



Amesbury Technical Review Committee

October 15, 2025

City Hall Auditorium

62 Friend St.

9:30 am

In Attendance: Nipun Jain, Amanda Armington, Jim Wilson, Joe Neipp, Lauren Blatchford, Lisa DeMeo, Chief Bailey, Chief Serino, and Becky Frey

Absent: Lauren Blatchford, Nick Cracknell, Joe Buckley, Howard Snyder

Chief Bailey started the meeting at 9:35 am.

Application Review:

1. [27.5 – 29 Clarks Road](#)

Alex Loth, Bob Uling, and Derek Birch were present to speak to the application.

Alex Loth commented that they have been working on this project for a long time and participated in the Merrimack River District meetings. This development keeps the residential feel along Clarks Road and then leads to a larger building in the back. The proposal is to develop a small area of the upper portion. The rest of the 11-acre parcel will be undeveloped with a walking path. This is a dense development to provide as much housing as possible. The walking path will connect to existing walking paths at the Point Shore neighborhood. There will be a trailhead entrance at Clarks Road, and they have talked about installing a sign kiosk and bike storage area. The development will have a playground area and a dog run. The 50-foot setbacks have been added to this plan and they are trying to stay out of the wetland area as much as possible. There is a limit of work plan that shows silt fence, hay bales, construction fencing.

Bill Uling commented that they were working on a more elaborate design and details for the stormwater. The development has a single access 24-foot-wide curb cut. There will be 100 spaces above ground and around 100 below ground in garage parking. There are little amenity areas in front of the buildings as well as the playground and dog run in the back. The trailhead will be open to the public and will switchback down to the wetland. They are looking at an above grade boardwalk for the wetland crossing. Ultimately it will connect to Point Shore Road. They received ladder truck specs from the Fire Department and will include a swept path analysis for that in the next submittal. They plan to put snow on the outskirts and will haul excess snow off site. The soil test shows there is well drained sand on the top layer. Everything will be infiltrated as much as possible on the site. There is a small infiltration basin located at the south of the dog run. Runoff will ultimately flow to that and infiltrate through the sand layer. They will be bringing in new utility services and need to discuss that with DPW. They will be proposing a single tap and new water main onsite. The sewer connection is behind the building and connecting to Clarks Road. It will be a single connect for the front building. The intent is to keep everything gravity fed. They may need some internal pumps and



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they will know that better as the plan is further developed. They are working with National Grid for power and gas.

Lisa DeMeo commented that they could talk about the size of the water main offline, and questioned where the hydrants were onsite. Bill Uling responded that there was a single hydrant on the side and another down toward the back in the landscape areas. They will have a ramp down to the underground parking. It is a 10% slope. There will be an enclosed trash facility on site.

Nipun Jain requested more detail on the site grading plan. Bill Uling responded that the site is relatively flat until they get to the slope. They tried to maintain grades as much as possible. They slope down slightly for the ramp to reduce that slope into the garage. The back of the site has 2 to 1 and 3 to 1 slopes. Nipun Jain questioned if they had details on what they were doing on the slope in the revised package. Bill Uling confirmed it showed 3 to 1. The slope will be grass and the 2 to 1 slope will have reinforcement to stabilize it. The details are in the submittal. Nipun Jain commented that it would be good to have more vegetation than just grass because it is so close to the wetlands. Bill Uling confirmed that it would be a meadow mix and will not be maintained like a lawn. Nipun Jain noted there was a slight slope from the back to the front on the site. Bill Uling confirmed that one portion of the site flows out to Clarks Road and the rest of the site flows to the wetland. They will be capturing the current flow that goes to the abutter now and putting into the ground.

Lisa DeMeo commented that the plan shows sidewalks across the frontage and questioned if they were putting those in. Bill Uling confirmed they would be replacing everything in front of the property. Lisa DeMeo questioned if the sewer connection worked from the back building. Bill Uling confirmed the numbers work.

Chief Serino commented that his biggest concern with this project was access. Right now, on Building C, they are limited to the front corner of the building for access. Fire may ask you to remove some of the proposed trees to allow for better truck access. Chief Serino did not have any issues with the project as long as it met the codes and they ensured the site was safe during construction. The biggest concern is access to the building. Nipun Jain commented that they should set up a separate meeting with fire to discuss that.

Lisa DeMeo questioned if they were including bike racks. Bill Uling confirmed they would be outside the trailhead and internally as well.



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Amanda Armington commented that it would be good to see a cut and fill chart for the slope and more information on the storm water. Amanda Armington questioned if the infiltration basin was within the 50 foot buffer. Bill Uling responded the grading will be within the buffer, but the basin will be outside of it. Amanda Armington questioned if it would be a vegetated basin. Bill Uling responded that the drainage basin would have a seed mix. Amanda Armington commented that they should be specific on what mix they plan to use. Amanda Armington suggested using compacted stone dust rather than mulch on the trails, so it doesn't wash out as easily. They should also look at making the trail 6 feet wide. Amanda Armington questioned if the stockpile location was shown on the plans. Bill Uling responded that right now they were showing the general area which is on the lawn.

