

**SOMERSWORTH PLANNING BOARD
MINUTES OF MEETING
JANUARY 21, 2015**

MEMBERS PRESENT: Ron LeHoullier, Chair, Ernest Gallant, Vice Chair, Dave Witham, City Council Representative, Bob Belmore, City Manager, Harold Guphill, Paul Robidas, Mark Richardson, Aaron Fournier and Paul Maskwa, Alternate.

MEMBERS ABSENT: None.

STAFF PRESENT: Dave Sharples, Director of Planning and Community Development and Tracy Gora, Planning Secretary.

The meeting was called to order at 6:30 pm.

1) APPROVAL OF MINUTES

Motion: Robidas moved to accept the minutes of the meeting of December 17, 2014.

Seconded by Richardson. Motion carried with a 9-0 vote.

LeHoullier appointed Maskwa as a voting member for tonight's meeting.

2) COMMITTEE REPORTS

A) ZBA Report

Sharples reviewed the attached report and stated that the request of Elm Grove East regarding parking was denied, the request of Michael Penney for a platform within setbacks was tabled and the request of Marco Back Nine for a mini-warehouse facility was approved. Explained where the property is located and stated that the applicant will need site plan approval from the Planning Board if he moves forward.

B) City Council Report

Witham reviewed the attached report and stated that the Council approved a Community Revitalization Tax Relief application for David Baker at 67-73 High Street. Stated that the relief is for seven years and that the building will be taxed at its current value regardless of improvements. Stated that the Council passed a resolution to allow Code Enforcement to issue summons for land use violations. Stated that the first offense is \$100 and the second offense is \$275. Stated that this resolution applies to all property owners. Stated that the contract City Engineer presented a pavement maintenance plan, which uses 3D laser imaging and develops a Pavement Condition Index (PCI). Stated that a PCI of 75 or more is desirable but that the City's average is only 53. Stated that this takes the guesswork out of which roads to repair and when. Stated that there are Capital Projects being planned for 2015 such as a full rehabilitation of the Rocky Hill Road water tank, a Sewer Pump Station rehabilitation and additional pavement work.

C) Site Review Technical Committee Report

Sharples reviewed the attached report and stated that there was one application for a building addition to the rear of the High Street Retail Center. Stated that the SRTC held the public hearing and approved the application as it was considered a minor site plan.

D) Minor Field Modification Report

None requested.

E) Strafford Regional Planning Commission Update

None.

F) Vision 2020 Committee Report

Sharples stated that the next meeting is scheduled for Monday. Stated that there is supposed to be a Planning Board member on the Committee.

3) OLD BUSINESS

- A) Key Auto Group, on behalf of Mareld Company, Inc. is seeking a conditional use permit and site plan approval to re-develop the site for a vehicle repair and reconditioning facility on property located at 100 Tri City Road, in the Business (B) District, Assessor's Map 39, Lot 01, SITE #11-2014.

Sharples reviewed his memo (see attached) and stated that CLD Engineers has done their second review. Stated that he spoke with the applicant and that there were no significant changes. Stated that they submitted Biochemical Oxygen Demand (BOD) information but that the applicant will speak to that. Stated that they are reporting that this use is equivalent to a three-bedroom unit. Stated that they are seeking eight waivers, which the SRTC reviewed and had no issue with. Stated that most of the waivers are needed due to the existing conditions of the site. Passed out suggested conditions of approval.

Motion: Belmore moved that the application for Key Auto Group be removed from the table.

Seconded by Robidas. Motion carried with a 9-0 vote.

John Lorden with MSC Civil Engineers & Land Surveyors Inc. addressed the Board and stated that they have addressed all CLD Engineers comments and that they have revised plans.

Witham asked the applicant to speak to the BOD information.

Lorden reviewed the numbers from the report and stated that the proposed use would be the same as a two to three bedroom apartment.

Witham stated that there is added flow on Tri City Road and asked if it is the plan for off site improvements for the turning lane existing Tri City Road.

Lorden stated that the plan is for dedicated left and right turn lanes.

