



# TOWN OF HUDSON

## Planning Board



Edward van der Veen, Chairman      Rick Maddox, Selectmen Liaison

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### HUDSON PLANNING BOARD MEETING MINUTES February 12, 2014

#### I. CALL TO ORDER

Chairman van der Veen called this Planning Board meeting to order at 7:00 p.m. on Wednesday, February 12, 2014, in the Community Development's Paul Buxton meeting room in the Hudson Town Hall basement and began the meeting by expressing welcome to the members of the Litchfield and Pelham Planning Boards in attendance, as well as to representatives of the Nashua Regional Planning Commission (NRPC).

#### II. PLEDGE OF ALLEGIANCE

Chairman van der Veen asked Mr. Brackett to lead the assembly in pledging allegiance to the Flag of the United States of America.

#### III. ROLL CALL

Chairman van der Veen asked Secretary Malley to call the roll. Those persons present, along with various applicants, representatives, and interested citizens, were as follows:

**Members**

**Present:** Glenn Della-Monica, George Hall, Tim Malley, Ed van der Veen, and Richard Maddox (Selectmen's Representative).

**Members**

**Absent:** Vincent Russo, and Jim Barmes.

**Alternates**

**Present:** Charles Brackett, Jordan Ulery, and Nancy Brucker (Selectmen's Representative Alternate).

**Alternates**

**Absent:** Marilyn McGrath.

**Staff**

**Present:** Town Planner John Cashell.

Recorder: J. Bradford Seabury.

#### IV. SEATING OF ALTERNATES AND ANNOUNCEMENTS

Chairman van der Veen seated Mr. Ulery in place of the absent Mr. Barnes and seated Mr. Brackett in place of the absent Mr. Russo.

#### V. NASHUA REGIONAL PLANNING COMMISSION (NRPC) REGIONAL PLANNING SESSION BETWEEN LITCHFIELD, PELHAM AND HUDSON PLANNING BOARDS

Chairman van der Veen noted that the Hudson Planning Board was joined this evening by the Litchfield and Windham Planning Boards for this presentation, and he then called for a round of introductions.

Those members of the Litchfield Planning Board present were as follows:

**Members**

**Present:** Russell Blanchette (Chairman) and Tom Young (Vice Chairman),

**Members**

**Absent:** Michael Caprioglio, Michael Croteau, Bob Curtis, and Frank Byron (ex-officio/Selectmen Representative).

**Alternates**

**Present:** None.

**Alternates**

**Absent:** Joel Kapelson and Steve Perry.

Those members of the Pelham Planning Board present were as follows:

**Members**

**Present:** Paul Dadak (Secretary) and Jeff Gowan (Planning Director).

**Members**

**Absent:** Peter McNamara Chairman, Roger Montbleau Vice Chairman, Paddy Culbert, Jason Croteau, Timothy Doherty, Joseph Passamonte, and Bob Haverty (Selectmen's Representative).

**Alternates**

**Present:** None.

**Alternates**

**Absent:** Mike Sherman.

Those members of the Nashua Regional Planning Commission present were as follows:

Kerrie Diers (Executive Director), Sara Siskavich (GIS Manager), and Jennifer Czysz (Senior Regional Planner).

NRPC Director Terrie Diers expressed thanks to the Hudson Planning Board for hosting this meeting of the three boards, to discuss long-range planning and to explain what NRPC did and what the planning boards could ask NRPC to do. She then referenced a Member Services Overview packet she had handed out, discussing various activities of the NRPC, emphasizing that its staff would take on any tasks its client communities might request.

Referring to NRPC's transportation planning services, Director Diers discussed the group's activities with respect to traffic counting and analysis of traffic trends, commenting on the region-wide traffic model data available to help resolve congestion issues. She noted that NRPC had recently purchase a number of specialized software programs for this purpose, including a "Syncro" program for intersection analysis, adding that they were currently using it in study of how Amherst traffic would flow with proposed road changes. She noted that NRPC also worked with the Department of Public Works for different communities, essentially doing CIPs for the roads with a Road Surface Management System, as well as a formal process for road safety audits in conjunction with a NH-DOT program. She noted that NRPC also provided grant-writing assistance.

