



**Stratham Planning Board Meeting Minutes**  
**March 20, 2019**  
**Municipal Center, Selectmen's Meeting Room**  
10 Bunker Hill Avenue  
Time: 7:00 PM

Members Present: Bob Baskerville, Chairman  
Mike Houghton, Selectmen's Representative  
Jameson Paine, Vice Chairman  
Robert Roseen, Alternate  
Tom House, Secretary

Members Absent: David Canada, Member  
Diedre Lawrence, Alternate

Staff Present: Tavis Austin, Town Planner

**1. Call to Order/Roll Call**

The Chairman took roll. Mr. Baskerville asked Mr. Roseen if he would be a voting member in Mr. Canada's absence. Mr. Roseen agreed.

**2. Review/Approval of Meeting Minutes**

**a. March 6, 2019**

Mr. Houghton made a motion to accept the meeting minutes of March 6, 2019 with the changes as amended. Page 2 Line 71, change "as" to "asked". Mr. House seconded the motion. Motion carried by a vote of 4 yes, 1 abstaining.

**3. Public Hearing:**

**a. Conditional Use Permit.** *9 Frying Pan Lane Residing*, represented by Kirk Scamman, requests a Conditional Use Permit to reside a single-family home with vinyl siding at 9 Frying Pan Lane, Stratham, NH 03885, Tax Map 9 Lot 19.

Mr. Austin stated the CUP includes a request waiver from the regulations that preclude vinyl siding in the Gateway Zoning District.

43 Kirk Scamman, 9 Frying Pan Lane, explained the home is a Cape which was built in  
44 1988. Mr. Scamman stated he would like a building permit from the Town of Stratham  
45 Building Department, Map 9, Lot 19, to permit vinyl siding and vinyl windows for a  
46 single family home and garage. The home is need of repair and the applicant is looking  
47 to have a low-maintenance home. Mr. Scamman stated the home is located in  
48 Gateway/Commercial/Business District which the regulations do not allow vinyl siding.  
49

50 Mr. Austin asked if the windows are the same style as the existing windows. Mr.  
51 Scamman stated yes, but they are wooden, double hung windows.  
52

53 Mr. Baskerville opened the hearing up for public comment. Jenn Gunn, 173 Winnicutt  
54 Road, stated driving by a property one cannot tell if a siding is wood or vinyl.  
55

56 Mr. House questioned if vinyl soffits will be used. Mr. Scamman stated it is his  
57 understanding that all wood will be replaced with vinyl, and the doors will be  
58 composite. Mr. Austin stated staff generally would not be in a position to support this  
59 waiver request, but staff does not believe it was the intention of the Gateway  
60 Regulations to put limitations on existing single family homes that existed in a district  
61 that was reconstituted as a performance based commercial zoning district. Mr.  
62 Baskerville agreed. Mr. Austin explained staff believes there are five (5) single family  
63 homes in the Gateway/Outer District and three (3) are sided with vinyl which does not  
64 set a precedent.  
65

66 Mr. Roseen made a motion to grant the waiver to allow vinyl siding for this single  
67 family home in the Gateway Zoning District. Mr. Paine seconded the motion. Motion  
68 carried unanimously.  
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70 Mr. Roseen made a motion to grant the Conditional Use Permit with the restrictions as  
71 noted. Mr. Paine seconded the motion. Motion carried unanimously.  
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#### 73 **4. Public Meeting:**

##### 74 **a. SRTS-Draft Travel Plan Presentation**

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76 Mr. Austin explained the town in coordination with RPC was able to secure Safe  
77 Routes to School grants; and infrastructure and non-infrastructure grant. The  
78 presentation this evening is the final draft of the action plan before presenting to  
79 the Board of Selectmen for final presentation. The documentation presented is a  
80 community input driven document. This presentation will be forwarded on to the  
81 Master Plan Committee for appropriations to the Master Plan.  
82

83 Scott Vogle, Senior Transportation Planner with Rockingham Planning  
84 Commission, introduced Rick Fryberg, Principal with TEC. Mr. Vogel explained  
85 the Safe Routes to School Concept to encourage more kids in Grades K-8 to walk  
86 or bike to school and ensure they can do so safely. Mr. Vogle explained that 50  
87 years ago 50% of kids nationally walked and biked to school, today it is