Witham asked how far down Tri City Road the widening will go.

Lorden showed on the plans and stated that the disturbance is about 220 feet.

Witham asked if it will be within the existing right of way.

Lorden replied yes.

Witham stated that the right of way extends beyond the existing pavement. Stated that Tri City Road doesn't have sidewalks and functions haphazardly at best without them. Stated that he is concerned with the outlet of Tri City Road and that the AAA building comes close to the edge of

the roadway. Stated that he is concerned that they are going to lose the area for pedestrians there. Stated that there is a long-term need for a sidewalk.

Lorden stated that they are not changing any existing pedestrian access and that they are not expecting foot traffic with this use.

Witham asked if there is adequate room for a future sidewalk.

Lorden replied that there is.

Witham asked if they will be using vertical granite curbing.

Lorden replied yes.

Waiver Request #1: Witham moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a waiver from Section 9.15 of the Site Plan Review Regulations regarding the **identification and species of existing trees** be **APPROVED**.

Seconded by Maskwa.

Belmore asked what the rationale is for the waiver.

Lorden stated that there are thick woods and that it would be time consuming and costly. Stated that they don't want to have to count each tree individually and put them on the plans.

Motion carried with a 9-0 vote.

Waiver Request #2: Belmore moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a waiver from Section 11.4.B.ii of the Site Plan Review Regulations regarding **a traffic control island separating two or more aisles** be **APPROVED**.

Seconded by Witham.

Witham stated that the pavement is existing and remaining undisturbed so to comply with the regulations would require cutting the pavement.

Motion carried with a 9-0 vote.

Waiver Request #3: Belmore moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a waiver from Section 11.4.b.viii.1 of the Site Plan Review Regulations regarding **the percentage of landscaped areas for rear parking** be **APPROVED**.

Seconded by Guptill. Motion carried with a 9-0 vote.

Waiver Request #4: Robidas moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a waiver from Section 11.4.b.viii.3 of the Site Plan Review Regulations regarding **the number of deciduous shade trees for parking** be **APPROVED**.

Seconded by Belmore. Motion carried with a 9-0 vote.

Waiver Request #5: Robidas moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a waiver from Section 11.4.b.viii.4 of the Site Plan Review Regulations regarding **the protection of landscaping from the encroachment of vehicles** be **APPROVED**.

Seconded by Belmore.

Belmore asked if there is any landscaping at all.

Sharples stated that this waiver is just for the northern property line.

Witham asked if the portion of the site that abuts Tri City Road will be enhanced.

Lorden replied yes.

Motion carried with a 9-0 vote.

Waiver Request #6: Robidas moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a waiver from Section 11.4.b.viii.5 of the Site Plan Review Regulations regarding **the number of shade trees around the perimeter of the parking area** be **APPROVED**.

Seconded by Guptill.

Belmore asked if there are any shade trees there now.

Sharples stated that there are about 30 now. Stated that they are getting about 30 more trees all around the site.

Lorden stated that what they are presenting is pretty robust.

Witham stated that the site is already developed and doesn't allow you to do much more without redoing the entire parking lot.

Motion carried with a 9-0 vote.

Sharples stated, regarding waiver request #7 that nothing is changing and that this is just for it to remain as is.

Waiver Request #7: Guptill moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a waiver from Section 11.5.b.iii of the Site Plan Review Regulations regarding **the location of access points to intersecting streets** be **APPROVED**.

Seconded by Maskwa. Motion carried with a 9-0 vote.

Sharples stated, regarding waiver request #8 that the existing building encroaches so this waiver is not for anything new.

Waiver Request #8: Belmore moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a waiver from Section 11.6.d.viii of the Site Plan Review Regulations regarding **the bufferyard** be **APPROVED**.

Seconded by Guptill. Motion carried with a 9-0 vote.

Conditional Use Permit Motion: Belmore moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a conditional use permit be: **APPROVED**.

Seconded by Guptill.

Sharples reviewed the memo from the Conservation Commission recommending approval.

