

**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**

**April 6, 2021**

**MINUTES**

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

**MEMBERS ABSENT:** Peter Britz

**ADDITIONAL**

**STAFF PRESENT:** Peter Stith

**I. APPROVAL OF MINUTES**

- A. Approval of minutes from the March 2, 2021 Site Plan Review Technical Advisory Committee Meeting.

Mr. Desfosses moved to approve the March 2, 2021 Site Plan Review Technical Advisory Committee Meeting, seconded by Mr. Eby. The motion passed unanimously.

**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, Bernie Pelech, and Rob Graham spoke to the application. Mr. Coronati commented that they have come back with a redesign. The comment about the parking from the last design was something that could not be resolved without a variance. The redesign includes pushing the driveway to the west side of the building. This change will put part of the driveway into the 100-foot buffer. The majority of the wetland is further west, but there is a closer small ditch of wetland. There will be 85 sf of impact and grading disturbance. There may be a little more impact when the storm water design is finalized. There is already pavement in that area. All the asphalt between the proposed building and Banfield Rd. will be removed. All of the asphalt in the wetland buffer will be removed. A utility pole will be relocated. There was a previous TAC comment discussing the turning movements of large trucks coming in and crossing over the drive lane. They don't anticipate that happening a lot. It is not a high-volume trucking area. The driveway area can be widened but that would impact the buffer more. The building was elongated to make the new design work. It is now narrower and deeper to fit the space. The parking lot will be curbed and far from the buffer. The same basic turn around is still there.

Ms. Walker questioned if they anticipated further wetland buffer impacts. Mr. Coronati responded that the only impacts would be for the driveway entrance and the grading. The original storm water design should still fit under the parking lot.

Mr. Eby commented that he did not have a problem with the driveway width. It should not be a frequent conflict.

Mr. Howe questioned if they had calculated the waterflow requirements for the construction type of the building. Mr. Coronati responded that they have not done that yet. Mr. Howe commented that they may need an additional hydrant based on the size of building and construction type. It would be good to add one in the rear of the site.

Mr. Graham noted that he was concerned by some of the TAC comments and requested clarification on the fair share contribution for the road. Ms. Walker responded that this project would add an industrial use and truck volume to the road. The current project for the road is not designed around large trucks traveling it on a more regular basis. Mr. Desfosses commented that the amount of truck traffic will increase. One truck equaled 100 cars worth of damage to a road, so there will be impact to the road. Ms. Walker confirmed that they could try to provide more specifics for the cost.

Mr. Pelech commented that they were not averse to working with the City to make a fair share contribution once they have the opportunity to see what the City has planned for Banfield Rd. and what this Committee wishes. It would be unfortunate to see this dead end the project. Ms. Walker responded that they could provide more details on the plan for the road. TAC has requested more details on the traffic for this project. They can work out the fair share arrangement as part of the TAC process.

Ms. Walker noted that the TAC comments included Peter Britz's comments. They will want to review the storm water more as well.

TAC Comments:

- Please show truck turning paths for rear corner in driveway lot. It is not clear how trucks will turn around on site.
- The previous design had wetland buffer impacts beyond just the project entrance. Are there additional wetland impacts associated with drainage or septic design for this project?
- Please add the limits of the buried landfill as previously requested

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

### **III. NEW BUSINESS**

- A. 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 a 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 where 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 sq. ft. of gross floor area and 13,815 sq. ft. building footprint; 3) 22,342 sq. ft. of community space as well as associated paving, lighting, utilities, landscaping and other site improvements. Said properties are shown on Assessor Map 123 Lot 14, Map 123 Lot 13, Map 123 Lot 12, Map 123 Lot 10 and lie within the Character District 4 (CD4) District.

### **SPEAKING TO THE APPLICATION**

Evan Tormey, Patrick Crimmins, and Neil Hanson spoke to the application. Mr. Crimmins commented that this proposed project would merge the lots from 4 parcels into 1 parcel. The