88 approximately 13% nationally, and lower in suburban or rural communities like  
89 Stratham. Some of the reasons for this includes time, busier schedules, schools are  
90 built in the outskirts of town, residential developments are scattered throughout the  
91 town rather than being concentrated near a town center, safety concerns, higher  
92 traffic volumes, higher speeds, distracted drivers, and some community concern  
93 regarding predators or bullies. The SRTS model was built around the concept of  
94 5Es; Education, Encouragement, Enforcement, Engineering, and Evaluation. The  
95 study area extended out to a 2-mile radius around the two schools and the student  
96 population within that 2-mile radius is approximately 40% of the students for  
97 Stratham Memorial School and approximately 14% of the students for the  
98 Cooperative Middle School. The travel plan scope included a fair amount of  
99 public input which included a parent survey, a pair of forums, additional outreach  
100 with members of the Safe Routes to School set up a table at Stratham Hill Park  
101 during the Pizza in the Park events last summer, walking audits during pick-up and  
102 drop-off times, speed data and traffic volume data was researched. Mapping of  
103 student home locations, traffic data, current routes that are used for walking and  
104 biking, and recommended infrastructure improvements. That data was used to  
105 recommend priority infrastructure improvements to encourage the largest number  
106 of kids to walk or bike to school, and a series of non-infrastructure strategies  
107 include the other four Es. The makeup of the Safe Routes to School Committee  
108 include the Town of Stratham Directors of Planning, Public Works, Parks and  
109 Recreation, and the Police, staff from both schools, parents with children in each  
110 school, members of the PCAC, and members of the PTO. Mr. Vogle explained the  
111 results of the survey sent out to parents. Over half the kids of the survey sample as  
112 SMS have asked to walk or bike and just over 1/3 of kids at CMS. When those  
113 numbers are narrowed down to kids within a mile of school about 75% of the kids  
114 at both schools had asked to walk or bike. Up to 2 miles the numbers go to 60% of  
115 SMS and 40% of CMS. The four most common concerns from parents regarding  
116 walking and biking to school are traffic volume, speed of traffic, the absence of  
117 sidewalks, and safety at intersections. This draft plan includes discussions of key  
118 issues and challenges including traffic speed and distracted driving, narrow roads,  
119 low density development pattern that make sidewalks costly, and intersection  
120 safety. The Stratham Police Department put out traffic and speed counters in four  
121 (4) locations last spring and the results of those driving over the posted 25 MPH  
122 speed limit are Lovell Road 18% of traffic is driving 35 MPH and on Guinea Road  
123 95% of traffic is exceeding the posted 25 MPH speed limit. Stratham trail network  
124 may help solve some of the issues such as narrow roads, etc. May 2018 Bike to  
125 School Day had 240 kids participate from SMS. In addition to the grant for the  
126 travel plan, the town received a grant of \$20,000 to implement non-infrastructure  
127 recommendations. Transportation alternative program is federal funding that  
128 passes through DOT which covers 80% of cost of bicycle and pedestrian facilities  
129 the town has a history of getting those grants in the past for the Town Center  
130 sidewalks. Federal Recreational Trails Program is a similar 80% shared but  
131 focused on off-road trails, and local funding is adoption of supplemental vehicle  
132 registration fee of up to \$5 that can be used for any transportation service including  
133 road maintenance, senior transportation, or sidewalks. Rick Fryberg spoke about

134 the conceptual design for the infrastructure plan. The implementation measures  
135 total approximately \$28,000 which is budget friendly compared to the other  
136 alternatives. The first alternative that offers sidewalk and curbing along Gifford  
137 Farm Road totals approximately \$826,000. The second alternative that offers a 2  
138 ft. grass strip which does not have a grade separation and the stone dust or gravel  
139 path totals approximately \$176,000. The intersection of Gifford Farm and Lovell  
140 Road is to create a formal crossing which would total approximately \$17,000. The  
141 CMS Figures are similar to the ones covered for SMS.

142  
143 Mr. Vogle stated the committee is looking for input from the Planning Board and  
144 then a recommendation to the Select Board for their review and then these  
145 recommendations be implemented into the Master Plan for the current update.