Noting that GIS was another major program at NRPC, Director Diers said Ms. Siskavich (NRPC GIS Manager) had done a preliminary analysis of all of the client communities immediately after being hired the preceding year, adding that NRPC could help the various communities with respect to GIS problems, and noting that NRPC had GIS data for all of the communities in the area and was doing tax mapping for Litchfield, Amherst, and Mont Vernon, as well as providing printouts of the tax maps, as was currently being done for Litchfield and Mont Vernon. She said NRPC also did various things for assessing departments, zoning departments, etc. She then displayed the new *Live Maps* feature available on the NRPC Website, outlining the kinds of data available with that program—adding that there were many more layers of information at the NRPC office than were being currently provided on the Website. She also reported that NRPC currently was doing an overall upgrading of its Website.

Director Diers then discussed NRPC's energy and environmental planning services, noting that the main service was aggregation services, currently saving money for nine communities and six school districts. She noted that NRPC also did a lot of work with communities having stormwater concerns, especially with regard to helping with the permitting process, adding that there would be a general meeting on that topic at the NRPC office in a few weeks.

Director Diers then addressed her organization's land-use planning services, noting that they reviewed draft ordinances and could provide training in various aspects. She discussed the community planning consultation services that could be provided, noting they were helping Wilton update its master plan, and clarifying that they not only provided consulting help but also could do completely some required chapters, such as the Transportation chapter.

Referring to a separate Landscape Architecture Services brochure, Director Diers noted that her staff also included a licensed landscape architect (Jennifer DiNovo, NRPC Regional Planner), who had produced drawings of the type shown in the

brochure for visual presentations. She said there was really no limit to what the communities could ask NRPC to provide help with.

Mr. Dadak, of the Pelham Planning Board, asked if NRPC could provide advice to the towns with respect to low-impact development. Director Diers said they certainly could do that, adding that Ms. DiNovo could provide designs that could be incorporated into the site plans, as well as plans to reduce congestion.

Selectman Maddox asked what the Town of Litchfield was getting for tax mapping, asking what the difference was between what Litchfield was getting and what Hudson had. Ms. Sara Siskavich (NRPC GIS Manager) discussed the work that had been done with Litchfield to update that community's tax maps. Director Diers said that NRPC basically produced that town's tax maps. Selectman Maddox noted that Hudson had the State flyover data, asking how much it would cost to get Hudson to that same level. Ms. Siskavich said that depended on the number of tax maps involved.

Director Diers said the second reason for their visit this evening was to talk about the regional planning process that NRPC had been going through for the past couple years, noting they had been conducting focus groups and listening sessions at Old Home Day celebrations and workshops. She said they now had a lot of data and wanted to talk a little about what they had heard, both to get the communities' thoughts and to see if the members of the three planning boards felt this information jived with their own understanding, and also to hear if the boards wished to suggest things that NRPC should be looking at as part of this process.

Ms. Jennifer Czysz (NRPC Senior Regional Planner) referenced a handout representing what had been done so far in that regional planning process. She said one of the things they had been looking for was to determine common goals between the different communities. Referring to population changes, she said the region's population had tripled over the past 50 years but was no longer growing at that same rate, noting that the peak growth rate from 1960 to 1970 was 58% but in the past decade had only grown by 4.5%,—adding that a lot of the communities were actually losing population. She said the current demographics were such that births were not going to exceed deaths, and that there would be a loss in population 20 years out because of that change unless something changed. She said the net population change in the last decade was in people over the age of 45, saying the share of children and young adults had declined—adding that this was not just because people were moving away but because there were less babies being born. She said New Hampshire was the third-oldest-age state in the country, with a median age of 42, which was a concern, because a large share of the workforce was nearing retirement age. She noted that there were more people who were living alone, saying there were fewer family households (families with children) today than a decade ago. She said just over 60% of the housing stock in the region consisted of single-family homes—saying there was a lot of diversity in housing options but it was all in the City of Nashua, which contained three-fourths of the region's multifamily units. She questioned whether the housing available matched what would be wanted 10 or 20 years out when there would be more households without children.

