I. The Chairman called the meeting to order and introduced Planning Board Members and Planning Staff.

II. PUBLIC HEARING:

(With respect to the following applications, appropriate materials have been submitted to invoke the jurisdiction of the Board. Although additional information may be required prior to final consideration, it is the recommendation of the Staff that the Planning Board determine the applications complete and conduct a public hearing. A motion would be in order.)

Mr. O’Donoghue made a motion, which was seconded by Mr. Leclerc, that the following applications are complete and available for a public hearing: S2019-011, S2019-012, CU2019-010, SP2019-011, SP2019-012, CU2019-011, SP2019-013, CU2019-012 and SP2019-014. (Motion Carried)

1. S2019-011
Property located at 270 Stanton Street (Tax Map 507, Lot 64A), a subdivision application for the creation of 8 new buildable lots in the Partnership Park Subdivision utilized by the Manchester School of Technology. The proposal also includes a 300’ extension of the existing dead-end hammerhead roadway, with a new cul-de-sac and granite curbing in the R1-B Zoning District. Fuss & O’Neill for the Vocational Partnership of Region #15

Mr. Golden advised this project is the culmination of several Planning Board actions since 1993, which began with the purchase of the 17 acres of land by the City of Manchester for Manchester School of Technology. He said there were technical review comments from Manchester Water Works and DPW as well as some abutter concerns relating to drainage over the timeline of this partnership park. Some testimony and supporting photographs and maps have been submitted for the Board’s consideration. He said the project engineer has been responsive to all of the technical review comments; most of which occurred within the
last few days. There has been a lot of back and forth with the City engineer concerning road
details, sewer profiles and drainage solutions and may be shown on the engineer’s plans this
evening. Mr. Golden said that the original submission is still currently under review with a
NHDES wetlands specialist.

Civil engineer Brian Pratt of Fuss & O’Neill appeared along with surveyor Greg Brown who is
also on the VOPAR board of directors, as well as the President of the VOPAR Board, Tim Otis.

Mr. Pratt said the project is at the end of an existing dead-end temporary hammerhead cul-
de-sac. The purpose is to subdivide it into eight new single family residential building lots.
He referred to an aerial photograph showing the location of the property. He referred to the
existing conditions plan and pointed out the end of Stanton Street and the hammerhead cul-
de-sac. He said it is a wooded lot right now and there is an existing wetland that runs
through the site. The reason for the wetlands is that the stormwater from Stanton Street
just flows down the curb line and then it outlets so the stormwater flows down and
accumulates then flows offsite where there is a 10 inch culvert that runs across an abutter’s
property.

Mr. Pratt showed the existing end of Stanton Street where they are going to saw cut and
remove the temporary hammerhead and then extend it 300 feet into a full permanent cul-
de-sac that meets the City’s specifications. It is large enough for emergency vehicles and
plows to turn around in. Mr. Pratt advised electric services will be extended underground. It
will be on public water. They are going to provide one streetlight. There will be eight single
family lots similar to the existing houses that have been built over the years. He explained
that VOPAR works with the Manchester School of Technology to give the students an
opportunity to learn the trades so they assist building the houses and generally what they do
is build one house per year. Likely what will end up happening is they will probably start on
the west side and work their way around. All the lots are at least 7,500 SF of buildable area
to meet the City Zoning Ordinance. Lots 1 and 2 are a little bit shorter on the depth required
and they received a variance from the Zoning Board of Adjustment for that.

With regard to the wetlands that run through the site, Mr. Pratt said they will have two of
the lots on the opposite side of the wetlands so they will have a shared wetland impact for
the two driveways to be side by side. He pointed out how they ran the property line and
there will be two driveways separated by about 6 feet of grass between them and there is
one culvert that goes underneath. There are drainage easements for those culverts.

Mr. Pratt said the property is serviced by City gravity sewer. Stanton Street actually pitches
away and will be pitching down so the sewer actually runs down toward the cul-de-sac and it
runs down the property line and comes out to Huse Road where a stub was left for this
development. All of the homes except one will be on that gravity sewer. Lot 5 will actually
have a small pump station that will pump over to the sewer in the street.

Mr. Pratt said the stormwater from the existing Stanton Street runs down the curb lines and
it just outlets and runs down over land through the property. They will be capturing all of that stormwater with catch basins and then they will have additional catch basins within the street. He pointed out the location of two detention ponds that will collect all the stormwater, detain it, mitigate it and reduce the peak flow in the 25 year storm. As such, all of the flow will come down through the detention basins and outlets toward the wetland. In the 25 year storm there is 4.43 cubic feet per second of peak stormwater that comes off the property in that location now and they are reducing that to about 2.3 CFS. That is about a 45 percent reduction so it is a significant reduction in the stormwater. With regard to the property owner that currently has a swamp wetland in the backyard, there will actually be less water in it so it should help any flooding concerns on that property.

Mr. Pratt advised they received comments from Manchester Water Works, which they have addressed. They have not received any additional comment or a sign off on that. They were all relatively minor. It was just relocating the location of the water main and letting them start the process of the petition to the Board of Water Commissioners, which he believes has been submitted.

Mr. Pratt said they received comments from DPW and they have been working with them. He said they reached out to DPW by email with some preliminary concerns and thoughts. They have been going back and forth. They received all the answers they were looking for so the plans before the Board have been addressed to meet all of DPW’s concerns. Mr. Pratt went through all of the comments from DPW and how they were addressed. Some were minor and just needed additional notes to address the concerns.

Regarding Comment #3, Mr. Pratt said that DPW asked for the status of the existing temporary easements. At the end of Stanton Street, at the hammerhead, there are temporary easements and those will be discontinued because they will no longer be necessary. They did some research and didn’t find any formal Deeds or anything that had ever been created so they believe they just exist because of the previous boundary plan. In this boundary plan they are showing the easements being released. If they need to do anything additional they will be happy to but he does not think there is anything legally to release them other than with this plan.

Regarding Comment #6 and streetlights, Mr. Pratt pointed out the location of an existing streetlight about two properties up on Stanton Street so they propose to add a streetlight near the throat of the cul-de-sac, which should illuminate the cul-de-sac and the majority of the road. It matches the spacing of the other streetlights in the neighborhood. They will be happy to work with staff if they need more streetlights.

Mr. Pratte said comment #8 took more time than the rest to work out. Basically the cul-de-sac slopes downward towards the end of the cul-de-sac and the way they had it graded was that they graded to the low point at the very end of the cul-de-sac. DPW wants them to hold the crown so there is a 2 percent grade going away from the center line and he pointed out 2 areas where there will be a low point. They have worked with them and reviewed some
different design options and they agreed to make the change so these new plans have the crown as requested. They added one catch basin because of that. Originally the catch basin was at the very end and now they have one on either end.

Regarding comment #13, Mr. Pratt said it is related to the sewer main. Originally they had the sewer main running under the center of the driveway for Lot 7. DPW requested they move it over toward the property line so it is under the grassed area. The reason for that is in case they ever have to replace it, they are not cutting into the person’s driveway. There will be a sewer easement to the City for that.

Comment #16 asked for clarification on who is maintaining the shallow swales. Mr. Pratt said the natural slope of the land grades to the south so in the backyards basically they are just grading away from the houses. They showed grading on the plans and added notes to the plan that the responsibility to maintain those areas falls on the homeowner.

Mr. Pratt addressed comment #17 regarding beehive grates. He said there are two off-street catch basins because of the flow that comes from the backyards of the neighbors. There is also an under drain system and he believed there are sump pumps out so there is actually a buried drain pipe that goes through the property. They are maintaining that flow but they are routing it through the City system. By providing the catch basin off-pavement, any of the surface flow will be collected by that and won’t continue to the backyards.

Mr. Pratt skipped to comment #19, which asked them to provide some test pits in the areas of the detention basins and in the upland areas. Mr. Pratt said they did four test pits and confirmed that the soils are Type A, which is a well-drained sandy soil over gravelly sand, which matches the soil survey mapping they have.

Mr. Pratt then addressed Comment #18 from DPW regarding flooding issues. He said this was a concern that abutters have had and they went to the Conservation Commission meeting and the Zoning Board hearing. After those meetings, he discussed the issues with them to try and understand what their concerns were. He handed out an exhibit to the Board, which was the City’s GIS map with the contours turned on. It has the streams and the wetlands as well as some pipes shown. The concern of the abutters, at least at the last meeting they went to, was from Mr. Janas, who lives at Lot 507-65 and the Pepins, who live at Lot 507-64, regarding the potential increase of stormwater to their properties. Mr. Janas showed them photos of his property being flooded as well as some sketches he drew up to evaluate the problem there. Mr. Pratt gave him his card and told him he would be willing to meet him at the site. He said Mr. Janas’ concern is both basement flooding and surface flooding. He looked at the contours and there are not a lot of contours through the Janas property so the lot is extremely flat. He said there is a large area that ends up flowing directly toward the drainage ditch and the Pepin and Janas properties. He showed the drainage divide and said they are not developing anything that flows towards either of their properties. The back of Mr. Janas’ property flows toward their site; everything from the drainage divide will flow to the wetland and down offsite. In the back of Lot 67, there was a
fairly sizeable wetland and there is a 10 inch plastic pipe that comes out of there. It flows to a “hole” in the ground and there is a 21 inch RCP pipe that comes out. Mr. Pratt said everything in the existing condition flows toward their little drainage wetland channel that runs through their property. Mr. Janas is up at elevation 314 and the site is down at 304 so their development doesn’t have any impact upon his flow. He was sensitive to his concerns because flooding is never a good situation so they are going to provide a swale between the proposed houses and the Janas property. That way any flow from the backyards will flow down to the wetland and not over toward the Janas property. They are willing to work with Mr. Janas.

There was also a concern with another wetland but Mr. Pratt said with the incorporation with the drainage detention basins, the stormwater will be collected and slowly released. In the 25 year storm there is about 4.3 cubic feet per second of water flowing to the wetland which ultimately flows to the 10 inch plastic pipe and they are reducing that to around 2.3 cubic feet per second.

Mr. Pratt said some of the property owners who live on Weston complained of wet basements. He reiterated that they are not directing any water toward them; all the water is going to the wetlands. With the detention methods they are implementing, there should be less water in the wetlands which may actually help a little with their issues but if you have high ground water around your house, there is really not a whole lot you can do without putting a foundation drain or sump pump in. He was sensitive to their concerns but this project doesn’t have any adverse impact on those.

Mr. Pratt said they received a signoff from the Fire Department.

Mr. Pratt advised they have a waiver request for the road length. The maximum cul-de-sac length in the City is 1,000 feet. From the intersection with Joshua they are 975 feet to the end of the cul-de-sac; however, Joshua is a dead-end going the other direction so if you take into account the next intersection they are around 1,250 feet from the nearest point that is completely dead-end so they are slightly over the 1,000 linear feet.

Mr. Pratt said he spoke to the NHDES Wetlands Bureau who received the same complaint from Mr. Janas about his concerns regarding stormwater. He advised he corresponded with them today and provided the same explanation he described to this Board with the same exhibits. They are in the process of reviewing the permit and it should turnaround in the next few weeks.

Alderman Levasseur asked if streetlights would be put in as they go. Mr. Pratt said there was just one streetlight. Each house will probably have their own lighting in their yard and those will go in as the houses get built. The Alderman asked what the reason was for a cul-de-sac only being a maximum of 1,000 feet. Mr. Pratt thought it was just that the City doesn’t really want dead-ends in case a tree falls down. They don’t want a large number of homes to be stranded. That is the general consensus he has gotten from most towns, but he did not
Alderman Levasseur asked about the width of the road. Mr. Pratt said it was going to be 36 feet with vertical granite curbing with grass panels, which is the City standard.

Alderman Levasseur asked about the ownership of the properties. Mr. Pratt said VOPAR builds one house per year and then they sell it for market value. He explained that students get apprenticeships and work under carpenters, electricians and they learn the trade. Alderman Levasseur asked if the land would be taxed by the City and then each house would be taxed when it comes on the rolls. Mr. Pratt said they would be sold to private landowners so they shouldn’t be exempt from any taxes.

Mr. Leclerc confirmed with Mr. Pratt that it would be a year per each house. Mr. Leclerc asked if they would be clearing the whole property and putting the road in first. Mr. Pratt did not think they would clear the whole property. They will probably just clear the road, the detention basins and the wetland crossing. They will construct that because that permit expires and if they are working their way around the street, they probably won’t want to wait. Mr. Brown said typically VOPAR just clears a lot minimally when the building gets built but it will be cleared obviously for the road and the detention ponds and all the infrastructure that has to go in but the whole entire 4-1/2 to 5 acres will not be clear cut. Mr. Leclerc said he asked because of the flooding issues. He said if you only take care of one lot at a time but you haven’t addressed the issues throughout the whole property, then those abutters are going to get flooded if the swales aren’t build, if the drainage isn’t in properly and they are taking out all those trees it will obviously affect the drainage. He was sure that would be a big concern for the people who live in the area. If this project gets approved he said that should be one of the things that will be required for approval. Mr. Pratt said that made perfect sense. He said they will probably just clear the first two lots just because they will end up building that shortly after. Mr. Leclerc said you don’t want, during the construction of 8 years, people getting flooded out every time there is a storm. Mr. Pratt said the ponds and the stormwater infrastructure will be built so that will capture all the runoff that runs down Stanton Street. As soon as the road is built, the decrease in stormwater should be noticeable.

