



PRELIMINARY
SITE PLAN APPLICATION
City of Rochester, New Hampshire

Check one of the following: ☒ Design Review ☐ Conceptual (design review is strongly encouraged)

Property information

Tax map #: 216 ; Lot #(s): 29 ; Zoning district: GR
221 164
Property address/location: 0 Farmington & ; # acres: 1.61
17 Farmington 1.17
Name of project (if applicable): _____

Proposed project

Describe proposed project: Combine the two parcels and develop the existing parking area
with three commercial structures

Nonresidential: current bldg. size 8,450 s.f.; total proposed bldg. size 26,422 s.f.

Residential: current # units T.B.D ; total proposed # units No Additional

City water? yes x no ____; how far is City water from the site? _____

City sewer? yes x no ____; how far is City sewer from the site? _____

Property owner

Name (include name of individual): NM Cook Development LLC, & NM Cook 17 Farmington Road LLC

Mailing address: 22 Isaac Lucas Circle, Dover, NH 03820

Telephone #: 603-502-5200 Email: mcook@metrocast.net

Applicant/developer (if different from property owner)

Name (include name of individual): _____

Mailing address: _____

Telephone #: _____ Email: _____

Engineer/surveyor

Kenneth A. Berry, PE, LLS

Name (include name of individual): Berry Surveying & Engineering, Christopher R. Berry PM

Mailing address: 335 Second Crown Point Road, Barrington, NH 03825

Telephone #: 603-332-2863 Fax #: _____

Email address: crberry@metrocast.net Professional license #: PE 14243 LLS 805
k.berry@berrysurveying.com

Signature _____



Date 9-26-23

Authorization to enter subject property

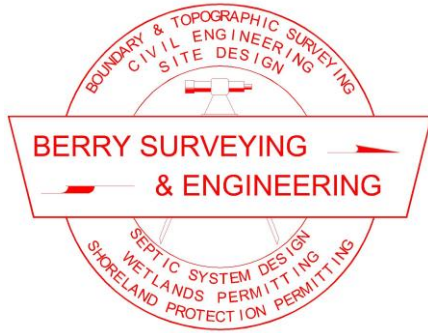
I hereby authorize members of the Rochester Planning Board, Zoning Board of Adjustment, Conservation Commission, Planning Department, and other pertinent City departments, boards and agencies to enter my property for the purpose of evaluating this application including performing any appropriate inspections during the application phase, review phase, post-approval phase, construction phase, and occupancy phase. This authorization applies specifically to those particular individuals legitimately involved in evaluating, reviewing, or inspecting this specific application/project. It is understood that these individuals must use all reasonable care, courtesy, and diligence when entering the property.

Signature of property owner: _____

By: _____



Date: 9-26-23



BERRY SURVEYING & ENGINEERING

335 Second Crown Point Road

Barrington, NH 03825

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September 26, 2023

City of Rochester Planning Board

Attention: Shanna Saunders, Director of Planning & Development

33 Wakefield Street

Rochester, NH 03867

Re: NM Cook Development LLC & NM Cook 17 Farmington Road LLC

Property Located Between 21 and 17 Farmington Road

Farmington Road / NH Route 11

Tax Map 216, Lot 29 & Tax Map 221, Lot 164

Design Review Submission

Ms. Saunders

On behalf of our client, NM Cook Development LLC & NM Cook 17 Farmington Road LLC, Berry Surveying & Engineering (BS&E) is submitting a basic design review for TRG and Planning Board review and discussion.

Background and General Narrative:

The existing primary sites for development are Tax Map 216, Lot 29 and Tax Map 221, Lot 164, which is situated between the new Meredith Village Savings Bank (MVSF), located at 21 Farmington Road and the plaza located at 17 Farmington Road. The plaza is on Lot 164. The subject parcels and others noted below are all located within the Granite Ridge Development (GR) Zone. Mr. Cook, of NM Cook Development LLC & NM Cook 17 Farmington Road LLC the "applicant" has purchased a number of properties in the area over the years. The presented project combines and promotes uses on each one of the project sites and locations.

In May of 2006, Mr. Cook purchased 23 Farmington Road where he owns and operates Rochester Motorsports. The facility has grown over the years and now offers multiple maintenance and seasonal storage options for their clients.