Addressing transportation issues, she noted that 80% of the region's inhabitants commuted to work in their own vehicles—but noted that in their interview the NRPC

staff had repeatedly heard that people wanted more transportation options. She noted that a quarter of the population commuted into the Boston area for work, saying this set this region apart from other regions and even other states.

Ms. Czysz said students in this region outperformed their national peers, noting that New Hampshire had ranked second in the nation in SAT scores in both of 2010 and 2011, adding that students in our region were 5% to 6% more likely than their statewide peers to score proficient in math and reading. She also noted that the households in our region had really high incomes compared to other regions and to the nation at large, saying the median income for a family of four in our region was almost \$92,000, and that the greater-Nashua region ranked 28<sup>th</sup> when compared with the other 300 regions throughout the country, putting this region in the top 10% of incomes, nationally.

Looking at the environment and natural resources, Ms. Czysz said 43% of the land area in the region was residential land, 24% was vacant, 13% was permanently protected open space, and 3% was agricultural. She said 65% of the residents lived within one mile of a park or other open space, saying one of the things the NRPC representatives had heard over and over during their outreach had been that people loved living in a quiet rural environment while still having access to amenities typical to more urban settings. She then reported that NRPC also had sponsored an independent survey, together with the UNH Survey Center. She said people were looking for housing options, including locations near downtown areas and nice neighborhoods, but assisted-living housing had ranked really highly as a desired accommodation, with another large share of the respondents saying there should be more focus on housing for people over 55 in age, as well as clusters of single-family homes and town houses, as well as regular single-family homes. She said they had heard a lot about wanting alternative means of transportation—noting that folks really liked the transit service in Nashua but would like to connect outside of Nashua, and also would like to not have to drive into Boston. She said they had asked in the UNH survey where people thought policymakers should be making investments, and almost three quarters of the respondents thought that should be going toward maintaining roads and bridges, while almost two-thirds thought there should be expansion of bus services between major cities. She said people really liked the available economic vitality options, saying there were great shopping options, great community events, and great downtown community centers in the region, but when the survey asked what more could be done one of the common answers was marketing—marketing the region and its identity—along with entry-level positions of employment. When they asked what folks thought was most important, she continued, people had listed quality schools, small businesses, and retail stores. Looking more closely at the older demographics, she said, the answers had been medical offices and grocery stores. Lastly, what they had heard relative to the environment, she said, was that folks loved the access they had to nice rural areas, the small-town feeling, and the great water resources, but there had been some concern about aging infrastructure and how the region's regulations might or might not encourage sprawl. She said the number one answer to the question of what was most important was energy efficiency, followed by environmental protection and natural-resource protection.

Ms. Sara Siskavich (NRPC GIS Manager) discussed slides printed on another handout, including mappings showing constraint on future development throughout the

13-community region, zoning allowances, a "Current Conditions" map, and a future conditions projection showing what was anticipated in the region by the year 2040 (including 3,045 additional school children and 17,500 additional people, including 10,222 additional workers). She said these maps were also based on information in the master plans of all 13 communities, noting a theoretical growth projection for the region, and she discussed the software NRPC used and what it covered, noting identification of land that was not applicable for development. She then referenced the "Current Conditions" and "Year 2040" maps of the region, saying they had modeled areas likely for development, and the resulting maps had been adjusted for lot size, allowable structures, and likely population growth. She said they had run the model for full buildout just out of curiosity, adding that they were still getting to know the software. She noted that the total buildout plan showed 52,000 additional buildings, of which 4600 would be commercial buildings, while there would be about 15,000 additional residential units.

Town Planner Cashell noted that there seemed to be far more buildout projected for Hudson than for Nashua.

Director Diers asked for feedback from the attendees, asking if this were in line with what the members of the three planning board had been thinking.

Mr. Jeff Gowan, Pelham Planning Director, said he felt the projections were fairly accurate.

Mr. Della-Monica expressed curiosity as to what kind of algorithm looked at Mason and Mont Vernon without projecting infrastructure. Director Diers said it was based on current zoning, agreeing that services would have to be provided. Mr. Della-Monica said increase would not occur if services were not available.

