

TOWN OF HUDSON

Planning Board

George Hall, Chairman

Rick Maddox, Selectmen Liaison



12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6008 · Fax: 603-594-1142

PUBLIC MEETING TOWN OF HUDSON, NH AUGUST 26, 2015

The Town of Hudson Planning Board will hold a regularly scheduled meeting on Wednesday, August 26, 2015 at 7:00 p.m. in the “Buxton Community Development Conference Room” at Town Hall. The following items will be on the agenda:

- I. CALL TO ORDER BY CHAIRPERSON AT 7:00 P.M.
- II. PLEDGE OF ALLEGIANCE
- III. ROLL CALL
- IV. SEATING OF ALTERNATES
- V. MINUTES OF PREVIOUS MEETING(S)
- VI. CASES REQUESTED FOR DEFERRAL
- VII. CORRESPONDENCE
- VIII. PERFORMANCE SURETIES
- IX. ZBA INPUT ONLY

- X. PUBLIC HEARINGS
 - A. The Planning Board shall consider adopting an “Alternative Traffic Impact Fee Process”, known as the “Cost Allocation Procedure” or “CAP”.

- XI. OLD BUSINESS/PUBLIC HEARINGS
- XII. DESIGN REVIEW PHASE

- XIII. CONCEPTUAL REVIEW ONLY
 - A. Breckenridge Estates Subdivision
CP# 01-15
 - 50 Speare Rd.
Map 186/Lot013

Purpose of Plan: to subdivide Tax Map 186/Lot 013 into nine (9) single-family residential lots with individual sanitary sewer disposal and individual well water.

Cost Allocation Procedure (CAP) Fee Assessment Update

Staff Report
August 26, 2015

This item is on the agenda as a result of board action at the July 22, 2015 meeting. That is, action that called for a public hearing to adopt the proposed "alternative traffic impact fee process", known as the "Cost Allocation Procedure" or "CAP". After the below Public Hearing Notice, staff has provided recommended action and associated DRAFT MOTION.

PUBLIC HEARING

Please take notice, in accordance with NH RSA 675:7, the Town of Hudson, New Hampshire, Planning Board will hold a public hearing on Wednesday, August 26, 2015 at 7:00 P.M. in the Buxton Meeting Room, Town Hall, 12 School Street, Hudson to consider adopting an "alternative traffic impact fee process", known as the "Cost Allocation Procedure" or "CAP", described as follows:

The Town of Hudson has an Impact Fee Ordinance in place, i.e., §334-74.1 through 334-74.12, that allows the town to collect impact fees pursuant to RSA 674:21. To this effect, said "alternative traffic impact fee process" will allow the town to utilize said fees for specific town-wide road improvement projects, i.e., as opposed to the present impact fee process that is exclusive to road improvement projects for Lowell Road (Rte. 3A), Central Street (NH Rte. 111) and Derry Street (NH Rte. 102).

The full text of the above proposed "alternative traffic impact fee process" can be reviewed/obtained at the Community at the Community Development Department, Town Clerk's Office, Town Hall, 12 School Street, Hudson, and Rodgers Memorial Library, 194 Derry Rd., Hudson.

ATTACHMENTS:

Additional Information on this matter, stamped HANDOUT 6/24/2015, includes:

- 1) Planning Board's Notice of Decision, dated May 29, 2015;
- 2) Conceptual Plans showing the 5 highway improvement projects;
- 3) Letter from Atty. Steve Buckley's, dated Dec. 4, 2013, and
- 4) A DRAFT COPY of the VHB, Inc., study, entitled: Town of Hudson, New Hampshire Traffic Impact Fee System, dated Nov. 2013.

RECOMMENDED ACTION: In accordance with the above public hearing notice, the content of the attachments and barring any public input that requires a delay of action, staff recommends adoption of the "alternative traffic impact fee process", known as the "Cost Allocation Procedure" or "CAP" in accordance with the following DRAFT MOTION:

DRAFT MOTION:

I move for the Planning Board to approve, the “alternative traffic impact fee process” known as the “Cost Allocation Procedure” or “CAP”, which will allow the Town of Hudson to utilize said fee for specific town-wide road improvement projects, i.e., as opposed to the present traffic impact fee process that is exclusive to road improvement projects for Lowell Road (Rte. 3A), Central Street (NH Rte. 111) and Derry Street (NH Rte. 102). Note: adoption of said “alternative traffic impact fee process” by the Planning Board is in accordance with the provisions set forth in §334-74.1 through 334-74.12, of the Town’s Zoning Ordinance and pursuant to RSA 674:21.

Motion by: _____ Second: _____ Carried/Failed: _____.

HANDOUT 6 24 15

NOTICE OF DECISION

" 1 "

May 29, 2015

Board of Selectmen
12 School Street
Hudson, NH 03051

On Wednesday, May 27, 2015, the Hudson Planning Board heard the following item under "Other Business":

A. Status Report on the Cost Allocation Procedure (CAP) Fee Assessment Update.

Concerning the subject matter presented before the Planning Board, you are hereby notified of the following action:

The Planning Board voted to forward to the Board of Selectmen the attached 5 proposed highway improvement projects, as recommended by the Highway Safety Committee, relative to seeking the BOS's support for implementation, with implementation funding deriving, in part, from CAP Fees, which shall be combined with state, federal, local and private funding sources, as such funds become available.

As cited on each of the attached highway improvement projects, the titles for each project are as follows:

- 1) Kimball Hill Road/Route 111/ Greeley Street Intersection Improvements (Roundabout)
- 2) Lowell and Belknap Road Improvements
- 3) Route 111/Sullivan Road/Lawrence Road Signalized Intersection
- 4) Lowell Road Improvements From Executive Drive to Circumferential Hwy.
- 5) Route 102 & Old Derry Road Signalized Intersection

NOTE: Each project's cost estimate is inscribed on the upper right corner of each attached plan. Also, other documents attached, herewith, explain the need to adopt a set of traffic improvement projects, which, in

essence, involves the Planning Board adopting a new methodology for the collection of CAP Fees, as prescribed by VHB, Inc., the Town's Traffic Consultant, and as advised by Atty. Steve Buckley, former Town Counsel. Said documents include:

- 1) Letter to Kevin Burns, Chairman, Highway Safety Committee, dated March 15, 2015, RE: CAP Fee Update Assessment.
- 2) Letter from Atty. Steve Buckley, dated December 4, 2013, RE: Proposed Impact Fee Modification, VHB Report Dated November 13, 2013.
- 3) DRAFT Copy of VHB, Inc. Study, entitled: Town of Hudson, New Hampshire Traffic Impact Fee System.

For specific discussion relative to this decision, please consult the public minutes recorded during the above-cited Hearing.

Signed:


John M. Cashell
Town Planner

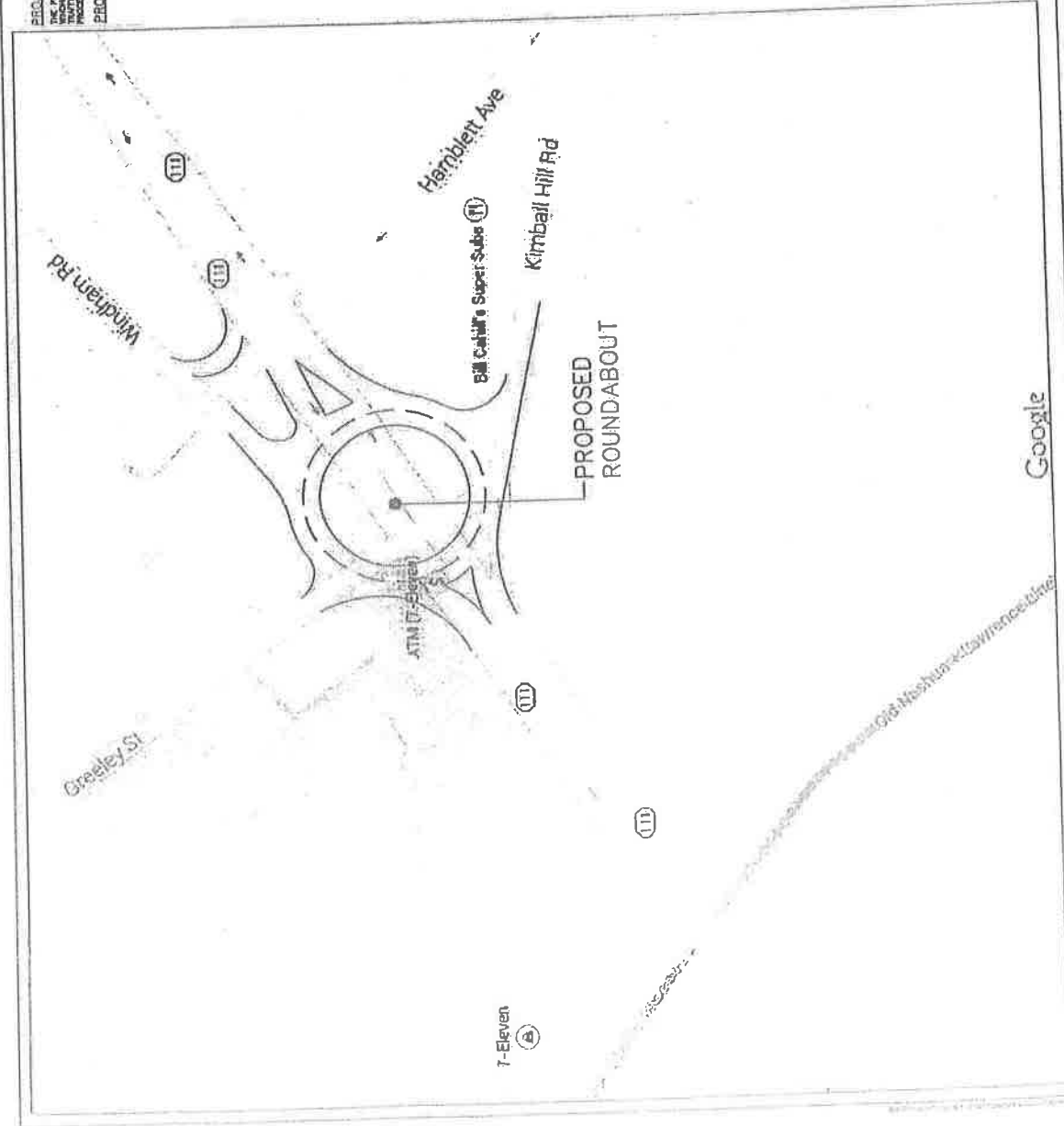
Date:

5.29.15

Project #1

23

PROJECT SUMMARY:
THE PROPOSED IMPROVEMENTS TO ROUTE 111 AND KIMBALL HILL ROAD BY ELONGATING THE TWO TRAFFY LIGHTS AND ADDING A ROUNDABOUT AT THE INTERSECTION OF ROUTE 111 AND KIMBALL HILL ROAD WILL BE APPROXIMATELY \$2.0 MILLION.



INDEX SHEET NUMBER 2

NOT TO SCALE

TOWN OF HUDSON
NEW HAMPSHIRE
KIMBALL HILL ROAD/ROUTE 111/GREELEY STREET INTERSECTION IMPROVEMENTS

Google

DATE	BY	DESCRIPTION
07/22/2010
07/22/2010

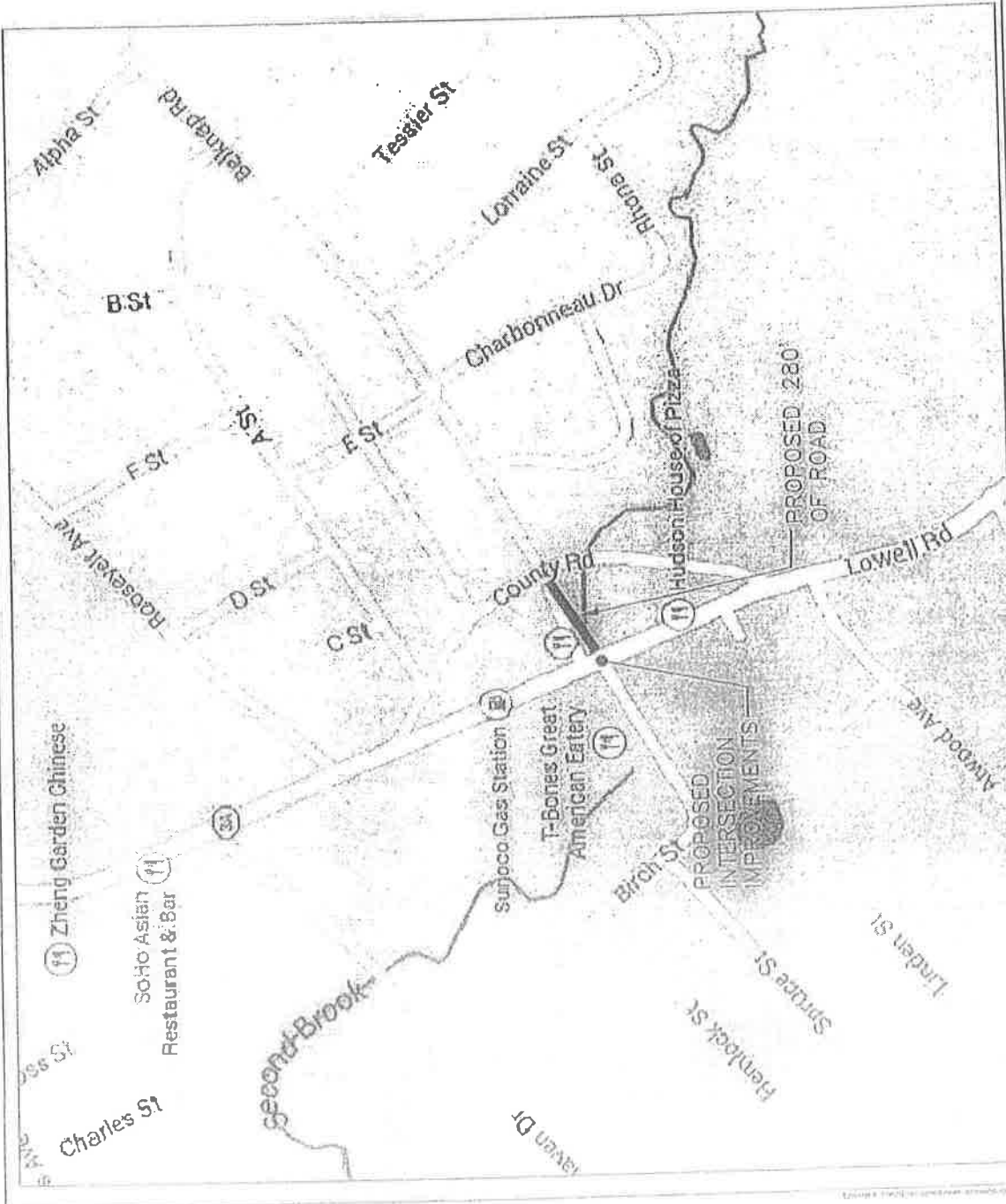
- 1. 1/2" = 100'
- 2. 1/4" = 50'
- 3. 1/8" = 25'
- 4. 1/16" = 12.5'
- 5. 1/32" = 6.25'
- 6. 1/64" = 3.125'
- 7. 1/128" = 1.5625'
- 8. 1/256" = 0.78125'
- 9. 1/512" = 0.390625'
- 10. 1/1024" = 0.1953125'