team has met with TAC and the Conservation Commission for a work session, as well as the Planning Board for a design review. The site plan application will need a CUP for the impact to the buffer and a parking reduction. The proposal includes two 5 story buildings. The building closest to Maplewood Ave. is mixed use. There will be commercial space on the first floor and 60 residential units on the upper floors. The second building will be a 128-room hotel. The plan provides 20.2% open space to get the additional story. The existing site is bound by Raynes Ave., Maplewood Ave., the North Mill Pond and the City park. The existing buildings will be demolished to put up the two new buildings. There will be one driveway entrance off Raynes Ave. that will lead to the parking lot. There has been a lot of discussion about the impervious surface and parking. The community space will include a portion of the trail for the North Mill Pond trail and greenway. The previous design had a larger parking field, but that surface has been reduced. The asphalt has been pulled back and now it is green space. 10,000 sf of pavement has been removed. There will be 111 onsite parking spaces. The team will be seeking a CUP for reduced parking. The plan includes a proposal to share 25 spaces across the street with the office building. That will result is 136 total spaces. The parking analysis showed 131 would be required for this site. There should be enough parking to support the project between the onsite spaces and the shared parking across the street. The zoning requires 159 spaces. There are some covered tandem spaces on the site. The proposal is to reserve those spaces to add lift systems in the future if more spaces are needed. This design focused more on the streetscape designs and the trail design itself. There will be wayfinding signs and two other connections out to the park. There will be an internal path to the site through the plaza area. The transformers and dumpsters are all in one location. The drainage design currently has a culvert that the neighborhood drains to. This plan will reconstruct that culvert. There will be 2 water quality units to treat runoff. Right now, the runoff just sheet flows into the pond. This plan incorporates further treatment for the culvert by adding a downstream defender unit. An easement will be granted to the City for the culvert. The utilities will go down the driveway. The TAC comments about easements can be incorporated easily to the plan. There will be temporary grading easements that they have coordinated with the abutter on. There is a detailed landscape plan included in the package with seating areas along the pathway. The existing boat launch for kayaks will be reconstructed. The pier will also be rebuilt for public access. The plaza area will have removeable tables to maintain 360-degree fire access. It is challenging to plant along the sidewalk, so the front landscaping is largely focused along the building. There will be bike racks outside and inside the building as well. The next plan will include a grade plane exhibit to show the building height details.

Ms. Walker noted that there were a lot of TAC comments for this project. The team can just highlight anything they have questions about or need clarification on.

TAC Comments:

- Pending final HDC approval, the applicant should confirm that the building block length, façade composition and window glazing complies with the requirements.
- Although the proposed building height appears to comply with the standards and requirements outlined in the Norther End Overlay District, the HDC review will govern the final height, volume and massing of the building(s). A detailed building height map

should be provided showing the average grade plane and the proposed height around the perimeter of the building(s).

- Mr. Crimmins confirmed that they would provide additional documentation.
- Footnote #2 in the development standards chart on Sheet C-102 should reference Section 10.5A46.10 instead of Section 10.5A43.43.
  - Mr. Crimmins responded that they would adjust that.
- As you know, these properties front on multiple height districts, please provide more details on how your base building height was calculated.
- Footnote #3 in the development standards chart should reference Section 10.5A46.10.
- The parking demand analysis letter provided references the ability to share parking spaces with 145 Maplewood Ave office building. Is there an existing agreement in place?
  - Mr. Crimmins responded that it was not an existing agreement, but they will incorporate it as part of the CUP.
- We note you use ITE in your analysis for parking demand, wherever possible, you should use local data if there are comparable uses available where observations could be conducted
  - Mr. Crimmins noted that they would look into it. The intent was to use industry standard because Covid could impact numbers.
- Please respond to the Planning Board's comment regarding an excess of surface parking and suggestion to consider underground parking.
  - Mr. Crimmins noted that this comment was given because of some of the surrounding projects. This site is different than those sites. It is easier to get under the property across the street because of the grades. This building is flat along the road. They would have to design a full basement to ramp down to underground parking. It would also be at or below the mean high-water table, which would raise a number of concerns. They would also still need to provide a fire lane around the site, so underground parking would not reduce the impervious surface. It would just add to the cost of construction and cause long term maintenance concerns.
- I would suggest the applicant consider replacing this parking with a landscaped park area or a 5-800 SF, single-story, hipped roof structure that could be utilized as a community building or leased space for kayak, bike, scooter, or moped rentals.
  - Mr. Crimmins responded that they would look at that, but it may not make sense.
- Please provide a photometrics/lighting plan
  - Mr. Crimmins confirmed that this was submitted last week.
- Third party peer review is required for the traffic study
  - Mr. Crimmins responded that they had no objection to this comment.
- No tree planting specification were included as part of this plan set, please add City's tree planting details.
- Any trees located in the City's right-of-way will require review and approval by the City's Trees & Greenery Committee.
- Serious consideration should be given to converting the entire length of Raynes Ave and Vaughan Street to one-way counterclockwise flow, due to narrowness of road, delivery trucks loading zones and parking on both sides, and corner radii at driveway. Otherwise, the road would need to be widened to accommodate improved two-way flow with the increase in traffic flow and on-street parking demand created by the density of uses.