Mr. Ulery said Mason did not want or care about commercial development. Mr. Della-Monica predicted that would change with that many new people moving in. Mr. Paul Dadak, a Pelham Planning Board member, said "When they come, you have to build it."

Mr. Ulery asked if the survey had asked if the respondents would be willing to pay for what they wanted. Ms. Siskavich said "Yes and no," explaining that NRPC had only asked what was best and what could be better in their own survey, but then with the UNH survey included the question of whether the respondents would be willing to pay for what they felt was most important. Mr. Ulery said he had seen that survey, and the general answer was that they would love to have it but did not want to pay for it. Ms. Siskavich expressed agreement.

Mr. Hall noted that the mapping projected an awful lot of new commercial buildings in Hudson versus new residential housing, adding that an awful lot of the red dots were shown in areas that did not have roads or infrastructure to support commercial building, and he asked what method NRPC had used to determine what would go in. Ms. Siskavich said the algorithm treated all available land as suitable, noting there were restraints along existing roads, and saying the truth was probably somewhere in the middle. She said they could enhance the model if they knew where new roads were being planned, so they could integrate them into the model. Mr. Hall said the existing roads would hardly support what was there, so assuming that new roads would be built

to support commercial development was not realistic. He noted that some areas in the town were very rough and hilly with substandard existing roads, so it was not realistic to expect new roads in areas that did not have new development.

Selectman Maddox said the Hudson map would be put on the Town's website under the category of economic development. He said asking people what they wanted without including the cost in the question made it irrelevant. He asked how relevant having a downtown area was, saying some towns, such as Hudson, did not have this.

Ms. Czys said it did not have to be in the towns where they lived; the people just wanted the idea of convenience.

Director Diers said she was hearing that the attendees felt the model was too aggressive. She asked what they felt NRPC should be looking at.

Mr. Jeff Gowan, Pelham Planning Director, said buildouts had to be based on current zoning. He noted the projected growth for Pelham was mostly residential—noting that they were already seeing developments requiring a lot of blasting. Referring to the assumptions about infrastructure, he said it was both a blessing and a curse that Pelham did not have sewer, which had left Pelham a little more undeveloped, adding that the town only had one decent restaurant, not counting all the coffee/doughnut shops. He said he was trying to push the town more toward redevelopment, noting there was an article on the ballot for March for a mixed-use district. He reiterated that he felt the projections for Pelham were pretty accurate—adding that it would lead him to increase his efforts to do away with senior housing, which he felt his town had too much of.

Mr. Dadak, a Pelham Planning Board member, said more-affordable over-55 housing was needed in all of the towns, saying it would bring back younger people, who could then afford stay in this state.

Mr. Della-Monica said there were a lot of people who said they wanted XYZ, but they then would complain that they used to skate on the pond and there used to be wildlife coming around. He predicted that having that much business going next to residential uses would be like pulling eye teeth, as the neighbors would not allow it.

Mr. Ulery said that Litchfield had its fair share of over-55 housing; he then noted that mention had been made of micro-housing and small mobile homes parks, noting that Hudson had two of the latter but he expressed a belief that Litchfield did not have any (a Litchfield representative interjected that there was one). Mr. Gowan confirmed that Pelham did not have any. Mr. Ulery then asked if NRPC had looked at the advantage of zoning laws that could cluster 1 or 2-person households. Director Diers said they were looking for ideas, and that certainly would be different. She said they could model that if the attendees wanted it. Ms. Czys said they were looking for strategies that the NRPC could do, what services they could provide, along with what services the towns could do.

Selectman Brucker said Benson Park was such a magnet that that area had strong potential for development. She noted the problem of the long-planned Circumferential Highway and the land that was there, saying that would have to be resolved. She noted that Benson Park was the center of town, saying a new town hall might be built there.

Selectman Maddox asked about Nashua Transit, asking what it cost. Director Diers said she did not know, noting that the transit agency provided a number of different services. Selectman Maddox asked, if Hudson developed its industrial park to have more jobs, would it make sense to have a means to transport people to that site? Director Diers said there was a ridership model that estimated how many riders would come to an area. Selectman Maddox said that would make sense to him. She suggested it might not be buses but could be different things to address different problems, saying some things were being done in the western regions.