TOWN OF HUDSON
HUDSON, NH 03041



Project #2

PROJECT SUMMARY:
THE PROJECT WILL INCLUDE THE CONSTRUCTION OF TWO MARKED AND ONE SET OF ROW
AND PROVIDE THE INFORMATION NECESSARY TO ACCOMMODATE THE PROPOSED CURB.
PROJECT ESTIMATE: \$1.2 MILLION



INDEX SHEET
NUMBER 1

DATE: 02/11/2011

NOT TO SCALE

TOWN OF HUDSON
NEW HAMPSHIRE
LOWELL & BELKNAP ROAD IMPROVEMENTS

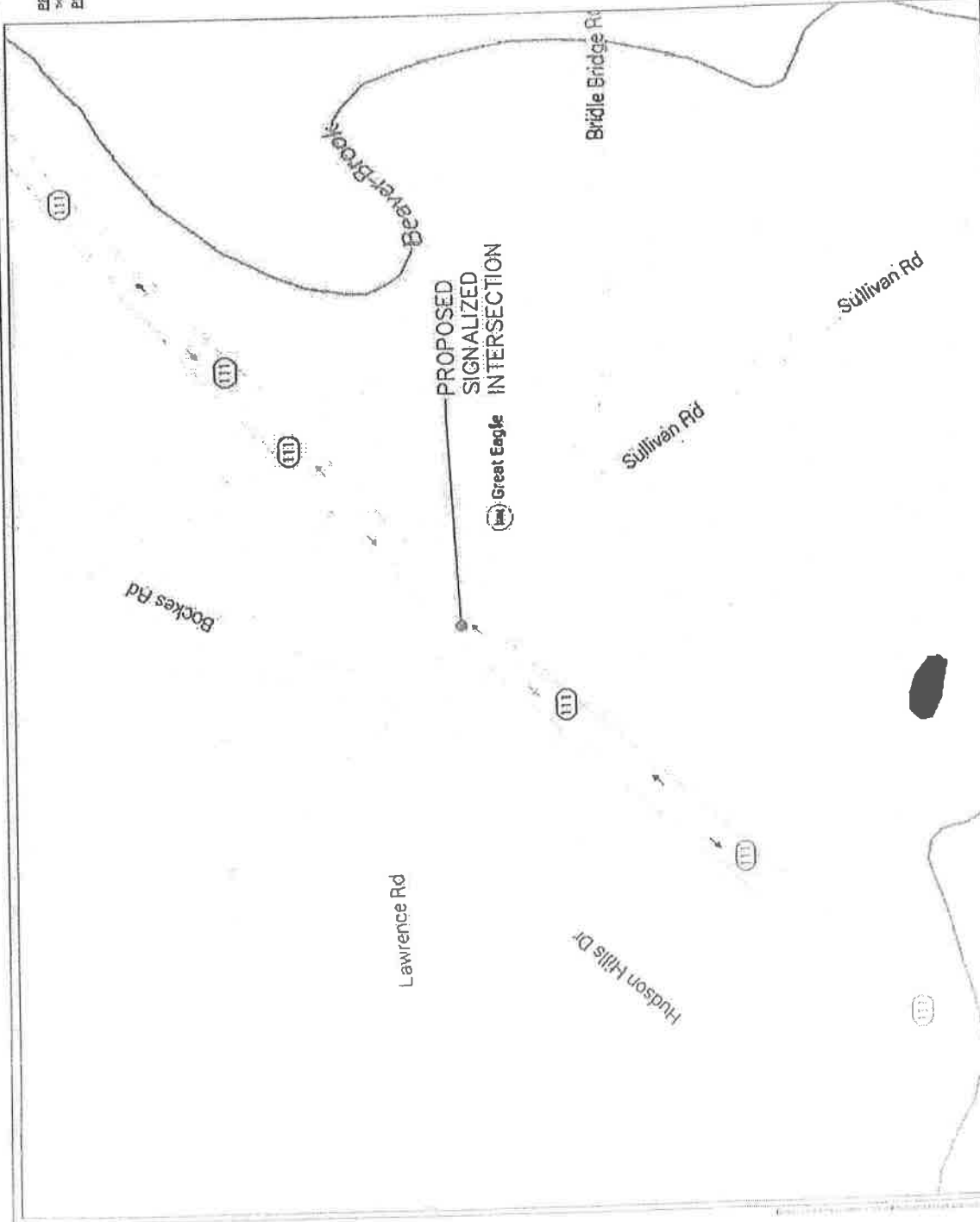
- MAP LEGEND
- PROPOSED 280' OF ROAD
- PROPOSED INTERSECTION IMPROVEMENTS
- EXISTING ROAD
- EXISTING UTILITY
- EXISTING WATER
- EXISTING GAS
- EXISTING SEWER
- EXISTING SANITARY
- EXISTING ELECTRIC
- EXISTING TELEPHONE
- EXISTING CABLE
- EXISTING FIBER
- EXISTING CONCRETE
- EXISTING ASPHALT
- EXISTING GRAVEL
- EXISTING SAND
- EXISTING SOIL
- EXISTING VEGETATION
- EXISTING TREES
- EXISTING SHRUBS
- EXISTING HERBACEOUS
- EXISTING BERM
- EXISTING ROW
- EXISTING RIGHT-OF-WAY



TOWN OF HUDSON
18 BELKNAP STREET
HUDSON, NH 03041

Project #3

PROJECT SUMMARY:
THE PROJECT CONSISTS OF SIGNALIZED INTERSECTION.
PROJECT ESTIMATE: \$0.7 MILLION



INDEX SHEET
NUMBER
4

NOT TO SCALE

TOWN OF HUDSON
NEW HAMPSHIRE
LOVELL & SULLIVAN ROAD SIGNALIZED INTERSECTION

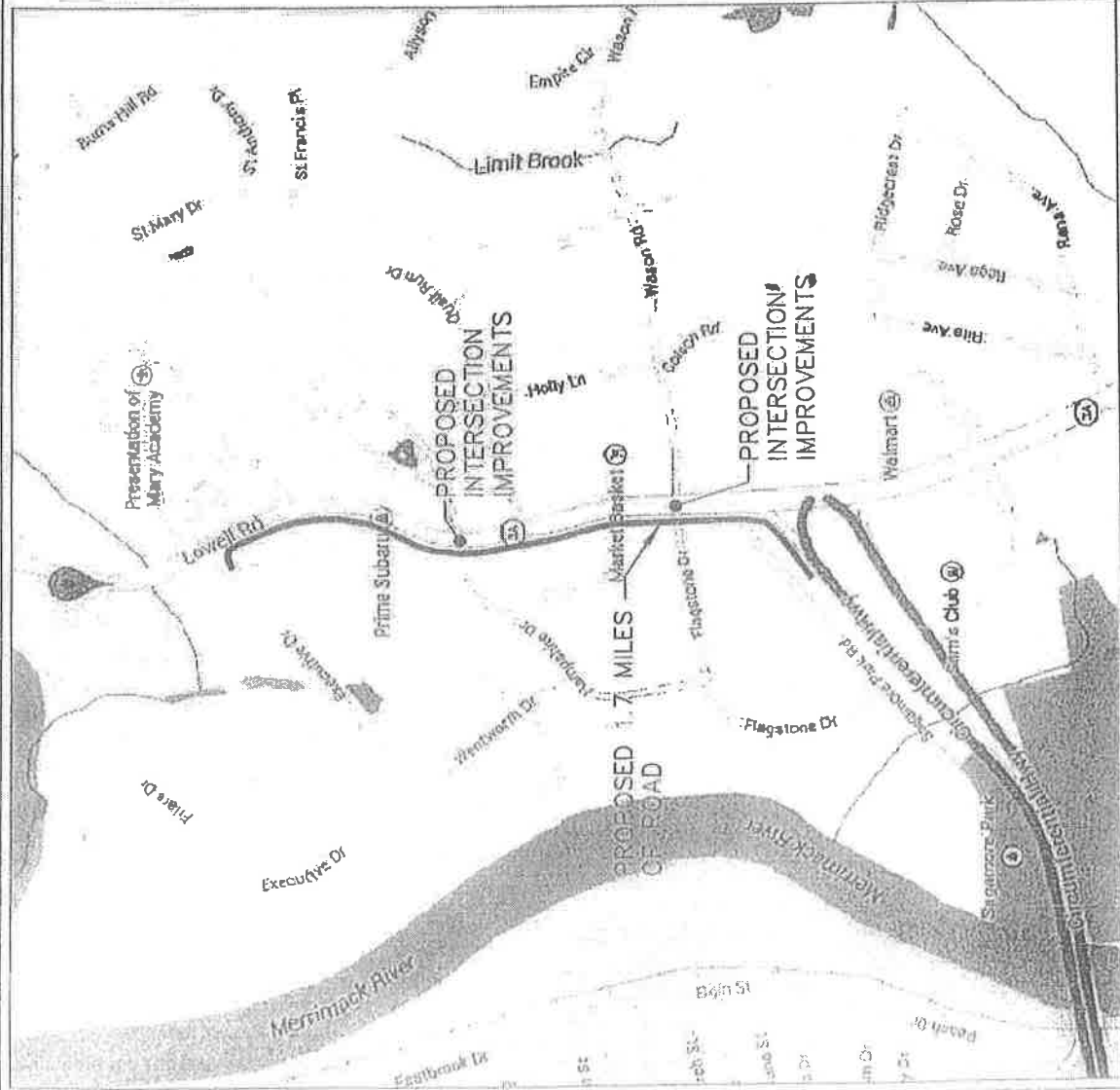
LEGEND

---	STATE ROAD
---	TOWN ROAD
---	UNPAVED ROAD
---	RAILROAD
---	WATER
---	WOODLAND
---	WETLAND
---	PROPOSED
---	EXISTING



TOWN OF HUDSON
18 NEW HAMPSHIRE
HUDSON, NH 03041

project #4



PROJECT SUMMARY:
 The project consists of adding one lane northbound along Lowell Road from
 Executive Drive to the intersection of Lowell Road and Circumferential Highway
 to accommodate the proposed traffic.
PROJECT ESTIMATE: \$6.0 MILLION

INDEX SHEET
 NUMBER
3



DATE: 08/20/2015
 NOT TO SCALE

TOWN OF HUDSON
 NEW HAMPSHIRE
 LOWELL ROAD IMPROVEMENTS FROM EXECUTIVE DRIVE TO CIRCUMFERENTIAL HWY

- LEGEND**
- PROPOSED 1.7 MILES OF ROAD
 - PROPOSED INTERSECTION IMPROVEMENTS
 - EXISTING INTERSECTION IMPROVEMENTS
 - EXISTING ROAD
 - EXISTING DRIVE
 - EXISTING BROOK
 - EXISTING RIVER
 - EXISTING PARK
 - EXISTING CLUB
 - EXISTING SCHOOL
 - EXISTING CHURCH
 - EXISTING WAREHOUSE
 - EXISTING INDUSTRIAL
 - EXISTING RESIDENTIAL
 - EXISTING COMMERCIAL
 - EXISTING OFFICE
 - EXISTING RETAIL
 - EXISTING FOOD SERVICE
 - EXISTING HEALTH CARE
 - EXISTING EDUCATION
 - EXISTING GOVERNMENT
 - EXISTING UTILITIES
 - EXISTING TRANSPORTATION
 - EXISTING RECREATION
 - EXISTING OPEN SPACE
 - EXISTING WATER
 - EXISTING WETLANDS
 - EXISTING FOREST
 - EXISTING PASTURE
 - EXISTING AGRICULTURE
 - EXISTING WOODLAND
 - EXISTING SWAMP
 - EXISTING MOUNTAIN
 - EXISTING HILLS
 - EXISTING VALLEY
 - EXISTING PLAIN
 - EXISTING COAST
 - EXISTING BEACH
 - EXISTING ISLAND
 - EXISTING PENINSULA
 - EXISTING TONGUE POINT
 - EXISTING HEADLAND
 - EXISTING NECK
 - EXISTING Isthmus
 - EXISTING STRAIT
 - EXISTING GULF
 - EXISTING BAY
 - EXISTING SOUND
 - EXISTING FJORD
 - EXISTING FLETCHING
 - EXISTING RIVER
 - EXISTING STREAM
 - EXISTING CREEK
 - EXISTING BROOK
 - EXISTING RIVER
 - EXISTING LAKE
 - EXISTING POND
 - EXISTING RESERVOIR
 - EXISTING DAM
 - EXISTING WEIR
 - EXISTING LOCK
 - EXISTING CANAL
 - EXISTING TUNNEL
 - EXISTING BRIDGE
 - EXISTING OVERPASS
 - EXISTING UNDERPASS
 - EXISTING VIADUCT
 - EXISTING TRESTLE
 - EXISTING RAILROAD
 - EXISTING HIGHWAY
 - EXISTING ROAD
 - EXISTING DRIVE
 - EXISTING ALLEY
 - EXISTING COURT
 - EXISTING PLACE
 - EXISTING AVENUE
 - EXISTING BOULEVARD
 - EXISTING PARKWAY
 - EXISTING BLVD
 - EXISTING ST
 - EXISTING DR
 - EXISTING RD
 - EXISTING HWY
 - EXISTING PKWY
 - EXISTING EXPY
 - EXISTING Fwy
 - EXISTING I-95
 - EXISTING I-89
 - EXISTING I-93
 - EXISTING I-295
 - EXISTING I-495
 - EXISTING I-93A
 - EXISTING I-93B
 - EXISTING I-93C
 - EXISTING I-93D
 - EXISTING I-93E
 - EXISTING I-93F
 - EXISTING I-93G
 - EXISTING I-93H
 - EXISTING I-93I
 - EXISTING I-93J
 - EXISTING I-93K
 - EXISTING I-93L
 - EXISTING I-93M
 - EXISTING I-93N
 - EXISTING I-93O
 - EXISTING I-93P
 - EXISTING I-93Q
 - EXISTING I-93R
 - EXISTING I-93S
 - EXISTING I-93T
 - EXISTING I-93U
 - EXISTING I-93V
 - EXISTING I-93W
 - EXISTING I-93X
 - EXISTING I-93Y
 - EXISTING I-93Z