- Mr. Crimmins commented that they would need direction from City on that. It probably won't change the site design. Ms. Walker noted that they did pilot period when one building was under construction. Mr. Howe commented that it has been a challenge to get through there with parking on both sides. Mr. Sargent noted that there were no immediate concerns about this change for the police.
- Crosswalk across Maplewood Ave should have RRFB installed due to volume and speed of traffic, and limited sight lines.
- Signs on sidewalks should be at least 7'3" to provide clearance for sidewalk plow.
- Bike racks seem to be far away from any entrance. Any place closer to a doorway would be preferable.
- ADA parking spaces should be closer to accessible entrance than non-ADA spaces. Accessible route should not have to cross traffic aisles, if possible.
  - Mr. Crimmins responded that they located the ADA spaces under the covered parking directly across from the hotel entry. The tandem spaces cannot be used as ADA spaces.
- A loading zone on a curve on Raynes Ave is not practical. Large trucks will encroach on travel lane, which is only 10 feet. Another reason for one-way flow.
  - Mr. Crimmins responded that it was not designed as a loading zone but was striped for fire access. The loading zone is in a different location and will be signed.
- Is it possible to move the pedestrian/bike path further outside of the 25' vegetated buffer?
- The path should be at elevation 9 or above or otherwise designed to withstand periodic inundation
  - Mr. Crimmins responded that the path is porous so it will withstand that. Mr. Desfosses noted that the comment still applied. They should not build below elevation 9.
- Please elaborate on your proposed connection to the greenway between your project and 3S Artspace. This was not part of the original concept plan for the North Mill Pond trail. Is it your intention to make this a public entrance?
  - Mr. Crimmins responded that the original intent was to have another entrance to the site.
- The proposed community space meets the minimum area requirements of 20% but does not include the pedestrian access between the two proposed buildings. An access easement should include this area as well as the wide pedestrian sidewalk that is partially located on the property(s) and any secondary access ways proposed between the proposed hotel and 3S Artspace. Consideration should also be given to provide deeded public access to the kayak launch as well as the proposed timber deck.
  - Mr. Crimmins confirmed that they would work with staff.
- Raynes Ave needs new water main
  - Mr. Crimmins confirmed that they would work with staff.
- Provide 2 additional catch basins in Raynes to capture more stormwater before it goes down to Vaughn
  - Mr. Crimmins responded that they had concerns with crowning the road given all the utilities. Catch basins may not be possible. They can work further with staff on this. Mr. Desfosses commented that the whole area has an insufficient number

of drains. There needs to be as many catch basins as possible before coming to Vaughn St. Mr. Crimmins confirmed they would coordinate.

- Eversource needs power conduits in Green/Russell St and transformer and switch space on the lot or they will not be able to service these buildings. Decide on which project (Raynes/Green) is doing what portion of the offsite work that is needed.
- The street needs to be shaped properly with a crown in the center with equal cross slopes. Grading that is shown is not appropriate
- Mount a Redvalve check valve to the headwall at outfall, not inside the manhole using flanged bolt on connection. Show details including grouting around pipe and using water tight pipe joints so the high tide water does not circumvent the valve.
- For SMH inverts, match pipe crowns
- Confirm sewer flows match the projected flows for the sewer construction in Vaughn and Green from 2018
  - Mr. Crimmins responded that the demand was less.
- Gas meter on hotel building will block sidewalk in that location
  - Mr. Crimmins responded that they would look at that.
- PDMH2 should have private check valves protecting both left and right jellyfish and chamber systems from city backflow
- Provide easement for stormwater pipes from Raynes to outfall
- What is the purpose of the storm drainpipe that is planned along the edge of 3S? Roof drains only? If so, does 3S need an easement for it? There seems to be new fill being placed in this area. Is the existing 3S building wall designed to be a retaining wall structure? Do you have permission to fill against it?
- The Water Department will need an access easement to get to valves and meters and for leak detection.
  - Mr. Crimmins confirmed that they could adjust the easement to include the water lines.
- The sewer line in Raynes Ave is AC pipe. Please label as such so that precautions are made when cutting it.
  - Mr. Crimmins confirmed they would add a note.
- What is the plan for Lot 15-1?
  - Mr. Crimmins responded that was not owned by this parcel. They will get grading easements.
- All water and sewer services for the existing buildings need to be terminated at the respective mains
- Provide HC/loading ramp from the street grade up to sidewalk for the HC spot being moved in front of Barrio's kitchen.
  - Mr. Crimmins responded that was being addressed by 145 Maplewood Ave. Mr. Desfosses commented that it should be where the loading would be by the hotel and restaurant.
- Please adjust curb so that it is no higher than 6" reveal. Confirm no more than 2%, no less than 1% on City sidewalks
- The grease trap for the west building is so remote to the structure that an internal grease trap may be needed as well. Grease waste line should be 6"
  - Mr. Crimmins responded that was understood.