Director Diers said her group also had kind of felt the model was aggressive; she then asked, if there were an overall vision for the community, what would it be?

Chairman van der Veen commented on the transportation issue, noting Nashua was putting in a roundabout on the other side of the bridge, and he commented on the new lighting system and the Circumferential Highway; asking how NRPC could help the communities develop a comprehensive plan for transportation—saying that right now the separate communities were doing an *ad hoc* approach that was not getting anywhere.

Director Diers said one thing would be to have a regional summit meeting, to get input from each of the communities for such an overall transportation system. She said part of their long-range transportation plan was doing just what he had suggested—putting all the plans together to find one comprehensive system.

Town Planner Cashell said government reacted when it was in crisis mode—citing the currently ongoing work on Route 3 as an example, and telling how a recent accident had caused massive backups. When enough people became upset, he said, politicians became involved and got something done. He predicted that ten years from now, when the work was completed, the roadways would be as congested as today because of the increase in population.

Mr. Dadak said the plans looked good, but he then asked if there were any software that would allow another sheet showing what road improvements and transportation improvements would be needed regionally. He said there was a need for other towns to know how they would be affected, so that they would know they would have to get ready. He cited the previously proposed massive development that had been planned for the Friels' golf course property in Hudson, saying that would have affected traffic in his community, and he asked if there were a way to give the communities a heads-up warning.

Director Diers said this was what their traffic model did, saying it took the land use and fed it into the transportation model, adding that it would show a red corridor where transportation was congested. She said that would be part of the long-range transportation planning model.

Litchfield Planning Board Chairman Russell Blanchette said the analysis looked as he would have expected it to look, given the current state of zoning in Litchfield and the available land.

Mr. Malley noted they had said there were more people dying than being born, asked what the catalyst was for assuming more traffic. Ms. Czysz said they had used what they anticipated for population change between now and 2040, noting that



there were multiple factors. She agreed that it became negative but said there was still a positive change between now and that point. If you were to graph it, she said, it would grow and then taper. She said the complete buildout plan did not have that time sense, saying some communities could hit full buildout in 20 to 30 years whereas for others it might take 200 years. She said the model did not take in the reality of the population growth.

Mr. Della-Monica said Einstein had said the most powerful force in the universe was compound interest—adding that 5% growth over 36 years would way more than double the population of any town.

Town Planner Cashell referenced sewer and water capacity, saying the present arrangements did not do a good job of creating sufficient potable water and dealing with the refuse of water consumption. He said those issues had to be dealt with, noting Hudson's dependence on Nashua's sewer-treatment plant.

Mr. Dadak said it came down to whether people would pay for it.

Mr. Blanchette expressed thanks to the Hudson Planning Board for hosting this meeting, saying he thought there should be more such meetings. He said the communities had a lot more in common than was obvious.

Chairman van der Veen thanked NRPC for making its presentation.

Chairman van der Veen then declared a break at 8:23 p.m., calling the meeting back to order at 8:34 p.m.

#### **VI. CASES REQUESTED FOR DEFERRAL**

No cases had requested deferral from this scheduled date.

#### **VII. CORRESPONDENCE**

A **Correspondence** item referenced on the addendum agenda was taken up under **Other Business** at the end of the meeting.

#### **VIII. PERFORMANCE SURETIES**

No **Performance Sureties** items were addressed this evening.

#### **VIX. ZBA INPUT ONLY**

No **ZBA Input Only** items were addressed this evening.

#### **X. DESIGN REVIEW PHASE**

No **Design Review Phase** items were addressed this evening.

**XI. OLD BUSINESS**

No **Old Business** items were addressed this evening.

**XII. DESIGN REVIEW PHASE**

No **Design Review Phase** items were addressed this evening.

**XIII. CONCEPTUAL REVIEW ONLY**

No **Old Business** items were addressed this evening.

**XIV. NEW BUSINESS/PUBLIC HEARINGS**

No **New Business** items were addressed this evening.

**XV. OTHER BUSINESS**

**A. Conceptual Improvement Plan for Lowell Road (Rte. 3A), between Wason Road and Hardy Lane.**

Chairman van der Veen read aloud the published notice, as repeated above.

