



Staff Recommendations
City of Rochester Planning Department
December 6, 2010 Regular Meeting

Item number refers to position on meeting agenda.

VI. New Applications:

- B. [G.B. New Hampshire 2, LLC](#), 301 North Main Street.** (by VHB) Site plan to construct a 13,225 square foot pharmacy with drive through, a secondary 8,025 square foot retail building, and associated improvements, including parking, access, landscaping, and drainage structures. Case # 115-40-B2-10 **Public Hearing**

- I recommend acceptance as complete, sending this to CLD for full engineering review (traffic and circulation, drainage, and utilities), and continuing to January 3. The Public Hearing should be opened after acceptance.

Please note the following.

General comments

This project was presented as a preliminary application to the Planning board on September 13. The preliminary was then closed.

This is a sizable project and full engineering review is needed. Public Works is down two engineers right now: Mark Arenberg is out for a little while and the replacement for Tom Willis has not yet been hired.

The applicant stated he is hoping to obtain approval no later than the first meeting in January since he would like to start construction in spring. This timeframe could be challenging but sending everything for an expeditious outside review will help.

There are a few small items outstanding but the application is substantially complete and may be accepted now.

Public Works related issues

Dick Poulin said he purchased land in 1960 and it was not part of the landfill

Dick Poulin said Unitil was replacing the gas line due to highway construction and he is hoping they will install stubs as part of that for this project.

The traffic study was emailed to the Planning Board.

At the preliminary meeting the Planning Board discussed the prospective connector road across the Cocheco River. The City Council Public Works Committee (chaired by Councilor Ralph Torr) discussed this issue on September 16. No action is needed by the Planning Board at this point to try to protect that corridor as the City Council supports this project in general. The October 5, 2010 City Council minutes state:

“Councilor Torr briefed the Council about the Poulin/CVS Project. Councilor Torr moved to support the Poulin/CVS Project. Councilor Varney seconded the motion. Councilor Grassie spoke against the motion. He supports the project, however, the City should secure an easement prior to supporting the project. The motion carried by a majority voice vote.”

No fill is anticipated for the site. The applicant performed phase I and II environmental studies. I have requested a copy of the summary of those studies.

All (or appropriate ones) catch basins on sheet C-5 should be labeled as hooded catch basins (the same symbol –CB - is used for standard and hooded catch basins).

Here are some pertinent excerpts from the drainage report prepared by VHB:

- The study area for the development is located within the Cocheco River watershed (see Figure 3, Existing Conditions: Drainage Area Map). The existing drainage area is approximately 4.5-acres in size and is relatively flat with elevations ranging from 223 feet up to 232 feet. The area is currently developed and ground cover consists of compacted gravel, pavement, rooftop, and minimal landscaping.
- The study area consists of one drainage area that discharges into the discharge point. The discharge point includes the wetlands encompassing the developed area, which ultimately discharge to the Cocheco River
- Storm water runoff from the existing study area generally flows to the north and east, away from North Main Street, towards the existing wetlands. All of the runoff from the site ultimately flows to the Cocheco River.

- The proposed development will remove approximately 1.2 acres of impervious cover (i.e. pavement, gravel parking, roofs, etc), which shall be re-vegetated, resulting in an overall reduction of the impervious area.
- Runoff from the proposed impervious areas will be collected by deep-sump hooded catch basins and directed into the proposed closed drainage pipe system.
- Under the proposed conditions, the peak flow rates were calculated for the 2, 10, and 50 year storm events. Due to the reduction in impervious area, the peak runoff rates for the proposed conditions are anticipated to decrease over the existing condition rates.
- The proposed Storm Water Management System contains several Best Management Practices (BMP's) that will provide treatment of site generated storm water runoff: catch basins with sumps, gravel wetlands, and energy dissipators

Here are some pertinent excerpts from the traffic report prepared by Norway Plains Associates:

- It is important to note that the proposed access configuration implements access management strategies and improvement over the existing condition. Specifically, three full access curb cuts will be replaced with one full access driveway at the signalized intersection of Farmington Road and Ten Rod Road, and a secondary right in/right out only driveway approximately 300 feet to the south.
- Trip generation estimates indicate that the site will generate approximately 160 trips (80 entering and 80 exiting) during the weekday evening peak hour and 130 trips (65 entering and 65 exiting) during the Saturday midday peak hour. In comparison to the existing site, this represents an increase of 120 trips during the weekday evening peak hour and 100 trips during the Saturday midday peak hour. It should be noted that a significant portion (approximately 50 percent during the weekday evening peak hour and 45 percent during the Saturday midday peak hour) of the total site generated traffic will be pass-by trips, which are vehicles that are already on the adjacent roadway.
- Traffic operations are expected to remain at the same level of service (LOS B) with or without the proposed redevelopment. Motorists will experience no noticeable change in delay as a result of the proposed redevelopment. Specifically, delays are not expected to increase by more than two seconds at any study area location.

Code Enforcement related issues

The applicant does not expect to begin construction of the outbuilding until a tenant is secured.

Fire Department related issues

The building will be sprinkled.

The proposed hydrant will need to be placed within 100 feet of the fire connection at the building.

A winter flag needs to be added to the fire hydrant detail

Police Department related issues

Deputy Chief Mike Allen suggests (though it would not be required) that an alarm system, similar to those in place in many City Hall offices, be included at the front desk, due to potential robberies of the pharmacy. The alarm would go to a private alarm company which would then notify the police department. This is a concern during hours the pharmacy is open, rather than to off hours. VHB will look into this.

Economic Development related issues

The applicant expects this will create about 30 new jobs.

Conservation Commission related issues

According to Mark Jennings, the Conservation Commission supported the conditional use application, in part because the total impervious surface will be reduced as existing asphalt will be removed.

At the meeting of the Conservation Commission, the applicant said there might be a bank interested in the outbuilding. If so, the proposed square footage would be smaller and there could be additional encroachment into the buffer for a drive through, requiring another conditional use.

The project will be situated within ¼ mile of the Cocheco River so coordination with the Cocheco River Local Advisory Committee is required. The applicant met with the LAC on November 10.

Planning related issues

The lighting levels should be brought down slightly as there is a small exceedance of the 15 foot candle maximum.

Details/cut sheets and pole heights are needed for lighting

It would be helpful to add sidewalks in the front and crosswalks at the signal. This should ideally connect with the sidewalks on Ten Rod Road. The applicant should coordinate with NHDOT to explore this, as the current proposed signals do not include sidewalks.

The City Assessor pointed out that street numbering is a concern. One lot to the south is 115-41 is #299 (Cumberland Farms). The next lot to the north is 114-8

is #303 & 305 (Pizza Hut and Dunkin Donuts. Thus, the subject lot could only be #301, but there are two different buildings proposed.

The architecture is largely blank walls. This does not meet the Architectural Regulations. I will work with the applicant's designer to make appropriate changes.

There is perimeter lighting all along the top cornice of the building. I have asked for a photograph of what this will look like

There are a number of wall signs proposed. The applicant would need to apply for a variance to have more than one building sign.

The pylon sign does not meet the ordinance. The maximum allowed is 75 square feet per side. The proposed sign shows 122 square feet per side.

Proposed colors for signage are needed.

The landscaping plan is good. Note strategic use of ornamental pear trees in the median, a few large oaks, and evergreen trees along the sides. This is very beneficial to have a landscaped median in the middle of the parking lot to break up the expanse of pavement. The peninsula at the front left of the building should be increased somewhat to accommodate one more tree as canopy coverage in the front is a little light.

I don't see the 5 crabapples from the legend. Will these be included?