Motion carried with a 9-0 vote.

Sharples reviewed the suggested conditions of approval.

Witham stated that he would like to add to suggested condition of approval number six that the flood light across the street be removed.

Lorden showed on the plans where the light is and stated that it is two utility poles away from this use. Stated that the flood light doesn't seem to be part of this project because it is not in front of the subject parcel.

Witham stated that the condition of approval will indicate that the applicant will look into it.

Belmore stated that he would like the condition of approval to reflect that the light could be removed if the City deems appropriate and that applicant would pay for it. Stated that the light is very close to this development and is at the intersection that this development will use. Stated that it makes sense that they take care of it at the applicant's expense.

Witham stated that he would like condition of approval number nine to be specific about the thermoplastic pavement stripping.

Guptill stated that "a timely manner" in condition of approval number seven should be "next growing season".

Belmore stated that, regarding condition of approval number nine that the contracted City Engineer will review and also provide construction oversight at the applicant's cost. Stated that he doesn't want CLD Engineers to do this inspection.

Motion: Belmore moved that the request of Key Auto Group, on behalf of Mareld Company, Inc. for a site plan to re-develop the site be **APPROVED WITH THE FOLLOWING CONDITIONS:**

1. An escrow account, in an amount agreeable to the City, will be established for site (including offsite improvements) and building construction inspections prior to any site work;
2. A pre-construction meeting with the City is initiated and scheduled by the applicant and held prior to any site work;
3. All applicable municipal sewer and water connections fees shall be paid prior to the issuance of a building permit.
4. An electronic As-Built Plan of the entire property with details acceptable to the City shall be provided prior to the issuance of a Certificate of Occupancy (C/O). This Plan must be in a dwg or dxf file format and in NAD 1983 State Plane New Hampshire FIPS 2800 Feet coordinates;
5. A Maintenance Log and Inspection & Maintenance Checklist for the stormwater management systems shall be provided to the satisfaction of the City prior to signing the final plans. A completed log and checklist shall be submitted to the City annually on or before January 1st. This requirement shall be an ongoing condition of approval;
6. All outdoor lighting (including security lights) shall be down lit and shielded so no direct light is visible from adjacent properties and roadways. If the City determines that the flood light on the south side of Tri City Road should be removed, it shall be removed at the applicant's expense;
7. All landscaping shown on plans shall be maintained and any dead or dying vegetation shall be replaced no later than the following growing season as long as the site plan remains valid;

8. The applicant shall construct the improvements to Tri-City Road as shown on Sheet C10 Off-Site Improvement Plan prior to the issuance of a C/O or contribute 50% of the cost to perform the work. In the event the applicant performs the work, they shall provide the City with an Irrevocable Letter of Credit, with an automatic call in favor of the City, in an amount agreeable to the City for 50% of the cost of said Tri-City Road improvements. This condition recognizes the agreement between this applicant and Flatley Site #12-2014 to share the cost of said improvements;
9. The public improvements to Tri-City Road referenced in #8 above and shown on plan C10 shall be reviewed and approved by the City Engineer to insure that the details of the construction (such as pavement depth, gravel base, thermoplastic line striping, etc.) are the same that the City used in the recent reconstruction project on High Street and Tri-City Road. This review and approval shall occur prior to signing the final plans. The City Engineer shall provide construction oversight for this work at the applicant's expense;
10. The applicant shall request and secure a waiver from the City Council from City Ordinance Chapter 12 Streets and Sidewalks to excavate during the 5 year moratorium period. This waiver may be necessary due to the recent improvements to High Street and Tri-City Road made by the City;
11. A copy of the approval letters of all applicable State & Federal Permits shall be provided prior to signing the final plans;
12. The applicant addresses all past and future comments from CLD Consulting Engineers, Inc. to the satisfaction of the Director of Planning & Community Development prior to signing the final plans and agrees that any unresolved items shall be brought back to the Planning Board on their next available agenda; and,
13. All conditions of approval shall be noted on the final plans.

Seconded by Robidas. Motion carried with a 9-0 vote.