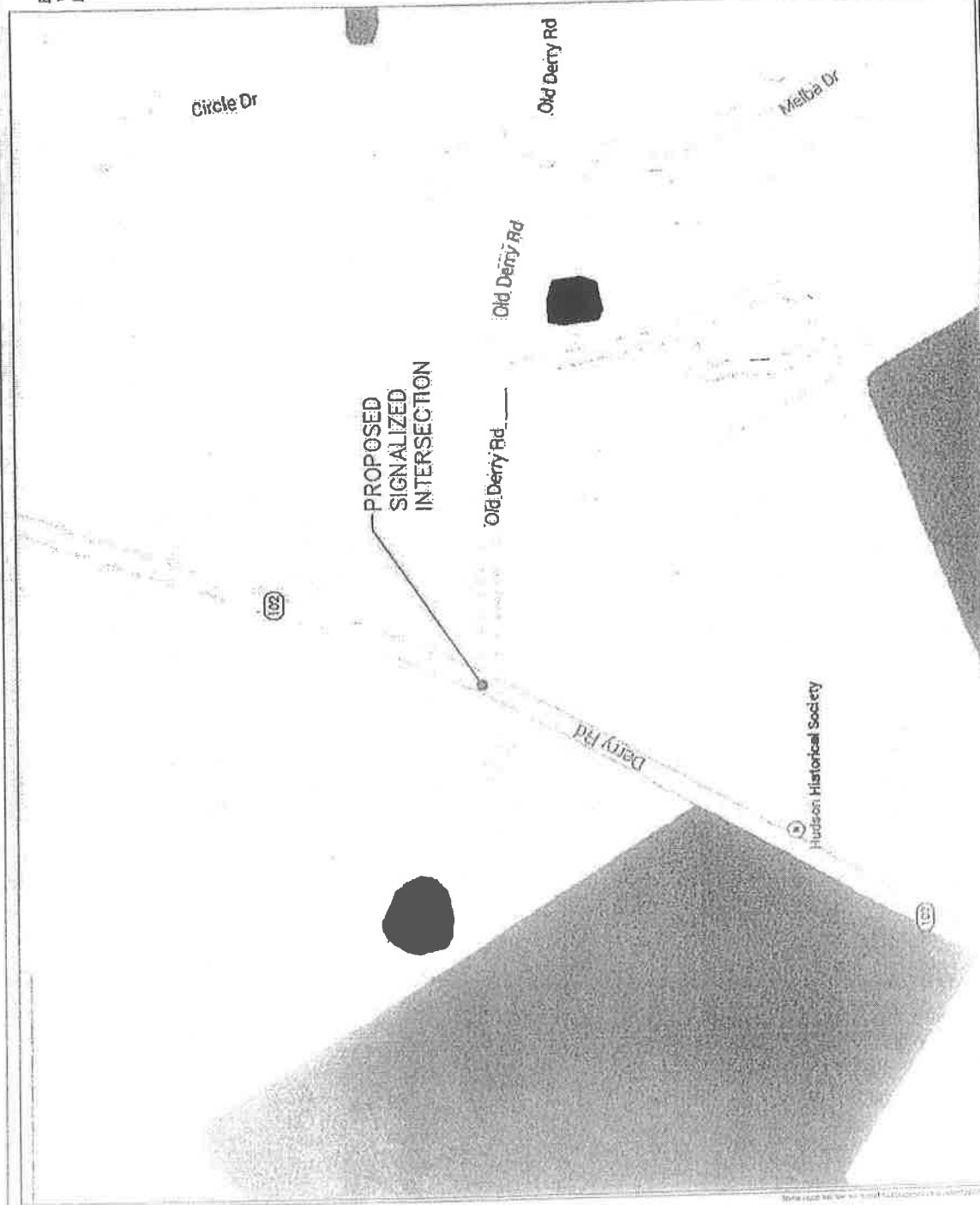
project #5

PROJECT SUMMARY:
The project consists of simulated intersections.
PROJECT ESTIMATE: \$0.5 MILLION

INDEX SHEET
NUMBER
5



NOT TO SCALE



TOWN OF HUDSON
NEW HAMPSHIRE
ROUTE 102 & OLD DERRY ROAD SIGNALIZED INTERSECTION

DATE	10/20/15
SCALE	AS SHOWN
PROJECT	ROUTE 102 & OLD DERRY ROAD SIGNALIZED INTERSECTION
DRAWN BY	...
CHECKED BY	...
DATE	...

DATE	10/20/15
SCALE	AS SHOWN
PROJECT	ROUTE 102 & OLD DERRY ROAD SIGNALIZED INTERSECTION
DRAWN BY	...
CHECKED BY	...
DATE	...



u3u

December 4, 2013

VIA EMAIL & US MAIL
John Cashell, Town Planner
Town of Hudson
12 School Street
Hudson, NH 03051

RE: Proposed Impact Fee Modification - VHB Report Dated November, 2013

Dear John:

At your request, I have reviewed the *Town of Hudson, New Hampshire Traffic Impact Fee System Report* prepared by VHB - Vanasse Hangen Brustlin, Inc. dated November, 2013 (hereinafter "Report"). I have reviewed the Report with an eye towards determining whether the proposed method for calculating and expending impact fees for road improvements is consistent with the Impact Fee statute, NH RSA 674:21(V). First I want to make some general observations on the methodology employed by VHB and Mr. Kennedy and then point out any concerns I have with regards to compliance with the requirements of the Impact Fee statute.

As set forth in section 3 of the Report, the starting point for the calculation of the new impact fee formula is based upon a publication issued by the Institute of Transportation Engineers entitled *Trip Generation (8th Edition)*. As indicated on page 6 of the Report, there will be occasions where Town staff will have to calculate individual impact fees for uses not listed in the table found on page 10 and this will require that the Town to have an in-house a copy of the *Trip Generation (8th Edition)*.

Concerning fee calculation methodology, I have a few observations. It is not clear how it was determined that the estimated cost to construct a mile of two lane roads is \$1.5 million. It would also be helpful to know why it was determined to use Level of Service E (8,800 vpd). It would be suggested that a footnote or appendix be added describing how the cost calculation was arrived at and the derivation of the term Level of Service E. In that regard, a more complete explanation of the assigned 35 % credit for state and federal grants would also be appropriate. Other than these amplifications, the fee calculation methodology does reasonably establish a traffic impact fee that will be a proportional share of municipal capital improvement costs which is reasonably related to the capital needs created by development, as required by NH RSA 674:21 (V) (a).

In order to ensure that that collected traffic impact fee does provide a benefit to the development that has paid that fee, VHB proposes dividing the Town into two zones and allocates fees collected from uses in each zone to spent on road improvement projects in the respective zones. This is necessary because the Impact Fee Statute requires that the development project that pays

John Cashell,
December 4, 2013
Page -2-

the impact fee benefit from the capital improvement financed by the fee. To that extent, I disagree with the suggestion put forth by the Planning Board that the Town have only one fee collection and allocation zone. I would recommend the two zone approach proposed by VHB.

The biggest challenge the Town will have to address is ensure that collected traffic impact fees are spent on projects that expand the capacity of the road network to handle traffic. In addition the Town must comply with the statutory command that impact fees cannot be spent to upgrade existing facilities and infrastructures the need for which is not created by new development. Separating out what projects are needed to be carried out to improve the Town's road network that is driven by new development in Town as opposed to pre-existing infrastructure deficiencies will be a major challenge. This is going to require the Planning Board to be much more aggressively involved in developing a detailed capital improvement plan for roads that more particularly identifies where specific road projects should receive improvements that are driven by development as opposed to road improvements that are driven by pre-existing deficiencies. I would envision that a very detailed road improvement plan for the Town would have to be developed and that the projects that are selected to be funded by Impact Fees would come from that list of road improvement projects that expand capacity as opposed to fixing existing deficiencies.

The other challenge that will face the Planning Board is how to differentiate between direct off-site improvements which are made immediately necessary for a particular project as opposed to off-site improvements which may have become necessary regardless of the project that was installed. For so called "front door" off-site improvements, both a traffic impact fee and the cost of the "front door" improvement could be imposed on the developer. However, where the off-site improvement was necessary regardless of the development, a reduced traffic impact fee or credit will be necessary.

With these observation in mind, I would recommend the adoption of the new traffic impact fee system prepared by Martin Kennedy and VHB. This would be accomplished by the Planning Board adopting the Report pursuant to §337-74.4 of the Hudson Zoning Ordinance. It is recommend that the Board conduct a public hearing on adopting the Report similar to the type of public hearing and the public notice required for the adoption of an amendment to the Subdivision or Site Plan Regulations.

Very truly yours,
HAROLD HOPES, P.A.

By: Stephen C. Buckley, Esquire

cc: Vincent Russo, Chairman, Hudson Planning Board
Stephen Malizia, Town Administrator
Patrick Colburn, P.E., Town Engineer

"4" 12

Final Report

*Town of Hudson,
New Hampshire
Traffic Impact Fee System*

DRAFT

Prepared for

Town of Hudson, New Hampshire

Prepared by

 *Yanasse Hangen Brustlin, Inc.*

Kilton Road
Six Bedford Farms, Suite 607
Bedford, NH 03110
(603) 644-0888

November, 2013

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DRAFT

1

Introduction

Vanasse Hangen Brustlin, Inc. (VHB) has been retained by the Town of Hudson to develop a new town-wide traffic impact fee system. The Town currently has in place a traffic impact fee system, developed by VHB back in the mid 1980's. The previous system, which is known as the Cost Allocation Procedure, was based on the concept that public providers such as the Town of Hudson are responsible for addressing or fixing existing roadway deficiencies while future users of the transportation system are responsible for their proportionate share of the cost of providing sufficient roadway capacity to accommodate future growth. The procedure was updated in 1994 and again in 2004.

Through discussions with the Planning Board, it was determined that rather than updating and/or expanding the existing procedure, a new easier to apply more generalized town-wide system would be developed.

This report describes the new procedure and provides an easy-to-use table with fees for a range of typical development types. In addition, the procedure provides a fee per vehicle fee that can be applied to proposed land uses that do not easily fit into any of the specific identified land use categories. The Town is also being provided the impact fee table electronically on an Excel spreadsheet. The spreadsheet is designed to allow the fee structure to be adjusted annually for inflation. The impact fee table and accompanying zonal map are provided at the end of the report.

2

Background

The term impact fee generally refers to a municipality's ability to exact a fee from a developer as a means of offsetting the development's impact on the municipality. The Town of Hudson has been assessing off-site traffic impact fees to private development projects since the mid 1980's.

As part of the original Lowell Road Corridor Study, which was prepared by VHB in 1984, VHB developed a traffic impact fee system known as the "Cost Allocation Procedure" or "CAP". Subsequent corridor studies for NH 111 and NH 102 in the late 1980's resulted in the CAP being expanded to include all three major corridors within the Town. The fee systems were subsequently updated in 1994 and again in 2004.

The basis of the procedure was that public providers such as the Town of Hudson are responsible for addressing or fixing existing roadway deficiencies while future users of the transportation system are responsible for their proportionate share of the cost of providing sufficient roadway capacity to accommodate future growth.

Although the CAP system has served the Town well all these many years, there are other methods available that provide some features that better meet the Town's current needs. In particular, the Town desires a procedure that can be applied town-wide while continuing to be easy-to-use, provide fees that are predictable, and can be adjusted annually for inflation. The notion of predictability is important because a predictable fee schedule provides a potential developer a good estimate of the fee early-on in the development process. This allows developers to better estimate their total project costs, avoiding any last minute surprises.

There is an alternative impact fee procedure that like the CAP system meets the "rational nexus" test, but in addition does provide the ease of use, town-wide application, inflation adjustment, and predictability that the Town desires. This alternative procedure is currently used by other New Hampshire municipalities including the City of Concord, the Town of Hooksett, and the Town of Salem.

As compared to the cost allocation procedure, the alternative procedure is a more general method that does not require a well-defined future roadway improvement program. The alternative procedure uses average construction costs rather than the cost of specific roadway improvements, daily trips rather than peak hour trips, and average trip lengths rather than site-specific trip assignment.

The alternative procedure considers the cost to provide a roadway system that can accommodate new vehicle-trips independent of the existing capacity of the roadway. The procedure multiplies the average expected vehicle-miles (number of trips times the average trip length) for a particular use times the cost of constructing a mile of new 2-lane roadway (one lane per direction). The key point is that the alternative procedure is not directly based on the capacity of the roadway, but rather the use of the roadway system.

Given that this new procedure is not directly linked to a specific roadway improvement plan, it will be particularly important that the Town regularly identifies and updates a planned program for roadway projects. This can be done through the Town's Capital Improvement Plan or some other means. However, over time, the Town will need to be able to demonstrate that the collected funds are being expended on projects that add capacity to the roadway network and thereby accommodates future growth.

The new procedure is described in more detail in the following section.

DRAFT

3

Impact Fee Procedure

As described in the previous section, rather than updating and/or expanding the existing corridor based traffic impact fee method, the Town of Hudson plans to adopt an alternative town-wide traffic impact fee procedure. This new procedure, like the previous CAP system, provides the Town a means to equitably share the cost of constructing roadway improvements. The basis of the procedure, much like the previous procedure, is that public providers, such as the Town of Hudson, are responsible for addressing or fixing existing roadway deficiencies while future users of the transportation system are responsible for their proportionate share of the cost to accommodate future growth. The future users are charged a user or impact fee through the private developer.

The new impact fee procedure has been designed to meet the "rational nexus" test, which is the underpinning of fairness in allocating impact fees. To meet the rational nexus test, the level of user or impact fee must be determined in proportion to the impact of the user on the roadway improvement or in proportion to the benefit that the user derives from the improvement. An impact fee system that fails to demonstrate this direct link of proportional impact or benefit could be subject to legal challenge.

■ Procedure Development

The application of the procedure is very simple as the fees for various uses are provided in table form. Users of the table will not need to step through the calculations described in this section. However, it is beneficial that users of the table have a general understanding of how the fees are calculated. This section describes how the fees are calculated. The traffic impact fee, using the new procedure, for any given land use is determined as follows:

- Estimate the total daily vehicle-trips generated by the particular use. The trip estimates are based on the Institute of Transportation Engineers' publication Trip Generation (8th Edition).

- The total daily vehicle-trips are divided by two. This is done to avoid double counting. Otherwise a person's trip from home to work would be counted as two trips when it's actually only one.
- Apply an adjustment factor to the total one-way vehicle-trips to establish the number of new one-way vehicle trips. The trips generated by certain land uses such as retail are not all new trips as a portion of the trips are drawn from the existing traffic stream.
- Multiply the number of new trips by the average trip length to obtain vehicle lane miles. Two trip length categories were applied. An average length of 3 miles was applied to land use categories that would have a reasonable expectation of the trips traveling beyond the Town boundaries. A shorter 2-mile length was applied to uses that tend to draw more local trips.
- Multiply the vehicle lane miles for each category by the estimated cost (\$1.5 million) to construct a mile of 2-lane (one lane per direction) roadway and divide by the daily carrying volume of a lane per direction at Level of Service E (8,800 vpd).
- A 35 percent credit is applied to account for any state and federal grants funding traffic improvements and any prospective or retrospective debt service payments.
- Finally, all fees are presented in terms of easy to apply variables such as; per unit for residential and per square foot for all other uses. Note that the fees for the quick-hits, the gas station, and the hotel land use categories are on a per service bay, per pump, and per room basis, respectively.

A traffic impact fee can also be calculated for proposed uses that are not specifically included in the table. This is done by estimating the number of new daily vehicle trips for the particular use and multiplying that number by \$166. The ITE's publication Trip Generation should be used to determine vehicle trip estimates. Note that estimating vehicle-trips for non-specified or unique uses should be determined by a qualified traffic engineer.

Having established the impact fee, the Traffic Impact Fee Zone map is used to determine which zone the development site is located. The Town needs to maintain separate accounts for each zone to ensure that fees that are collected within a particular zone are expended within the same zone. Maintaining separate accounts provides the direct link between the fee and the benefit derived by the user, which is necessary to meet the rational nexus test. In the event that any part of a proposed development is located on the border of two zones, the collected fee should be distributed evenly to the two separate zone accounts.

■ Using the Procedure

The application of the impact fee is straightforward. To determine the Traffic Impact Fee for specific development project, simply identify the appropriate land use from

the Traffic Impact Fee Table, which is provided at the end of the report. Town staff should have a copy of Trip Generation, 8th edition by the Institute of Transportation Engineers, which will be helpful in selecting appropriate categories and provides more specific detail on trip generation data and sample size. Having selected the land use, obtain the fee per square foot, per unit, or other variable. Multiply the rate found in the table by the square footage of the development, or in the case of residential, multiply by the number of units.

It is important to recognize that town planning staff will be responsible for making key decisions such as choosing the appropriate land use and recognizing unique development projects where the non-specific use rate should be applied. The non-specific use rate is presented in terms of dollars per new total daily trips.