Mr. Leclerc asked if they were going to try to keep at least some of the trees around the basins, ponds, etc. Mr. Pratt said after everything is built out, there will definitely be some vegetation and trees in the wetlands to try to create a little bit of a buffer. If they are clear cutting each lot as they go, they can definitely try to retain some of the trees on the property lines if there is no grading or anything that has to be done.

If they are going to build that cul-de-sac ahead of time and the first house is going to be up front, Alderman Levasseur asked if they were going to put jersey barriers in at a certain point so the kids don’t go there and hang out in the cul-de-sac. If they could drive down there at night he thought that would cause problems. Mr. Pratt didn’t think they would be able to because the emergency vehicles - DPW and Fire need a proper turnaround so he thought
they would have to construct the cul-de-sac and leave it open.

Mr. Hebert asked if they would be putting a center island in the hammerhead. Mr. Pratt said it would be all open pavement that matches the City standard detail.

Mr. Hebert asked how they were going to maintain the drainage easements on Lots 7 and 8. Mr. Pratt said VOPAR would be the primary owner of most of the lots so they will be responsible. They will have to set up an association that everyone contributes money for a maintenance agreement to maintain the detention basins. He pointed out the detention basins and catch basins that would be the responsibility of the association.

Mr. Curry asked if they get buyers for the lots earlier if they would build out quicker than the eight year plan. Mr. Otis said they have really been pushing it to get one house a year completed in time. They start in September and pretty much the first day of school students are out there in the process. The summer work is basically the excavation work and getting the foundation in. They try to time it so it is pretty much right around the beginning of school so it is not sitting there for any length of time. Once the students come in, they have programs at the Manchester School of Technology for carpentry, heating and HVAC, plumbing and for landscaping, which is called green technology. They only have one teacher in each area which limits the number of students so he doesn’t foresee them ever being able to build more than one house per year in this area and they are looking at it from the school’s point of view extending this program for eight more years with these eight houses.

Ms. Trisciani said normally the City doesn’t take ownership of a road for services, plowing, etc. until a development is done. In looking at the eight year period of time on this she asked if there was something different due to the nature of this project. Ms. Goucher said she and Mr. Golden looked back on some of the agreements that were put in place in past years. In looking at the staff report, Ms. Goucher said it has taken them 25 years to build 25 homes, which has been their plan. She said the last subdivision agreement that was written between the City and the developer doesn’t cover most of the things that they cover in subdivision agreements today. She said they will have to look very closely at the road and how that is handled because she didn’t believe the City has accepted the portion of Stanton Street up to the hammerhead because she doesn’t believe the final coat of pavement has actually gone on that road. She said the City is still holding some financial guarantees for the last ten years or so. However, the City is still picking up trash and plowing. They have to look at that a little more closely with this last application. To Mr. Pratt’s point, he said he would probably be building the road out. Ms. Goucher thought that would have to be something covered in the subdivision improvement agreement stating that the road, as well as all of the pertinent drainage pieces, are working and in place before the first house gets a Certificate of Occupancy. Because it is going to take a long time to build out the houses, they want to make sure the site isn’t going to cause any issues for any of the abutters. In general, Ms. Goucher thought that was the subdivision improvement agreement is when they are going to have to deal with some of those things. She said there is a reason VOPAR left this site for last because it has some issues with wetlands and now is the time that these
sorts of things have to get addressed if the new project is going to move forward. Staff would be looking for some assurances in place as far as the subdivision agreements so there is protection for the overall site.

Ms. Goucher said staff has some concerns now because they don’t want to leave a road with a base coat of pavement for eight years and they need to have something in place that makes sense moving forward.

With it all being neighborhood roads, Alderman Levasseur asked what the plan was for earth removal. Mr. Pratt said he didn’t get too deep with the test pits but he didn’t hit any ledge. They don’t have any big cuts except for a couple of lots, which he pointed out. The soil survey map didn’t expect any ledge within 80 inches so he does not expect any ledge. Given all the little neighborhoods coming into the site, the Alderman asked if they were bringing in a lot of dirt or taking anything out. Mr. Pratt said it shouldn’t be too bad because the site is pretty close to a balance. The Alderman said the road should all be done at the same time so it would be a “one shot deal” so the neighbors wouldn’t be bothered for eight years.

Chairman Harrington said this was an area he was not familiar with so he took the opportunity to drive in there and park at the hammerhead and walk around. He found it a little ironic that there was a $500 fine for dumping at the end of the hammerhead and there is “dump” all around it. He knows the Conservation Commission addressed it, but he asked whose junk it was and it is obviously something that the landowners have not cleaned up. As this process goes on and they build a cul-de-sac at the other end, he asked what the assurance is that they are not going to have tires, motor scooters and debris continue to be left there. It is more than just yard waste. He was a bit surprised because he liked the neighborhood. It is a great little neighborhood with nice yards and people keep up their homes. There is a lot of pride of ownership there and then there is this dump at the end of the road. Mr. Pratt reiterated that an association would be created for the eight lots and there will be a subdivision agreement so they are happy to add a clause in there that says the association shall be responsible to clean up trash. The Chairman asked if they would police it on a regular basis and clean it up. Mr. Pratt said they would have to make that a thing because it is obviously not a thing now.

Chairman Harrington asked if DPW has seen the plans they dropped off tonight because there are no approvals on them. Mr. Pratt said DPW has not seen this complete set but he has been going back and forth with Owen from DPW via email going through and agreeing what they are going to do and sending him little snapshots of what they are thinking. They are not signed off because they just finished them at 4:15 PM today so they just emailed them to DPW and Mr. Golden. Owen from DPW told him he would probably have time tomorrow or Monday to look at them. Mr. Pratt said Owen wanted to make sure that the City was protecting the abutters so the exhibits with drainage and the flow arrows, etc. he is really being detail oriented on that and they have been working very closely together. He thought they had everything worked out but they are still waiting on his final review. He expects maybe a couple of minor comments.
Ms. Goucher said Planning staff just got the plans at 4:15 today as well so they haven’t looked at them and they are seeing them tonight for the first time.

Regarding the water and the level of water, Chairman Harrington asked when they build these homes if they plan to actually build them with sump pumps in them. Mr. Pratt said the grades on the property don’t lend themselves to having foundation drains so they most likely will have sump pumps. The Chairman asked when the water is pumped out of the basement, where will it flow. Mr. Pratt said that is why they have the shallow swales graded in the back.

Chairman Harrington said the off-road catch basins concerned him a little bit from a point of view of maintenance, especially the one that will be in the grass. He asked how that will be kept clean and if it would be part of the association as well. Mr. Pratt said they have provided easements around them and the association will be responsible to maintain those as well. The City has made it clear that they do not accept stormwater maintenance on private property. Mr. Pratt said they proposed beehive grates because those pop up and won’t get clogged. DPW actually made them remove those and put standard City grates in there. He objected to that, but the City wants the standard grates.

From personal experience as a kid who had a backyard that was lower and wet, the Chairman said a lot of the times the flooding occurred during that period of time when winter has ended, there is no snow anymore, the ground is still frozen and then you get a rainstorm so there is no real place for the water to go and that water flows everywhere. He asked if they took that into account or if that was the reason for the swales. Mr. Pratt said he understood what the Chairman was talking about and that was the equivalent of a 100 year storm with the amount of water coming down and rushing out. That is the purpose of making sure that there are some shallow swales. That is the purpose of the off pavement catch basins so the water, if it doesn’t have anywhere to soak into the grass, has somewhere to go. He does not want that hopping the curb and icing up over the edge of the road so they were sensitive to that and tried to direct the water to try to prevent that issue from happening.

Mr. Lussier thought the HOA was going to be responsible for the offsite detention basins, but thought they also needed to add the swales to the agreement. Mr. Pratt said that was a good idea. Mr. Lussier said he wasn’t a fan of those open basins and to address the frozen conditions, etc. he would much rather see subsurface detention basins. They are better looking and easier to maintain. Mr. Pratt said it was really difficult for a subdivision to do something like that because usually they are put under a parking lot. They cannot put them in the City right-of-way and they are really limited on space so he did not think it was a possibility for this one.

Mr. O’Donoghue asked for clarification on the association. He said the buildout of this is much longer than he has been exposed to in the past so it is going to be at least eight years
before the entire neighborhood would be built out. He confirmed with Mr. Pratt the maintenance will start year one. Mr. Pratt explained that VOPAR will be the primary owner and will be responsible for 100 percent of the maintenance.

Mr. Hebert confirmed with Mr. Pratt that Lot 5 will have a pump station. He asked if they are going to put the chamber in while they are building the hammerhead. Mr. Pratt said they would stub out the force main to the property line.

Having had a fair amount of experience with development that is near or adjacent to waterways or wetlands, Ms. Goucher said engineering-wise, on paper, it always works. Her concern was that with sump pumps and the things that are necessary sometimes when there are so many wetlands or low lands, City staff is who get the calls and they have to go back in time and get the engineer to look at a situation. From the City’s perspective, they are looking at maximizing everything to make sure they are not taking those calls when 1, 2 or 8 houses are built out. Staff has been going through a lot of this over the last few years because it is the marginal land that is now being developed. She wanted to make sure that whatever they are doing they are almost “over designing” it so they don’t have the issues that come later one. Mr. Pratt said a big reason for what may be happening elsewhere is large area of land being cut and disturbed at the same time that are all not vegetated and are sand so hard packed gravel over a 5, 10, 15 acre site is really hard to manage. Even the best contractor and the best erosion controls aren’t going to be able to handle it. Ms. Goucher said that is why this Board is always asking if all the trees have to come down because as soon as you take away the vegetation you have affected the root system and the drainage. As much as possible, Ms. Goucher asked that this be part of their design here. Mr. Pratt said “absolutely”. He said the phasing of the tree cutting where they are not building out all the lots at the same time should be significantly different than if they cleared the whole site.

Chairman Harrington turned the hearing over to the public.

**Ronald Pepin** came forward with his wife Evelyn and advised they own property on Huse Road. He said their property is on the north side of the proposed development. He said there looks to be about a 50 foot wide part of the parcel that extends from the large chunk of it all the way to Huse Road. If he understood the plans correctly, he said there are plans to put a sewer line in there. He asked what, if anything, is planned for drainage there. He said the plan kind of showed the erratic natural ditch that is there now. He and Mr. Janas have been cleaning out that culvert to try and stay ahead of the water problems there. One of his fears is that now it becomes a part of a private parcel of land so once a house is built and that is sold the City obviously hasn’t objected over the past 50 years as they have gone onto that property to clear out that culvert and stuff, but going onto a private homeowner’s property to engage in that kind of activity is a problem. He said he couldn’t count on that homeowner to take it upon himself to do that so he wondered if there was anything in the plan that either addresses the drainage or if it was possible to square that off and the City retains ownership of that so they still have access. He foresees a problem sometime in the
future when that lot is sold for them to be able to try to do the maintenance that they have been doing for many years. He said there is a water issue and a couple years ago he had to replace his furnace because the bottom basically rusted out from a couple of floods when the sump pumps couldn’t keep up with it.

Evelyn Pepin said the problem is they are living with the results of the past development and it has increased the amount of water flowing through their backyards. Their yards are now sponges and trees that have been standing there for years are now falling over. While it is funny they mentioned “on paper it looks great”, she is cautiously optimistic that they have addressed these concerns but history has shown that they haven’t been addressed because the previous buildings that have gone up has sent more water into their backyard and the drainage isn’t working properly and now it is in their basement. On another topic, she said the last house that exists now at that hammerhead is right behind their property. When that one was being built, and she thought the one next to it as well, during that time they had quite a lot of vandalism happen. They have two acres of land and the back acre is mostly woods. They leave it that way so they have privacy and back there was a large chunk on granite and on it her father built it up and made it look like a little castle. When he bought the property in 1954 her brother was just born and he was going to call it “Carl’s Castle” and one day he would build it and make a little castle out there. In his retirement he did and put a little gazebo and a flagpole and during the time of the construction of those last two buildings on Stanton it was destroyed by vandalism and it broke her heart. She wants to make sure that the school knows to do everything they can to avoid that. Her concern is that while the kids are back there, and she thinks it is great that they have that opportunity, but kids are kids and they are going to see there is a hidden patch of woods back there but it is someone’s property. There was trash back there and she would like that avoided in the future if this project goes through.

Stephen Janas of 247 Huse Road said he had serious problems with this construction from previous construction mostly. He said the last 10 houses built on Stanton disturbed the water flow on the top of that area. The water flow used to congregate and come out right about in between those 10 properties. There is no longer a water flow up there. That water flow used to go down to the gully that is between his house and the Pepin’s house. That gully is big and it has a 12-14 inch drain. That is hardly used now because there is no longer a flow coming down there. The flow is all directed toward the end of Stanton. After it got to Stanton VOPAR dredged it and thus eliminated the water that used to flow naturally through the gully between their houses. That caused water seepage into the ground and that is what they are getting is subsurface ground flooding. They are not getting surface flooding so swales will not make a difference. There is no water flowing from the back of his house, it is all coming up out of the ground because it is saturated. He never had a flow in his yard because the drain next to their yard used to be what actually handled the flow adequately. He was sure the City built that huge drain/gully 70 years ago. No water is flowing there now, it is all flowing on the other side of his house because they dumped it off of Stanton saturating the ground and now whenever it rains for a period of time his yard floods. It was said they couldn’t find the other end of that drain, but he couldn’t understand how anybody
could miss it if they walked those woods. That was also built by the City and it has pieces of road pavement that actually formed a “Y” to make sure it received all the water from that area of Stanton. There is no water up there. They have the walls up there that used to catch the water but they are not catching anything. He was out there today and it was damp but it was not flowing. He doesn’t know what was missed. In the past he had DPW out in those woods and they have seen it. He had the City Environmental Department come and they walked the woods with him and they all agreed that his problems are coming from that flow on Stanton.