In May of 2020 Mr. Cook purchased the location at 17 Farmington Road, known by many as "Cardinals Plaza" The site contains multiple store fronts as well as the Mobil Gas station situated against NH Route 11. Tide's Fish Market is located at the back of the site. Over the past few years, Mr. Cook has made internal and external improvements to the building and has improved the occupancy and capacity of the total structure. To increase the business potential located at 23 Farmington Road, the basement area of 17 Farmington Road is being used for storage of the various items sold at Rochester Motorsports.

In July of 2021, Mr. Cook purchased the site formerly known as 21 Farmington Road which is largely comprised of a vacant parking lot. The site has had various uses throughout history. Shortly after purchasing the property, a subdivision and site plan was conducted to permit the construction of MVSB. The shape of the out parcel and the remaining land was intentional and provides connection between the Rochester Motorsports, the remaining middle parcel, and the plaza at 17 Farmington Road.

During former development contemplation of the 21 Farmington Road project site, BS&E has worked with NHDOT on modifying and obtaining updating permitting to access the site in the location across from Rochester VW. During the design of MVSB and the subdivision of the out parcel, BS&E again worked with NHDOT to provide an updated entrance and permit. A dedicated reciprocal access easement was established between the two lots and includes access ability to 17 Farmington Road. A widened shoulder was established to promote the access point as the primary entrance. This entrance provides the greatest sight distance and is the furthest in proximity to the next abutting driveway to the south, and is furthest from the crest within NH Route 11.

The rear of the subject parcel is sloped in the north-northeast direction. The effects of the slope can be seen by the use of a retaining wall on the MVSB project site. The entire parking area and developed site at 17 Farmington Road is sloped in the north-northeast direction. There is an existing gravel road / trail that has been used between the sites within the wetland setback that was historically used to gain access to the rear of one of the former buildings on the 21 Farmington Road site, now occupied by MVSB.

The Proposal:

Mr. Cook is proposing to develop the underutilized parking lot with a mix of commercial development in multiple buildings. This includes merging the two parcels to have one project site unencumbered by internal boundary lines. The existing white cape structure that houses Tide's Fish Market will be removed. The rear of the site is proposed to be developed with a building that is approximately 12,500 Sq.Ft. in size. The building is proposed to contain a full basement for storage use of the abutting complimentary uses. The first-floor commercial space is designed with a large inviting sidewalk at the front to make way for integrated landscape features as well as activated space. The building's basement design is designed around the topographic feature at the rear of the site, and allows for the required slope of the drive aisle to work with the foundation wall. Additional parking is proposed at the rear of this building. The parking array to the south, parking adjacent to the plaza and the installation of sidewalk for walkability, positions the building on the site. Due to this positioning the rear corner of the building is located within the 50' wetland setback, 41.77' at the closest point. A variance for the structure has been requested whereas it is not a permitted use in the overlay district.



The drive aisle at the rear of the structure along the abutting boundary line is proposed to continue to the lower section of the building. It will transition from a 24' aisle to a 15' paved access road which will traverse between the subject parcels and the Rochester Motorsports to the north. This will formally allow materials to travel to and from the sites without the need to enter and exit onto NH Route 11 and the existing traversing activities within the right of way will be discontinued. The proposed access road is permitted within the 50' setback, by Conditional Use, after consultation with the Conservation Commission and approval by the Planning Board. Portions of the access and the associated grading will be located within 25' of the wetland boundary, which is not permitted within the overlay district and therefore a variance has been requested of the ZBA.

The center of the site contains the main drive aisle and is designed to promote all of the users of the site to enter and exit through the northern entrance previously discussed. The site proposes parking arrays opposing the drive aisle in a conventional design.

Two buildings are proposed at the front of the site. The northern building is approximately 3,600 Sq.Ft., and the southern building is approximately 3,200 Sq.Ft. in size. The intent of the two separated buildings is to promote internal landscaping, visual connection to the rear of the site and the creation of internal activated space. The walks ways adjacent to the center aisle are proposed to be an inviting 8' wide. Though the primary store fronts of the buildings will be internally facing, the architectural requirements of the GR zone will dictate the required features facing NH Route 11.