It is also important to understand that the traffic impact fee covers the cost of upgrading the Town's transportation infrastructure, which is needed to accommodate future growth. It does not cover the cost of a proposed development's specific off-site needs such as any "front-door" improvements. Therefore, in addition to the assignment of the traffic impact fee, the Planning Board can require an applicant to put in place any specific off-site improvements that would be needed solely as a result of the proposed development. However, in the event that the Planning Board requires an applicant to put in place some type of off-site improvement that would have been needed regardless of the proposed development, the Planning Board would need to provide the applicant an appropriate credit towards the impact fee.

■ Construction Cost Adjustment

Because the construction cost estimates that were developed for use in the Traffic Impact Fee procedure are in present day dollars, the procedure has been designed to allow the fee structure to be adjusted annually for inflation. Engineering News Record (ENR) has been tracking a construction cost index (CCI) since 1921 and publishes the index. The Traffic Impact Fee Matrix is being provided to the Town on an Excel spreadsheet that is designed to be adjusted annually by simply inputting the current year CCI.

■ Town Impact Fee Ordinance

The Town of Hudson has an Impact Fee Ordinance in place that allows the town to collect impact fees for capital facilities. As described under the ordinance (334-74.1 through 334-74.12), the ordinance is enacted pursuant to RSA 674:21 as an innovative land use control. The current ordinance allows the collection of impact fees for public roadways on a town-wide basis determined by a fee schedule prepared in accordance with a methodology adopted by the Planning Board. The ordinance requires separate fee accounts be maintained and requires that if the fee has not been encumbered or legally bound to be spent for the purpose for which it was collected

within a period of six years from the date of complete payment, the fee must be refunded.

The new procedure is consistent with current ordinance as written and therefore should not require modifications to the ordinance. However, the town's attorney should review the document to confirm that no modification to the ordinance is needed.

■

Land Use Categories

The impact fee procedure provides common land use categories and provides a fee per vehicle trip that can be applied to proposed land uses that do not easily fit into any of the specific land use categories.

The traffic zone map and the traffic impact fee table are provided at the end of this section. The following provides a brief description of each of the land use categories that are included in the table.

Residential Uses

Single-Family - Single-Family detached housing includes all single-family detached homes on an individual lot.

Apartment - Apartments are rental dwelling units that are located within the same building with at least three other dwelling units (four unit minimum). Both high-rise and low-rise apartments are included in this land use.

Condominium/Townhouse - Residential condominiums/townhouses are defined as single-family ownership units that have at least one other single-family owned unit within the same building structure. Both condominiums and townhouses are included in this land use.

Mobile Home Park - Mobile home parks generally consist of trailers that are sited and installed on permanent foundations and typically have community facilities such as recreation rooms, laundry facilities, and swimming pools. Many mobile home parks restrict occupancy to adults.

Senior Housing - Senior adult housing generally includes independent living developments that are age-restricted. These communities, which often house active but retired adults, would be expected to generate fewer vehicle trips than non-age restricted developments.

Non-Residential Uses:

General Office – A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building may contain a mixture of tenants.

Medical-Dental Office – A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care.

General Light Industrial – Light industrial facilities usually employ fewer than 500 persons and have an emphasis on activities other than manufacturing. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations. Most light industrial facilities are freestanding and devoted to a single use.

Warehousing – Warehouses are primarily devoted to the storage of materials; they may also include office and maintenance areas.

Hospital – A hospital is an institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients.

Health Club – Health/Fitness Clubs are generally privately owned facilities that focus on individual fitness or training. Typically, they provide exercise classes, weightlifting, fitness and gymnastic equipment, locker rooms, and small snack bars.

Day Care Center – A day care center is a facility where care for pre-school age children is provided, normally during the daytime hours. Day care facilities generally include classrooms, office, eating areas and playgrounds.

Shopping Center – A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A retail center also provides on-site parking facilities sufficient to serve its own parking demands.

Supermarket – Supermarkets are typically freestanding retail stores selling a complete assortment of food, food preparation and wrapping materials, household cleaning and servicing items. Supermarkets may also contain facilities such as money machines, photo centers, pharmacies, and video rental areas.

Quality Restaurant – Quality restaurants usually have turnover rates of an hour or longer. Generally, quality restaurants do not serve breakfast, many do not serve lunch, but all serve dinner. Reservations are often required at these restaurants and they are typically not chains.

High Turnover Restaurant - High turnover restaurants usually have turnover rates of an hour or less. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally these establishments serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. Some of these restaurants may also contain a bar area for serving food and alcoholic drinks.

Fast Food Restaurant - Fast food restaurants are characterized by a large carryout clientele, sit down and drive-thru operations, long hours of service, and high turnover rates.

Pharmacy - Pharmacies are retail facilities that primarily sell prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationary, personal care products, limited food products and general merchandise. Pharmacies in this category contain drive-through windows.

Bank - Banks generally provide their customers the ability to conduct financial business or transactions through either walk-in or drive-thru service.

Coffee/Donut Shop - Coffee/Donut Shops generally provide both walk-in and drive-through service. Freshly brewed coffee and other coffee-related accessories such as donuts, bagels, muffins, etc. are sold.

Quick Lube - A quick lubrication vehicle shop is a business where the primary activity is to perform oil change services for vehicles. Other ancillary services provided may include preventative maintenance, such as fluid and filter changes.

Gasoline Station/Convenience Store - Gasoline station/convenience store facilities primarily function as a business for fueling motor vehicles with the convenience store serving as a secondary and complementary function. The common convenience items sold include newspapers, coffee or other beverages, and snack items.

Hotel - Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and/or banquet rooms.



Traffic Impact Fee Table

The Traffic Impact Fee table is provided below. The Traffic Impact Fee Zone Map (Figure 1) is provided on the following page.

Traffic Impact Fees (2013)

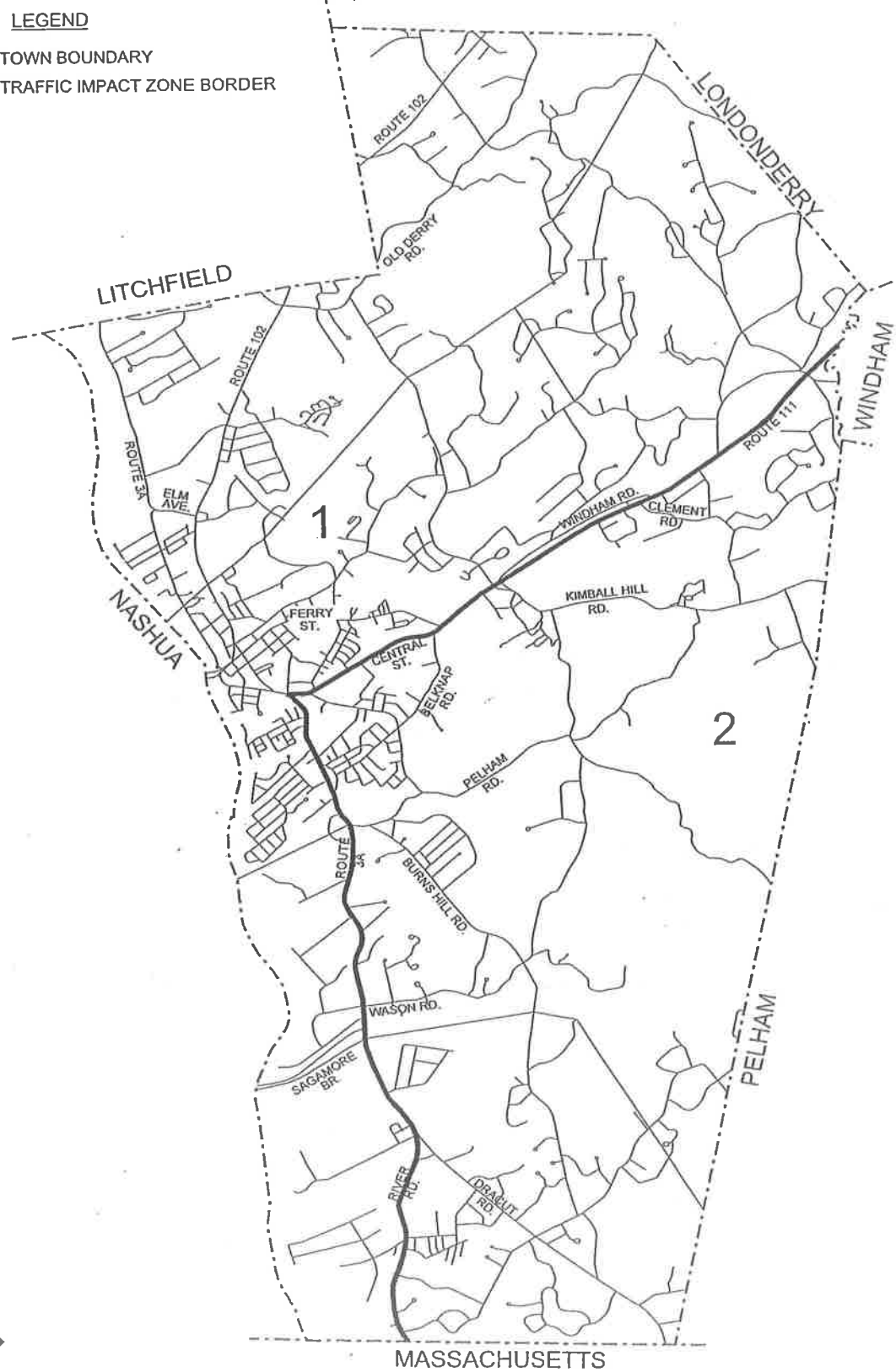
Land Uses	Impact Fee
Residential Uses	
- Single Family	\$1,590 per unit
- Apartment	\$1,105 per unit
- Condominium/Townhouse	\$966 per unit
- Mobile Home Park	\$829 per unit
- Senior Housing	\$617 per unit
Non-Residential Uses	
- General Office	\$1.83 per s.f.
- Medical-Dental Office Building	\$3.90 per s.f.
- General Light Industrial	\$1.16 per s.f.
- Warehousing	\$0.59 per s.f.
- Hospital	\$2.74 per s.f.
- Health Club	\$1.92 per s.f.
- Day Care Center	\$1.76 per s.f.
- Shopping Center	\$2.85 per s.f.
- Supermarket	\$3.96 per s.f.
- Quality Restaurant	\$5.98 per s.f.
- High Turnover Restaurant	\$4.93 per s.f.
- Fast Food Restaurant	\$16.49 per s.f.
- Pharmacy	\$3.91 per s.f.
- Bank	\$4.10 per s.f.
- Coffee/Donut Shop	\$13.60 per s.f.
- Quick Lube	\$886.36 per bay
- Gas Station with Convenience Store	\$2,705.29 per pump
- Hotel	\$1,482.44 per room

For unique land use categories that are not found in the table, the impact fee can be determined by multiplying the number of new daily trips generated by the new use by \$166.

\\nhbedata\projects\52284.00\cad\ts\Figure1.dgn

LEGEND

- - - TOWN BOUNDARY
- TRAFFIC IMPACT ZONE BORDER



NOT TO SCALE

MASSACHUSETTS

Vanasse Hangen Brustlin, Inc.

Traffic Impact Fee Zones
Hudson, New Hampshire

Figure 1

New Town-Wide Traffic Impact Fee System

Martin F. Kennedy, P.E.

Vanasse Hangen Brustlin, Inc.
Bedford, New Hampshire



Vanasse Hangen Brustlin, Inc.

Tonight's Presentation

- Review the procedure and how to apply it
- Compare fees to your previous procedure
- Compare fees to other NH towns



Vannasse Hangen Brustlin, Inc.

New Procedure

- Town-wide, as compared to the previous corridor based system
- Meets the proportionality test by multiplying the amount of travel generated for a particular land use by cost to provide the roadway

Procedure Steps

1. Estimate daily trips (ITE Trip Generation)
2. Divide trips by 2
3. Adjust to account for new trips
4. Multiply by trip length (vehicle miles traveled)
5. Multiply VMT cost to construct mile of roadway
6. Divide by the carrying volume
7. Apply 35% reduction factor



Traffic Impact Fees (2013)

Land Uses	Impact Fee
Residential Uses	
- Single Family	\$1,590 per unit
- Apartment	\$1,105 per unit
- Condominium/Townhouse	\$966 per unit
- Mobile Home Park	\$829 per unit
- Senior Housing	\$617 per unit
Non-Residential Uses	
- General Office	\$1.83 per s.f.
- Medical-Dental Office Building	\$3.90 per s.f.
- General Light Industrial	\$1.16 per s.f.
- Warehousing	\$0.59 per s.f.
- Hospital	\$2.74 per s.f.
- Health Club	\$1.92 per s.f.
- Day Care Center	\$1.76 per s.f.
- Shopping Center	\$2.85 per s.f.
- Supermarket	\$3.96 per s.f.
- Quality Restaurant	\$5.98 per s.f.
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- Coffee/Donut Shop	\$13.60 per s.f.
- Quick Lube	\$886.36 per bay
- Gas Station with Convenience Store	\$2,705.29 per pump
- Hotel	\$1,482.44 per room

Impact Fee Table



Vanasse Hangen Brustlin, Inc.

Share: More

Construction Cost Index History - As of November 2013

View all Historical Indices >

HOW ENR BUILDS THE INDEX: 200 hours of common labor at the 20-city average of common labor rates, plus 25 cwt of standard structural steel shapes at the mill price prior to 1996 and the fabricated 20-city price from 1996, plus 1.128 tons of portland cement at the 20-city price, plus 1.088 board ft of 2 x 4 lumber at the 20-city price.

Text size: **A A**

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.
2013	9437	9453	9456	9484	9516	9542	9552	9545	9552	9689	9666		
2012	9176	9198	9268	9273	9290	9291	9324	9351	9341	9376	9398	9412	9308
2011	8938	8998	9011	9027	9035	9053	9080	9088	9116	9147	9173	9172	9070
2010	8660	8672	8671	8677	8761	8805	8844	8837	8836	8921	8951	8952	8799
2009	8549	8533	8534	8528	8574	8578	8566	8564	8586	8596	8592	8641	8570
2008	8090	8094	8109	8112	8141	8185	8283	8362	8557	8623	8602	8551	8310
2007	7880	7880	7856	7865	7942	7939	7959	8007	8050	8045	8092	8089	7966
2006	7660	7689	7692	7695	7691	7700	7721	7722	7763	7883	7911	7888	7751
2005	7297	7298	7309	7355	7398	7415	7422	7479	7540	7583	7630	7647	7446
2004	6825	6862	6957	7017	7065	7109	7126	7188	7298	7314	7312	7308	7115
2003	6581	6640	6627	6635	6642	6694	6695	6733	6741	6771	6794	6782	6694
2002	6462	6462	6502	6480	6512	6532	6605	6592	6589	6579	6578	6563	6538
2001	6281	6272	6279	6286	6288	6318	6404	6389	6391	6397	6410	6390	6343
2000	6130	6160	6202	6201	6233	6238	6225	6233	6224	6259	6266	6283	6221

Annual Inflation Adjustment



Vannasse Hangen Brustlin, Inc.

Unique Land Use Categories

Multiply the number of new
daily vehicle trips by \$166.