As far as the tree cutting that was brought up tonight, when he looks at the old Planning Board meetings this was addressed in 2007 and it was basically ignored. He said they bring loggers in to clear the property just as he is sure they are going to do this time. It is going to be loggers, not individual tree cutters cutting the trees down so he will be subjected to high winds because they are going to clear cut even though what they said tonight but in the past they didn’t follow the rule that was given to them, that being VOPAR back in 2007.

Mr. Janas said he was blamed for the flooding problem he has in his yard because he has a flat piece of land. He didn’t know how that came about because his land is no longer flat. His land is all dipped in shape from the land sinking because of the subterranean water that was pushed down to him. The water is always trying to get to the opposite side of Huse Road because that is the natural flow and it has been disturbed by Stanton. When they developed Stanton and pushed that water and made that gully that transitions across the property the City ended up having to do major work down at 269 Huse Road because that place got completely flooded. He thought they put a bigger drain in and they also had to work on the other side of the road because that is where it is trying to get to, down to the Cohas Brook. They only have a 10 inch drain there and the drain between his house and the Pepins is a 12 or 14 inch drain. It is not being utilized. He asked where that water has gone. Surface water is not their problem, it is subsurface water.

Chairman Harrington advised that Mr. Janas submitted a letter that will be part of the record. He thought Mr. Janas accurately reflected what was in the letter as well.

Stephen Morin appeared with his wife Catherine. They live at 314 Hoyt, which is right behind the first house that is proposed to be built. Their major concern is water. It was just stated tonight by the engineer that the first house they are going to build is probably going to have a sump pump that will dump the water right into his backyard. Being in one of the highest locations on that street they have not had a problem except for the first 2-3 years they were in there they had some water which has since abated and they don’t want to see that water come back again.

Catherine Morin stated that they have had old growth trees on their lot. They have 1/3 of an acre and almost the entire back of their property has been wooded for all of these years. They have not taken any trees down yet if you would go back there and look they don’t have a lot of old growth trees left. Slowly but surely they are falling and it is not that they are
being broken, although they have one now that was broken, they are being uprooted because there is so much water underneath and it is because it is being funneled down the road.

There were no further comments from the public and the Chairman brought the hearing back to the Board.

Mr. Pratt said the first question was related to the drainage ditch that cuts between the Pepin and Janas properties. As Mr. Janas mentioned, it is a pretty good ditch. It is manmade. He pointed out the culvert outlet and advised it flows toward Huse Road and then there is another 15 inch culvert. There was flowing water the other day when he went out to check it. He didn’t try to find the other side of that because he didn’t want to trespass so he stayed on his own property. As far as the sewer line, he said they will be cutting a sewer line deep under that. It is a temporary disturbance so they will have to do the work during dry conditions. They can sandbag that up and pump the water from one side to the other so there will just be a temporary disturbance when they build that. They will restore it to the current existing condition so it will have no impact on the flow. No stormwater from their development makes it over to that area so there will be no change in the flow to that swale. It was asked about giving the land to the City or allowing them to do maintenance. He said they provide an easement for that entire area so they can maintain that. They can add additional stormwater in that area if they wanted to. They are welcome to dredge it, maintain it and do everything they want legally. There will be an easement to both property owners.

Chairman Harrington asked when Mr. Pratt said “they” he wasn’t talking about the City. Mr. Pratt clarified he was referring to Mr. Pepin and Mr. Janas. He said that area also is a City easement so in that entire area the City has rights to do anything in that area that they want as well. The sewer will be down the middle. If the City decided to put something in that area the easement will allow that. It is a general utility easement and then it is a drainage easement to the abutters as well so they have full rights to go in there and do anything they need to do after this development.

Mr. Pratt said he met with the abutters after one of the last meetings and spent about 45 minutes going over some of these issues. He offered to meet them on site but he was never contacted to do that so he didn’t get the full picture and some of the concerns about it being a groundwater issue. One of the comments was that the water that used to flow to that area doesn’t now and it flows in a different direction. He didn’t see how that could affect the groundwater there. There is a pretty good slope through there and a lot of contours close together. It was his opinion that diverting the water from this area to the other area wouldn’t make the groundwater worse for these two properties; however, they are willing to work with them and try to help them. They are giving them the drainage easement so they have the right to do anything in that area. They are also grading a swale between the back of the proposed properties to divert water away from their house. If it is a groundwater issue, Mr. Janas was right that diverting surface water won’t really do a ton to
the groundwater so they are willing to work with him and maybe put in an under drain along the property. They could bring it all the way to the back of the property and outlet it towards the wetlands so that may help lower the groundwater.

With regard to tree cutting, Mr. Pratt said they are happy to put it in the subdivision agreement that they will only clear cut the necessary areas for stormwater, the roadway, the infrastructure and then the lots as they get developed.

With regard to vandalism, Mr. Pratt said that was brought to their attention the last time. It is unfortunate and VOPAR obviously doesn’t want vandals. He said maybe the association can do something about it. It is really an enforcement issue if people are dumping and vandalizing. It is really a police issue so maybe the neighbors could look for it. He doesn’t really have any mechanism to do anything for that.

With regard to the trash, Mr. Pratt said the association as part of their agreement with the landscapers they should have it that they clean up any trash. It is again an enforcement issue.

Going back to the Morin property, Mr. Pratt said their stormwater flows through their site because they sit higher. With their proposed development they are grading some swales to make sure they don’t push any water off to those properties. The road will have an under drain so that will help to lower any groundwater that may be in that area. Having those off street catch basins is another way to collect any stormwater that flows onto their properties.

Alderman Levasseur said Mr. Janas’ letter was very well written and looked like it was written by an attorney as it was very detailed and pretty specific to a lot of issues. Mr. Pratt requested a copy of the letter. Alderman Levasseur said there were pictures of the water and everything. He asked if the cul-de-sac road will be graded lower than the lots so the driveways would go up towards the home. Mr. Pratt said it will be lower. The Alderman asked if the water will run down into the cul-de-sac. Mr. Pratt said it will, which is why they have the off street catch basins to try to prevent some of it from just hopping the curb. Alderman Lavasseur asked if it was designed for extreme water conditions. Mr. Pratt said the City requires designing to the 25 year storm, which they did. They also checked the 50 year storm as well and the detention basins still have at least a foot of freeboard in them in the 50 year storm. The flow off of the property down to the corner is still reduced in the 50 year storm as well so they did design to the 50 year storm.

Alderman Levasseur asked if they plan to put trees on the actual lots. Alderman Levasseur confirmed with Mr. Pratt that they are not going to clear cut everything and they are just going to clear cut for the road for now. Mr. Pratt said they are going to cut for the road, cut for the ponds and cut for the driveway. Alderman Levasseur said as they build the houses they are going to put trees in so by the time the eighth house is built the first house will have an eight year tree. Mr. Pratt said they will probably put a tree or something in the front yard. He wasn’t sure what their program was. Mr. Otis said they do landscaping of each
property depending on what fits the area.

Alderman Levasseur said he commiserates with somebody who is going to have to deal with a house being built every year and trucks coming in and out. The fact that they are putting in the road and drainage system now should actually be beneficial because there is only one lot being built at a time and they will be able to watch the water flow. He asked Mr. Pratt if he is with this project for the whole eight years. Mr. Pratt said they will probably help out with the certified plot plans and designing the sewer services. Generally they do participate. They are given the building footprint and they do a grading plan, they show the utilities and set the grades. The surveyors generally lay it out and go back and provide a certified foundation plan.

Mr. Leclerc said he appreciated that Mr. Pratt is willing to work with the abutters and he hopes they take full advantage of it. He said some of the pictures Mr. Janas provided show the trench pretty much under water so he hoped while they have the equipment there, while they are doing all this work, maybe they could tackle that first. Mr. Pratt said they are happy to have that as a condition of approval.

Chairman Harrington asked if he knew what the water level is currently. Mr. Pratt said he did not. They didn’t get very deep with the test pits. They only got about 48 inches and he didn’t hit any water there. He did them in the upland areas. The groundwater was at the surface at the wetlands.

Chairman Harrington asked about ledge. Mr. Pratt said he didn’t see any ledge outcrops and where he dug he didn’t hit any ledge.

Mr. Lussier asked if there was an invert of the drainage pipe that goes under Huse Road by Mr. Janas’ property. Mr. Pratt said he has an invert on that one. Mr. Lussier said in the sewer profile it looked like it was only a 1-1/2 to 2 feet deep at the most. Mr. Pratt said it is about 2 feet but it is pretty wide and there is a fence on one side so there has been some soil and leaves that have built up on one side. He thought the fence was there maybe to try to prevent stuff from getting in there. Mr. Lussier agreed with Mr. Leclerc that needs to be improved.

Ms. Trisciani said from her experience with homes and having this happen near her own home, the City built lovely drainage that was supposed to help all sorts of issues and unfortunately it created a massive groundwater problem. She believed DPW has asked them to do some more test pits and try to get a better feel for what is going on. She agreed with the Chairman that this was a critical issue to get decided before they move forward with this. She asked if they are just trying to put too many buildable lots in there to create a larger problem for everybody. She asked if they have really looked at what the feasibility is and if this will create a larger issue for everybody in the area. Mr. Pratt said they did those test pits in regard to that comment from DPW. They hadn’t done any before; they just went with the soil mapping to try to understand what the soils were for the drainage design. The test pits
were done to confirm the soils mapping. He said he doesn’t want drainage problems and that is why they are willing to put in some under drains and that is why they have all the detailed grading shown so they make sure they don’t flood and divert any water to any of the abutters. Based on the shape of the land he said there really isn’t going to be any opportunity for any water to go anywhere except for the existing wetlands.

With regard to the number of lots, Mr. Pratt said the lots all exceed the City’s 7,500 SF minimum standard. Ms. Trisciani said she understood and respected the City standards but then there is also the reality of what that land can do and truly handle. It goes along with the contour maps; they say one thing and nature is an entirely different beast. They know groundwater is going to do what it is going to do whether or not there are swales and the right contours. Regardless, just because the City says you can build a home on this lot, her question was if it is truly the right thing to do and from an engineering perspective and seeing the problems that have been going on with this development since they initially building started, she was getting a sense that in a lot of Mr. Pratt’s responses it was “yeah, yeah, we’ll work with you“. She got the feeling from the people that came forward tonight and reading past reports that these are problems that have been going on for years. Mr. Pratt said the last development that came in for approval was 15 years ago and he was not involved with it so he could not speak to that. She said VOPAR has been involved for the 15 years so whether that was approved or not 15 years ago, the problems are happening today so his involvement or not these are current problems that haven’t been addressed yet. Mr. Pratt said his understanding is their concern is the water that is coming down and running through and they are collecting that and putting it in infiltration basins and detention basins further from their property. They are offering to install an under drain to try to take care of that so he thought they were doing everything they can.

Mr. Golden asked if the results were sent to DPW. Mr. Pratt said they are on the plan.

Mr. Golden asked how many test pits were done and Mr. Pratt said he did four of them kind of spread out in the upland areas. Two were in the detention basin areas and the other were in the upland areas.

In regard to the test pits, Mr. Golden asked if there was a standard for the depth of a test pit. Mr. Pratt said 4 feet is typical. They were asked to confirm the soils mapping layers and that is what they did.

Mr. Golden asked if the flow out of the sump pumps gets incorporated into the drainage calculations. Mr. Pratt said they do not because what they analyze is peak flow rates. The sump pump discharges a gallon per second, which is about 10 gallons every time it pumps. In the worst cases he has seen a sump pump go every 5 minutes. It goes for about 10 seconds so it will dump about 10 gallons of water every time it pumps so 100 gallons over an hour wouldn’t have any effect on the storm events. A sump pump is nowhere near having an impact on the level of flow that comes down from a rainstorm.
Mr. Golden asked if there will be a standard detail for the outflow of the sump pumps per lot. Mr. Pratt said they didn’t anticipate doing one but they would be happy to put notes on the plan to divert those to grassed areas. Mr. Golden thought that would be prudent.

Mr. Golden asked if the existing condition of Stanton Street is base pavement. Mr. Otis said that section of Stanton Street is final coat that has been approved and accepted. They have to put a final coat on the cul-de-sac on the north end. They plan on tying that into this construction. Mr. Golden didn’t believe any portion of this street has been accepted yet. He thought it exists purely from recorded subdivision plats. Mr. Otis said he knew they did an as-built and monumented it and submitted it and they don’t owe any money on that tangent section from a bond. That is what he based his assumption on. Mr. Golden said he would follow up on that.

Mr. Golden requested that the phasing of the tree cutting be added to the plan. Mr. Pratt said he would do that.

Mr. Golden requested that Mr. Pratt explain the super elevated driveways on Lots 6, 7 and 8. Mr. Pratt said on a normal driveway there is a crown where the center is higher and it pitches in either direction. If they had a crown on the adjacent driveways then they would end up with a puddle in between the two of them. As such, they show the driveway being pitched away so it drains away to avoid any ponding. The same thing with the other driveway. They wanted to make sure that it didn’t pond on the side so they pitched it so it drains toward the wetland. Mr. Golden confirmed with Mr. Pratt they all have a 2 percent slope.

Alderman Levasseur asked how they can pay for the road and not realize their money for eight years. Mr. Otis said VOPAR is a nonprofit organization and it works together with MST. That money is generated from a home sale to keep going and then they will build the next house and take those proceeds to build the following house and keep going. They have some money in reserves to build the road infrastructure and also some of the proceeds from the home sales go towards scholarships and such.