- B) John J. Flatley is seeking a conditional use permit and site plan approval to construct three apartment buildings with associated site improvements on property located on Tri City Road, in the Business (B) District, Assessor's Map 39, Lot 03, SITE #12-2014.

Sharples reviewed his memo (see attached) and stated that at the last meeting the Board determined this to be a Development of Regional Impact (DRI) and no public hearing has yet been held. Stated that the State Statute requirements have been fulfilled for a DRI and the SRPC has reviewed the application and submitted a report. Stated that the proposal is for three apartment buildings with a total of 144 units on a currently undeveloped property at the end of Tri City Road. Stated that there will also be a clubhouse, garage buildings and other site improvements. Stated that a portion of the development is in Rollinsford where that Planning Board granted approval for two drainage basins. Stated that the SRTC recommends that the Planning Board consider installation of a sidewalk on Tri City Road. Stated that there was a discussion on having an internal sidewalk, which can happen with widening the road and having a striped shoulder. Stated that the frontage of this property is perpendicular to Tri City Road and there is no defined end of the private road so he recommended that there be a turnaround so that plow trucks, etc. don't have to encroach on the private road to turn around. Stated that the load capacity of the Wastewater Treatment Plant (WWTP) was discussed at the last meeting and that the applicant has supplied their own calculations. Stated that the applicant supplied a fiscal impact analysis, which states that the development will have a positive impact. Stated that a traffic impact analysis was submitted which recommends the widening of Tri City Road. Stated that the widening of Tri City Road is proposed to be in tandem with the prior applicant at 100 Tri City Road. Stated that the applicant is seeking three waivers: one from granite curbing, one from the tree point analysis and one from identifying all trees with a minimum caliper of 12 inches. Stated that the applicant appeared before the Conservation Commission and they recommended approval of the Conditional Use Permit (CUP) to the Planning Board with a suggestion for a walkway along the driveway to Tri City Road.

Motion: Witham moved that the application for John J. Flatley be removed from the table.

Seconded by Guptill. Motion carried with a 9-0 vote.

Nathan Chamberlin with Fieldstone Land Consultants, PLLC represented the applicant and addressed the Board. Stated that they are proposing three, four-story buildings with 48 units per building. Stated that there will be 600 feet of roadway, a clubhouse and three garages and that they meet parking requirements. Stated that they have responded to the first set of CLD Engineer comments. Stated that they are extending the water main and the gas main from High Street. Stated that overhead power and cable will go down Tri City Road and that they will submit letters from the utility companies. Stated that there will be several stormwater basins. Stated that the development will sit on a plateau and all runoff will be directed to the basins. Discussed site soils and stated that a soil map has been submitted. Talked about drainage and stated that they will connect to the City sewer and that there will be a pump station. Stated that CLD Engineers mentioned pedestrian connectivity and they have added a sidewalk to the clubhouse with crosswalks. Stated that the Conservation Commission was concerned with the access road but that he doesn't anticipate much pedestrian traffic. Stated that there is sufficient space to walk on now. Showed where the bus stop is and submitted an email from the First Student bus company. Stated that First Student can add a bus stop. Stated that he talked to COAST Bus and that they don't want to add a bus stop for this development. Stated that they are seeking a Conditional Use Permit and that they will replace the existing culvert and raise the grade in this area. Stated that this property gets runoff from the abutting property. Stated that they will submit a Dredge and Fill permit application to the NHDES. Stated that the existing vegetated buffer is thick and that they have an extensive landscape plan. Stated that they are requesting a waiver from the granite curbing requirement because the development is 600 feet away from the public right of way and that he doesn't see the benefit of it. Stated that the existing Tara Meadows have bituminous curbing throughout. Stated that there would be some concrete curbs. Stated that the waiver would be for the traffic islands. Stated that they are seeking a waiver from tree inventory because that is more for a shore land protection area but that they are just clearing what they need to get the driveway in. Stated that there will still be a thick buffer and that they are replanting where they can. Stated that there is a lot of young and small growth. Stated that they are seeking a waiver from tree identification since there is no benefit in doing that and that they are proposing all new landscaping. Stated that the SRPC report echoed a lot of what CLD Engineers said and that it has been addressed. Stated that noise during construction was brought up but that it will be for a short duration and that there are not a lot of abutters.

