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December 16, 2019

Newburyport Planning Board
City Hall
60 Pleasant Street
Newburyport MA 01950

Re: 2-6 Market Street – Third Review

Dear Board Members:

I have reviewed the revised submittal from the applicant dated December 10, 2015 and offer the following comments.

The project as proposed will improve traffic safety and flow along Merrimac Street and will improve stormwater drainage. This will be accomplished by the following design changes to the property:

- The uncontrolled driveway on Merrimac Street will be eliminated.
- Traffic to the site will enter on Market Street and exit on Summer Street through defined drives.
- As shown by the Vanasse and Associates letter of December 10, 2019 pedestrian volumes are minimal on Market Street and Summer Street and installation of the vehicle exit warning post on Market Street will warn pedestrians of cars backing on to the sidewalk. And as demonstrated by the turning movement sketch of cars exiting from spaces P1/P2 presented in drawing TM-1 only the driver's side rear bumper will intrude on the sidewalk.
- The potential for localized flooding along Merrimac Street will be reduced by connecting roof downspouts directly to drain lines in the streets rather than allowing the water to flow overland. At present all 6025 square feet of impervious surface drains on to street surfaces. When the proposed project is constructed 3685 square feet of roof surface will flow directly into drainpipes leaving only 2340 square feet of paved area flowing directly onto the local streets.
- As proposed the stormwater from the driveway will flow into a Stormceptor to provide for removal of solids and an improvement in water quality over existing conditions.

Three issues the Board should consider before drafting a decision are parking, snow removal, and retaining walls.

The applicant has shown that by calculations 14 parking spaces are needed to accommodate the five residential units and the 1800 square feet of commercial space. There will be, with the use of lifts, 11 spaces on site. The three remaining required spaces will be accommodated in the parking

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garage by a special permit from the Board with a payment to the ITIF. (see Development and Performance Standards Section XV.H.a.8 in original application). Since there are five spaces with lifts accommodating two cars per space and there are five residential units in the building it would seem that each unit would get a space with a lift leaving only the parking space designated as P11 for commercial use. Since by code the commercial space requires 5.4 spaces at least 4 spaces would be needed in the parking garage.

While having 10 residential parking spaces exceeds the 8.5 required by code it would seem unlikely that any space with a lift could be used by employees or customers of the commercial space without severe inconvenience to the residential owners.

This issue should be discussed with the applicant and the decision worded accordingly.

Note 10 on Sheet C-2 Site Plan states: "In the event excessive snowfall occurs, all plowed snow that cannot be contained on site shall be removed from the site in accordance with all local, state and federal rules". There isn't any snow storage area shown on the site. The only area that could be used for snow storage is the stripped area to the east of P1/P2 but access to it would be limited because of the lift and cars parked in P1/P2.

It seems that for any snow storm the snow should be removed from the site. The note on the plan should be corrected.

Retaining walls are proposed along the rear property line. Adjacent to Summer Street the wall is low but the existing retaining wall at the rear of the existing building will be evaluated by a structural engineer after the building is demolished (see note on sheet C-3.).

Construction of new walls or rehabilitating the existing wall on a property line will require encroachment on neighboring properties. Easements to allow such work should be provided to the Board. The proposed wall near Summer street could be moved to the north to avoid encroachment on the neighboring property without adversely affecting the parking and driveway. However, if any work needs to be done to strengthen or replace the wall within the existing building (Market Street side of the property) must be done in its present location to maintain adequate driveway width. Any movement of that wall to the north would adversely affect driveway width and thus turning movements and would probably result in the loss of parking.

There should be provisions in the decision that require a revised site plan be submitted to the Board showing the final location of the new or rehabilitated walls and the effect it has on the driveway and parking and that the approval can be modified as necessary to reflect those changes to the plans.

Very truly yours

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Third review 2-6 Market Street – Application of Steven Lewis

Millennium Engineering ,Inc letter of December 10, 2019

Stormwater Management

The plan revisions show that the roof drains will be tied directly to the City’s storm drainage system. This will result in lessening potential flooding in local streets. The design is an overall improvement in drainage. Because there will be a reduction in paved surfaces and drainage from the remaining paved surfaces will flow into and through a Stormceptor the project will result in an overall improvement in water quality.

Traffic Impacts

As previously stated, the project is an improvement in traffic safety and flow by elimination of the uncontrolled driveway now on Merrimac Street.

The analysis by Vanasse Associates shows minimal pedestrian traffic on Market street and because of the parking reconfiguration minimal backup intrusion into the sidewalk on Market Street.