Comparison to Previous Fees

Land Use	New Fees	Previous Fees
Single-Family	\$1,590/unit	\$675 - \$1,515/unit
Apartment	\$1,105/unit	\$414 - \$930/unit
Condo/Townhouse	\$966/unit	\$347 - \$780/unit
Mobile Home Park	\$829/unit	---
Senior Housing	\$617/unit	\$192 - \$390/unit
General Office	\$1.83/sf	\$0.94 - \$2.97/sf
Medical/Dental Office	\$3.90/sf	\$2.20 - \$5.19/sf
General Light Industrial	\$1.16/sf	\$0.48 - \$1.52/sf
Warehousing	\$0.59/sf	\$0.23 - \$0.73/sf
Hospital	\$2.74/sf	\$0.58 - \$1.83/sf
Health Club	\$1.92/sf	---

Comparison to Previous Fees

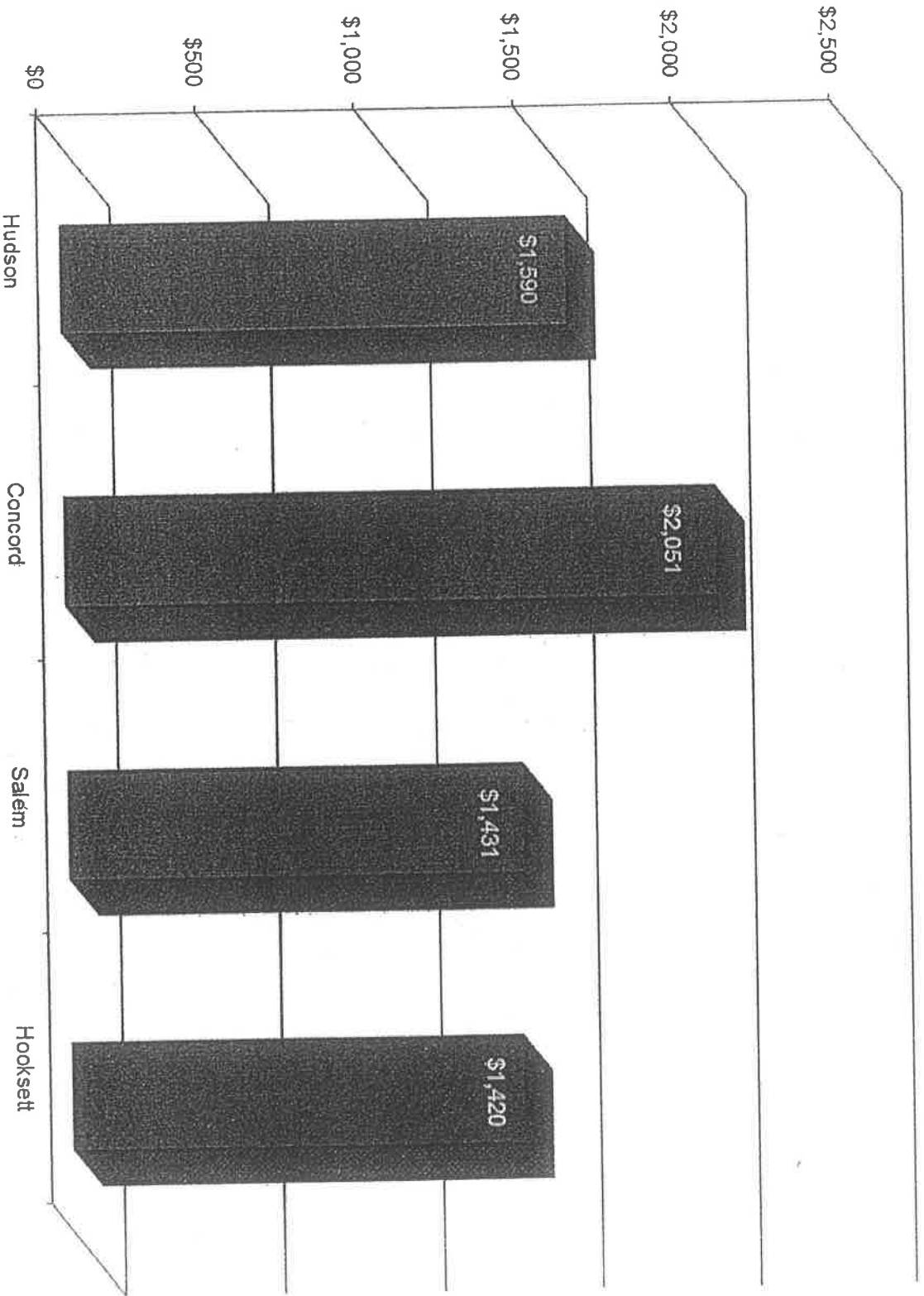
Land Use	New Fees	Previous Fees
Day Care Center	\$1,76 /sf	\$1.96 - \$4.60 /sf
Shopping Center	\$2.85 /sf	\$1.92 - \$4.58 /sf
Supermarket	\$3.96 /sf	\$3.10 - \$7.29 /sf
Quality Restaurant	\$5.98 /sf	---
High Turnover Restaurant	\$4.93 /sf	\$3.25 - \$7.61 /sf
Fast Food Restaurant	\$16.49 /sf	\$5.15 - \$12.07 /sf
Pharmacy	\$3.91 /sf	\$2.56 - \$6.01 /sf
Bank	\$4.10 /sf	---
Coffee/Donut Shop	\$13.60 /sf	---
Quick Lube	\$886.36 /day	\$1.54 - \$3.62 /sf
Gas Station w/Convenience	\$2705.29 /pump	---
Hotel	\$1,482.44 /room	---

Comparison to Other Communities



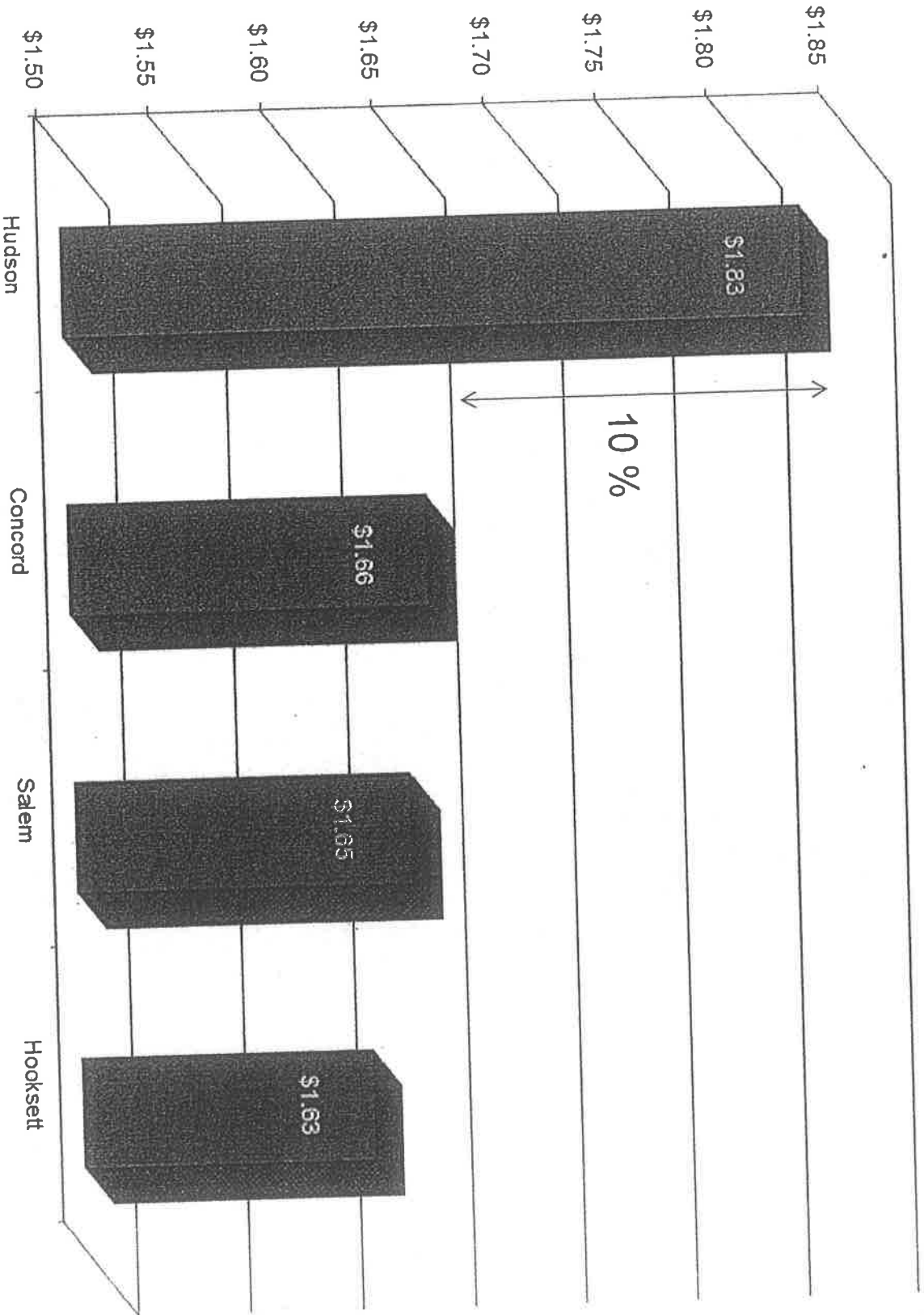
Vanasse Hangen Brustlin, Inc.

Single Family Housing



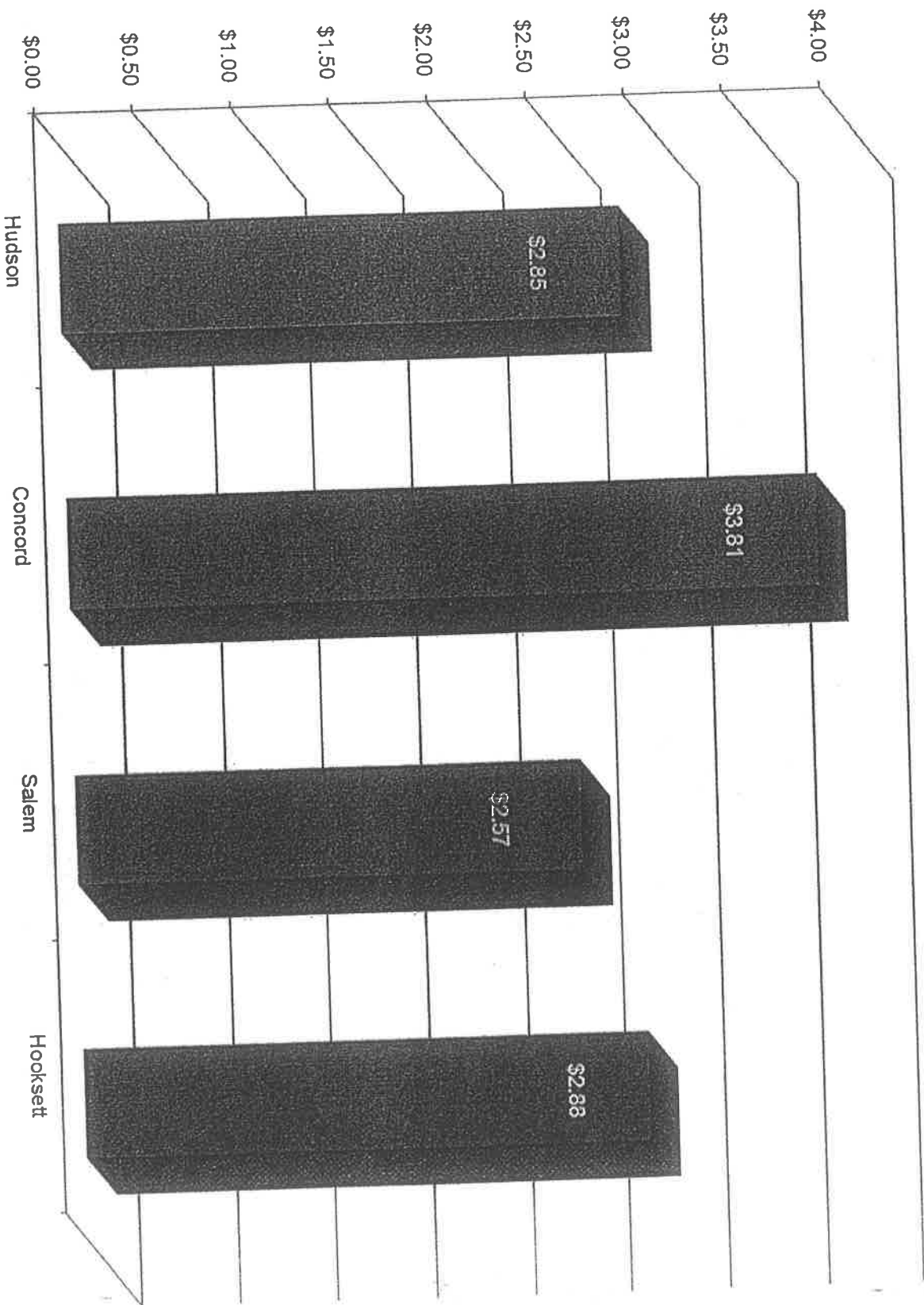
Vanasse Hangen Brustlin, Inc.

Office Building



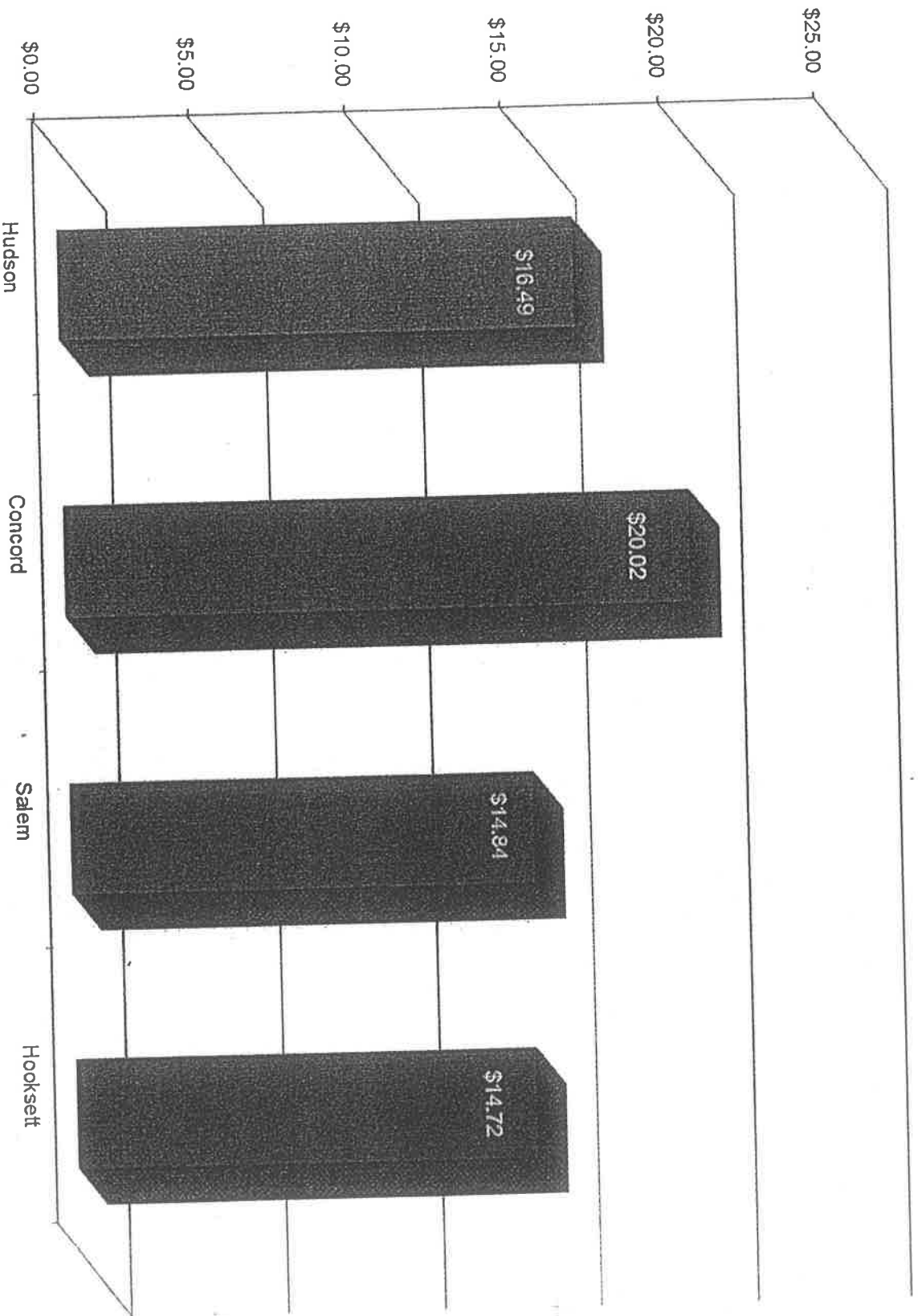
Vanasse Hangen Brustlin, Inc.