Stephen Pernaw with Stephen G. Pernaw & Company, Inc. addressed the Board and stated that he completed the traffic memo for this property. Stated that Tri City Road provides access to this and other properties. Stated that the NHDOT has a count station to the south of this property. Stated that this was looked at in tandem with the property at 100 Tri City Road. Reviewed the peak hour traffic numbers and stated that they did future traffic projections. Stated that they accounted for other projects in the area. Stated that this will generate 72 trips in the morning and 89 trips in the evening. Stated that after an analysis of the intersection he sees there is a need to widen the access onto Tri City Road. Stated that this development isn't creating the need to widen the road as the need is already there. Stated that there is a cost sharing agreement with this property owner and 100 Tri City Road.

Chamberlin stated that currently the snow plows don't have a problem turning around so he doesn't see why there would be a concern when this is developed. Stated that regarding sidewalks, there is about 1500 feet of roadway and that is a lot of sidewalks for the scope of this proposal. Stated that regarding the WWTP, they submitted calculations for this and found that they would be adding about 1%. Stated that the WWTP is only using one treatment train but has two. Stated that this development is on a fast track where Sunningdale doesn't even have final approval yet.

Gallant asked if the access road will be lit.

Chamberlin stated that he submitted a site lighting plan and that there will be lights all along the right of way.

Gallant asked about the proposed access road to the existing complex.

Chamberlin stated that it is just a 14 foot wide gravel road that won't be gated but will be maintained. Stated that some parking was eliminated to accommodate that. Stated that it is not intended for a permanent access road but just for emergencies. Stated that CLD Engineers commented on emergency vehicles circumventing the parking lot and that he revised the plans using the City ladder truck and that there is room.

Witham stated that he is concerned that the access road will be used for convenience.

Chamberlin stated that he doesn't think anyone will use it and that the regular access is easier. Stated that it is just an emergency way out.

Witham stated that he wants to talk about the access. Stated that this is a significant development and that he hasn't heard anything about pedestrian access. Stated that there are several retail establishments, shopping, food, COAST Bus, etc. and they are adding over 200 cars to Tri City Road. Stated that he may be less concerned about this in the summer months because there will be no snow but that this is making an existing condition worse. Stated that he won't vote to approve this application unless there is a sidewalk on Tri City Road. Stated that Sunningdale had sidewalks because of demand and that this is similar. Stated that this should be appealing and user friendly and that this is a major hurdle for him. Stated that he read the fiscal impact analysis and that Somersworth is a tax cap community so he is interested in fiscal impacts. Stated that the study says there will be a positive impact but that there are shortcomings of the study regarding education. Stated that the report doesn't shed light on the special education cost, which is very high. Stated that special education costs are unpredictable and that there have been years where the City has been in the red for the costs. Stated that the City set up an account for special education costs for volatile years and that he would like to see the developer put money into that account, maybe \$50,000 to \$100,000. Stated that he feels it is a reasonable exaction.

Belmore stated that the fiscal impact analysis used data from the past three years for Police and Fire but didn't speak to the number of kids there now. Stated that it doesn't show a level playing field and that the report is flawed in the school analysis. Stated that he disagrees with the Fire Chief that there will be zero impact on fire because they have to respond to medical calls all the time. Stated that he doesn't see how this wouldn't impact fire. Stated that there are other impacts like wear and tear on the roads especially with the construction trucks. Stated that he found the study lacking in several significant areas. Suggested a donation to a City reserve fund like for special needs costs. Regarding sidewalks stated that the Sunningdale project shows a reasonable expectation. Stated that he feels this project may have a stronger argument for sidewalks because there could be quite a bit of foot traffic.

Richardson stated that he is concerned with WWTP capacity and the future.