Town Planner Cashell said he had nothing to add at this time.

Mr. Tony Basso, of the firm of Keach-Nordstrom Associates, Inc., Bedford, New Hampshire, serving as the engineering representative of the group, noted that Mr. Jim Lance from Market Basket, Mr. Tim Beaulieu from Fairview, and Mr. Boyer from Haffner's also were present. He said there was not a process to do this, and it had to go to the Board of Selectmen, but he was starting with the Planning Board, adding that GPI had produced a complete 280-page report that would be given to Town Planner Cashell, but he had just handed out the executive summary of that report to members of the Board, entitled *Design Justification Report, Proposed Traffic Signal, Lowell Road (Route 3A), Hudson, New Hampshire*. He then referenced a plan he had affixed to the meeting room wall, entitled **Conceptual Improvement Plan, Lowell Road (Route 3A), Hudson, New Hampshire** (dated 01/10/14), showing how the existing driveways would be reconfigured. He explained they would close the existing Market Basket front (northern) driveway and shift it to the northern end of the Market Basket parking lot such that it would be directly opposite a shifted northern driveway for the Haffner's fueling station property (with this shifted driveway also being used by the Fairview Nursing Home property), so that both of these new driveways would be controlled by a traffic light at that intersection. He described the road striping and the pockets to be provided, saying Market Basket would have two exits (this shifted one and the one on Wason Road), and the Haffner's/Fairview driveway would have a right turn and a signal coming in, noting that the other Fairview driveway would remain as it was, as would the southern Haffner's driveway. He said there would have to be site plan amendments for the Haffner's and Fairview properties, which would come to the Planning Board later, adding that all of this should be reviewed by the Town's engineering consultant.

Referring to the Design Justification Report, Mr. Basso said the new traffic signal light would fix a lot of the random turning that currently occurred, noting that the overall intersection would result in a future service level F if this traffic signal did not get put in.

Mr. Basso said the whole Market Basket parking lot would be revamped to accommodate these changes, along with a small vestibule addition, adding that his firm was just getting started on that site plan.

Mr. Basso then offered to answer any questions.

Selectman Maddox asked about the existing split-curb island, asking if it would go all the way down to the intersection from Wason Road. Mr. Basso said that island would not be reconfigured, saying there were painted lines that would stay and the curbing would not be brought forward from its existing location. He clarified that the painted islands would be reconfigured, reiterating that no new curbing was being proposed. He noted that the southern Haffner's driveway also pertained to Burger King and adjoining properties. Selectman Maddox asked if there would be something to prevent northbound Massachusetts drivers from turning in there, saying it was the wild, wild west right now. Mr. Basso said he would look at it.

Mr. Della-Monica said the coordination of the traffic signal would be with the intersections to the south; he asked what about coordination with the northern one at Hampshire Drive. Mr. Basso said he had been told those two signal lights were too far apart, but he would ask NH-DOT for confirmation.

Mr. Ulery said he used that intersection frequently and this was a good idea.

Chairman van der Veen asked how wide the shoulders were. Mr. Basso said they were five feet on the Market Basket side and seven feet tapering to nine feet on the other side.

Mr. Hall asked if any illumination was being proposed for that intersection, saying he felt the State required it if there were curbing but he did not know if it would be required here. Mr. Basso said he would ask NH-DOT about that. Mr. Hall noted that this location was in the compact zone. Mr. Hall then asked who would be paying for the signal at Wason Road and who would be paying for the electricity. Mr. Basso said the Town would pay for the traffic light. Mr. Hall said that was not necessarily a given, but the cost of the light should be considered, too. He noted there were other lights that controlled movements into and from private developments that were paid for by those private developments.

Mr. Ulery expressed a belief that this was a well-illuminated area because of the existing ambient lighting, saying the problem with the number of traffic incidents was the channeling of the traffic, and he expressed a belief that putting lights in would force the traffic to obey. Mr. Hall said that also had to do with how often the lines got painted, saying that would be done by the Town, too, as it was in the compact zone—adding that this was why he was asking about the lighting. Mr. Basso said he would look at it.