Mr. Lussier said in this particular case, these drainage basins are the whole key to the project and a lot of times the basins are simply detention and they outlet to somewhere. These are supposedly going to be absorption basins that will take the flow from this area. He thought a test pit to 2 feet below the bottom elevation in both locations of basins 1 and 2 would be in order. Mr. Pratt said they could do that.

Chairman Harrington advised this hearing would be kept open until June 20, 2019 pending comments from DPW and for the test pits to be done. No further notice to abutters.

The Board took a short break.
2. **S2019-012**  
A subdivision application to adjust the lot lines of Lot 1 and Lot 2, creating three new lots of 79,712 SF (Lot 1), 56,866 SF (Lot 2) and 110,651 SF (Lot 2A) in the B-2 and C-2 Zones. *TF Moran for St. Mary’s Bank and PJC Manchester Realty, LLC*

3. **CU2019-010**  
Property located at 200 McGregor Street (Tax Map 180, Lot 1), an application for a conditional use permit to allow a reduction in required on-site parking from 69 spaces to 55 spaces in the B-2 Zone. *TF Moran for St Mary’s Bank*

**SP2019-011**  
Property located at 200 McGregor Street (Tax Map 180, Lot 1), a site plan application amendment to a previously approved plan (SP-3-2012) for modified parking, access and traffic circulation in the B-2 Zone. *TF Moran for St. Mary’s Bank*

4. **SP2019-012**  
Property located at 195 McGregor Street (Tax Map TPK5, Lot 2), a site plan application amendment to a previously approved plan (SP-29-2010 and SP-19-2007) for improved parking, access and traffic circulation in the ACH Overlay and AMX Zone. *TF Moran for Brady Sullivan Millworks, LLC*

5. **CU2019-011**  
Property located at 122 McGregor Street (Tax Map 180, Lot 2), an application for a conditional use permit to allow a reduction in required on-site parking from 60 spaces to 53 spaces in the B-2 Zone. *TF Moran for PJC Manchester Realty, LLC*

**SP2019-013**  
Property located at 122 McGregor Street (Tax Map 180, Lot 2), a site plan application for construction of a new 1-story, 15,855 SF Rite Aid Pharmacy with associated site improvements in the B-2 Zone. *TF Moran for PJC Manchester Realty, LLC*

6. **CU2019-012**  
Property located at 88 and 100 McGregor Street (Tax Map 180, Lot 2A), an application for a conditional use permit to allow a reduction in required on-site parking from 1,014 spaces to 214 spaces with an alternative parking arrangement in the C-2 and B-2 Zones. *TF Moran for Catholic Medical Center*

**SP2019-014**  
Property located at 100 McGregor Street (Tax Map 180, Lot 2A), a site plan application for construction of a new 6-story, 220,560 SF, hospital addition, 94-space surface parking lot, and future 4-level, 327 space parking garage, with associated site improvements. *TF Moran for Catholic Medical Center*

Ms. Levandowski advised that staff understands this is a complicated and somewhat confusing submission for the project so she provided the Board with a brief overview. As the
agenda indicates, the project involves eight applications in total; it involves one subdivision lot line adjustment, four site plans, one for each affected lot, and three conditional use applications for parking reductions. The project will be developed in three phases. Phase 1 will be to demolish the vacant portion of the strip mall and the creation of a temporary 94 space surface parking lot to provide parking for Rite Aid and St. Mary’s Bank while the new Rite Aid building is under construction. Phase 2 will be the construction of improvements for the parking areas and access points to St. Mary’s headquarters. Also part of Phase 2 will be the relocation of Rite Aid from the strip mall to the newly constructed standalone building on its own lot closer to McGregor Street. Offsite improvements associated with Phase 2 will involve shifting the primary site driveway on McGregor Street further south as well as the existing driveway on the opposite of McGregor Street for the Mill West site. The Mill West site will be shifted to align with the new site driveway to prevent any offset. The parking layout for Mill West will be adjusted to realign with the modified driveway, hence the application for the lot across the street. Additional offsite improvements in Phase 2 will be the creation of an access corridor from the involved properties to and from Amory Street by shortening the existing median on Amory Street to enable left arrivals into the site. Phase 3 will be the construction of the six story hospital addition. Phase 3 also contemplates a future parking garage to be built at a later date or as needed by CMC. The future parking garage, while part of the approval being requested by CMC, has been difficult to review. Information supporting the garage has been insufficient for staff to complete a full review. For instance no test borings have been submitted nor the location of structural supports in relation to parking layout for each floor been shown.

Ms. Levandowski said Planning staff has fully recognized that the applicant as well as the whole team has been responsive in working towards numerous corrections of Planning, DPW and Traffic; however, staff has not received an updated plan that fully reflects all the changes to date. There has been a lot of back and forth addressing comments and changes since the original submission date so in an effort to keep the project on schedule and moving forward the Planning staff has been accommodating with receiving the plans in piece meal fashion.

Not having reviewed a complete set of plans that reflects everything in one complete package, staff has not given a full comprehensive review of the whole set to date. Staff asked that the technical review comments be addressed for all the agencies shown on the plan and also addressed in a letter that indicates where they have been addressed on the plan. This is an extensive project and is a great improvement to this part of the west side so staff wants to make sure what they are reviewing is accurate and everything matches to date in all the plan sets.

Attorney John Cronin of Cronin, Bisson & Zalinsky appeared along with Bob Duval of TFMoran, the project engineer. Also present was Alex Walker, the COO of Catholic Medical Center who has led the growth and success of the institution.

Attorney Cronin thanked the staff as this is a complicated project. It is a big project. It is big
for the hospital, it is big for the community and they know staff has spent endless hours and always kept the door open to have meetings with people from CMC’s team to try and do the best they can to get these plans into form where staff can review them, understand them and act on them. Not only Planning staff but Public Works staff have been terrific with input from both Ms. Goucher, Kristen Clarke and Kevin Sheppard as some of the alignments changed and he thought their thoughts made what the CMC team thought was a good plan even better.

Attorney Cronin advised that Rich Pizzi of Lavallee Brensinger, the project architect for CMC was also present along with Scott Vlazak from Bruce Hamilton Architects who does the Rite Aid work; Steve Pernaw, a traffic engineer who is well known and respected and appears before this Board often. When they look at this project and the number of applications they suspect one of the fundamental Planning concerns, as there always is in a project of this size, is to get a handle on traffic and what the impacts will be.

Attorney Cronin said they are before the Board tonight after about five years of continuous effort to try and figure out how the hospital can expand to meet its growth in the community and the demand for its services. In addition to being the attorney for this project, Attorney Cronin advised he has been on the Board for about seven years and has struggled with the efforts to try and make this work. This project is difficult for a number of reasons. There are two stakeholders; St. Mary’s who has built a gateway building as well as Rite Aid who does a very good business at their current location. He said they had to get those folks on board as stakeholders and join with CMC in trying to develop the land so it was in the best interests of all three parties for the long term. That is not an easy task when you have a company like Rite Aid that is going through various things at the Federal Government level so things stop and start and it made it very difficult to put it together, but thanks to Alex Walker, Jason Cole and Rebecca Kane they were able to get a deal together to bring this to reality.

Attorney Cronin advised that Bill Stephens of Harvey Construction, who will be the project contractor, will be available to answer any questions as needed.

Mr. Walker showed a couple of slides of Catholic Medical Center’s humble beginnings back in 1894. They have had 125 years of growth on the west side that they have been very proud of. To start with humble beginnings with Notre Dame Hospital and then moving forward to the 1956 building, which is just off of Notre Dame Avenue and is still there today as home of their renowned Mom’s Place and special care nursery. That building operates at full capacity today. It is an old building that needs constant care but they make it work. Moving forward to 1974 is the merger of Sacred Heart and Notre Dame to form Catholic Medical Center. Their growth continued in the early 2000’s with the major expansion of their heart and vascular program along with some additional operating rooms, front entrance and then in 2008 with the construction of the Notre Dame Pavilion and the sky bridge that has been a great satisfier of patients making their way from the parking garage into the hospital. Here they are in 2019 and they are at a crossroads in terms of the future
expansion of CMC. Just in the last seven years Dr. Joe Pepe became the CEO. In 2012, a new team came in and they have seen really explosive growth for CMC over the last seven plus years. Growth not only in what they have been able to do with their clinical programs like the Heart & Vascular Institute, which is by anybody’s standards a world class clinical program and he would put their clinicians up against any clinicians on the planet and just by the metrics that they achieve day in and day out, the kinds of procedures that they do are really cutting edge and innovative and very, very few community hospitals in this country do. In fact, some of the programs in heart and vascular like the watchmen device they were doing that before academic medical centers in Boston were doing it and they do it to this day. They do more of them than most academic medical centers so when he says they have a “gem right here on the west side” it really is a world class facility and we should all be proud of it.

Mr. Walker continued by saying that the growth that it has achieved over the last seven years has been terrific but in a lot of ways, as with a lot of other parts of the hospital, they have become victims of their own success. They are completely stressed for space and their physical plant is aging so that really was the impetus for this quest they have been on to expand the campus. As they looked at this particular site, which they once owned back pre Optima. During the Optima merger that land was sold, which he likened to the Red Sox selling Babe Ruth to the Yankees, and he thinks they have regretted that decision for many years so getting that property back to CMC has been a very important strategic imperative for them because as they looked at expanding the hospital to accommodate all of this growth and to accommodate all of their mission programs. They not only do world class cutting edge clinical procedures throughout the hospital, the mission work they do is just as important to them. They have a mission of “health, healing and hope” which has been their mission for a very long time and will stay their mission for a very long time so programs like the Pregnancy Care Center, the Poisson Dental Center, the West Side Neighborhood Health Center, Roots for Recovery, Health Care for the Homeless. The list goes on and on and they do about $70,000,000 to $73,000,000 a year in community benefit so their Form 990 lays out every year their community benefit and it is significant and more than most. As such, the space that they need is not just to accommodate the Heart & Vascular Institute; it is to accommodate all the other programs that they are so very proud of.

Mr. Walker said they are out of space and this particular parcel is really far and away the best most-efficient place for them to grow the facility. They have some space to the south of the building (the old medical office building), they have some space across the street in the surface parking lot, but there is just no adjacency to the existing hospital and what they need to do in terms of expanding their Emergency Department and adding space to the Heart & Vascular Institute. This is far and away the best place for them to expand the hospital and to be able to do it on that parcel is particularly gratifying to them because it is a gateway site. It really is the gateway to the west side and when they look at what St. Mary’s was able to do there with its renovation, they set a very, very high bar for CMC and for anyone that would undertake any kind of redevelopment in that area. As such, St. Mary’s has been a great partner to make the acquisition of this parcel a reality. Rite Aid was a very reluctant seller.
That store does well for them and it took CMC a very long time to get them to the table to start to put this together so when they talk about this being a little bit of a confusing package and complicated; a lot of that is due to the fact that it was not too many months ago when this deal finally came together and the CMC team has done an unbelievable job, the City’s team has done an unbelievable job of back and forth and Ms. Goucher and Ms. Nazaka and a whole host of others have been great to work with. They appreciate all of that give and take. They want this to be the very best project that the City has seen in a very long time, but they need to move it forward. If they think about the process they are in today and getting shovels in the ground to get that Rite Aid store constructed, to be able to tear down that plaza to put a shovel in the ground to build this facility and they are behind schedule. They are at 90-95 percent capacity every single night in that hospital. The Emergency Department is jammed and it does a lot and staff does an unbelievable job with a limited amount of space and there are some very trying conditions such as psychiatric patients that board in that ED for days at a time waiting for a bed at the New Hampshire Hospital. Those are the kinds of programs they need to expand in the Emergency Department. They want to expand their mission work. They need more patient rooms.

Mr. Walker said they are really proud of this. This is something they have been after for a long time and they hope everyone will be proud of it with them.

Attorney Cronin referred to the existing conditions photograph and said it is important to note that regardless to this development and the addition, the hospital entrance will remain the same. People will flow in and out of that same entrance that has been established for a long time. The addition is earmarked to house additional operating rooms that are much in need. There will be single patient rooms in this facility, which seems to be what the market demands now, as well as space for the Heart & Vascular Institute to do their work.

With regard to the exit and entrance coming out of Mill West and the existing entrance that goes into the Bank and Rite Aid, Attorney Cronin said when they first met with City staff, Ms. Goucher called that out as a concern due to the lack of alignment and she encouraged them in the design process to make those driveways align and thanks to an agreement with Mill West they were able to do that. Also along that corridor there was an additional curb cut which was initially designed to provide an independent lane for ambulances. The number of curb cuts and their proximity to each other was a concern for Planning staff and although the emergency medical folks were not too delighted with it, they were able to convince them that they could eliminate one of those curb cuts. He said Putnam Street sits down to the south and that is where the traditional hospital and the medical office building sits. Across the street is the Notre Dame Pavilion that houses some of the executive offices, the Norris Cotton Cancer Center and some of the surgical groups. Their parking garage is there, which has been a great addition and through approval process here not too long ago they implemented a valet service both at the garage and at the entrance with a new lot over on Putnam that has worked wonders.