146  
147 Mr. Baskerville opened the meeting up for public comment. Melissa Gahr, 5  
148 Orchard Hill Road, stated her kids had to walk in the road of Route 108 to get to  
149 work and she questioned Mr. Moore about plowing the sidewalks in those areas,  
150 the response was “that is a state maintained road and it does not have anything to  
151 do with the Town of Stratham to maintain or keep clear”. Ms. Gahr questioned if  
152 the Town of Stratham could plow the state owned sidewalks in the future since the  
153 state will obviously not plow them. Mr. Austin explained the two areas of town  
154 owned sidewalks in the Route 108 corridor. Mr. Houghton explained there is  
155 currently no staffing to plow those sidewalks and this issue would be best suited to  
156 discuss with the entire Select Board to participate in. Bettina Kersten, 4 Lucien  
157 Way, explained this process from the SRTS and PCAC and what it means for the  
158 children and the community as a whole.

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160 Mr. Paine made a motion to endorse the plan as presented this evening and make a  
161 recommendation to the Board of Selectmen to approve as presented. Mr. House  
162 seconded the motion. Motion carried unanimously.

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164 **b. Preliminary Consultation for Site Plan and Conditional Use Permit Applications for**  
165 **Porsche, 60 Portsmouth Ave., M&E Jespersen Realty, LLC, represented by Wayne**  
166 **Morrill, Jones & Beach Engineers, Inc. Tax Map 9 Lot 14 within the Gateway**  
167 **Zoning District.**

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169 Mr. Austin stated the packet before the board is a conceptual site plan and proposed  
170 conceptual elevations of the proposed structure and a first look at consolidated  
171 waiver requests to go along with the application. Mr. Austin explained the course  
172 of action proposed for this project is preliminary with the planning board because it  
173 is not a Gateway compliant project. The proposed project entails removing the  
174 existing Porsche building and replacing it with the proposed building.

175  
176 Wayne Morrill, Jones & Beach Engineers, explained the applicant has been  
177 working with staff, on and off, for the past couple years regarding this project. The  
178 applicant is proposing to demolish the existing 5,000 SF building and construct a  
179 15,826 SF new Porsche dealership which would include service, maintenance, and

180 parts department within the building. Mr. Morrill explained the new building  
181 would be moved 70 ft. closer to Portsmouth Avenue, which will remove the  
182 majority of the parking in front and will not include parking up against the front of  
183 the building. The existing driveway will need to be observed since it is across from  
184 the Audi building and there is a deeded easement which goes to the Windy Knolls  
185 Condominiums next door. The driveway that Porsche connects into is owned by  
186 Audi. Mr. Morrill explained the applicant dug test pits to move the septic and the  
187 result was the existing location of the septic is the only location for it to be. Mr.  
188 Austin questioned the distance and spacing of trees between the edge of pavement  
189 and the trees being proposed; and whether there is room for a sidewalk,  
190 conceptually, in the future. Mr. Morrill stated it appears to be. Mr. Morrill stated  
191 the trees would be placed 10 feet off edge of pavement. Mr. Morrill stated the  
192 siding will be black cement board siding. Mr. Austin explained the circle in the  
193 rear parking lot is the detention pond and the plan is to go through DES to get a fill  
194 permit. Mr. Austin stated as a conceptual condition of approval or before this  
195 project will go before the Conservation Committee for the recommendation for the  
196 expedited permit to move forward. Mr. Morrill explained the circle is the old fire  
197 pond prior to the cistern being installed behind Audi. Mr. Houghton questioned  
198 how large the new Audi building is. Mr. Morrill stated 25,000 SF.