Mr. Della-Monica said even with the light the cost would probably be less than \$1,000/year, adding that this was less than one gray hair per year for the Hudson residents driving through this intersection.

Chairman van der Veen expressed agreement with Mr. Hall about the illumination, saying there were many poorly lit places in the town and he would support looking at that to see if more lighting was needed.

Selectman Maddox noted that there had been a request in the past to put a second right-hand turn out of Wason Road, when the Stop & Shop store was created. Mr. Basso said only one was being shown. Selectman Maddox said there had been resistance to the idea at that time, and he suggested that it might be helpful to get Market Basket's involvement in this concept while this new plan was underway.

Mr. Ulery asked if Selectman Maddox were talking about a double entrance. Selectman Maddox demurred, saying it had been about widening Wason Road. Mr. Hall said that was something that the Planning Board should talk about when Mr. Basso came back with a site plan. Selectman Maddox said the problem was with people coming out of Market Basket with no place on Wason Road to stack traffic for a right-hand turn. Mr. Hall said it was hard to get across that parking lot, saying he felt this would help Market Basket.

Mr. Brackett said the right-turn lane on Wason also needed to be made longer, because it got cut off by traffic turning left onto Route 3A. Mr. Basso said they would have to look at that for the traffic study.

Chairman van der Veen opened the meeting for public input and comment, in favor of the application. None of the three business representatives came forward.

Selectman Maddox expressed appreciation for the three business representatives for attending, noting that this was something that had been talked about for years because of safety concerns in that area. He then suggested that this same displayed plan would be sufficient to bring to the Board of Selectmen, noting they were actively looking for a Town Engineer because Mr. Basso had taken theirs away.

Town Planner Cashell said he wanted to make sure that the Board of Selectmen was cognizant that there was a timeframe involved.

Mr. Malley moved for the Planning Board to forward a favorable recommendation to the Board of Selectmen relative to the proposed Lowell Road (Route 3A) improvements, as shown on the plans entitled: **Conceptual Improvements Plan, Lowell Road (Route 3A) Hudson, New Hampshire**, prepared by Keach-Nordstrom Associates, Inc., dated 01/10/2014 (no revision date), and consisting of Sheets 1 and 2—and, further, for the remaining Stop & Shop offsite improvement funds to be expended in their entirety, and exclusively for, the construction costs associated with the subject road improvements.

Mr. Della-Monica seconded the motion.

**VOTE:** Chairman van der Veen called for a verbal vote on the motion. All members voted in favor, and Chairman van der Veen declared the motion to have carried unanimously (7–0).

**B. Request for Release of school Impact Fees**

**Reference: memorandum dated January 28, 2014, from Karen Burnell, Business Manager of the Hudson School District, to Hudson Board of Selectmen and Hudson Planning Board.**

Chairman van der Veen read the request for release of school impact fees in the amount of \$150,000. Town Planner Cashell said Ms. Burnell also had wanted to know how much money would remain in the account; he identified that remainder as \$111,945.25, saying he had already passed that information along to Ms. Burnell.

Mr. Hall moved for the Planning Board to favorably recommend to the Board of Selectmen to release to the Hudson School District \$150,000.00 from the School Impact Fee Account (2080-000-051), and for these funds to be expended, in their entirety, as requested by the Hudson School District (that is, for the purpose of offsetting "... payment of this year's bond payment.") Note: previous to this request, expenditure of the subject account funds for the stated purpose had been favorably recommended on by Town Counsel.

Mr. Della-Monica seconded the motion.

Mr. Della-Monica explained for the benefit of the viewing audience that the purpose was to expend money taken in fees collected when new houses were built, and the bonds were expended to that purpose.

**VOTE:** Chairman van der Veen called for a verbal vote on the motion. All members voted in favor, and Chairman van der Veen declared the motion to have carried unanimously (7-0).