Attorney Cronin said when looking at the site, one of the big factors to get the deal with Rite
Aid is they can’t be out of business for a day so they had to come up with a way to build this site in an urban condition and keep them operating. In working with Bill Stephens, Harvey, the engineers and the architects they came up with a plan to make it work. What’s going to happen and what’s before the Board generally there is a subdivision plan that will subdivide the Rite Aid lot and the St. Mary’s lot and it will break it down into a different alignment. There will be a little bit less space at St. Mary’s but it will be configured differently. He believed it met all the requirements for an appropriate subdivision. He added that last week they were at the Zoning Board of Adjustment. There were a number of variances required for this project. At that hearing he broke them down into three substantive variances and a number of technical ones. In looking at the space between the strip mall and the existing hospital, the helipad is a nice benchmark. The zone line goes down in the middle and there is B-2 and C-2, the strip mall being in the B-2 zone. Hospitals are not allowed as a matter of right in that zone. They were able to get a use variance to allow a hospital to go on that particular site. The other two substantives related to the height and the number of floors, which were not allowed in B-2 but would be allowed if it were a C-2 zone. Effectively by getting the variances that parcel will live as if it was in the C-2 zone. The technical variances were for things like parking bumpers, perimeter landscape and Mr. Duval was quick to note that although the dimensions may be a little bit less than technically required, the plantings are consistent with the requirements so they have more plantings in less green space and it will be a pretty dramatic improvement. That was basically the subdivision piece of it, which he thought was pretty straightforward.

Attorney Cronin said then there are the various site plans because they are modifying the locations. There is the CMC site plan, which would be for the office addition. There is the Rite Aid lot and the St. Mary’s lot. Within the CMC site plan package there is an offsite sheet detailing the offsite improvement and that would be to align the driveways. That reconfiguration for Mill West will also create six additional parking spaces for those folks. Also in the package are conditional use permits for each of the sites as they relate to parking.

Attorney Cronin referred to the existing conditions plan and said to keep Rite Aid in business the first step will be to demolish the north side of the strip mall while keeping Rite Aid in business and creating a surface parking lot there. The next step will then be to build Rite Aid its building out on a pad in the front of that particular lot. That surface parking lot will accommodate all the various parking needs of Rite Aid and St. Mary’s. Once Rite Aid gets moved and settled the next step would be to go and build the hospital addition. There are some tight quarters but thanks to the talented folks that are working on this, they can make it work.

With regard to the parking garage issue, Attorney Cronin said when the Board looked at this particular project and their mission as fiduciaries to the hospital whenever they are spending money they serious concern and study it carefully. This particular project in the mid hundred millions to get this particular hospital addition done and get Rite Aid done he thought projections were in the hundred and fifty number, which was hard for him to grasp, but the Board said if they are going to fund this type of project and get financing for it, it is
necessary that they have the ability to build the parking garage when needed. They can’t develop a building of this size and not have the option at a later date to go build that parking garage. That was a “no go” from the hospital Board if they couldn’t do the parking garage they were not going to do the project. That is why it has been shown on the plans. It has been figured in what Mr. Pernaw did. It has been figured in as to what Mr. Duval has done. Some of the folks at the ZBA had questions about it and Attorney Cronin said to them just because something gets approved it doesn’t necessarily mean it will ever get built or it will get built tomorrow. There have been a lot of projects in this City that have gone in various phases. Probably not as well defined as this and well laid out in terms of phasing. He referred to the Massabesic project they got approved in 2006. The market turned and it sat through a series of extensions and he believed that was just getting underway now so that was 13 years out. In connection with River’s Edge he believed there was an extension for substantial completion of a lengthy period of time to get that done. The Attorney said when he looks at it as far as how it works, the details are included; the number of spaces, the height and the elevations. They have the necessary variance from the setback off of Amory and they would expect when the time is right and the funding is right to be able to build that they would come back and update the traffic for that intersection. Attorney Cronin said they experts tell them that when the parking garage is built that will actually function a bit better. He didn’t see why there was so much concern about the parking garage coming at a later date and from a Planning perspective, once they address the criteria and the traffic the Board will have a better handle on it.

Mr. Duval thanked staff for all the tireless effort they put into this project. They have made themselves available at a moment’s notice. They were quick to tell them when they needed additional information. It has been a very successful effort working together and he was very pleased with the cooperation staff has given to help make this project happen and stay on track. Today they are on track and they hope to keep that momentum going as they move forward.

Mr. Duval said the intent is to perform the subdivision into three lots. At the end of the day when the construction of the new Rite Aid is complete and occupied by Rite Aid and before the hospital construction starts that lot will be merged with CMC to make one single large hospital tract. The 100 McGregor Street lot will be extended out to Amory Street encompassing the addition, the parking and the new Emergency Department expansion as well. It is a three lot subdivision with the third lot being merged with the parent hospital parcel.

With regard to parking, Mr. Duval said to provide a proper context they should look at the overall parking for the CMC campus. He said this Board approved about 160 spaces on what they call the Allard Drive lot. During the course of moving that project into construction some contaminated materials were found and soil conditions were found that made it too expensive to build the 160 or so parking spaces so that has been dialed back. There will be a new site plan application coming before this Board showing a reduced amount of parking there because the original parking was basically coming in at parking garage prices per space
and if they are going to pay those kind of prices they may as well build a parking garage so that is the idea. They will build the easy 60 spaces that will provide some immediate relief and then the rest of the parking will be provided by future structured parking; either on this site or other sites as the hospital continues to expand.

In summary, Mr. Duval said the required parking for the hospital is 1,551 spaces, which includes full buildout. That includes the six story 200,000 SF addition, which presently includes a lot of additional patient rooms, which the required parking is assigned on a per bed basis (two per bed) and also a floor of the New England Heart & Vascular Institute, which is counted as medical office at 5 per 1,000 SF. Those two additions as well as all the existing space including the 195 McGregor space is included in this 1,551 required spaces. The total parking spaces in 2019, which includes the 60 yet unbuilt spaces, amounts to 1,761 spaces so there is an additional 110 spaces in the campus in addition to required spaces. That does not include the spaces that are going to be provided onsite. When the site construction is fully complete, which will be toward the end of 2022, with the surface lot on that lot there will be 1,786 spaces added to the inventory and that compares to the 1,551 required. Once the parking garage is built there will be over 2,000 spaces, which again compares to the 1,551 required. There is currently a surplus over required spaces and that surplus will increase in connection with this project. He pointed out in the last two years the hospital has added over 200 spaces to their inventory so 2017 as a baseline condition had about 1,500 spaces and there will soon be over 1,700 spaces; 200 of which are already in place so the parking problem associated with the hospital has been ameliorated to a certain extent by this additional parking inventory that has been put into service and it will continue to get better as this project unfolds. Another part of this was the creation of the free valet parking service at the main entrance to the hospital, which has in addition to making more efficient use of parking, it has allowed 50 spaces to go into the Putnam Street lot, it has allowed 100 additional spaces to be put into the garage. It has also sorted out the traffic flow in front of the main entrance, which used to frequently back out onto McGregor Street but since that valet service and the realignment of the entrance has been put into place that situation has gotten much better.

Going back to the onsite lots, Mr. Duval said at the outset the vacant two-thirds of the Rite Aid property will be torn down and a temporary parking lot will be constructed. That will house 119 spaces. That will be the very first step once construction gets underway on this project. That parking is to provide relief parking for the Rite Aid store, which will stay in business, and the St. Mary’s Bank customers and employees and provide them a place to park not only while Rite Aid is being built but also while the St. Mary’s improvements are being built, which is an expansion of their front parking lot of some 10-15 spaces and reconstruction of the back entrance to Amory Street and the boulevard entrance plus a reconstruction of the main drive to line up with Mill West and finally realignment of the Mill West parking with the new entranceway and a straightening out of the parking aisles and making a more rationale flow in the parking lot than exists today. All that happens in the first few months of construction as well as preparatory earthwork, utility work and other preparatory work in the Rite Aid front parking field leaving them in business served by this
parking lot while this work is ongoing. Much of this will stay in service during this period, but some work will be ongoing chasing utility lines, grading and drainage.

Alderman Levasseur inquired if a contractor has already been picked. Mr. Duval advised that the contractor is Harvey Construction for this phase of the construction and for construction of the Rite Aid. The contractor for the hospital expansion has not been formally decided yet. Mr. Walker said they will go through a bidding process before they select the contractor for the hospital.

Mr. Duval said the next phase would be Rite Aid is complete and ready to go. One small detail is that the back row of Rite Aid parking that is in the Rite Aid lot would be temporarily encumbered by construction to provide room to work around the perimeter of the building and a portion of the ultimate surface lot and garage would be encumbered to the contractor for lay down and staging purposes. He reminded the Board there is always more than enough parking spaces to meet requirements at every stage of this construction. Mr. Duval said the conditional use permits is really to provide the offsite parking that is either required in the temporary phase of construction when less than the full complement of parking is available to St. Mary's bank provided in the back in a different lot and the same with Rite Aid. Part of their required parking is both temporary and permanent and will be provided on the CMC lot. That is the reason for the CU permit for both of those uses. In addition, in discussions with staff, it became apparent that a new CU permit is also required for the hospital because most of the hospital parking is in the centroid area of the campus is well south of the site and only a small increment of parking is provided on the site itself. Even when the extra lot is in its smallest configuration during construction of the hospital tower there is still well in excess of total spaces provided on site. He noted there is not an allowance for CMC in these numbers because there is always a surplus of parking associated with CMC at all times presently, throughout construction and in the final condition.

Mr. Duval showed a slide of the final condition first with the surface lot until the parking garage is built because it may not be built consecutively with the hospital addition and may be built in a future stage.

With the three curb cuts in such proximity, Chairman Harrington asked if there was consideration to only having two curb cuts. Mr. Duval said at one time they had three curb cuts and one of the wishes of the hospital was to separate the emergency vehicle circulation from emergency room visitors and walk-ins so they had a separate entrance for the walk-in patients and visitors, a separate entrance and exit for the emergency vehicles and a one-way exit only. The main entrance for all users is on McGregor Street, which serves Rite Aid in the front, Rite Aid in the back and St. Mary's in the front and St. Mary's in the back. They consolidated the new emergency expansion into a single driveway that is one-way circulation for walk-ins and drop-offs and two-way circulation for emergency vehicles. They separated these driveways to the greatest extent possible but for adequate and appropriate circulation for the Rite-Aid store they had to keep the one-way out driveway in the front onto McGregor Street. The Chairman said he was looking for better reasoning as to why the
exit out for Rite Aid needs to be where it is. He asked why they couldn’t just go out through the main boulevard or some other way. Mr. Duval said it does help to provide more uniform loading of the driveways. From a circulation point of view, this is not going to pose any particular congestion problems. In fact, it will help to relieve congestion problems. He said this would be addressed by Mr. Pernaw later in the presentation. Mr. Duval said it was at the suggestion of DPW staff that this would help eliminate congestion at the Amory/McGregor intersection and it also helps to improve the balancing of traffic between the two driveways.

Going back to the Rite Aid exit only that the Chairman was talking about a few minutes ago, Ms. Goucher asked if you are coming out and turn right hopefully there is no conflict, but if you are coming out of Rite Aid to take a left turn, she asked why the middle area has the left turns in and out when going in that direction you have a dedicated left slip lane. She asked if that middle area is supposed to be more stacking. Mr. Duval said Ms. Goucher was looking at the standard marking for a wide median, which just shows opposing lefts. It is common practice to put that even when there is no left permitted there. What they have shown is the exclusive stacking for the turn that is warranted by traffic. If they are coming out and want to make a left turn, Ms. Goucher said they are going across the traffic heading south and if they are going across that middle median they have to keep going because they are probably not going to be going in the left turn lane because they just came out of there. She asked if they thought that would be an issue for the cars turning left out of that driveway. Mr. Duval said that was actually an advantage to left turning traffic. It is providing what is called a “two stage left” so a vehicle that is exiting can actually pause, clear traffic and if you have a congested corridor these are a very effective tool to improve driveway levels of service where the exiting traffic can wait for a gap in the oncoming stream, go out to the middle and wait for a gap in the northbound stream and then complete the left hand turn. It sometimes makes a level of service improvement in the functioning of that left turn. He thought this was the appropriate striping sequence to use that.

Ms. Goucher asked if the dedicated left turn lane to go into the site is adequate for the numbers. She assumed it was about three cars for left turns in. Mr. Duval said that was consistent with Mr. Pernaw’s report. He said these studies are still under review by DPW and as their comments continue they will address them as necessary.

Mr. Lussier saw that the parking space numbers all work, but everybody has to focus on the entrance that exists. He asked how a pedestrian is going to get from that parking garage into the hospital. Mr. Duval said parking there is really not intended to serve the hospital. This parking, in the garage scenario, it would be a staff only entrance that would be provided from the garage into the hospital. In the surface lot condition, there would be no entrance there into the hospital. This parking is really for the benefit of St. Mary’s Bank and Rite Aid and to provide a foundation for a future parking garage. Another very important function is that it provides temporary displaced parking during construction, but there is really no intent that large numbers of patients would park there. There would be no reason for them to as it is fairly remote from the main entrance of the hospital; especially with valet service it will be
much easier to drive down there. As far as pedestrians, there is a network of crosswalks and sidewalks throughout the site to get from any point to any point.

Attorney Cronin advised that St. Mary’s Bank and Rite Aid now have a reciprocal parking arrangement so they are essentially doing it now under an agreement that has been in place for a long time. They have some dedicated spaces for each site but they share some there now.

Mr. Leclerc asked about construction employee parking. Mr. Duval said that is currently being worked out but the intent is that there would be no significant, other than perhaps construction visitors and so forth use of the site for parking, except within the parking zones themselves. He said there is a track record that has been established here that during the last construction season when improvements were being made the contractor, who was also Harvey Construction, was very disciplined and made sure the subcontractors were equally disciplined not to take up hospital required spaces, even on street spaces was discouraged.