Parking Configuration

Through the revisions the on-site parking has been reduced from 13 to 11. The required number of parking spaces by zoning rules as presented in the submitted application is 14.5 The reduction in the amount of on-site parking will require that the applicant pay the ITIF for 3 or 4 spaces in the parking garage rather than one as originally proposed.

The previous plan had 6 spaces with stacked parking at an angle of 63 degrees. The revised plan has 5 stacked spaces at 57 degrees to allow for adequate turning movements as shown in the Turning Movement drawing sheet TM-1 of the submittal. It should be noted the lifts and parking space P1/P2 can accommodate only vehicles of 16 feet in length. The remainder of the surface spaces can accommodate vehicles of 19 feet in length.

Retaining Walls

A note has been added to sheet C-2 that requires the proposed retaining wall along the southerly property line on the westerly side of the property be designed by a structural engineer. A note has been added to sheet C-3 stating that a “Structural engineer shall assess the viability of the existing retaining wall” in the rear of the existing building once the building is demolished. Both the proposed new wall and the existing wall are shown to be on the property line.

To construct the new wall on the property line will require encroachment on the property at 3 Summer Street. To avoid encroachment the wall would have to be moved to the north reducing

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the aisle width, but it could be accomplished without losing the surface parking space. If the retaining wall on the easterly side of the property is found to be inadequate remediation work or demolition and reconstruction of the wall would require encroachment on the property at 8 Market Street or moving the wall northerly thereby reducing aisle width resulting in losing parking spaces.

Roadway Improvements

A driveway detail has been added to the plan set

Utilities

The existing utilities information has been corrected on the plans.

Architectural Elevations

The architectural plans have been updated with the commercial window dimensions.

Snow Removal

The note added to sheet C-2 stating “in the event of excessive snow occurs, all plowed snow that cannot be contained on site shall be removed in accordance with all local, state, and federal regulations” is not a definitive answer and does not state that snow will be removed from the site under all conditions.

Demolition and Erosion Control

A Grading, Erosion and Sediment Control Plan was submitted as sheet 3 of 5 in the second submittal. The revised plan set does not contain a plan entitled Grading, Erosion and Sediment Control Plan and the plans have been renumbered as Sheets C-1 through C-6. Silt fence and silt sacks are shown on sheets C-2 and sheet C-3.

Construction Sequencing

The applicant suggests submitting a sequencing plan as part of a conditional approval.

Review of Vanasse letter of November 18,2019

Existing Conditions plan

The plan has been updated

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Site Plan

All of the additional information requested to be added to the plan has been added.

Erosion and Sedimentation Control

Erosion and sedimentation control have been added to sheets C-2 and C-3. The Erosion and Sedimentation Control plan has been removed from the plan set.

Comments on Text Presentation

The parking has been modified and reduced to 11 on site spaces. Turning movement diagrams have been provided to show the spaces are accessible.

The issue with the retaining walls is noted above.

The applicant proposes to submit a demolition sequencing plan and a construction sequence plan to the building inspector prior to demolition or construction.

Stormwater Calculations

The stormwater calculations need not be redone

Architectural plans

Additional details have been added to the engineering plans to bring into conformance with the architectural plans.

Plan Review

Existing Conditions Plan – Sheet C-1

The engineer has corrected the drains and sewers shown on the plans.

Site Plan – Sheet C-2

The site plan has been revised to show the curbing and brick sidewalks as well as the sidewalk widths. Silt sacks have been added to the catch basins. Six surface parking spaces and five elevated spaces are shown on the plan.

It is suggested in the notes that there is room for snow storage on site. That is not a reasonable assumption. The note should be modified that all snow is to be removed from the site.

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Proposed 18" planters are shown in front of 8 Market Street on the site plan but are not shown on the architectural plan or the landscape plan.

Grading Plan Sheet C-3

A silt fence has been added to the plan

The rim on the Stormceptor unit is shown as 20.8 yet it is shown on the high side of the 21 contour. The drainage flow according to the contours would bypass the Stormceptor. The Stormceptor location or the contours should be adjusted.

Roadway and Drainage Details Sheet C-5

The Brick/Conc. Driveway detail shows a brick top course in the section view extending all the way to the roadway. Yet the plan view shows a portion of the drive not to be brick as do the architect plans and the site plan. The detail plan view shows a transition curb before the drive entrance which doesn't appear to be the case on the architects plan or the site plan. In fact the driveway detail looks like a modification of the Wheelchair ramp detail.

The brick sidewalk specifies 4' x 8' x 2-1/4" pavers rather than bricks. It should be corrected.

Additional Literature

Brochures describing the light, lifts and fencing are provided as part of the submittal.

Site Plan A0.1

In the Zoning Matrix table under Proposed Dimensional Controls 13 spaces are shown when the new design shows only 11. The table should be corrected.