



Newmarket Planning Board,
Mr. Bart McDonough
Director of Planning and Community Development,
186 Main Street Newmarket, NH 03857

August 22, 2023

Ref: Map u-4 Lot 69
Elderly Residential Development Review #1

Dear Mr., Chairman & Members of the Board:

We are in receipt of a review letter from CMA Engineers, dated Aug. 10, 2023 and we offer the following responses to the noted comments. Each comment is followed by our response in **bold**.

General / Administrative

1. Site Layout Intent: We recognize the intent of the current proposed layout appears to be avoidance and minimization and cost minimization. While we applaud minimization of disturbance area; we encourage striking a balance between disturbance minimization and providing sufficient space for functionality within the site layout.

Response: We feel the site layout facilitates sufficient space for functionality while minimizing disturbed area and preserving local wetland buffers. As the anticipated vehicle travel speed within the parking area would be 5mph+/-, there seems to be no need for sidewalks and or painted pedestrian crossings, etc.

2. Route 152 Crosswalk: As discussed at the TRC meeting the Town would prefer the crosswalk across Route 152 to be moved to the south of the school driveway. The intent expressed was the elimination of sidewalk along Route 152. UE notes that there will be a tip-down and limited sidewalk within the Route 152 ROW. Responsibility and maintenance of the proposed "public" section of sidewalk should be clarified.

Response: The cross-walk location has been revised as discussed, and a new one added within the school driveway as needed.

Cover Sheet

3. A plan set date should be listed.
Response: The date has been added as suggested.
4. Required permits/approvals should be listed, if applicable.
Response: This information has been added to cover.

Existing Conditions Plans

5. Utilities: Show and label the existing water main.
Response: The existing watermain is now shown per DPW records and labelled.

Site Plan

6. Site Entrance: The entrance should be revised to a 90-degree angle, or as close as practicable, with Route 152.

Response: The driveway entrance has been revised as requested. The pavement angle from Route 152 is 89° to on the westerly side and 85° on the easterly side of the entrance drive. Based on the curvature of the existing road, this is the best that can be arranged and well within the allowed 15° departure from perpendicular.

7. Aisle Widths: Town of Newmarket regulations require the parking aisles to be 25' in width.

Response: The aisles have been revised to 25' wide.

8. Parking Layout: We feel improvements can be made to the layout of the parking area to improve pedestrian safety and traffic circulation. Town regulations referred to below can be found in the Site Plan regulations, Section 3.02.

- a. We suggest adding a striped lane between parking spaces in front of the southerly main door to more remote parking spots for first responder access, pedestrians walking, mail delivery, and for package deliveries.

Response: A striped area has been added in conjunction with handicap stalls at the southerly door as requested.

- b. We recommend consideration of an alternate parking layout to allow all residents to access their cars via sidewalks rather than walking within travel lanes and behind other cars.

Response: The design is adequate for the proposed use (please refer to response to #1).

- c. Backing/turning areas must be provided at both dead ends per Town regulations.

Response: With a 25' aisle there is adequate room for a vehicle to back out of the parking stalls per the regulations. Based on this no additional turn-out areas are necessary.

- d. ADA parking spaces are required to be 20' in length.

Response: A waiver has been requested to the ADA required 18'.

- e. Two locations show ADA spaces adjacent to each other without a striped access aisle, this is non-compliant with ADA guidelines and Town regulation.

Response: This has been revised.

- f. Confirm the requirements for designated ADA Van spaces and access aisles when multiple spaces are provided.

Response: The van accessible spaces meet ADA specifications and requirements.

- g. Consideration should be given to moving two of the handicap parking spaces to the main door area.

Response: See previous response to comment "a."

- h. Headlights will shine directly into the windows of first floor apartments. Please consider alternative layouts or screening options between the two uses.

Response: This is at the developer's discretion.

- i. Outside of the minimum number of required spaces, the layout only offers two additional spaces for use to accommodate visitors, facility/maintenance staff, office staff, etc. In light of sub comment (e) above, two spaces may be required to become striped access for adjacent ADA.

Response: See previous response to comment "a."

- J. We recommend consideration be given to posting "No Parking" signs along Route 152, if permissible by the NH DOT, to deter overflow parking along the roadway.

Response: This would be up to the Board of Selectmen as detailed at the TRC hearing.

9. Dumpster Location: The location of the dumpster is inconvenient for both residents and trash collectors. Provide a plan showing turning movements for trash trucks. If the dumpster remains in its current location, a sidewalk should extend to that area.

Response: The design is adequate with the proposed use, a truck turning path has been depicted on the plans, and no sidewalk will be proposed internally.

10. Truck Movements: Provide a plan showing turning movements within the site of fire trucks, moving trucks, and delivery trucks.

Response: A truck turning path has been added. The fire chief indicated at TRC that fire truck in emergency response will pull into the drive, access the newly proposed hydrant and back out onto Route 152.

11. Rear Building Access: No landing or steps are shown at the rear mechanical area door.

Response: Steps have been provided with a break in the stone drip edge.

12. Pads: Show the location of transformer, emergency generator, and HVAC pads, as applicable.

Response: The proposed transformer, generator and underground propane tank locations have been added. HVAC will be internal to the building as reviewed at the TRC hearing.

Grading and Drainage Plan

13. Erosion Control: Silt fence should be moved further from the building and parking areas in order to allow construction vehicles and builders enough room to access those areas.