Alderman Levasseur asked what would happen when they decide to build the garage and they won’t be able to use the bottom parking lot. He asked if they would put everybody in Mill West. Mr. Duval said Mill West is also very much occupied from a parking perspective. There will need to be some temporary arrangements made for displayed parking during construction of that parking garage.

Alderman Levasseur asked what is there before the garage. Mr. Duval said they would need to find 69 spaces to replace what is promised to St. Mary’s and to Rite Aid.

Alderman Levasseur asked if Rite Aid will own the new lot. Mr. Duval said yes. The Alderman asked if Rite Aid will be responsible for building that. Mr. Duval said CMC is responsible for building everything they are discussing this evening.

With regard to the parking lot that ultimately could be a parking garage, Chairman Harrington asked if they were planning to landscape that as a parking lot. Mr. Duval said yes, but the one exception is that they are going to lay it out in its ultimate configuration as a parking garage, which means there will not be the typical 10 foot wide planting islands, etc. This really is intended to mirror what the structure of a parking garage would occupy; 2 foot columns and spandrel walls on the outside, etc. Every opportunity in the corners and even in the skinnier islands that will ultimately be occupied by a future structure, they will provide some plantings in this case day lilies and so forth. In the 10 feet or so that flanks Amory Street, that will be heavily planted.

The Chairman asked if that would be even when construction workers are using it to park. Mr. Duval said to the extent that this parking can be constructed in its final form, yes it will be landscaped so it can be completed. By the time Rite Aid applies for its CO that parking lot will be fully landscaped in its phased condition.
Ms. Goucher said, since there is the potential that this might be the final parking lot, she wanted to make sure that when staff is reviewing the set of drawings for that portion of the site, they are looking at it as a final landscape plan because it may be final. Mr. Duval said that is true and why they were sure to add the counts of interior landscape, etc. in the variances they received. He pointed out that, as Attorney Cronin pointed out in his initial presentation, in the final form should it be a surface lot, the overall lot coverage has improved. In the pre-construction condition it was 88 percent and in the post construction condition, even with all this building and parking improvements, it is actually going to reduce to 86 percent. Interior green space of all these parking lots added together; in the pre-existing condition was 4.9 percent, just under the requirement, and in the final configuration all together it is 6.3 percent. It goes from nonconforming to just over conforming all together even though there is a “little bit less here and a little bit more there”. It adds up to a conforming interior green space.

Mr. Hebert asked if Wayne Street would remain active. Mr. Duval said that will become a fire lane that will be gated from Amory Street. That will be raised gradually in grade from the end of the existing building as well as the new building up to meet the Amory Street grade and will be gated and be for the exclusive use of the Fire Department. During construction this would also be used for construction vehicles.

Mr. Curry asked if there were any dedicated areas for snow storage during the construction phases. Mr. Duval said during the construction phase undoubtedly the contractor would be responsible for the construction related snow removal. They may well make a deal with the existing landowners to manage their snow. On a tight site like this, there is no significant place for onsite snow storage. Currently they are actually using some of their parking field that is excess for snow storage. In this new configuration that extra space goes away and snow storage of all but the smaller storms would have to be removed from the site.

Stephen Pernaw of Pernaw & Company advised their office prepared the traffic impact and site access study for this expansion project. Their report was published in March of this year. The hospital is getting bigger and the Rite Aid is getting a little smaller, but they are adding a drive-thru. In terms of the garage, they did traffic projections for a 300 space garage, a 400 space garage and a 500 space garage. That is because back when they were working on this study there was no definitive plan and the applicant wanted their input in terms of what the traffic implications were of the size of the garage. They basically concluded whether it was 300 or 400 space, it will not make a big difference.

Mr. Pernaw showed figure 1, which depicted the study area that was utilized and where they did their traffic counts. They researched available traffic count area as they always do. There was a traffic done by DOT on McGregor Street south of Amory back in 2016 and they counted about 15,000 per day on northbound/southbound. That data showed that obviously traffic varies from day to day and there is a peak during the morning, things drop off a little bit and then there is a higher peak in the evening, which is pretty typical. They did their data collection at all six intersections simultaneously in January and their counts ran
from 6:00-9:00 AM and then from 2:00-6:00 PM. They do the longer count so they can
determine when the highest one hour period was. What they determined is that occurred
from 7:30-8:30 AM and then 4:30-5:30 PM, both pretty typical. They were asked to do
projections to the year 2022 and then a ten year projection on top of that so in the report
there is an analysis of 2032 traffic numbers for the morning and evening peaks.

Mr. Pernaw pointed out this is a unique traffic study because there are three kinds of
impacts going on; one the hospital is expanding so for sure they are going to have additional
vehicle trips because of that expansion. What makes it a little unique is that there is not one
destination. They are not coming to one parking lot, they are going to several parking areas
and they used the inventory Mr. Duval showed earlier as a basis for their future projections
so they know where they are coming from but they are not going to one point they are going
to several. The second impact is Rite Aid. He said it was shrinking in size which means trips
would go down, but they are adding a drive-thru which really means there will be a small
increase in Rite Aid traffic because of their new building. There is a case where there is one
destination. They know they are all heading to that one site. The third has to do with the
parking garage; 300, 400 or 500 spaces. In effect by building that garage the hospital is
creating a new destination again one point and again depending on how big and what its
capacity is will dictate to a certain point how much traffic will come in and out of there on an
hourly basis. They looked at trip generation. That is the analysis where they try to quantify
how much traffic the development is going to generate. In looking at the evening peak hour
(4:30-5:30 PM worst case hour) the expansion of the hospital is going to add about 185 trips.
The Rite Aid expansion will add 10 trips so they are talking about 200 additional trips coming
from points north, south, east and west but again they are not all going to one intersection
or one parking lot; they are being dispersed throughout that study area. In the garage itself,
tonight he heard 327 spaces; they are talking about 100 trips during the “arrival” peak hour,
100 cars coming in and roughly 100 going out.

Mr. O’Donoghue said it appeared from the plans that St. Mary’s is also adding four drive-
thru lanes. Mr. Pernaw said those are all existing drive-thru lanes so they held that constant
in their study.

In looking at the build projections (the future) and compare it with the no build projections,
the signalized intersection at McGregor and Amory they are looking at an increase of about 3
percent net increase in total traffic demand. It the same thing over at Amory and Coolidge.
Down at Foundry it is higher again because of the parking garage down there it is about 7 of
8 percent during the peak periods. In DOT’s two counts on McGregor Street, he said normal
variations from one day to the next over the three days of counts accounted for changes of
up to 11 percent. As such, he said there is going to be an impact and there is going to be
more traffic, but it is not going to be earth shattering where you can tell a difference where
it is apples and oranges; it is in line with what currently happens from a random Tuesday to a
random Wednesday. When they look into things such as intersection capacity and this is the
important technical analysis they look at, if they start off with McGregor and Foundry down
by the existing entrance that signalized intersection is operating well below capacity today
and they are expecting that to be true in the year 2032. There is an impact and the additional traffic is going to use up some of the available capacity but the good news is they are well below capacity. He said the level of service in the year 2032 PM peak hour is level of service C without any expansion it will remain level of service C with expansion.

Mr. Pernaw said the bad news is McGregor and Amory Street, which is the busiest intersection. It is four-way intersection with turn lanes and an interconnected traffic signal system. In looking to the year 2032 worst case PM peak hour, they are anticipating that intersection will be slightly over capacity during that peak hour period. It really means just a little longer delays and things like that. In looking at the level of service of that intersection it is kind of the same finding. It is level of service E, which means much longer delays because they are at capacity or close to it and post development with the expansion of the hospital it is level of service E again.

Mr. Pernaw said the last intersection is Amory and Coolidge. Here they are back into the good news. They are below capacity and in the year 2032. They are going to be about 70 percent of capacity without the hospital and with the expansion they are going to be about 74 percent. As such, there is an impact but again below capacity and level of service will stay at level of service B.

Mr. Pernaw said the Board has probably heard this already but if they start up at driveway A at Coolidge, today it has already been described that it is a right in/right out only driveway for site traffic. It was mentioned earlier how that will be modified to allow left turns into the intersection so that is part of the expansion of the hospital. When the garage gets completed that driveway A is going to be expanded to a full access driveway so you will be able to go left or right when you leave, all under traffic signal control. That is one bit of mitigation they wanted to talk about.

Mr. Pernaw said going down to driveway B on McGregor Street, it is an offset intersection today so that existing site driveway on their side is going to be shifted to the south. The driveway across the street is going to get shifted to the south so they line up. The other thing in terms of capacity improvements is their site driveway is going to be widened to have an exclusive right turn lane and an exclusive left turn lane.

Mr. Pernaw said the Rite Aid driveway today is a full access driveway for the entire center and this is proposed to be cut back to just an exit only driveway so there will be left turn and right turn departures at that location.

Over at the emergency room, Mr. Pernaw said that has been improved by providing more parking for passenger cars for the general public. That driveway has been combined with the ambulance entrance. On that driveway what will be seen is the occasional ambulance or emergency vehicle leaving. Anyone else coming in from the general public is going to head south and come out opposite of Foundry so they are expecting that driveway to be pretty low use in itself.
Given the results of their study, Mr. Pernaw said they are certainly going to recommend that the traffic signal system be optimized. He said before the garage comes to fruition they have been asked to go out and do new counts and new projections for the Coolidge Street intersection. In other words he said let the hospital expand and let things settle down then they will go out and do actual counts kind of like post development counts in anticipation for the future garage.

With regard to the Amoskeag Bridge, Alderman Levasseur asked if there was any mitigation possibility there. He asked if they were going to make that a one-way going out and supposedly get rid of that traffic circle. He said that was part of the 10 year plan so it is supposed to be done. Mr. Pernaw said he has not seen it but he has heard about it. The Alderman wondered if that would actually help. He didn’t think it would hurt but there is supposedly going to be some relief there.

Alderman Levasseur said people coming from the west side will be able to go into the hospital from the top instead of coming all the way down to the lights and taking a right onto McGregor so that will be some mitigation.

Ms. Charlebois asked if this traffic study is still under review by the DOT. Mr. Pernaw said they received some comments from DPW recently and they met with them the other day. Just as an example, he said when they did their data collection in January they found the intersections on McGregor Street were operating as isolated intersections and Mr. Clarke didn’t think that sounded right so she went out and she agreed, at least in the morning peak hour, that they were not interconnected or working together. She gave them signal timing and asked if they would re-run the analysis assuming they were interconnected so that is something they will publish a separate memo for. It is really not going to change their projections or their percent impacts. Maybe the delays will get a little better because it is interconnected.

Ms. Nazaka said one of the biggest requests from Kristen Clarke, the traffic engineer for the City, was regarding the dedicated left turn lane from Amory Street into the site. They worked through that at the meeting with Mr. Pernaw and Mr. Duval has since sent over revised plans for that; however, Ms. Clarke has not seen them yet. Ms. Goucher advised Ms. Clarke was on vacation for a few days so until she gets back, staff doesn’t have final comments from her, but they have been working through some of those comments.

Mr. Pernaw showed the design that was worked out at that meeting with DPW showing the exclusive left turn pocket for left turns into site driveway A and that will occur under signal control.

Chairman Harrington said he was concerned about the backup onto Coolidge Avenue if people are trying to get into that entrance. He asked if they saw any stacking issues there. He asked if thought there was going to be any impact from people coming from Coolidge
down into the site. Mr. Pernaw said he pictured there is going to be a red phase that will create the queue and when it turns green people are going to accelerate and turn to the left and those that are entering the site will obviously have their right turn directional on and the others will continue to the east. He does not see that as being a high speed right turn maneuver. It is not designed to be nor would you want it to be. It will be a protected phase.

Mr. Leclerc was concerned not knowing whether or not the garage was going to get built. Mr. Pernaw said at the time of the study, they were looking at the feasibility of a garage. The client wanted to know if there were any limitations. When he ran the three different sizes there was an impact but it was less than a second of delay. It did not change the level of service so that is why he reported back to the client “probably the bigger the better in terms of getting people off of on street parking”. Whether the garage is going to happen or not, he said he could not answer that, he was just the “traffic guy”. Mr. Leclerc said he understood the applicant’s point of view if it is not necessary why build it.

Richard Pizzi of Lavallee Brensinger Architects gave an overview of the proposed expansion. He said what has been described so is a six story expansion. He said this is not just about one department; the hospital expansion is being designed in a way to really impact most of the departments in the hospital. Level A is an expansion of the Emergency Department, which is adjacent to the existing Emergency Department. There will be a new Central Sterile Department for the hospital. The right hand side depicts the expansion and modernization of the boiler plant, etc. That could potentially be a two-story space that would be into the ground depending on what type of mechanical equipment they will be looking at. That is still at the early stages, but staying within the footprint of the permitted size. He said Level A aligns with the existing Level A of the hospital.

Mr. Pizzi advised Level B is the program Mr. Walker talked about earlier, the New England Heart & Vascular Institute. This is currently on the same elevation/floor line of the existing program. This is obviously a key piece to the project. This is also the piece that Mr. Duval mentioned is more of an outpatient portion. This is really the only outpatient portion of the expansion so this falls under the parking piece that is five cars per thousand.

Mr. Pizzi said Level C is a 30 bed private patient room inpatient unit. There will be three of those floors.