199  
200 Anthony Capone, Chief Financial Officer with International Cars, explained both  
201 Audi and Porsche franchises are operated by International Cars. Mr. Capone stated  
202 manufacturer's put pressure on dealers through allocation of inventory and state  
203 how the building is to look. Mr. Capone explained his company has been in talks  
204 for four (4) years and Porsche finally agreed to have a building built which  
205 resembled Audi but a little smaller. Mr. Capone stated staff explained Gateway  
206 regulations require the building to move the building as close to Route 108 as  
207 possible. Mr. Houghton asked how many parking spaces are at the existing  
208 dealership. Mr. Capone stated approximately 70 parking spaces. Mr. Houghton  
209 confirmed that would be a net gain of approximately 20 parking spaces. Mr. Austin  
210 asked if there are changes proposed for the existing parking lot lighting. Mr.  
211 Morrill stated new lights are being proposed and consistent with the Audi, LED  
212 shoebox style lights which will face toward the parking lot. Mr. Austin asked if the  
213 applicant would be willing to include some new LID in the new parking lot design.  
214 Mr. Houghton questioned what the applicant is proposing for snow storage. Mr.  
215 Morrill stated the snow storage is around the perimeter between Windy Knoll,  
216 along the front, and the rear would be along the back. If the snow became too  
217 much, the applicant would have to remove it. Mr. Paine questioned the fire access  
218 around the building. Mr. Morrill stated the fire department would have access to all  
219 four (4) sides and they will be able to access through the (2) two driveways and the  
220 applicant will work with the fire department. Mr. Austin questioned what the  
221 Portsmouth Avenue frontage is. Mr. Morrill stated roughly 200 ft. Mr. House  
222 questioned if a variance will be needed. Mr. Morrill stated yes, the following  
223 waivers will be requested:

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225 **Zoning Ordinance Section 3.8 – Gateway Commercial Business District – Sub-**

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**Section 3.8.7.d -Street and Streetscape Standards:**

- Parking along Portsmouth Avenue to remain for vehicular display spaces.
- Sidewalks would be installed along Portsmouth Avenue, plantings would be installed along the existing driveway on the Porsche lot constant with previously installed plantings on the Audi Dealership.

**Zoning Ordinance Section 3.8- Gateway Commercial Business District- Sub-Section 3.8.8.c- Outer Zone Design Standards and Roadways:**

- Proposed building is 15,846 SF where 10,000 SF is the maximum footprint.
- Proposed building to be located seventy (70’) feet closer to Portsmouth Avenue, distance to be greater than twenty-five feet from the frontage.
- Dealership is to be accessed from the existing driveway, owned by Audi Dealership, which is an access easement.
- Street trees to be separated by forty feet (40’) similar to what was approved on the Audi lot.
- The site will be accessed by the Audi driveway and no improvements will be made to make the roadway an outer zone roadway cross-section type.

Mr. Baskerville opened the hearing up for public comment.

Jeremy Riecks, 18 Doe Run Lane, requested a lighting plan, cut sheets for the lights, and stated he hopes they don’t look as bad as the lights at Audi. Mr. Riecks stated the current lighting at Audi projects out onto the roadway, lighting that trespasses onto the property to the right and is glaring from all directions that cars drive. Mr. Riecks requested the Planning Board not allow Porsche to increase their lighting level above what it currently is. Mr. Riecks stated the other dealerships in town does not project onto the roadway. Mr. Riecks requested the town engage a professional lighting engineer to review the plan and have the applicant guarantee the light won’t trespass onto the road or onto abutting properties. Mr. Austin stated the standard to hold outdoor lighting is in the Site Plan Regulations and the applicant will be required to submit a lighting plan with detail and foot candles. Mr. Riecks stated it is unfair to the other dealerships that were held to lighting restrictions. Mr. Austin explained the lighting regulation and stipulation in every dealership that has been mentioned has been the same. Mr. Riecks stated the lights on Audi should have been pointed towards the building but they are pointed towards the road and to the building on the right.

**c. Third-Party Engineer Update**

Mr. Austin stated the RFP window closed and there were four (4) respondents. Staff is in the process of evaluating and will come back to the planning board with recommendations. The recommendations are for board input and comment and the Select Board will make the formal contract.

271 **d. Stormwater Regulations (time permitting)**

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273 Mr. Austin stated Mr. Baskerville and Mr. Roseen are currently working on the  
274 regulations and recommended April 3, 2019 for review and to set a public hearing,  
275 conceptually, for April 17, 2019 or May 1, 2019.

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277 **5. Adjournment**

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279 Mr. Roseen made a motion to adjourn the meeting at 9:21 pm. Mr. House seconded the  
280 motion. Motion carried unanimously.