Witham stated that this was discussed at the Public Works & Environment Committee meeting and stated that the City has the gallons per day capacity left but that the concern is with BOD.

Richardson asked if the school number is counted.

Sharples stated that general calculations, assumptions and standard formulas are used.

Robidas stated that he agrees with the concerns that were brought up and that he feels strongly about sidewalks. Stated that there is a lot of traffic and that it would be the wrong thing to have this development without sidewalks. Stated that as traffic flow increases, it is easier to walk than to take a vehicle. Stated that pedestrian traffic will increase and that he will not support the project without a sidewalk on Tri City Road.

LeHoullier stated that he has seen people walking down Tri City Road with bags from retail shops. Stated that after school kids go to the shops. Stated that he would like to see sidewalks and curbing. Asked if these will be market rate apartments.

Kevin Walker with the John Flatley Company addressed the Board and stated that they will be market rate apartments. Stated that, regarding the number of children, they built the same apartments in Nashua with more units and there are only 15 children. Stated that these are one and two bedroom apartments and are geared to single professionals.

Sharples stated that there are 48 students in the existing units.

Walker suggested having a site walk because the sidewalk would have to go on the side of Tara Meadows, which is unbuildable. Stated that there is a storage facility there will a fence and a line of shade trees. Stated that there is only about two feet for a walkway. Stated that there is a swale for drainage also.

Witham stated that a site walk isn't a bad idea but that existing conditions don't always match what should be there. Stated that a sidewalk won't be an easy feat but this whole project is a huge undertaking.

Walker stated that those trees seem to be part of a design from a prior project.

Maskwa stated that he agrees with many of the comments from tonight. Asked if the bus would pick up the children in the parking area. Asked about the walkway from building one where you would have to walk around building two.

Chamberlin stated that it is a less distance than the other side.

Richardson asked if there is a liability on the City for the contracted bus company to go on private property.

Belmore stated that he thought that the busses didn't go on private property and that he would have to check on that.

Chamberlin stated that the bus company said it wasn't an issue.

Sharples stated that he can check on that.

Witham stated that they are requesting a waiver from using granite curbing and that traditionally he frowns on that. Stated that he doesn't think it is an aesthetics issue but about durability. Stated that traffic islands get beat up by snow plows.

Chamberlin stated that they haven't had problems on the other Flatley site.

Witham stated that he would like to know the linear feet of curbing that they want waived.

Maskwa stated that he feels that the site walk is a good idea.

Walker suggested having a site walk this Saturday morning to beat the impending snow storm.

Witham stated that they can leave it up to the City Planner to schedule.

Motion: Belmore moved that the request of John J. Flatley for a site plan to construct three apartment buildings with associated site improvements be **TABLED**.

Seconded by Guptill. Motion carried with a 9-0 vote.

- C) No. Two Mill, LLC is seeking an amendment to SITE #04-2006 to convert vacant space into 16 residential units on property located at 22 Canal Street, in the Millyard (MY) District, Assessor's Map 11, Lot 190, SITE #04-2006.

Sharples reviewed his memo (see attached) and stated that at the last meeting the Board discussed lighting, which the applicant will address. Stated that the Opti-com system will be fixed but has a part on order. Stated that for now, a remote can be used with it. Stated that the traffic engineer is present to speak to pedestrian and vehicle access over the bridge. Stated that he did prepare suggested conditions of approval if the Board moves in that direction.

Motion: Belmore moved that the applicant for No. Two Mill, LLC be removed from the table.

Seconded by Guptill. Motion carried with a 9-0 vote.

Brint Shone, Director of Operation for No. Two Mill, LLC addressed the Board and stated that he has managed this property since 2006. Stated that he just got an updated traffic report today and that he has never heard of a traffic accident on this site. Stated that there is never a traffic jam or a time when someone couldn't get onsite. Stated that lighting is a good idea on the pedestrian bridge and that people seem to use it. Stated that the gate belongs to General Electric but they have been working together. Stated that it was a control board issue for the Opti-com and that it will be replaced. Stated that they will regularly check with the Fire Department to maintain the system. Stated that they brought this proposal to the Board because they thought it would be less impact for vehicle and pedestrians. Stated that it is tight but it is safe. Stated that the apartments are mid to high-end and that they are taking existing space that isn't high-end and bringing in professionals that are going to live here. Stated that they want to provide less of an impact to the mill.

