

Summary of
TRG's review of Chesley Hill Rd
153-lot Subdivision

[Map-Lots:137-9/8-2/8-1/12/10/10-1/18/19/20/21/22/23/24/28]

For 1-4-16 PB Meeting

.To: Jim Campbell, Director
From: Seth Creighton, Staff Planner
Date: December 30, 2015

The TRG reviewed the following plan set:

- Application for Preliminary Subdivision of land on Chesley Hill Rd, Donald St, and Norman St.
- Design Review Plan, Residential Development, Chesley Hill Rd, Rochester, NH, Dated Dec 2015, prepared by Beals Associates.

This preliminary application is to combine/subdivide several existing lots to create 153 lots, and approximately 10,000 linear feet of new streets.

Summary of Staff's Review:

Staff has offered several comments that are meant to help guide this development into a complete design.

Staff's comments are attached.

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MEMORANDUM

TO: Beals Associates
FROM: Planning Department
DATE: December 24, 2015
SUBJECT: 12-15-15 TRG 1 Review of Preliminary Design of Proposed 153 Lot Subdivision at Chesley Hill Rd [Map – Lots: 137-9, 8-2, 8-1, 12, 10, 10-1, 18, 19, 20, 21, 22, 23, 24, 28;] with 9,600+ ft of new roads

This proposal is for 153 new lots and nearly 10,000 linear feet of new streets. This is the largest subdivision Rochester has seen in a long time.

Because the plans are preliminary in nature, they did not include street details, lot sizes, topography, soils, wetlands, etc... Our comments should therefore be considered general and large scope. Further comments will come once details are submitted.

Comments:

1) General:

- a) A traffic study will be required (Chesley Hill Rd, Norman St, and Ramsey Drive, Donald St, Patriots Way, Rt 125, Rt 202, etc., should be part of this study).
- b) Offsite improvements will likely be required, including upgrading existing streets, intersections, sidewalks, utilities, etc..
- c) This may be considered a ‘development of regional impact’; staff will discuss this potential with Strafford Regional Planning Commission and the Planning Board.
- d) Phasing must be proposed for this development.

2) Lot/Street Layout: Topography and wetlands were not shown on the submitted plans, however, we know that the subject properties are on the side of a hill, and that some wetlands do exist.

- a) Please be aware that Subdivision Regulation 5.1 speaks to the need to avoid impacts to slopes 15% and greater, areas with high water tables, wetlands, floodplains, scenic points, etc...

With regards to topography, staff will review the proposed location of each lot- any lot that is overburdened with steep slopes may need to be combined with other lot(s) that are not.

- b) Zoning Ordinance 42..19(b)(16) also speaks to “useable area” for the proposed lots; please design accordingly..

c) Zoning Ordinance 42.12 speaks to wetland and wetland buffer protection. Please avoid wetland impacts as much as possible, this may include: shifting/merging proposed lot lines so that impacts are not needed to construct a driveway/home/yard; shifting proposed streets to avoid impacts; installing 'Protected Natural Area' signage near wetland buffers, etc...

d) Are there any easements, restrictive covenants, etc...? These should be shown on the plan and the design must reflect those restrictions.

e) The plan shows that a connection of Ramsey Dr to an abutting undeveloped City owned parcel (parcel #246-20). Please be aware that parcel 246-20 is deed restricted to be used exclusively for conservation purposes. The actual construction (paving) of proposed Ramsey Drive does not need to extend to this lot, but the layout should remain as shown (doing so will provide lot 246-20 with frontage/accessibly on/from Ramsey Dr).

f) The plan shows a connection of an unnamed proposed road to parcels 137-9-3 and 137-9-4. We appreciate the concept of an additional through road, but this connection is not practical because lots 9-3 and 9-4 contain fairly new single family homes, and a pond/wetland (that the road would have to go through). Please redesign.

3) Street design:

a) Existing streets will need to be improved.

b) Proposed streets should include sidewalk with planter strip on at least one side of each street (Subdivision Regulations 5.15 and 6.2) ; street trees on an every other lot basis and distributed on each side of the street (SubReg 5.13); curbing (SubReg 5.14); underground utilities (SubReg 5.12); appealing downcast and energy efficient street lighting (SubReg 6.2).

c) Planning Staff would support the use of narrower streets, on street parking (particularly allowing parking on right side of road for a portion of that road, and on the left side for the other portion of that road), a pullover area for a bus, and traffic calming techniques (i.e.: Chicanes, aka- curves).

4) Drainage:

a) Low Impact Drainage design and features are required.

b) Discussion should be had with DPW regarding long-term ownership of the drainage- DPW may suggest that drainage outside of any existing or future City ROW remain the responsibility of a home owners association.

5) Other:

a) Staff will encourage the PB to discuss whether or not a park, or walking trails, etc... should be part of this subdivision (SubReg 5.8).

b) The Planning Board may want to consider the following aesthetic requirements:

1) A vegetated buffer be established between the highway and the development.

2) If a scenic point is visible from a public ROW, the PB may suggest that said area remain natural.

3) The use of earth tone color siding (greens and browns) and roofing (brown, green, black) is suggested on the lots that will be visible from the highway.

4) Homes may be required to be built into the slopes (i.e. - drive under garages/ walk out basements) to minimize site alterations and drainage patterns.

TO: Beals Associates
FROM: Department of Public Works

- 1) No dead-end streets are acceptable, cul-de-sacs or redesigns will be needed
 - 2) Where will stormwater management occur? Stormwater needs to be shown on the next set of plans presented to TRG
 - 3) Roadway slopes cannot exceed 8%, topography needs to be added to the plans and all proposed roadway slopes need to be checked.
 - 4) The site will be on two different water pressure zones, the high zone from the pump station and the lower zones from the Chesley Hill Road water tank. These zones need to be considered. A water study of the pump station will be required to ensure adequate domestic and fire flow capacity.
 - 5) Sewer mains along Chesley Hill Road and Anctil court will need to be evaluated for flow capacity to determine how sewer will be divided for this project.
 - 6) A sewer study will be required for the "Gonic" section of the sewer collection system as this proposal represents a significant increase in flow.
 - 7) A traffic study will be required that includes at a minimum travel along Chelsey Hill Road, evaluation of the intersections at Rt. 125 and Rt. 202, and foot traffic increases crossing Rt. 125 for school access as this will be a walking community to the Gonic Elementary School as it is within 1 mile.
 - 8) Improvements will be required to Norman St, Ramsey Dr, and Donald St to handle the increased traffic volume.
 - 9) Chesley Hill Road will be required to be evaluated to determine if it is capable of handling the increased traffic load. If it is not, improvements to Chesley Hill Road will be required.
 - 10) A sound barrier to Rt. 16 should be considered for the homes located adjacent to the highway
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TO: Beals Associates
FROM: Fire Department

- 1) The requirements of NFPA 1-Chapter 18, in regards to water supply and road construction, must be adhered to.
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TO: Beals Associates
FROM: Police Department

- 1) We are interested in seeing the impact of the traffic study as well as the lighting within the development
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* Written comments have not yet been received from the Building, Zoning, Licensing, Services Department; please contact them with any questions.