**VII. CORRESPONDENCE**

**A. Conservation Commission's Review of the Conceptual Circumferential Highway**

**Reference: memorandum dated February 4, 2014, from Doreen Stickney, Engineering Administrative Aide, to John Cashell, Hudson Town Planner.**

Chairman van der Veen explained that the Board of Selectmen had asked the Conservation Commission to analyze the proposed Circumferential Highway path from an environmental standpoint if such a circumferential roadway were to be built. Town Planner Cashell said this was given to the Planning Board as a received communication, noting that the report had been done by the Conservation Commission after walking over the route from Lowell Road to Route 111, adding that the Conservation Commission members had walked it and analyzed the topography and wetlands involved. He noted that the Conservation Commission had pointed out the need for qualified analysis if this roadway plan continued to progress. He said the Planning Board could defer this to go over it in detail later, if so desired, or could proceed at this time.

Mr. Brackett asked if Conservation Commission had looked at the land owned by the State of New Hampshire or at the recommended alternative realignment route. Town

Planner Cashell said the Conservation Commission members had stayed within the NH-DOT corridor. Mr. Cashell noted that the last time the road was seriously looked at had been when John DeVillars, New England Regional Administrator for the U.S. Environmental Protection Agency, had circulated a letter in 1993 informing the NH-DOT of his intent to veto the proposed highway because of environmental and wildlife protection concerns. Mr. Ulery noted that the property that had been purchased by the State for that highway route was owned not by the NH-DOT but by the New Hampshire Turnpike Authority.

Mr. Della-Monica said the survey was pretty much complete with respect to the existing right-of-way, but he would modify the draft motion to add "or any enumerated wetlands in the survey that are contemplated for inclusion in the final path for the Circumferential Highway." If there are alternatives, he said, the analysis would be moot. Chairman van der Veen expressed agreement.

Town Planner Cashell said the State could not sell the property, saying trying to come up with the money for that endeavor would be a major financial hurdle. He said the questions of who was going to pay for it and how it could be paid for had to be looked into.

Mr. Della-Monica said the current market value was zero if the property was not buildable.

Selectman Maddox said there were a number of hurdles, but this document was a great starting point. He said he thought the Board of Selectmen would have to sit down and look at this, saying he thought this report should be forwarded to the Board of Selectmen for their education but he did not see them doing anything with it now, and adding that he did not know where this was going—noting that Selectmen Roget Coutu and Ted Luszey had been told the State was now ready to charge ahead with building the entire Circumferential Highway again, which was problematic because the State did not own all the land.

Chairman van der Veen noted that he had previously asked if this route could be hiked and that Mr. Ulery had expressed doubt that it could be, but the Conservation Commission had hiked the property. He then noted that the Conservation Commission's report had revealed that it would be cost prohibitive for the Town to build this, because of the amount of wetland mitigation required, needed bridges, etc., saying the report really put it as a larger, State-funded project.

Mr. Ulery said there was a great deal of flexibility in wetland mitigation that was available under State law, saying another wetland could be built elsewhere in town. Chairman van der Veen said the alternatives would be expensive. Mr. Ulery said the Turnpike Authority would really like to release some of the congestion currently experience in this area.

Mr. Hall said the draft motion was a little premature, saying he felt the Chairman should send a letter to the Conservation Commission thanking its members for their efforts and also should forward a copy of the report to the Board of Selectmen for that group's information. Mr. Hall then so moved, to that effect. Mr. Brackett seconded the motion.

**-- FILE COPY --**

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**VOTE:** Chairman van der Veen called for a verbal vote on the motion. All members voted in favor, and Chairman van der Veen declared the motion to have carried unanimously (7-0).

Town Planner Cashell referenced the draft agenda for the next meeting, saying things were starting to pick up again.

Mr. Della-Monica asked if it would be possible to send out minutes in advance, so that the members would have time to read them all.

**XVI. ADJOURNMENT**

All scheduled items having been addressed, Mr. Brackett moved to adjourn; Mr. Hall seconded the motion.

**VOTE:** Chairman van der Veen called for a verbal vote on the motion. All members voted in favor.

Chairman van der Veen then declared the meeting to be adjourned at 9:20 p.m.

Date: February 23, 2014

\_\_\_\_\_  
Edward van der Veen, Chairman

J. Bradford Seabury, Recorder

\_\_\_\_\_  
Tim Malley, Secretary

These minutes were accepted as submitted following review at the 03-12-14 Planning Board meeting.