor hoped they could do this again in a couple of months as these plans are refined.

Mr. Wyckoff was not sure the HDC can request things like a pocket park as part of their purview. He asked how that all fits in. Mr. Taintor stated that the building massing is part of their purview and how the building sits on the site is part of massing. Mr. Katz added that their mandate is as clear as the Planning Board as they are determining appropriateness. Mr. Taintor agreed their mandate is different and they have overlapping jurisdictions. He doesn't like what happened with 51 Islington or the

confusion with 233 Vaughan Street. Ms. Whittaker hoped to find a way that when the HDC is coming into final approval can they send it to the Planning Board for a review and comments to assist them.

Chairman Ricci felt it would have to be reviewed on a case by case basis and if the HDC wants input from the Planning Board they could schedule a work session. Deputy City Manager Hayden encouraged them to contact the Planning Board when they get to that point and they will schedule a work session. Chairman Dika also felt it would be helpful because so many of the Planning Board members have served on the HDC.

Chairman Ricci thanked everyone for coming this evening and participating in the Work Session.

**II. ADJOURNMENT**

A motion to adjourn at 8:45 pm was made and seconded and passed unanimously.

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Respectfully submitted,

Jane M. Shouse  
Acting Secretary for the Planning Board

These minutes were approved by the Planning Board on January 19, 2012.