Stephen Pernaw with Stephen G. Pernaw & Company, Inc. addressed the Board and stated that he created the traffic memo for this project and that it is updated as of today. Stated that 16 apartments are not a major traffic generator and that there are ten trips during the highest peak hour. Stated that there would be more trips if it was an industrial use. Stated that this is not a high pedestrian month but that he observed pedestrian and vehicle traffic at the bridge at lunch time. Explained the existing conditions of the bridge. Stated that there is a railroad crossing before the bridge and a sharp corner after you go over the bridge. Stated that the bridge deck appears to be fine and that the railroad is not smooth but that it helps to slow traffic down. Stated that he observed 13 pedestrians use the bridge in one hour and that they were usually in pairs. Stated that he did a speed survey and found that 52% of vehicles made no attempt to stop at the stop sign. Stated that there may be more pedestrians using the bridge in the summer. Stated that he saw no issues with vehicle to vehicle encounters and no issues with vehicle to pedestrian encounters. Stated that the pedestrian bridge is not maintained in the winter and that is why pedestrians are using the vehicle bridge so it needs to be maintained. Stated that the width of the vehicle bridge is 19 feet which is sufficient for low speeds but not sufficient for vehicles and pedestrians. Suggested adding lighting to the vehicles bridge but mentioned that that usually encourages pedestrian use. Stated that speed isn't a problem here and that the width of the bridge is too narrow for a double yellow line. Stated that the bridge could be made into one-lane, two-way traffic using lights but that he is not recommending that.

Suggested pedestrian crossing signs because currently there are none. Stated that it is not an easy place to erect signs. Stated that they could be a “narrow bridge” sign. Stated that there should be stop lines but there are none now. Stated that the speed limit sign is too small. Recommended getting rid of the speed limit sign and putting in a turn sign with an advisory speed plate under it. Stated that he feels there is no problem with this bridge with pedestrian and vehicle use.

Belmore asked if there is enough room for a bike lane.

Pernaw stated that there is not enough room.

Richardson stated that a regulatory lower speed limit sign can be used if a traffic study warrants it.

Pernaw stated that it can go down to 25 mph.

Shone stated that putting up signs is easy.

Fournier stated that there are next to zero lights and that needs to be addressed. Asked who owns the fence to the canal because a good portion of it is falling in.

Sharples stated that the applicant owns it.

Fournier stated that his concern with pedestrian traffic is someone who is disabled. Stated that it has to be improved.

Witham stated that the City invested a lot into the downtown and there were a lot of pedestrian improvements. Stated that the commercial use is a smaller part of the overall use at the mill. Stated that he feels that this project fits with the downtown and that he thinks the impacts are minimal. Stated that he feels that pedestrians are going to use the vehicle bridge but encourages them to use the pedestrian bridge. Stated that he wants it maintained during the winter months. Stated that he feels that his concerns have been satisfied. Stated that there will be lights at both bridges, stop bars painted on the road and that he doesn't think more signage makes sense. Stated that he is in favor of this.

Belmore stated that he is looking at the suggested conditions of approval and asked how many lights there will be. Stated that he would like the speed limit sign removed and replaced with a curve ahead sign with an advisory speed limit sign under it. Stated that the stop sign needs to be put in the correct place. Stated that he would like condition of approval number six to be tightened up. Stated that he would like a specific date for Opti-com testing.

Fournier stated that he would like the looks of the lights to be similar to what was just installed in the downtown.

Robidas stated that they talked about the decking on the footbridge and stated that it needs to be cleaned up. Stated that the footbridge has to be attractive for people to use it.

Shone asked where they own to.

Sharples replied to Main Street and half of the stairs.

Fournier stated that he feels that a light at the end of bridge would be good enough.