Lisa DeMeo questioned where people would park during construction. Bill Uling responded that they will most likely leave the front area open for start of construction. Lisa DeMeo commented that they should use a larger stone at the construction entrance to make sure they don't need to rebuild. Nipun Jain commented that they typically require a CMMP after approval prior to construction. Bill Uling commented that they will be conducting construction storm water monitoring. Lisa DeMeo noted that they would want to be on that distribution list.

Derek Birch, traffic engineer, commented that the trip generation for the site was 55-58 trips between peak hours. The capacity analysis showed a minor increase in delays in vehicle queuing at 4 intersections. They looked at existing conditions in 2025 and a future condition that incorporated all the traffic and planned improvements. The build in 2030 incorporates everything. They are looking at less than a second increase in most of the time periods. Based on that impact, they are proposing site access landscaping and signs out of the sightlines. They will also hand out welcome packets showing bike transit and public transit options in the area.

Lisa DeMeo questioned if the proposed driveway was directly across the street from the house across from the site. Alex Loth responded that he was not sure and would look at that. Lisa DeMeo commented that they would need to be conscious of that for snow clearance.

Alex Loth commented that the study anticipated 58 cars in the peak hours. They expect a lot of traffic concerns will be about Main St. and the study shows there would be very little additional traffic added to Main St. Derek Birch added that the speed study showed that cars were traveling at an average speed of 20 – 29 mph south bound. It's below the posted speed sign.



Amesbury Technical Review Committee

October 15, 2025

City Hall Auditorium

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Carol Finn commented that every time speed numbers are disclosed, they are below the speed. However, when people are walking and driving on the road it doesn't feel that way. Derek Birch commented that the speed counter was at their driveway for the speed measurement. Chief Bailey commented that the study showed only 3% of cars heading to Main St. and that was not a concern for him. There was a request to put in by a member of the public to put in a right hand only sign heading out of the development onto Clarks Road. That would be impossible to enforce. It is encouraging that the study shows it will not be a large impact to Main St.

Nipun Jain commented that the intersection improvements discussion goes back 5 years when they were setting up the Smart Growth District. Part of that discussion was pedestrian connection improvements. Sidewalks are missing or inadequate and need to be replaced. They can build upon the improvements made at Starbucks and connect from there to the Birchwood Point driveway. Alex Loth agreed the existing sidewalk was substandard. They were happy to improve that sidewalk and would coordinate with the City.

Nipun Jain commented that the intersection right turn only lane stops at the entrance at Starbucks. There was discussion to extend the right turn lane to the hotel driveway at least. They should look at numbers again to see if it is warranted to extend it. Derek Birch responded that they included the Starbucks improvements in the study and did not see that it was needed.

Nipun Jain commented that that they should consider loading areas for deliveries onsite and mail room locations. The open space will be deeded as pubic open space and should be demarcated as a separate parcel. There is no place for the public to park, and it may be worth thinking about adding some on the site. The public access easement from the trail to the back should be accounted for on the plans and legal documents. Stone dust is the preferred trail material. It would be helpful to see a cross section of the parking ramp. The snow storage space shown near the trash area would not hold much snow. The ordinance does not have any provisions for compact cars in the ordinance. They should include a formal list of any waivers in their submittal. There should be a fencing detail in the plan. Not everything needs to be solid, but they should show the height and details. Nipun Jain questioned if there would be visitor parking and how the parking would be managed. They should include lighting details and fixtures. Nipun Jain questioned if one dumpster would be enough for the developments trash and what would be the management plan for that.



Amesbury Technical Review Committee

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Lisa DeMeo commented that the trash truck would block the back of the driveway when it was picking up from the dumpster. Alex Loth responded that this model has worked well on other sites. The emptying process is pretty quick.

Chief Serino questioned if they had designated spots for EV parking. It is preferred if they are not in the garage under a residential building.

Alex Loth commented that they are building out the capability to create 40 EV parking spaces. They will include Fire in the conversation around building access. The only other comment that will be hard to satisfy is the public parking for the trail. This is a residential project, and they are building homes for people. They are not making a public amenity for people. Nipun Jain commented that they can discuss it further offline.

Nipun Jain questioned where they were placing the HVAC mechanical systems. Alex Loth responded that they would be on the roof. Nipun Jain commented that it would be helpful to see cross sections of the building.

Nipun Jain commented they had some formal comments submitted and would continue discussions. Alex Loth confirmed they were working to finalize discussions with DPW and Fire before they finalized the plans.

Alex Loth commented that they would coordinate the invasive plant removal with Amanda. They were anticipating stone dust material to the boardwalk and then mulch beyond that for the trail.

Discussion:

1. Traffic and Transportation Process

Nipun Jain commented that there was a memo provided to the Committee about the traffic process. Chief Bailey is working to clarify the process. TRC was established for development projects and new issues that relate to developments coming into town. It is important to be mindful of everyone's time and their role. It may make more sense to have a subcommittee to evaluate these items.

Lisa DeMeo noted that Chief Bailey had to leave the meeting early and it would make sense to discuss this at a future meeting where he is present.

Administrative:



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1. Minutes: 9-17-25; 10-1-25

This was tabled to a future meeting.

Adjourn

Chief Serino motioned to adjourn at 10:48 am. Seconded by Lisa DeMeo. The motion passed unanimously.