



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.

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

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

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

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

Mr. Roseen made a motion to grant the waiver to allow vinyl siding for this single family home in the Gateway Zoning District. Mr. Paine seconded the motion. Motion carried unanimously.

Mr. Roseen made a motion to grant the Conditional Use Permit with the restrictions as noted. Mr. Paine seconded the motion. Motion carried unanimously.

4. Public Meeting:

a. SRTS-Draft Travel Plan Presentation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

231

232 **Zoning Ordinance Section 3.8- Gateway Commercial Business District- Sub-**

233 **Section 3.8.8.c- Outer Zone Design Standards and Roadways:**

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

243

244 Mr. Baskerville opened the hearing up for public comment.

245

246 Jeremy Riecks, 18 Doe Run Lane, requested a lighting plan, cut sheets for the lights, and

247 stated he hopes they don't look as bad as the lights at Audi. Mr. Riecks stated the current

248 lighting at Audi projects out onto the roadway, lighting that trespasses onto the property

249 to the right and is glaring from all directions that cars drive. Mr. Riecks requested the

250 Planning Board not allow Porsche to increase their lighting level above what it currently

251 is. Mr. Riecks stated the other dealerships in town does not project onto the roadway.

252 Mr. Riecks requested the town engage a professional lighting engineer to review the plan

253 and have the applicant guarantee the light won't trespass onto the road or onto abutting

254 properties. Mr. Austin stated the standard to hold outdoor lighting is in the Site Plan

255 Regulations and the applicant will be required to submit a lighting plan with detail and

256 foot candles. Mr. Riecks stated it is unfair to the other dealerships that were held to

257 lighting restrictions. Mr. Austin explained the lighting regulation and stipulation in every

258 dealership that has been mentioned has been the same. Mr. Riecks stated the lights on

259 Audi should have been pointed towards the building but they are pointed towards the

260 road and to the building on the right.

261

262 **c. Third-Party Engineer Update**

263

264 Mr. Austin stated the RFP window closed and there were four (4) respondents.

265 Staff is in the process of evaluating and will come back to the planning board with

266 recommendations. The recommendations are for board input and comment and the

267 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.
276

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.