Mr. Pizzi advised that Level D expands the existing Surgery Department. This is on the same level as the existing Surgery Department so it is expanding the capacity for surgery. This is the last floor that aligns with the existing hospital. The upper floors, due to the tight floor to floor height, they are looking at expanding to go to more of a modern floor to floor height so the next two floors, Level E and Level F, are replicated floors of two additional 30 bed inpatient units.

At the roof level, Mr. Pizzi said they are looking at two functions; one would be the mechanical penthouse and then potentially putting the helipad on this floor. That still needs
to be looked at more carefully. It is potential that they may keep the helipad where it is today. They still need to meet with emergency services as well as FAA to understand what might be the better location for the helipad. They showed it on the plan as the worst case scenario that if they did need to relocate it from its existing spot.

Mr. Pizzi said included in the drawings was the schematics for a parking garage. It is a pretty simple straightforward garage. It is based on a 60-foot increment. It has sloped decks going in both directions. It has an elevator and stair tower toward the bottom left hand side and then the upper right, which would be the northwest, would have another stair tower. It is essentially four sloped decks, kind of a scissors going all the way up to the total capacity of 320 spaces. It was important in working with St. Mary’s Bank and others that they keep the garage the height of the garage below the existing St. Mary’s Bank so that in part drove the height of the garage itself and how many decks they went vertically.

As far as the renderings, Mr. Pizzi said the general intent is kind of twofold. One is they really wanted the building to fit in the context of the millyard and in Manchester. In addition, they are matching the existing materials of the existing hospital. The last expansion of the hospital had two different kinds of brick colors so they are using those same two bricks. In addition, if you are standing in front of the main hospital right now you have the two main brick colors you see large curtain wall glass panels as well as silver metallic alucobond type of metal composite panels. They are really bringing in all those same materials so the campus can look uniform and it will be the same sort of philosophy for the Rite Aid as well. The same goes with the garage, using the same brick materials for spandrels and accents of precast within both the new building and the garage.

When the garage potentially gets built Chairman Harrington asked if you can access the hospital from any of the floors. Mr. Pizzi said you may be able to. The floor alignments don’t quite work out perfectly. Certainly on Level A you would. The site slopes quite a bit. He said believe it or not from where the Emergency Department entrance is to the end of the expansion it is about a 30-36 inch slope itself. There is that opportunity that you may be able to do that. Part of that is also aligning with the right type of program. Other than Level B, the rest of the programs really don’t make sense to make that connection. As mentioned earlier, the intent is to make the main drop off at the existing entrance so it would not likely be a patient entrance, it would be staff only.

Ms. Nazaka asked for clarification on exactly how many spaces the parking garage is going to be for. Level A says 53 spaces and if you add up the numbers indicated on the plan you get 53, but if you add up the actual spaces shown you get 62. That goes for Level B as well. Ms. Goucher said they don’t have any labeling on some of the spaces on either side of the ramping. Mr. Pizzi said part of it might be just because the plans work and you are essentially cutting the decks. He said they would go back and check the exact number. Ms. Nazaka’s assumption was that parking would be on the ramps. Mr. Pizzi said parking is on the ramps. Ms. Nazaka’s concern was what is the actual number versus what is being shown on the plans. Attorney Cronin made a note of that and said they would address that easily.
and get specifics to staff.

Chairman Harrington asked if CMC was going for any sort of LEED certification or if they were building this at all to some sort of green spec or if they had contemplated that. Mr. Pizzi said those discussions have not taken place yet. Generally speaking hospital facilities like this are built to the equivalent of those energy standards because that is pretty much standard practice, but it is very uncommon for a hospital to actually get LEED certification.

Alderman Levasseur asked about signage. Mr. Duval said at this point no signage has been proposed for this building.

Mr. Pizzi went through the renderings with the Board. He said it was really important to note the prominence of St. Mary’s Bank as well as the prominence of the cathedral in the background from the intersection.

Scott Vlasak of Bruce Hamilton Architects advised they are the architects for the Rite Aid building. As previously stated, this is a pretty simple single story building just under 16,000 SF. The exterior of the building will complement the CMC addition. The two tones shown on the elevation are the two different types of bricks that were used on the previous CMC addition and will also be featured on the new addition. The thought is that will tie the entire development together as the CMC to the background to the Rite Aid building. There are some unique design elements that define the main entrance along with some of their signage. Directly above the main entrance is a white metal panel that will have the pharmacy lettering. The wood band that is just below that and extends to the left is also a metal material. It has an appearance of wood. It has an actual printed pattern onto it so it is a faux wood band. At the main entrance is all clear aluminum and glass storefront entrance. There is a light green graphic that will get applied to a sheetrock wall inside the vestibule. To the left the large window area those are actually vision windows into the store and those are the only vision windows. The other windows are spandrel glass and not vision glass to the exterior of the store. They are simply design elements to help break up the façade of the building. They wanted to complement the mill yard architecture so in addition to the two types of brick they have vertical piers that are creating a rhythm on the façade just breaking up the elevation. The building height overall is about 23 feet for the main roof. The parapets over the main entrance extend up to a maximum height of 26-27 feet. There will be a drive-thru on the south side with a canopy over it. Because the building is going to be seen from all four sides, they felt it was appropriate to have the same architectural treatment on all four sides. There are vertical pilasters extending on all four sides. He pointed out the location of the loading door and man door, which is where they will take their deliveries.

Mr. Hebert asked if they had given any consideration to their mechanical equipment on the roof. Mr. Vlasak said the view of the equipment is minimized by the parapets.

Mr. Hebert asked about dumpsters. Mr. Duval said there will be individual dumpster. The
hospital has its existing trash situation in the back, which will stay. Rite Aid has dumpsters that will be located behind the store and they will be screened by a wall of the same color and texture of the store itself. It will undoubtedly be a vinyl panel fence but it will be of a color striation pattern to match the store. St. Mary’s has its existing dumpster situation in the northwest corner of their bank and that is not changing.

Ms. Trisciani said they have done a great job saying they are trying to fit within the context of the mill yard and have this beautiful structure and now in the middle of the parking lot they are going to have vinyl screened in dumpsters. She said some thought should be given to extending the brick wall and doing something a little more fitting of the property. She thought the fencing would look horrible.

Ms. Goucher thought St. Mary’s had an enclosure that goes with their building. She said what Ms. Trisciani just mentioned was something that was discussed in staff meetings if they could extend the wall 8 feet high and wrap it around. Mr. Duval advised he made a note of that.

Mr. Lussier asked if there was going to be a mezzanine in the building. Mr. Pizzi said there is a mezzanine inside the building. It is primarily used for storage. The electrical room for the building is also on the mezzanine. It is an employee area and primarily storage and mechanical. Mr. Duval said that was accounted for in the parking calculations and the square footage.

Chairman Harrington asked if there is anything that will be protecting the front entrance from a car potentially driving into it. Mr. Pizzi said they will have bollards. Ms. Goucher asked if they could do some granite posts instead. Mr. Vlasak said they are concrete filled bollards but they have covers over them. He said they would make note of that. Mr. Lussier said some of the most aesthetically pleasing bollards he has seen have a stainless steel skin on them and they are very attractive.

Mr. Duval said they are actually in discussion with Rite Aid about reducing the number of bollards. They are probably getting the same comment elsewhere and they are looking at dialing that back a little bit. He said they could also talk about the appearance of the bollards as well as reducing the number.

Ms. Goucher asked if there was going to be Red Box and Blue Rhino propane tanks along the front. If so, they should be shown somewhere. Mr. Vlasak said that was a good question and he did not know the answer to that. Ms. Goucher thought that would spoil their façade if that is where they were putting them.

Alderman Levasseur asked about the hours of operation. Attorney Cronin advised it is 24 hours now. He advised he would find out about the hours of operation of the drive-up.

Alderman Levasseur asked about the queue line on that drive-up. Mr. Duval thought the
requirement was 10 stacking cars and that is what it meets.

Mr. Curry asked about lighting. As far as the building lighting, Mr. Vlasak said there is no building mounted lighting on the elevations except for above the loading doors and the man door. On the other two sides of the building there are wall packs. The reason why those lights are placed on the building on those sides and not the other sides is because those are where the pedestrian walkways are.

With regard to the pylon signs, Mr. Duval said in the B-2 zone you are allowed to have two signs and the signs that are proposed are removal of the existing larger Rite Aid sign that is closer to the hospital and replacing it with a new freestanding sign that is 20 feet in height, which is quite modest and less than the existing sign. There is also a St. Mary’s Bank sign that is roughly the same height that current exists. Those signs are more than 150 feet apart, which is conforming. Rite Aid is looking for a second sign at the boulevard entrance. It is a small ground sign that is only 5 feet high and St. Mary’s Bank has an existing sign that falls more or less where the Rite Aid sign would go today and that would be moved back onto their own lot. Both signs would be visible to patrons coming up or down Amory and Coolidge Streets. There is a small directional sign that falls within the 4 square feet criteria for directional signs that would be put in that location as well just to reinforce the entrance to St. Mary’s Bank. This is all conforming in terms of size, number of signs and layout except for the fact that two of the signs would be 46.6 feet apart where 150 is required so they will have to go back to the Zoning Board for that now that the sign package has been formalized. He pointed out that there are really no other signs that would ever be installed or need to be installed in this entire frontage all the way from McGregor up to Notre Dame Avenue because there is a park in the upper part and there is a parking garage. The two businesses that are interested in signage here would be Rite Aid and St. Mary’s and St. Mary’s owns the land all the way around the corner so there is over 1,000 feet that would not have any more signs on them, but the two signs would be about 50 feet apart. He said the proposed signage meets the 10 percent of wall area.

Mr. Duval went over the lighting plan. It was important to CMC that they control all of the site lighting for access in and out of the site as well as their own hospital expansion the Emergency Department and the parking lot and garage. St. Mary’s Bank will control all of the lighting that affects their parking areas and Rite Aid will control all the lighting that affects their parking areas. Each of the owners of the underlying lots has control over the lighting levels within their lots and the design is in conformance to City lighting requirements. The poles by and large are on the property of the party that is controlling the lighting. The one exception is at the east-west main entrance. The lighting even though is technically within the Rite Aid lot would be under the control of CMC under the philosophy that lighting should be controlled by CMC and left on at all times because the hospital is a 24/7 business. He said the freestanding and wall mounted lights work together to provide a conforming lighting photometric level with minimal spill at the property lines. He showed the fixtures being considered at this point.
Mr. Hebert asked if they are going to have three different style poles on the site. Mr. Duval said the thinking is that the St. Mary’s lighting will look like the existing St. Mary’s lighting, the Rite Aid style would be its own standard lighting and the CMC lighting will be consistent with their lighting style. Mr. Hebert asked if they are going to make sure the color would be the same. Mr. Duval said the lighting engineer is working with the same color temperature for all of the lighting regardless of the style of the fixture.

Mr. Lussier asked for clarification on the lighting in the back of Rite Aid. Mr. Duval said the latest evolution of the architecture was to take the building mounted lights off and replace them with a fixture with a longer throw that will be mounted remotely from the building. Ms. Goucher confirmed with Mr. Duval the plan will be modified.

With regard to landscaping, Ms. Nazaka referred to the beautiful architectural rendering of the whole site. She said it was beautiful and she loved it, but asked if it was feasible. In looking at the site plan it appeared that the landscaping island adjacent to Rite-Aid is only about 1-1/2 feet wide. She asked if they could get those trees in there. Mr. Duval said they could. Ms. Nazaka said the way it looks on the plan it doesn’t look like it is feasible but if he says it is and that is the plan to move forward with then she said “please do, it looks great”. Ms. Goucher said the Rite Aid site plan scales it at about a foot and a half. Mr. Duval said what they are proposing there are red maples; 17 total on the site and many of them along that side. He said what they are doing a lot of these days, and this site is an example of it, is having narrow strips but using structural soil underneath the pavement and having tree grates extending in the linear direction. They are doing this at the Market and Main development in Bedford where they had a similar situation with narrow boundaries, islands and lots. There is a whole industry now that makes structural soil for landscaping purposes that retains moisture and allows for plants to be adequately watered with minimum exposure to the surface supplemented by irrigation and the soil is also structural in the sense that it can support pavement. That is something they are moving into on a lot of urban sites.

Ms. Nazaka saw that the CMC landscaping plan and the Rite Aid landscaping plan are slightly different so she wondered how that will work with the phasing where the two sites touch. Ms. Duval said that would be one of the last things built because of the fact that area will be used heavily by construction traffic.

With regard to the landscaping plan, Ms. Trisciani asked if they should look at the CMC plan, not the plan that is with the Rite Aid package. Mr. Duval advised he was not aware there were any discrepancies in them and if there are, they need to be corrected and will be corrected. Ms. Trisciani confirmed with Mr. Duval the plans will be corrected so both sets will have the identical landscaping plans.

Chairman Harrington turned the hearing over to the public. There were no public comments.
“I apologize for not being able to be at the meeting and I am submitting this letter in favor of the applications before you this evening regarding the expansion of Catholic Medical Center and related projects. I appreciate the fact the representatives from CMC reached out to City staff and officials early in the process and that they have listened to our concerns. I also want to thank the various City departments that have been involved, especially the Planning and Community Development Department and again ask for your approval of the submitted applications.”

The Chairman brought the hearing back to the Board.

Alderman Levasseur said whoever negotiated the deal between all the entities on that lot really deserved a lot of credit because that is a lot of work done in what seemed to be a pretty short period of time.