- There should not be any utilities within 5' either side of the edges of the City's new drain line (unless crossing transversely).
  - Mr. Crimmins responded that was understood.
- The pavement on Raynes Ave should be 5" thick. 3.5" of binder and 1.5" of surface. Of note is that the applicant is showing 3" of pavement on the private lot, this will not hold up to the construction activity and should be thickened for longevity.
  - Mr. Crimmins commented that they did 4 inches for 145 Maplewood Ave. and the AC hotel. Mr. Desfosses confirmed that the comment was what they were looking for.
- Use 18" of 304.4 under pavement and sidewalks.
  - Mr. Crimmins questioned if it should be 8 inches. Mr. Desfosses confirmed that was correct.
- Do not use wire reinforcement in any City owned sidewalks, use poly fiber mesh instead
- City CB's need liners, please add to detail
- Maintenance of the stormwater system needs to happen at least yearly with reports to DPW
- Provide a higher (24') North End light pole for Raynes Maplewood Intersection like Vaughn/Maplewood existing pole
- Move downstream defender to upstream of DMH 2 so it is not trying to treat private stormwater as well as City flow.
  - Mr. Crimmins responded that it may be a challenge to put in the road, but it may be possible on site.
- Temporary Access Easement for the bridge replacement will be needed
- Raynes Ave is to be paved as part of 111 (145) Maplewood project. The street will need to be milled, paved and striped again during this project.
  - Mr. Crimmins confirmed that was fine.

Ms. Walker noted that they had received some public comment mainly on clarifying the zoning. Future plans should have the buildings labeled as A and B to clarify which they are talking about. Ms. Walker will follow up with Mr. Britz on the elevation of the path. The team should think hard about the request for parking relief. The Planning Board gave feedback that they were concerned about the surface parking and the need for relief.

Mr. Desfosses questioned if there had been thought about adding parking along Maplewood Ave. If Raynes Ave. does not become one way, then they will be asking them to widen the road. If that happens then everything would be pushed onto the site and will impact the entire design. Ms. Walker noted that the applicant is looking for direction from the City on this. They will collaborate with public safety and the Parking Traffic and Safety Committee. If they are open to that, then the City can move forward with that change.

Mr. Howe questioned what the vertical clearance was under the building overhangs. Mr. Tormey responded that the clearance was 13.6. Mr. Howe commented that would be the minimum needed for the fire lane. Mr. Howe also noted that he had not seen parking lifts used outside, so the applicant should be cautious with that. They also cause some issues with sprinkling protocols.



## PUBLIC HEARING

Elizabeth Bratter of 159 McDonough St. commented that she was looking forward to seeing a new design plan with actual heights. The parking looked like it only had 46 spaces on the hotel side and the rest were on the mixed-use building side. Ms. Bratter questioned if the plan would differentiate those spaces. Ms. Bratter was concerned about some of the parking sticking out into the drive aisle because it was not wide enough. Mr. Crimmins noted that it was a 20-foot-wide drive aisle. Ms. Bratter commented that a lot of the greenway was in the 25-foot buffer. There should be access to the greenway on the right side. Ms. Bratter questioned if the Maplewood Ave. entrance into the parking lot was two way or one way.

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

## DISCUSSION AND DECISION OF THE BOARD

Mr. Howe questioned if the entrance to Maplewood Ave. was emergency access only. Mr. Crimmins confirmed that was correct.