Shopping Center



Vanasse Hangen Brustlin, Inc.

Fast Food Restaurant



Vanasse Hangen Brustlin, Inc.

New Town-Wide Traffic Impact Fee System

Martin F. Kennedy, P.E.

Vanasse Hangen Brustlin, Inc.

Bedford, New Hampshire



Vanasse Hangen Brustlin, Inc.

Impact Fee Formula

$$\text{Fee} = \frac{(T/2 \times L) \times (C)}{V} - (\text{Reduction})$$

T = New Daily Trips

L = Trip Length

C = Cost per Lane Mile

V = Daily Volume per Lane Mile

Reduction = Credit for Revenue From Other Sources



Vannasse Hangen Brustlin, Inc.

Example – Single Family House

$$\text{Fee} = \frac{(T/2 \times L)}{V} \times (C) - (\text{Credits})$$

$$\text{Fee} = \frac{(9.57/2 \times 3)}{8,800} \times (\$1.5 \text{ M}) - (\$856.41)$$

$$\text{Fee} = \$1,590/\text{unit}$$



Vanasse Hangen Brustlin, Inc.

Traffic Impact Fees (2013)

Land Uses Impact Fee

Residential Uses

- Single Family	\$1,590	per unit
- Apartment	\$1,105	per unit
- Condominium/Townhouse	\$966	per unit
- Mobile Home Park	\$829	per unit
- Senior Housing	\$617	per unit

Non-Residential Uses

- General Office	\$1.83	per s.f.
- Medical-Dental Office Building	\$3.90	per s.f.
- General Light Industrial	\$1.16	per s.f.
- Warehousing	\$0.59	per s.f.
- Hospital	\$2.74	per s.f.
- Health Club	\$1.92	per s.f.
- Day Care Center	\$1.76	per s.f.
- Shopping Center	\$2.85	per s.f.
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- Gas Station with Convenience Store	\$2,705.29	per pump
- Hotel	\$1,482.44	per room

Impact Fee Table

Breckenridge Estates – 50 Speare Road Preliminary Conceptual OSD Subdivision Plan

Staff Report
26 August 2015

SITE: Breckenridge Estates - 50 Speare Rd. Map 186/Lot013 CP# 01-15

ZONING: General (G) Minimum Lot Size w/out sewer and water 43,560 sf for a duplex and 43,560 sf (1 acre) for a single-family dwelling and 150 ft. of frontage.

PURPOSE OF PETITION: to subdivide Map 186/Lot 013 into nine (9) single-family residential lots with individual sanitary sewer disposal and individual well water. **Preliminary Conceptual Review Only.**

PLANS UNDER REVIEW ENTITLED: Yield Plan Map 186 Lot 13, Breckenridge Estates Subdivision Speare Road, Hudson, New Hampshire, prepared by Jones & Beach Engineers, Inc. 85 Portsmouth Ave., PO Box 219, Stratham, NH, dated 10 JUL 15 and revised thru 18 AUG 15, consisting of Sheet 1 – 4 (Y1, Y2, C1 & C2) and Notes 1 - 3 (said plans are attached hereto).

ATTACHMENTS:

- Conceptual Subdivision & OSD Plan application, date stamped 24 JUL 15 – Attachment “A”.
- Zoning Determination by Interim Zoning Admin., Dave Hebert, dated 21 AUG 15 – “B”.

OUTSTANDING ISSUES/ STAFF COMMENTS:

By definition, Preliminary Conceptual Plan Review is non-binding, pursuant to RSA 676:4.II.(a), i.e., relative to the possible subsequent submission of a Subdivision and/or Site Plan Applications for the same project. Said RSA is provided below in bold print, together with (regular print) other statutory preliminary plan review provisions.

With the above in mind, staff provides the following comments regarding this present application:

- 1) The Lot Detail Charts found on the Yield Plan (Y1) and Cluster Plan (Conceptual) (C1) show: Gross Lot Area, minus (-) Wetlands, Slopes Greater than 25% (SF) equaling (=) Net Area (i.e., contiguous upland) for each proposed lot. Note: each lot shown meets or exceeds the minimum OSD lot requirements for the subject zoning district (i.e., G, min. lot size 21,780 sf and 75 ft. of frontage). Please refer to Article XI – Open Space Development – of the Zoning Ordinance for all of the OSD provisions.
- 2) The Yield Plans (Y1 & Y2) show a looped road design, which in the past, some board members have considered a means of usurping the 1,000 ft. maximum allowable cul-de-sac length. This issue can be further discussed by board members at the meeting. That is, relative to determining the actual lot yield for this property. On the other hand, the Applicant for this Plan has reduced the Conceptual (Standard Subdivision) Lot Yield down from 16 lots to 9 OSD lots. In effect, the

Applicant has not maximized the total number of potential lots. The only problem is, the Conceptual OSD plans (C1 & C2) appear to create too many lots in too small of an area of the development parcel. This issue is more evident, when one reads the comments in Mr. Hebert's attached letter. Wherein, Mr. Hebert cites in the 3d para. of his letter, the following:

“Another concern would be the well protective radii. Numerous lots out of the proposed nine show the well protective radius to be nonconforming by the State of New Hampshire Water Well Board and the Department of Environmental Services. Whenever a protective radius is nonconforming, NHDES requires a release form for protective well radii. The Water Well Board requires a nonconforming well location form to be submitted.”

In addition to the well radius issue highlighting that the plan proposes too many OSD lots on too small an area of the development parcel, the two proposed OSD lots along Speare Rd. further emphasize this density concern. That is, although not directly abutting Speare Rd., because of a narrow “open space” strip running along Spear Rd. between the subject lots, board members may determine that the spirit and intent of §334-51.B. and §334-52.A. of the Open Space ordinances are not being met. Said sections of the ZO are in bold-print below read as follows:

§334-51. The area of individual lots within an OSD may be reduced by up to 50% of the minimum lot size requirements established in Article VII, as provided herein.

A. An area of land, equal to or greater than the difference between the size of each open space lot and the minimum lot size, shall be dedicated to permanent open space, conservation land or recreation land.

B. No reduced area residential lots shall be arranged to front or abut preexisting streets, roads or highways.

C. All subsurface sewage disposal and water supply requirements for individual or community systems shall be compiled with, or Town water and sewer shall be provided.

§§334-52. Dimensional requirements.
[Amended 3-13-2001 by Amdt. No. 2]
Frontage and setback requirements for individual lots within an OSD may be reduced up to 50% of the minimum frontage and setback requirements established in Article VII, as provided herein, if approved by the Planning Board.

A. No reduced frontage lots shall be allowed to front on preexisting streets, roads or highways.

B. Setback reductions shall not be permitted along property lines that abut non-OSD residentially developed properties.

- 3) The required 400 ft. of all season, safe-sight distance (in each direction at the proposed intersection) has not been delineated in the attached plan set. However, for informational purposes, staff included in attachment “A” east and west street view photos of Speare Rd. at the vicinity of the proposed subdivision intersection. In these photos, it appears that the proposed intersection lies within a rare stretch of Speare Rd. providing 400 ft. of sight distance in each direction. Please note, this aspect of the plan, obviously, will be verified at the time of formal plan submission.

RECOMMENDATION: With this present application being a Preliminary Conceptual OSD Plan Review Only, after the Applicant's presentation at the hearing, perhaps, addressing each of the above-cited outstanding issues, answering questions from the board and audience members, the applicant will most likely seek a consensus opinion of the board, i.e., whether members favor or oppose this proposal. After receiving a consensus (i.e., if the board chooses to provide such), the applicant will be able to determine the next step: i.e., to prepare submission of a Preliminary or Definitive OSD Subdivision application for this project. Note: again, as provided by the below-cited RSA 676:4, with this being a Preliminary Conceptual Plan Review Only, no official action is required by the board.

APPLICATION TRACKING:

- 24 JUL 15 Conceptual OSD application submitted.
- 26 AUG 15 - Preliminary Conceptual Review hearing scheduled.

DRAFT MOTION: N/A because Preliminary Conceptual Review is nonbinding.

Planning Board

Section 676:4

676:4 Board's Procedures on Plats.

II. A planning board may provide for preliminary review of applications and plats by specific regulations subject to the following:

(a) **Preliminary conceptual consultation phase. The regulations shall define the limits of preliminary conceptual consultation which shall be directed at review of the basic concept of the proposal and suggestions which might be of assistance in resolving problems with meeting requirements during final consideration. Such consultation shall not bind either the applicant or the board and statements made by planning board members shall not be the basis for disqualifying said members or invalidating any action taken. The board and the applicant may discuss proposals in conceptual form only and in general terms such as desirability of types of development and proposals under the master plan. Such discussion may occur without the necessity of giving formal public notice as required under subparagraph I(d), but such discussions may occur only at formal meetings of the board.**

(b) Design review phase. The board or its designee may engage in nonbinding discussions with the applicant beyond conceptual and general discussions which involve more specific design and engineering details; provided, however, that the design review phase may proceed only after identification of and notice to abutters, holders of conservation, preservation, or agricultural preservation restrictions, and the general public as required by subparagraph I(d). The board may establish reasonable rules of procedure relating to the design review process, including submission requirements. At a public meeting, the board may determine that the design review process of an application has ended and shall inform the applicant in writing within 10 days of such determination. Statements made by planning board members shall not be the basis for disqualifying said members or invalidating any action taken.

(c) Preliminary review shall be separate and apart from formal consideration under paragraph I, and the time limits for acting under subparagraph I(c) shall not apply until formal application is submitted under subparagraph I(b).

III. A planning board may, by adopting regulations, provide for an expedited review and approval

for proposals involving minor subdivisions which create not more than 3 lots for building development purposes or for proposals which do not involve creation of lots for building development purposes. Such expedited review may allow submission and approval at one or more board meetings, but no application may be approved without the full notice to the abutters, holders of conservation, preservation, or agricultural preservation restrictions, and public required under subparagraph I(d). A hearing, with notice as provided in subparagraph I(d), shall be held if requested by the applicant, abutters, or holders of conservation, preservation, or agricultural preservation restrictions any time prior to approval or disapproval or if the planning board determines to hold a hearing.

IV. Jurisdiction of the courts to review procedural aspects of planning board decisions and actions shall be limited to consideration of compliance with applicable provisions of the constitution, statutes and regulations. The procedural requirements specified in this section are intended to provide fair and reasonable treatment for all parties and persons. The planning board's procedures shall not be subjected to strict scrutiny for technical compliance. Procedural defects shall result in the reversal of a planning board's actions by judicial action only when such defects create serious impairment of opportunity for notice and participation.

JONES & BEACH ENGINEERS, INC.

85 Portsmouth Avenue
Post Office Box 219
Stratham, NH 03885
Telephone: (603) 772-4746
Fax: (603) 772-0227

Post Office Box 484
Alton, NH 03809
Email: jbe@jonesandbeach.com
http://www.jonesandbeach.com

"A"

July 24, 2015

Hudson Planning Department
Attn: John Cashell, Planner
12 School Street
Hudson, NH 03051



**RE: Proposed Conservation Subdivision
50 Speare Road, Hudson, NH
Tax Map 186, Lot 13
JBE Project No. 15031**

Dear Mr. Cashell,

On behalf of project applicant, Tuck Realty Corp., Jones & Beach Engineers, Inc., respectfully submits an Application for Subdivision of Land for the property referenced above. The land consists of undeveloped, mature woodlands with frontage on Speare Road.

Our yield plan shows the ability to have sixteen residential lots, however, the intent is to create a nine lot residential subdivision with 3,090 LF of proposed roadway connecting to Speare Road. All of the lots have the required minimum frontage, lot area, and building setbacks. All of the lots are shown with proposed 4,000 square foot septic reserve areas.

We feel that this Subdivision complies with the full intent of the Ordinance and is the layout desired by the regulations. We are providing a low impact community on a beautiful piece of property.

The following is provided in support of this application:

1. Completed Application for Subdivision.
2. Letters of Authorization.
3. Deed representing lot ownership.
4. Abutters List with Tax Map and 3 Sets of Mailing Labels.
5. Tax Maps.
6. A check in the amount of \$156.66 for application and abutter notification fees.
7. Nine complete full size plan sets.
8. Seventeen complete reduced size plan sets.

**CONCEPTUAL SUBDIVISION PLAN DATA SHEET
(Continued)**

Flood Zone Reference: N/A

Width of Driveways: To Be Determined

Number of Curb Cuts: 9

Proposed Parking Spaces: 2 Per Lot

Required Parking Spaces: 2 Per Lot

Basis of Required Parking (Use): N/A

Dates/Case #/Description/Stipulations
of ZBA, Conservation Commission,
NH Wetlands Board Actions:
(Attach stipulations on separate sheet)

(FOR TOWN USE)

Data Sheet Checked By: _____ Date: _____

Letter of Authorization

I, Turner Porter, Tuck Realty Corporation, 149 Epping Road, Suite 2A, Exeter, NH, 03833, developer of property located in Hudson, NH, known as Tax Map 21, Lot 14, do hereby authorize Jones & Beach Engineers, Inc., PO Box 219, Stratham, NH, to act on my behalf concerning the previously mentioned property. The parcel is located on Speare Road in Hudson, NH.

I hereby appoint Jones & Beach Engineers, Inc., as my agent to act on my behalf in the review process, to include any required signatures.