Response: The silt fencing has been so revised.

14. Contours: Due to the flat nature of the site. we recommend providing 1' contours (existing and proposed) for clarity.

Response: Additional spot grades were added for site data. 1' contours would render the plan unduly cluttered & we feel with the added spot grades (proposed and existing), the design intent is clear.

15. Building Access: It appears steps or a ramp may be warranted at the rear mechanical area door.

Response: See previous response to comment #11.

16. Curbing: Spot grades at the front of the building indicate curbing. Please show the offset for the curb line and label.

Response: The curb line has been added.

17. Snow Storage: Snow storage (labeled on the site plan) is proposed on all of the stormwater management features. Snow storage areas should be separate areas not located within or in obstruction to stormwater features.

Response: Snow storage labels have been removed from those areas.

18. Stone Drip Edge:

- a. The drip edge should be broken at the rear mechanical room door area.
- b. Provide proposed spot grades at multiple locations along the drip edge to ensure the finished grade of the drip edge is such that the 1' of separation between the bottom of the stone and the ESHWT is achieved.

Response: The drip edge has been gapped at the mech. room entry, and spot grades added as requested.

19. Roof Runoff: Show the location of gutter downspouts on the front side of the building.

Response: Please refer to updated architectural plans.

Utilities and Lighting Plan

20. Hydrant at Entrance: The site should be equipped with a hydrant; UE understands that the Fire Department has suggested it be near the entrance driveway. Coordinate as required.
Response: A hydrant has been added near the entrance per Newmarket Fire.
21. Water/Fire Service: Label material of the pipe.
Response: Service has been revised and labeled.
22. Water/Fire Service: UE recommends that the 2" domestic service be taken off the 4" fire line outside of the building rather than inside as proposed, however we will defer the final layout to the Fire Department.
Response: Water service has been revised as suggested.
23. Sewer Service: Label the material, slope, and inverts of the pipe.
Response: Pipe material and min. slope added. Elevations to be coordinated after existing SMH 65 is verified.
24. **Clean-Out:** At a minimum, a sewer clean-out should be installed at the ROW line. UE understands that the Newmarket Sewer Department has requested that a manhole be installed in lieu of a PVC clean-out. Please amend the plan and include a sewer manhole detail in the plan set and amend the Sewer Service Detail as required.
Response: A SMH has been added as requested.
25. **Pads:** Per 13 above, show conduit runs to transformers, generators, and HVAC as appropriate.
Response: Conduit runs have been added to the plans.
26. **Lighting:** Will a building mounted light be located at the rear mechanical room door?
Response: An entry door security light is now proposed.

Stormwater Modeling and Management

27. **Pollutant Removals:** The stormwater narrative indicates a removal efficiency table in the appendices, but none was found. Please provide.
Response: The removal efficiency table is provided herewith in the revised drainage analysis appendix III.
28. **Sub catchments:** Post sub catchment I B includes the entire roof. The architectural drawings show a peaked roof, with the front of the roof sloping toward the sidewalk/parking area. Please clarify how the runoff from the front half of the roof will be conveyed to the stone drip edge.
Response: Please see the revised architectural plans
29. **Sed Ponds:** As modelled, the Sed Pond nodes, I CP and I DP, have storage capacity and offer attenuation, which as the basin fills with sediment is reduced. The sed ponds, below the top of the weirs, should be eliminated from the modelling or the model should presume that they are already full of water (sediment).
Response: A starting elevation set at the top of the riprap weir has been applied to each respective sediment forebay as requested.
30. **Freeboard:** Neither Bioretention Pond exhibits 1' of freeboard in larger storm events as required by NHDES.
Response: NHDES does not enforce a 1' freeboard, simply that the ponds don't overtop under a 50-YR storm evaluation. These ponds do not overtop during a 100-YR storm event. The design is adequate and appropriate.

- 31. Hydraulic Coupling:** In several model runs, the peak water elevation in the BioRetention Ponds exceed that of Sed Ponds immediately upstream of them. As graded, the two features will be "one" at elevations greater than the top of weir.
Response: This is not uncommon in larger storm events, particularly when the starting elevation of the sediment forebays is concurrent with the overflow weir elevation. This is not an issue, nor does it compromise the designed function of the ponds.
- 32. Landscaping Conflicts:** A number of plantings are within the stormwater features. Please confirm and adjust accordingly.
Response: Landscape plantings have been removed from the treatment areas. One elm in the forebay in the parking island. Elms are tolerant of wetland conditions and are perfect plants for a retention area, and, in this case the tree in the island marks the island and will be visual warning to older residents not to back into that area.
- 33. PTAP Database:** This project requires registration with the PTAP Database, the Applicant is requested to enter project related stormwater tracking information contained in the site plan application documents using the Great Bay Pollution Tracking and Accounting Program (PTAP) database (www.unh.edu/unhsc/ptapp) and submit the information with the resubmitted response to comments.
Response: The PTAPP filing is attached as requested.

Thank you for your timely and professional review of the submitted plans. We hope the information provided address your concerns. Please feel free to contact our office if you have any additional question and/or comments.

Very Truly Yours,

BEALS ASSOCIATES, PLLC

Scott D. Cole

Scott D. Cole
Senior Project Manager

Christian O. Smith

Christian O. Smith, PE
Principal