Ms. Walker questioned if there were concerns about adding on street parking to Maplewood Ave. Mr. Eby responded there was not a lot of availability to add that parking.

Ms. Walker commented that they should get any third-party reviews moving forward quickly.

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

- B. The request of **Stone Creek Realty, LLC, Owner**, 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.

## SPEAKING TO THE APPLICATION

Patrick Crimmins, Neil Hanson and Rob Simmons spoke to the application. Mr. Crimmins commented that they have met with TAC and the Conservation Commission for work sessions on this project. They also met with the Planning Board for a design review. The project consists of a mixed-use building bound by the North Mill Pond, the railroad, and the AC Hotel. There is a small amount of frontage on Green St. There is a lot line adjustment associated with

the project. The project will require a site plan review and a CUP from the Conservation Commission. It will go through the Historic District Commission as well. It is a 5-story mixed use residential building. There will be 48 units on the upper floors. The plan is providing 20% community space to get the additional story. The last time they met the plans resulted in a net reduction of impervious surface in the buffer. This plan has an additional 3,058 sf increase in that reduction.

Mr. Hanson noted that they would be demolishing the one-story L shaped building and removing all of the surface parking. The proposed new building is mostly within the existing building and parking lot footprint. This plan includes the updated FEMA flood lines. The first floor will consist of commercial space, the residential lobby and a parking lot. The upper floors will have a total of 48 units. The commercial space will front on Green St. There will be a drop off area in front of the residential lobby then a first floor and residential garage. There is a total of 96 spaces proposed. The upper level will have 46 spaces, and the remainder will be in the underground garage. The proposed building was pulled further onto the property to form a pedestrian connection out to the greenway trail. There will be over 16,000 sf of community space between the wide sidewalk area, the Green St. connection to the trail, and the trail itself. The building will step back away from the pond as it goes up. The grading and drainage plan are similar to the last version. The runoff from the parking area will be collected and run through a detention system. The water table is too high for infiltration, so the storm water management will be lined and the under drain will be used for temperature mitigation. The roof and yard drains tie into the same system. The outfall is out of the tidal wetland area. The utilities are similar to what has been presented at the work session. They are coordinating with Eversource on the transformer location and off-site improvements. There is a 15-foot-wide sewer easement and a community space easement. The impervious surface has been further reduced in the buffer. The fire truck access will be a grass pave system. The lane was extended further around the corner of the building and tied into the North Mill Pond trail. There was a comment to pull the path further back from the pond and that revision can be made. There is a detailed landscaping prepared by Robbi Woodburn.

Ms. Walker noted that there were a fair number of comments, and they could just review any that they had a question about or needed clarification on. Mr. Hanson noted that most of the comments would be easily resolved and they had no problem with the revisions. There were a few comments on the entrance configuration, and they will take a closer look at that entrance. The turning templates will be provided in future submissions. There were no other comments that caused them any issues or concerns with.

TAC Comments:

- Please show the proposed sewer easement to the City of Portsmouth on the lot line revision plan.
- The Community Space easement should include the pedestrian passageway between the proposed new building and the AC Hotel. This is the only connection between Green Street and the Greenway along the North Mill Pond. Additionally, the easement should include the proposed access to the seat wall behind the building.
- The minimum width of the community space pedestrian pathway should be 8 feet.