Witness



Turner Porter
Tuck Realty Corporation

5/5/15
Date

731783

97 JUL -2 AM 11:40

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That We, Hobart B. Esty, of Zero Rollins Street, Groveland, Essex County, Massachusetts; Roy E. Esty, of 18 Sylvan Street, Groveland, Essex County, Massachusetts, and Howard T. Esty, of King Street, Groveland, Essex County, Massachusetts, FOR CONSIDERATION PAID grants to Douglas S. Sanderson, a married person, of 682 Post Road, Greenland, New Hampshire, with WARRANTY COVENANTS:

A certain tract or parcel of land with the buildings thereon, if any, located on Spear Road ("Spear"), in Hudson ("Town"), Hillsborough County ("County"), New Hampshire ("State"), bounded and described as follows:

Beginning at the Southeast corner of the premises on the highway, Southwesterly by said highway Sixty Five (65) Rods; thence

1. On said highway South 80 Degrees West a distance of Fifty Six (56) Rods and Sixteen (16) Links to the land n/f/o Joseph Caldwell ("Caldwell"); thence

2. North 1 Degree West a distance of Forty (40) Rods and Thirteen (13) Links; thence

3. By said land n/f/o Caldwell in a Northerly direction 35 Degrees 30 Minutes a distance of Forty One (41) Rods and Sixteen (16) Links; thence


4. South 79 Degrees West a distance of Eight (8) Rods and Twenty Three (23) Links; thence

5. North 19 Degrees West a distance of Twenty Eight (28) Rods and Twenty (20) Links; thence

BK5829P60333

<STATE OF NEW HAMPSHIRE>

DEPARTMENT OF REVENUE ADMINISTRATION



REAL ESTATE TRANSFER TAX

THOUSAND 0 HUNDRED AND 00 DOLLARS

07/02/1997 307040 \$ 1000.00

VOID IF ALTERED

6. Northerly by the land n/f/o Hazelton's line to land n/f/o William Johnson ("Johnson"); thence

7. By said land n/f/o Johnson North 77 1/2 Degrees East a distance of Fifty Five (55) Rods to land n/f/o Jonothan Corliss ("Corliss"); thence

8. By said land n/f/o Corliss South 20 Degrees East a distance of Fifteen (15) Rods and Two (2) Links; thence

9. South 28 Degrees East a distance of Sixteen (16) Rods; thence

10. North 76 Degrees East a distance of Thirty Three (33) Rods and Eleven (11) Links; thence

11. South 2 3/4 Degrees East a distance of Thirty Seven (37) Rods and Twenty Three (23) Links; thence

12. North 78 Degrees East a distance of Forty One (41) Rods by land n/f/o Thomas Smith, Jr. ("Smith") to the point of beginning, including the watering place on the Westerly as now or formerly fenced.

Containing Forty Seven (47) Acres, more or less.

EXCEPTING AND RESERVING therefrom the land taken by the State of New Hampshire ("State") pursuant to: (i) Commissioner's Return of Highway Layout recorded at Book 2120, Page 0045; and (ii) Sixth Amendment to Commissioner's Return of Highway Layout recorded at Book 2376, Page 0086;

ALSO EXCEPTING AND RESERVING from

the above described premises that portion of the premises lying EASTERLY of the land taken by the State in the aforesaid instruments recorded at Book 2120, Page 0045; and Book 2376, Page 0086; which property is known as Map 21, Lot 14-1 on the Town Tax Maps.

FURTHER EXCEPTING AND RESERVING from the above premises the land taken by the State as set forth in the Notice of Condemnation, dated June 18, 1990, and recorded at Book 5194, Page 0994; if applicable.

Meaning and intending to convey the premises as shown as Map 21, Lot 14 on the Town of Hudson Tax Maps.

SUBJECT TO:

1. Slope and Embankment easements, drainage rights, access, light, air and view rights in favor of the State, as set forth in the aforesaid instruments recorded at Book 2120, Page 0045; Book 2376, Page 0086; and Book 5195, Page 0994; however applicable.

SUBJECT TO easements, restrictions, agreements and reservations of record, if any, if any there be, insofar as the same may be in force and applicable.

THIS IS NOT THE HOMESTEAD PROPERTY OF THE GRANTORS, NOR OF THE SPOUSES OF THE GRANTORS.

For title, reference is made to the Warranty Deed of Ralph A. Esty and Vera Esty to Hobart B. Esty, Roy E. Esty and Howard T. Esty, dated August 17, 1953, and recorded in the said Registry at Book 1364, Page 0269.

IN WITNESS WHEREOF, We, Hobart B. Esty and Roy E. Esty, and Howard T. Esty, hereby release to said grantee all rights of homestead and other interests therein. Signed by the grantor(s) on this 15th day July, 1997.

Mitchell E. Krom
Witness

Hobart B. Esty
Hobart B. Esty
[Please Sign In Black Ink]

Mitchell E. Krom
Witness

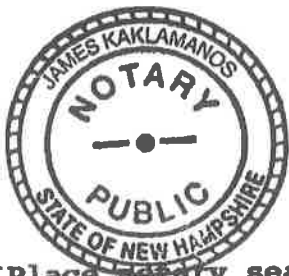
Roy E. Esty
Roy E. Esty
[Please Sign In Black Ink]

Mitchell E. Krom
Witness

Howard T. Esty
Howard T. Esty
[Please Sign In Black Ink]

STATE OF NEW HAMPSHIRE
COUNTY OF HILLSBOROUGH

On this 15th day of July, 1997, personally appeared Hobart B. Esty and Roy E. Esty and Howard T. Esty, known to me, or satisfactorily proven, to be the person(s) whose name(s) subscribed to the foregoing instrument and acknowledged that they executed the same for the purposes therein contained.



[Place Notary seal here]

Before

[Signature]
James Kaklamanos
Justice of the Peace/Notary Public
My Commission Expires: 09/30/97

c:\wrgly\realty\sanderson.001\ver: 1.0\rev: 1 July 1997

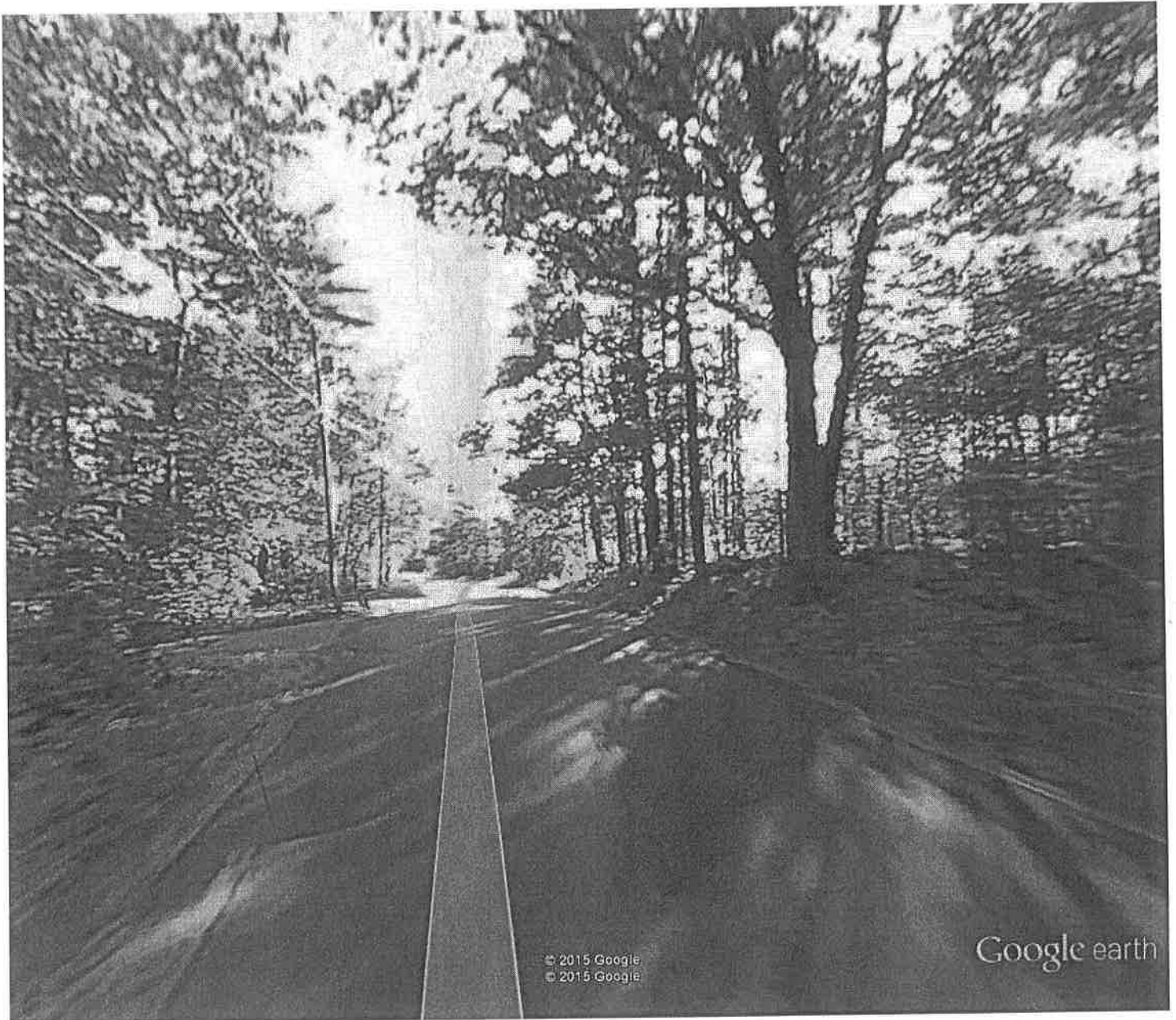
BK5829P60336



Google earth



SPEAR RD EAST VIEW



Google earth



SPEARE RD WEST VIEW



TOWN OF HUDSON

FIRE DEPARTMENT

INSPECTIONAL SERVICES DIVISION

B



12 SCHOOL STREET, HUDSON, NEW HAMPSHIRE 03051

Emergency 911
Business 603-886-6005
Fax 603-594-1142

Robert M. Buxton
Chief of Department

ZONING DETERMINATION

August 21, 2015

Town Planner
Mr. John Cashell

RE: Conceptual site plan (Breckenridge Estates Subdivision) Speare Road, Hudson, NH
03051 (Map 186 / Lot 013)

Upon review of the conceptual plans I have the following concerns before determining full compliance with the Town of Hudson zoning ordinance.

Article XI 334-53 B (Open Space Requirements)

Upon review of the calculations on the conceptual plans, it has been determined the calculation chart is incomplete.

Roadways, driveways, right-of-way, utility easements, parking areas may not be included as part of the open space requirements. The square footages for these areas are not depicted.

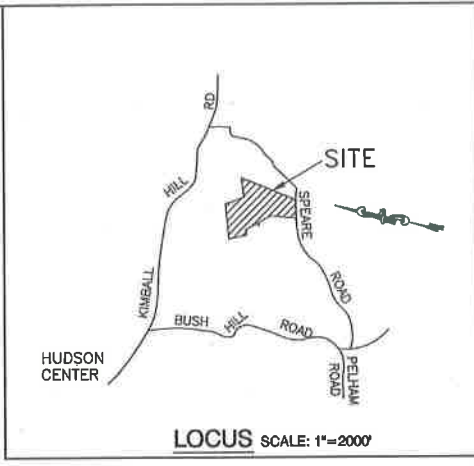
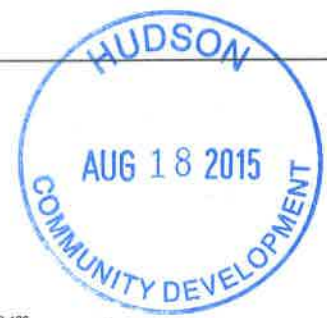
Another concern would be the well protective radii. Numerous lots out of the proposed nine show the well protective radius to be nonconforming by the State of New Hampshire Water Well Board and the Department of Environmental Services. Whenever a protective radius is nonconforming, NHDES requires a release form for protective well radii. The Water well board requires a nonconforming well location form to be submitted.

The proposed driveway for lot 13-2 shows the driveway only six feet wide in areas. The following lots show the driveways in the side setbacks 13-3, 13-4, 13-5, 13-8.

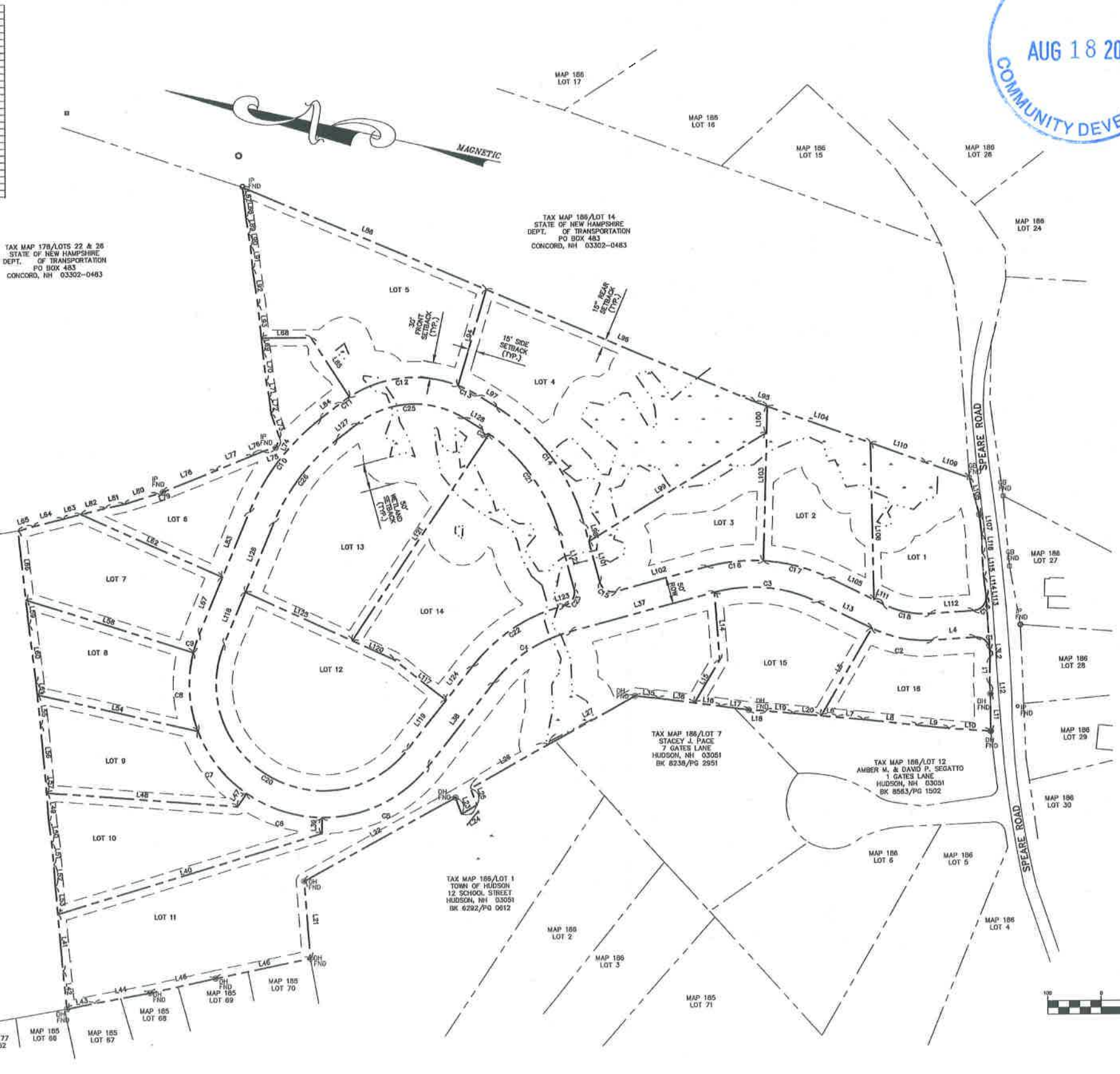
If I may be of further assistance, please contact me at (603) 886-1271 or Dhebert@hudsonnh.gov.