Robidas asked about the Opti-com system.

Shone stated that it belongs to General Electric and that a part needs to be ordered for it. Stated that the remote control works and that he has communicated with the Fire Department on that for the time being. Stated that the maintenance of the vehicle bridge is ongoing but they can make that and the fence look nicer.

LeHoullier stated that he would like the vegetation cleaned up in the summer.

Sharples read the suggested conditions of approval and stated that the stormwater systems annual reporting requirement wasn't part of the original 2006 approval so he has added it here. Stated that he is not sure how many lights.

Belmore suggested that it be to the satisfaction of the Director.

Witham stated that there should be additional lighting on the vehicle bridge.

Sharples added suggestion numbers seven and eight from Pernaw's report.

Belmore stated that they need a stop sign going inbound.

Pernaw stated that the Public Works Department may want to look at that because the sign should be on the right.

Belmore stated that it is a private road but maybe they can assist with the location.

Gallant asked if they can paint "stop" on the road which would negate the need for the sign.

Belmore stated that he would prefer a sign.

Witham stated that he would like it added to the conditions of approval that the lighting on the bridge be consistent with the look of the downtown.

Motion: Belmore moved that the request of No. Two Mill, LLC for a site plan to convert vacant space into 16 residential units be **APPROVED WITH THE FOLLOWING CONDITIONS:**

1. An electronic plan of the entire property with details acceptable to the City shall be provided prior to the issuance of a Certificate of Occupancy (C/O). This plan must be in a dwg or dxf file format and in NAD 1983 State Plane New Hampshire FIPS 2800 Foot coordinates;
2. A Maintenance Log and Inspection & Maintenance Checklist for the stormwater management systems shall be provided to the satisfaction of the City prior to signing the final plans. A completed log and checklist shall be submitted to the City annually on or before January 1st. This requirement shall be an ongoing condition of approval;
3. All applicable municipal sewer and water connections fees shall be paid prior to the issuance of a building permit.
4. All outdoor lighting (including security lights) shall be down lit and shielded so no direct light is visible from adjacent properties and roadways;
5. The final plans shall show lighting on the pedestrian bridge as discussed at the Planning Board meeting held on January 21, 2015. This bridge and the walkway to Main Street shall be maintained (including snow removal) as long as the site plan remains valid. The details of the proposed lighting shall be reviewed and approved by the Director of Planning & Community Development to ensure consistency with the recently installed lights as part of the Downtown Improvement Project;
6. The Opti-Com gate system shall be repaired prior to the issuance of a C/O and the applicant shall submit an annual inspection report to the Fire Chief on or before January 1 of each year to insure the system remains functional;

7. The existing six foot (6') black fencing along the canal shall be repaired so no panels are leaning/falling over;
8. Recommended strategy numbers 2, 7 and 8 made in Stephen Pernaw's report dated January 21, 2015 and a stop sign on the inbound lane on Canal Street shall be completed prior to a C/O. Striping shall be restriped as needed as long as the site plan remains valid; and,
9. All conditions of approval shall be noted on the final plans.

Seconded by Guptill. Motion carried with a 9-0 vote.

D) Any other old business that may come before the Board.

None.

4) NEW BUSINESS

A) Any new business that may come before the Board.

None.

5) WORKSHOP BUSINESS

A) Any workshop business that may come before the Board.

None.

6) COMMUNICATION AND MISCELLANEOUS

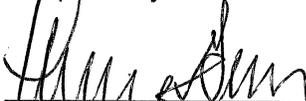
Sharples stated that, regarding the Sunningdale development, they will be filing an Intent to Cut permit fairly soon. Stated that the final plans will be submitted next week. Stated that the owner expects to start in 30 to 60 days. Stated that all public improvements will be bonded.

Motion: Belmore moved to adjourn the meeting.

Seconded by Guptill. Motion carried with a 9-0 vote.

Meeting adjourned at 9:10 pm.

Respectfully submitted:



Tracy Gora, Planning Secretary
Somersworth Planning Board