The southern building is proposed to contain a tenant that would require a drive-through order and pickup window and is logically proposed along the length of the building facing NH Route 11. Article 23.2 (7)(a) requires that these uses are placed on the side or rear of the structure and therefore a variance has been requested of the ZBA. As noted above the best traffic pattern for NH Route 11 and the site is to promote activity at the northern most entrance. This entrance provides for the greatest queue length for the user and will remove the possibility of stacking into the entrance and exit lanes. Additionally, a by-pass lane is proposed to eliminate the potential for congestion. Placing the pickup window on the southern end of the building is not possible due to existing traffic conflicts with the gas station and access in and out of the existing plaza site at the southern entrance.

The design is careful to create an internal traffic connection, safe pedestrian connection and a cohesion between the proposed pad sites through the use of landscape, hardscape and activated space. If a drive through were forced to the internal facade of the building, required parking would be placed at the front of the site and the site will operate as multiple disjointed users which is contrary to modern design ideals.



Site Layout and Landscaping & Lighting:

The design includes an increase in total landscaping whereas much of the site is covered with pavement and buildings. A planting strip is proposed 12' in width at the front of the site adjacent to the right of way in an area that is currently paved. A landscape strip is reserved for building plantings on the corridor side of the front structures. Internal islands and endcaps are sized to accept landscape trees as well as lower planted materials. Sidewalk planters are proposed internal to the project.

Lighting design will be consistent with the GR standard and other projects located within the GR Zone. Given the proximity of the buildings to each other, very few pole lamps will be needed to appropriately light the site.

Stormwater and Compliance with Chapter 218:

The site sits atop a sand outwash from the nearby Cocheco River. The current paved site drains to the north, untreated, to the onsite wetland. Due to the proposed development and landscape plan, the amount of runoff will be reduced onsite. The site will be designed to internally drain to a subsurface infiltration system, as was done on the MVSF site. Through the infiltration onsite, to total sites peak rate and volume will be reduced substantially. This will increase the sites ground water recharge component and will decrease the temperature of the discharged flow to the abutting wetland system.

Conservation Overlay District Compliance:

BS&E has hired Fraggie Rock Environmental to delineate the wetlands onsite, classify the wetland type and characteristics, as well as provide wildlife consultation as may be needed for NHDES Alteration of Terrain Permitting. The wetlands onsite require a 50' setback and a 25' buffer. The access road proposed between this site and the abutting Rochester Motor Sports store is proposed to be within the 50' setback. This is located largely in an area where an existing trail exists for this same purpose. The existing gravel trail will be widened to 15' and paved to provide all season access. A conditional use permit will be required to be submitted for review by the Conservation Commission and the Planning Board upon formal submission. A variance has been requested for impacts within the 25' buffer.

Site Utilities:

Utilities are proposed to be underground and the existing overhead utilities will be removed. Both sewer and water are available at the front of the project site and are within the NHDOT right of way. Based on the revisions that are contemplated within the corridor, we will coordinate with NHDOT on the best locations for tie in to avoid redundant work by the applicant or others in the future.

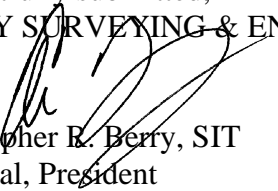


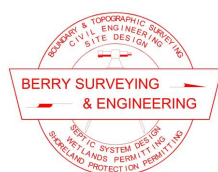
Traffic Management:

The applicant has met with the Planning Staff, DPW and a representative from NHDOT District VI. The primary topic was traffic management for the project site. BS&E has hired Vanasse & Associates Inc. (VAI) to consult on the project and provide traffic expertise. VAI is very familiar with the corridor given their recent experiences on nearby projects and is very familiar with the work contemplated by NHDOT within the corridor. As of this writing, VAI has conducted the required counts in the project scope area and will be preparing the required traffic analysis for submission to NHDOT and Planning Staff for review.

We look forward to working with the City Staff and multiple land use boards on creating a successful project within the GR District.

Respectfully submitted,
BERRY SURVEYING & ENGINEERING


Christopher R. Berry, SIT
Principal, President



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