- Min. Front Lot Line Buildout (FLLB) compliance needs to be verified.
- Sheet C-102 Development standards footnote (2) needs to be reassigned to reflect the Overlay Incentive District requirements as Section 10.5A43.43 does not apply to this project.
- Footnote #3 in the development standards chart should reference Section 10.5A46.10.
- It appears that only 69 off-street parking spaces are required (versus 73) due to the DOD credit. Perhaps the three parallel spaces along the building frontage could be removed in order to support a larger raised and landscaped island to soften the impervious surface of the driveway, drop off area and sidewalks.
- The landscaping plan should show the grass paver fire lane as shown on the site plan.
- Drop off area in front appears to be too small. Show turning paths for expected vehicles. Delivery trucks will not be able to turn in this area, passenger cars will have a difficult time. How will moving vans access the site?
- Due to narrow driveway approach and 90 degree turn into ramps, entrance into parking garage ramps should be wider to allow for both entering and exiting vehicles at the same time. No Parking signs and pavement markings should be installed along the retaining wall. Vehicles exiting from the garage will require the entire 24-foot driveway width to make the turn in order to clear the side of the garage on their right turn. The building should be recessed in the area of the garage entrance to provide more turning radius area to allow for two way traffic.
- Driveway throat at Green Street is too short, too narrow and angled too sharply to allow for two way traffic. Vehicles exiting the site will not likely follow the curve of the driveway, and will block vehicles trying to turn right to enter the site. It will not be possible for any vehicle larger than a passenger car to turn right into the site driveway from Green Street, even if no vehicles are exiting the site at that time. The driveway geometry needs to be reconfigured.
- The commercial space, while not requiring parking, will still likely generate vehicle trips. These trips should be accounted for in the vehicle trip generation analysis.
- Where the pedestrian/bike path parallels the grass paver fire access, can the path be moved further inland to overlap with the fire lane and reduce impacts in the 25' wetland buffer?
- Eversource needs power conduits in Green/Russell St and transformer space on the lot or they will not be able to service this building. Decide on which project (Raynes/Green) is doing what portion of the offsite work that is needed.
- Green St to be milled and repaved 1.5" after main/ building utility services installations.
- Temporary water plan to be approved by Portsmouth Water and Portsmouth FD
- The greenway path should be at elevation 9 or above or otherwise designed to withstand periodic inundation
- Eversource to approve transformer location and confirm if the path is sufficient to get to the transformer
- On right side of driveway, wrap curb another 90 degrees around the arc shown toward the tracks
- Upgrade 'district standard light fixture base' detail to match what the bottom of lights actually look like. Bottom of ornamental portion of pole to be buried ½" below brick elevation..

- Provide low shrubs or other landscaping on right side of driveway inside semicircle of curbing
- Confirm that all the plants shown between this building and AC hotel will thrive in darker conditions.
- Any trees located in the City's right-of-way will require review and approval by the City's Trees & Greenery Committee.
- Confirm sewer flows match the projected flows for the sewer construction in Vaughn and Green from 2018
- Please adjust curb so that it is no higher than 6" reveal. Confirm no more than 2%, no less than 1% on City sidewalks

Mr. Eby commented that they should look at the entrance into the ramps and the turning radius into the garage doors as well. Mr. Hanson confirmed they would look at that and provide turning templates.

Ms. Walker noted they needed to fix a discrepancy on the community space in the plans and questioned if the community easement would include the pathway. Mr. Hanson confirmed they were expanding the easement to include the pedestrian connection and sitting wall to be part of the community space easement.

Mr. Crimmins noted there was a comment about the right turn coming across the tracks into the entrance and questioned if that was a concern. It is not a high traffic area because it's a residential site. Mr. Eby responded that the turning radius for a passenger car was too wide. If someone was in the other lane it would not work. It would be good to see a turning template to show how it would work.

Mr. Eby questioned if it would be a private boat dock. Mr. Crimmins confirmed that it would be gated and for residents' use only.

## **PUBLIC HEARING**

Elizabeth Bratter of 159 McDonough St. questioned who owned the triangle in the corner where the fire truck access was. Ms. Walker responded that it was City property.

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

## **DISCUSSION AND DECISION OF THE BOARD**

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

- 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, 96 parking spaces and 15,494 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.

### **DISCUSSION AND DECISION OF THE BOARD**

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

- D. The request of the **Islamic Society of the Seacoast Area, Owners**, for property located at **686 Maplewood Avenue** for a second 1-year extension of Site Plan Review Approval to construct a 2-story building for religious assembly with a building footprint of 3,880 s.f. and gross floor area of 5,333 s.f. with related paving, lighting, utilities, landscaping, drainage and associated site improvements that was originally granted on April 18, 2019 and was granted an initial 1-year extension on April 9, 2020.

### **SPEAKING TO THE APPLICATION**

John Chagnon spoke to the application. Mr. Chagnon commented that nothing in the design has changed. All of the conditions of the initial approval have been addressed through changes to the plans. They are here to see if TAC had any updates or requested changes in the plan. Otherwise, the request is for another extension.

### **PUBLIC HEARING**

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

### **DISCUSSION AND DECISION OF THE BOARD**

Mr. Desfosses moved to recommend approval of this request to the Planning Board, seconded by Mr. Howe. The motion passed unanimously.

**IV. ADJOURNMENT**

Ms. Walker adjourned the meeting at 3:34 pm.

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Respectfully submitted,

Becky Frey,  
Acting Secretary for the Technical Advisory Committee