Alderman Levasseur said he has received messages that people are concerned about if this is a merger of two hospitals. Attorney Cronin advised this is really unrelated to that. There has been some community listening sessions throughout the community and various parts of the State about a contemplated agreement between Dartmouth Hitchcock and Catholic Medical Center. There is a letter of intent that was signed and there are discussions going on about that. Under that deal CMC would stand alone as an independent hospital and retain its identity. Most of the people that have concerns are the ERD’s, the ethical religious directives, which will stay intact. He said in the hospital landscape with the aging of the population and the Medicare changes that single standalone Catholic hospitals there are not many that are surviving without either partnering or doing some different deals. He said they have been looking at that independently, but this is really separate. This has to go one way or another.

Alderman Levasseur confirmed with Attorney Cronin that they are not part of the ownership of this addition. Attorney Cronin said there is no definitive agreement in place right now. There is a letter of intent and there is a lot of work going on by both parties led by Alex Walker.

Mr. Walker said they started on this journey with this project years before they started any discussions with Dartmouth about the transaction they are contemplating today. Dartmouth has been at CMC for many years. They staff the Mom’s Place and a lot of the specialty services so they have been a partner for a number of years but this project has always been one that they were going to move forward with regardless of who they end up partnering with.

On a personal note and as an Alderman for the City, Alderman Levasseur said he could not commend CMC enough for the amount of work they do with the population in this City. He said he has been in the emergency room many times and has seen what the nurses and doctors are handling with the drug epidemic in the City and the fact that because of their charitable and their mission and what it was originally put into place and the fact that they
have been able to hold onto that with the costs that are out there and still be able to be such a huge help to the community at large with a lot of very poor people who don’t have insurance or don’t have homes and live out in the streets. He said CMC has a nonprofit status and don’t pay property taxes but they more than make up for it by millions and millions of dollars spent providing hope and help for a lot of people. After being an Alderman for 20 years and working on the Boards, he was glad he could say that. He said he had a very strong opinion about CMC and he really appreciated what they do for this City.

Mr. Leclerc asked if the exit onto Amory is a right only unless the parking garage gets built and then it will be left or right. Mr. Duval said in discussions with the City they would like them to expand that to make a left out. He thought that would be a convenience to the users of the facility, the parking garage, St. Mary’s Bank and Rite Aid. It also has the effect of taking some traffic away from the Amory/McGregor intersection so it has a beneficial traffic effect too.

Mr. Leclerc asked if they would contemplate it without the garage. Mr. Duval said it is quite an investment because the entire signalization of that intersection would have to be re-worked, signal poles moved around and lanes added, etc.

Chairman Harrington advised the hearing would be held open until June 6, 2019. No further notice to abutters.

In addition to this being continued to June 6th, Ms. Goucher advised there were two applications from two weeks ago that are continued to June 6th, so they would typically be on the continued portion first. Mr. Duval thought that was fine. They covered a lot of ground tonight and he expects the subsequent presentation to be much shorter.

Chairman Harrington closed the May 16, 2019 public hearing of the Manchester Planning Board.

III. BUSINESS MEETING:

Chairman Harrington called to order the May 16, 2019 business meeting of the Manchester Planning Board.

(Current Items)

1. CU2019-008
   Property located at 252 Willow Street (Tax Map 733, Lot 19), an application for a conditional use permit to allow a reduction in required on-site parking from 292 to 103 spaces in the RDV Zoning District. *Fuss & O’Neill for The Factory on Willow, LLC*

Chairman Harrington asked if the Board felt okay about reducing the amount of parking.

*Alderman Levasseur made a motion to approve CU2019-008, which was seconded by Mr.*
Hebert. *(Motion Carried)*

**SP2019-010**

Property located at 252 Willow Street (Tax Map 733, Lot 19), a site plan application for the proposed redevelopment of the existing mill building. The proposal for this mixed use development includes 64 studio and one bedroom residential units/artist studios, seven micro-hotel/short term rental units, retail, artist space, and undefined future tenants. The site improvements include approximately 100 parking spaces, granite curbing, patio and garden space, and closure of one existing curb cut in the RDV Zoning District.  *Fuss & O’Neill for The Factory on Willow, LLC*

Chairman Harrington advised there was a staff recommendation and the Board took a moment to review that information.

Alderman Levasseur said they showed a picture of all the trees along the rail line and he actually works across the street from there and there are not even one third of those trees there. He said he was looking at all those trees and thinking all that coverage was bad, but there is nothing there. He wanted that clear so you can see through there. He doesn’t want anyone living down there.

Chairman Harrington confirmed with Ms. Goucher that there were no waivers.

Chairman Harrington advised the alternates would not be voting tonight.

*Mr. O’Donoghue made a motion to approve SP2019-010 per staff recommendation, which was seconded by Mr. Hebert. *(Motion Carried)**

**Conditions of Approval:**

1. Conditional approval of this plan shall be valid for one year, during which time all conditions precedent to final approval shall be completed and plans shall be submitted for final approval;

2. The applicant shall obtain sign-off from all City reviewing agencies, including the Planning staff and DPW, prior to submitting plans for final approval;

3. The applicant shall receive BMA approval for the parking and layout changes to Willow Street prior to signing of the plan set, which are to include the off-site improvement plans;

4. The plan shall contain the following statement signed by the owner: “It is hereby agreed that, as the owner of the property, I will construct the project as approved and as shown on the enclosed set of plans. Further, I agree to maintain the site improvements for the duration of the use”;
5. The plan shall contain a note stating, “No certificate of occupancy for the new uses shall be authorized until all required improvements have been completed, unless addressed by the provision of a financial guarantee, pursuant to the requirements of Subsection 4.14 of the Manchester Subdivision and Site Plan Review Regulations”;

6. The plan shall contain a note stating, “All conditions subsequent to approval shall be completed within two years of final approval”;

7. All material changes to the approved plan shall be reviewed and approved by the Planning Board at a subsequent hearing;

8. The applicant shall submit a Notice of Merger, and record such Merger, prior to final approval of the plan set;

9. The proposed building signage shall be reviewed and approved by the Planning Board prior to permitting;

10. To submit plans for final approval, the applicant shall submit seven paper plan sets to the Planning and Community Development Department; and

11. Prior to a CO, the modifications to Willow Street shall be completed to the satisfaction of DPW;

12. Should any condition precedent or subsequent to this approval not be met in the time periods provided for in Subsection 4.13 of the Manchester Subdivision and Site Plan Review Regulations, the Planning Board shall hold a hearing to revoke this approval, pursuant to RSA 676:4-a.

13. Prior to a CO, a school impact fee of $3,125/unit shall be paid for the 64 residential units for a total of $200,000; and

14. Prior to a CO, a fire impact fee of $512/unit shall be paid for the 64 residential units for a total of $32,768. Additionally, a fire impact fee shall be paid for the commercial uses totaling $7,017, which reflects a commercial credit of $4,891.

**IMP2019-002**

Property located at 252 Willow Street (Tax Map 733, Lot 19), an application to reduce the school impact fees for the residential component in this mixed use development, in the RDV Zoning District. *Fuss & O’Neill for The Factory on Willow, LLC*

*Mr. O’Donoghue made a motion to deny IMP2019-002 as there is nothing unique about any of the apartments and they all meet the Ordinance outlining what is to be charged as currently defined, which was seconded by Ms. Trisciani.*
Ms. Goucher advised they are only asking for a reduction in the school impact fees so the fire impact fee they will be paying is $512 per unit. They get some commercial credit so they would be paying $32,768 for the residential component and $7,017 for the commercial component, which reflects the credit they get of $4,891. That was taken up in the Board’s last vote and they are not asking for any modification of the fire impact. What they are asking is for a modification of the school impact fee. They are asking to pay $70,656 when the requirement is $200,000.

Mr. Hebert said that is a lot of money and he was not in favor of that.

Alderman Levasseur said there was a discussion about issue of impact fees with the Aldermanic Board and he told the Board about this Board’s discussion. He said Director Lafreniere gave a presentation and they are stuck with it. They are going to review it and figure it out on their own. The Alderman said his approach to Director LaFreniere was “you guys deal with it at the Planning Board when they go for their permit fees” and Director LaFreniere said by Statute it is the Board that decides. Ms. Goucher said the Planning Board assesses it but any fees that are collected by the City for any kind of permitting is through the Board of Mayor and Aldermen.

Ms. Goucher said she understood what Mr. Hebert said about the cost, but advised they are not collected until they go for their CO.

Chairman Harrington said he thought the Air BNB units might not apply.

Mr. O’Donoghue said those units are fairly large in square footage. There is an exception for the micro units, which in the past is what he thought the Board had thought about, but these particular units were above that size.

Ms. Goucher said there isn’t a school impact fee for those seven Air BNB units. They are not paying a school impact fee because they are categorized differently.

Chairman Harrington reiterated that the full Board members would be voting, no alternates, and no one recused.

(Motion Carried to deny the request for a reduction in impact fees in a 6-2 vote.)

(Opposed: Hebert, Levasseur)

2. **CU2019-003**

Property located at 55 West North Street (Tax Map 165, Lots 13 & 14), a conditional use application to allow a surface parking lot as a principle use in an R-3, Urban Multifamily Zoning District. **Keach-Nordstrom Associates, Inc. for Ole Blue Eyes-Manchester, LLC**

Alderman Levasseur made a motion to approve CU2019-003, which was seconded by Mr. Leclerc. (Motion Carried)
Alderman Levasseur stated that the presenter of this project did a really great job and he really liked everything they were doing. Chairman Harrington agreed.

**SP2019-003**

Property located at 55 West North Street (Tax Map 165, Lots 13 & 14), a site plan application for a proposed 40 vehicle surface parking lot in the R-3 Zone. *Keach-Nordstrom Associates, Inc. for Ole Blue Eyes-Manchester, LLC*

Ms. Goucher said there is a waiver to have their light poles be higher than 10 feet. Because they are in the limited activity buffer a waiver is required to put them at the 20 feet that they proposed, which probably makes sense in this area because they need less poles.

*Mr. Hebert made a motion to approve the waiver for pole height, which was seconded by Alderman Levasseur. (Motion Carried)*

*Alderman Levasseur made a motion to approve SP2019-003 per staff recommendation, which was seconded by Mr. Hebert. (Motion Carried)*

**Conditions of Approval:**

1. Conditional approval of this plan shall be valid for one year, during which time all conditions precedent to final approval;
2. The applicant shall obtain final approval from all City reviewing agencies, including DPW and planning staff, prior to submitting plans for final approval;
3. If the Planning Board grants waivers from the Subdivision and Site Plan Review Regulations, the plan shall contain a note listing the waivers granted and the date of the approval;
4. Prior to applying for a certificate of occupancy, a signed and sealed letter from a NH licensed professional engineer shall be submitted to the planning staff certifying that the site improvements, including the underground storm-water detention, have been constructed in accordance with the approved plans;
5. A voluntary merger of Tax Map 165, Lots 13 & 14 shall be recorded at the Hillsborough County Registry of Deeds, prior to signing of the plan set;
6. An excavation permit from the Manchester Department of Public Works is required for all work within the public right-of-way. All work shall conform to the City of Manchester Standard Specifications;
7. The plan shall contain the following statement signed by the owner, “It is hereby agreed that, as the owner of the property, I will construct the project as approved and
as shown on the enclosed set of plans. Further, I agree to maintain the site
improvements for the duration of the use”;

8. The plan shall contain a note stating, “No certificate of occupancy shall be authorized
until all required improvements have been completed, unless addressed by the
provision of a financial guarantee, pursuant to the requirements of Section 4.14 of the
Manchester Subdivision and Site Plan Review Regulations”;

9. For final approval, the applicant shall submit seven complete sets of plans;

10. All material changes to the approval shall be reviewed and approved by the Planning
Board at a subsequent meeting; and

11. Should any condition precedent or subsequent to this approval not be met in the time
periods provided in Subsection 4.13 of the Manchester Subdivision and Site Plan
Review Regulations, the Planning Board shall hold a hearing to revoke this approval,
pursuant to RSA 676:4-a.

(Tabled from March 15, 2018)

3. **SP-01-2018**
Property located at 55 Edward J. Roy Drive (Tax Map 645, Lot 34B), a site plan application
to construct a retail motor fuel outlet with eight fuel dispensers / 16 fuel pumps and a
6,500 SF building, including two fast food restaurants and convenience store with onsite
parking, loading, landscaping, and lighting in the B-1 Zone. *MHF Design Consultants, Inc.
and Z-1 Express for Victory Distributors, Inc.*

Remain on table.

IV. **ADMINISTRATIVE MATTERS:**

1. **Annual meeting and election of officers.**

Ms. Goucher reminded the Board that the Bylaws say that they have to have an annual
meeting that can’t be later than the business meeting in May. They need to make motions
to elect a chairman and a vice chairman.

Ms. Trisciani nominated Mike Harrington to continue as Chairman.

There were no other nominations and nominations were closed.

*Ms. Trisciani made a motion that Mike Harrington continue as Chairman, which was
seconded by Mr. Hebert. (Motion Carried)*
Mr. Hebert nominated Mike O’Donoghue to continue as Vice Chairman.

There were no other nominations for Vice Chairman and the nominations were closed.

Mr. Hebert made a motion that Mike O’Donoghue continue as Vice Chairman, which was seconded by Mr. Leclerc. (Motion Carried)

2. Review and approval of the Planning Board Minutes of February 7, 2019.

Tabled to the next meeting.

3. Any other business items from the Planning Staff or Board Members.

No other business items were brought forward.

ATTEST: _____________________________________________________

Michael Harrington, Chairman
Manchester Planning Board

APPROVED BY THE PLANNING BOARD:  August 14, 2019  

☑ With Amendment  
☐ Without Amendment