Thank you,

David Hebert
Acting Zoning Administrator / Code Enforcement Officer

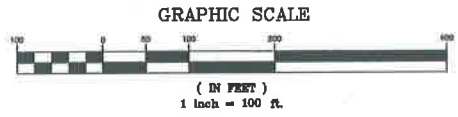


LINE	LENGTH	BEARING
L1	49.85'	N01°14'47"E
L2	14.05'	N02°28'04"W
L3	0.92'	N03°21'13"W
L4	80.53'	S88°24'06"W
L5	189.39'	S30°18'32"E
L6	36.31'	S84°43'09"E
L7	48.91'	S84°43'09"E
L8	102.18'	S83°52'05"E
L9	59.85'	S83°52'05"E
L10	77.99'	S85°47'00"E
L11	70.11'	N00°17'48"W
L12	18.54'	N03°33'02"W
L13	112.71'	N83°47'13"W
L14	127.21'	S04°05'19"E
L15	82.88'	S30°18'32"W
L16	48.27'	S82°21'57"E
L17	52.18'	S82°21'57"E
L18	38.13'	S86°20'27"E
L19	50.94'	S84°32'16"E
L20	52.80'	S84°43'09"E
L21	148.53'	N04°19'43"W
L22	323.72'	N01°21'12"E
L23	33.00'	S19°58'39"E
L24	33.81'	N59°14'33"E
L25	33.90'	N21°04'30"W
L26	168.08'	N80°44'13"E
L27	165.94'	N61°04'02"E
L28	43.45'	S83°59'19"E
L29	87.93'	S82°12'17"E
L30	277.74'	S75°01'15"W
L31	197.69'	S38°10'22"W
L32	30.00'	S00°49'30"W
L33	518.53'	S73°04'48"W
L34	107.18'	S04°46'22"E
L35	71.30'	S00°50'37"E
L36	53.24'	N78°39'47"E
L37	109.00'	N79°21'30"E
L38	128.33'	N77°43'04"E
L39	160.10'	N78°41'10"E
L40	30.00'	S00°12'17"W
L41	358.72'	N66°42'45"W
L42	63.78'	S04°00'32"E
L43	40.85'	S02°28'48"E
L44	40.32'	S04°51'33"E
L45	41.42'	S04°12'10"E
L46	62.43'	S04°46'22"E
L47	307.04'	N78°37'01"W
L48	57.70'	S05°35'07"E
L49	104.98'	S04°58'40"E
L50	29.20'	S84°59'33"E
L51	327.08'	N72°13'33"W
L52	47.19'	S06°12'10"E
L53	107.69'	S07°05'08"E
L54	24.18'	S05°35'07"E
L55	289.34'	N85°53'56"W
L56	34.98'	S73°00'32"W
L57	68.97'	S78°05'41"W
L58	28.68'	S73°43'18"W
L59	130.10'	S08°12'10"E
L60	114.72'	N22°25'09"E
L61	92.73'	S89°52'44"W
L62	27.14'	S00°43'30"E
L63	68.02'	S06°20'16"E
L64	31.10'	S10°47'38"E
L65	30.39'	S05°57'49"E
L66	48.26'	S11°10'15"E
L67	18.03'	S23°33'01"W
L68	24.54'	S74°40'43"W
L69	21.33'	S87°25'34"W
L70	72.98'	S87°44'14"W
L71	108.07'	S68°07'53"W
L72	9.99'	S72°27'41"W
L73	84.92'	S72°28'01"W
L74	38.28'	S77°41'13"W
L75	47.58'	S78°00'33"W
L76	131.48'	N22°25'09"E
L77	48.70'	N82°27'19"E
L78	132.48'	N32°42'47"W
L79	494.37'	N86°53'43"W
L80	18.08'	S05°34'00"E
L81	38.69'	S00°49'24"E
L82	30.86'	S08°08'13"E
L83	73.36'	S09°24'09"E
L84	43.01'	S04°01'00"E
L85	68.06'	S07°59'33"E
L86	62.88'	S09°43'28"E
L87	187.92'	N18°28'38"E
L88	23.98'	N20°13'55"E
L89	545.41'	N86°25'43"W
L90	40.72'	S87°46'32"E
L91	33.30'	S14°58'45"E
L92	389.44'	N58°42'13"E
L93	49.21'	N01°36'47"E
L94	78.17'	S14°58'45"E
L95	178.38'	N75°01'19"E
L96	240.68'	N01°36'47"E
L97	204.87'	N20°13'05"W
L98	93.04'	S83°47'13"E
L99	284.23'	N01°04'30"W
L100	37.22'	N86°20'31"W
L101	71.32'	N14°53'23"W
L102	86.47'	N20°13'05"W
L103	110.23'	N20°13'05"W
L104	19.87'	S83°47'13"E
L105	83.71'	N69°24'09"E
L106	3.06'	N03°31'13"W
L107	38.01'	N07°02'04"W
L108	44.31'	N03°15'35"W
L109	38.00'	N01°16'59"W
L110	126.19'	N81°49'38"W
L111	104.88'	S22°28'09"W
L112	112.15'	N38°10'22"E
L113	88.39'	S65°14'07"E
L114	484.91'	S33°43'47"W
L115	112.48'	N14°58'45"W
L116	1.38'	N78°31'10"E
L117	80.49'	N38°10'22"E
L118	219.84'	S65°14'07"E
L119	141.84'	S22°28'09"W
L120	48.70'	S52°27'19"W
L121	40.72'	N87°46'32"E
L122	101.99'	N03°31'13"W



LOT NO.	GROSS AREA (SF)	WETLANDS (SF)	SLOPES GREATER THAN 25% (SF)	NET AREA (SF)
1	56216	11473	728	44016
2	56672	12326	90	44255
3	53064	7173	912	44979
4	128240	49868	3394	74979
5	101081	793	3108	97180
6	58313	0	5900	52412
7	59524	0	12313	47211
8	47341	0	1219	46122
9	52132	0	1539	50593
10	68048	0	3140	64909
11	202574	7531	56683	138361
12	101488	0	5196	96291
13	107041	5787	5947	95307
14	102790	9604	17063	76123
15	55256	0	4709	50547
16	44779	0	541	44238

- SUBDIVISION NOTES:**
- THE INTENT OF THIS PLAN IS TO PROVIDE A YIELD PLAN TO SHOW A CONVENTIONAL SUBDIVISION OF 16 LOTS ON THIS PROPERTY TO DETERMINE THE BASE DENSITY FOR A CONSERVATION SUBDIVISION.
 - ZONING DISTRICT: GENERAL
 LOT AREA MINIMUM = 43,560 SF CONTIGUOUS UPLAND WITHOUT WATER AND ONSITE SEWAGE DISPOSAL.
 LOT FRONTAGE MINIMUM = 150'
 BUILDING SETBACKS (MINIMUM):
 FRONT SETBACK = 30'
 SIDE SETBACK = 15'
 REAR SETBACK = 15'
 WETLAND SETBACK FOR IMPERVIOUS = 50'
 WETLAND SETBACK FOR SEPTIC = 100'
 MAXIMUM BUILDING HEIGHT = 36'
 - SUBJECT PROPERTY IS NOT LOCATED WITHIN FEDERALLY DESIGNATED 100 YEAR FLOOD HAZARD ZONE.



PROJECT PARCEL
TOWN OF HUDSON
TAX MAP 188 LOT 13

APPLICANT
TUCK REALTY CORP.
149 EPPING ROAD, SUITE 2A
EXETER, NH 03833
22 HOBBS ROAD

TOTAL LOT AREA
1,447,080 SQ. FT.
33.22 ACRES

F:\land\Projects\3\15031-HUDSON-SPEARE-ROAD-PORTER\dwg\15031-PLAN.SET.dwg 8/17/2015 1:06:34 PM EDT

Design: JAC Draft: PSL Date: 7/10/16
 Checked: JAC Scale: 1"=100' Project No.: 15031
 Drawing Name: 15031-PLAN.SET.dwg

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM JONES & BEACH ENGINEERS, INC. (JBE). ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO JBE.

REV.	DATE	REVISION	BY
1	8/18/15	REVISED PER TOWN COMMENTS AND NEW WETLANDS	PSL
0	7/10/16	ISSUED FOR REVIEW	PSL

Designed and Produced In NH

J/B Jones & Beach Engineers, Inc.
 Civil Engineering Services

85 Portsmouth Ave.
 PO Box 219
 Stratham, NH 03886

603-772-4748
 FAX: 603-772-0227
 E-Mail: JBE@JONESANDBEACH.COM

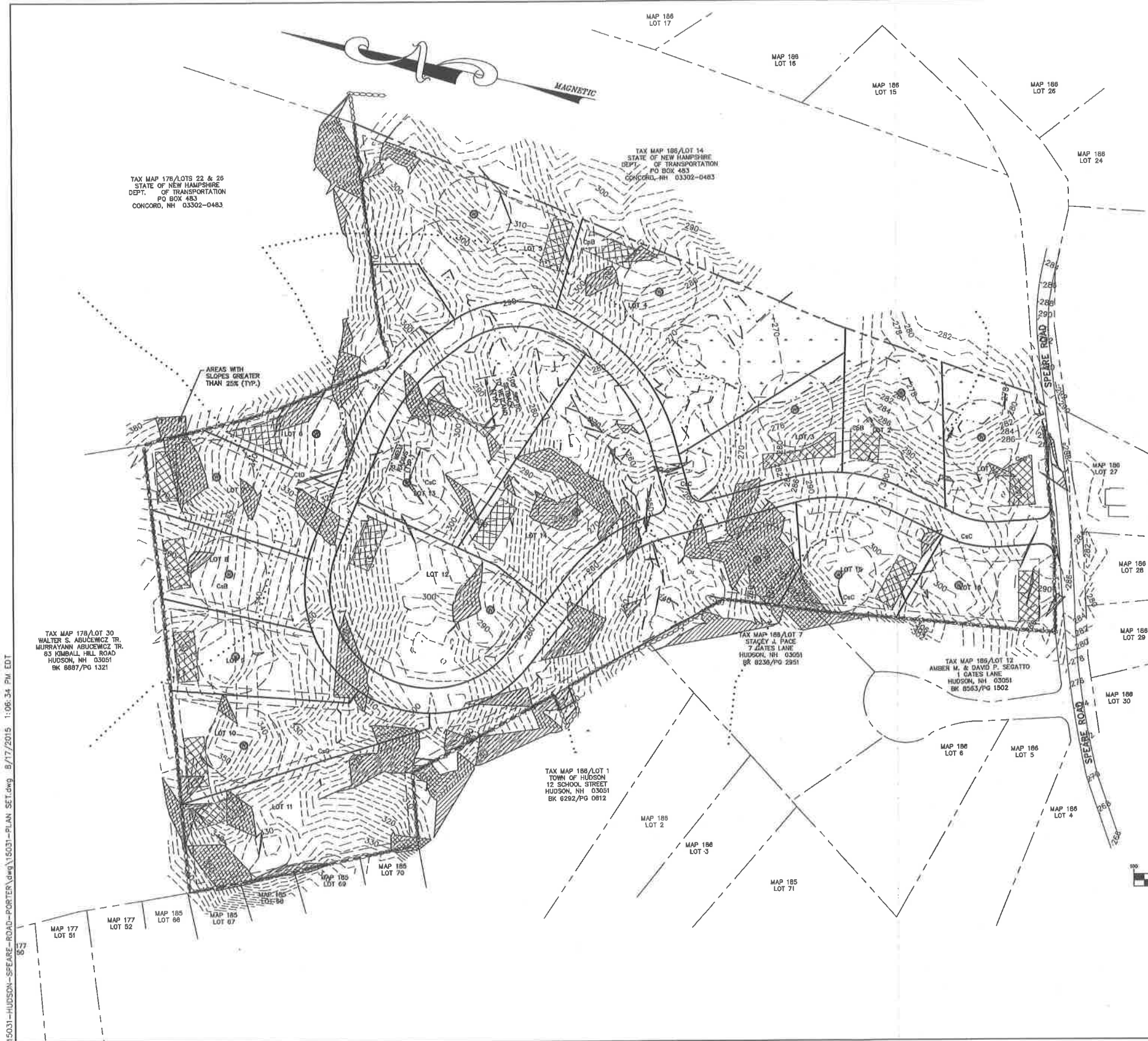
Plan Name: **YIELD PLAN**
MAP 188, LOT 13

Project: **BRECKENRIDGE ESTATES SUBDIVISION**
SPEARE ROAD, HUDSON, NH 03051

Owner of Record: **DOUGLAS S. SANDERSON**
11 NERSESIAN WAY, HAMPTON, NH 03842

DRAWING No. **Y1**

SHEET 1 OF 4
 JBE PROJECT NO. 15031



TAX MAP 178/LOTS 22 & 25
STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION
PO BOX 483
CONCORD, NH 03302-0483

TAX MAP 186/LOT 14
STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION
PO BOX 483
CONCORD, NH 03302-0483

TAX MAP 178/LOT 30
WALTER S. ABUCHEWICZ TR.
MURRAYAN ABUCHEWICZ TR.
65 KIMBALL HILL ROAD
HUDSON, NH 03051
BK 8887/PG 1321

TAX MAP 186/LOT 1
TOWN OF HUDSON
12 SCHOOL STREET
HUDSON, NH 03051
BK 6292/PG 0812

TAX MAP 186/LOT 7
STACEY J. PACE
7 GATES LANE
HUDSON, NH 03051
BK 8238/PG 2951

TAX MAP 186/LOT 12
AMBER M. & DAVID P. SEGATTO
1 GATES LANE
HUDSON, NH 03051
BK 8563/PG 1502

SCS SOILS
CpB-CHATFIELD-HOLLIS-CANTON COMPLEX
3 TO 8 PERCENT SLOPES
CpC-CHATFIELD-HOLLIS-CANTON COMPLEX
8 TO 15 PERCENT SLOPES
CaC - CHATFIELD-HOLLIS COMPLEX,
8 TO 15 PERCENT SLOPES
Cu- CHOCORUA MUCKY PEAT
8 TO 15 PERCENT SLOPES
SCS SOILS TAKEN FROM SOIL SURVEY OF
HILLSBOROUGH COUNTY
EASTERN PLAN, DATED OCT. 81, 1" = 16687'

**ADDITIONAL
ABUTTERS:**

TAX MAP 177 LOT 46
ELAME P. & FRANK W. YEN
51 BEAR PATH LANE
HUDSON, NH 03051
BK 8171/PG 0047

TAX MAP 177 LOT 50
ROBERT F. & JEAN M. WILCOE
49 BEAR PATH LANE
HUDSON, NH 03051
BK 8160/PG 1983

TAX MAP 177 LOT 51
KANSTANTIN AUSANNIKAU
47 BEAR PATH LANE
HUDSON, NH 03051
BK 8009/PG 1795

TAX MAP 177 LOT 52
TODD J. & KATHRYN H. COPPI
45 BEAR PATH LANE
HUDSON, NH 03051
BK 7008/PG 1938

TAX MAP 177 LOT 53
GREGORY M. & TIFFANY A.
GAGNON
46 BEAR PATH LANE
HUDSON, NH 03051
BK 8563/PG 1914

TAX MAP 177 LOT 54
MARINELLI REVOCABLE TRUST
CARMINE MARINELLI, TRUSTEE
PO BOX 8103
MASHUA, NH 03060-8103
BK 8588/PG 2000

TAX MAP 185/LOT 86
MATTHEW H. WERBOS
LAURE SCODRAS
43 BEAR PATH LANE
HUDSON, NH 03051
BK 8573/PG 1640

TAX MAP 185/LOT 87
ROBERT J. FLOHR, SR.
JEANNE A. FLOHR
41 BEAR PATH LANE
HUDSON, NH 03051
BK 8377/PG 0216

TAX MAP 185/LOT 88
CHARLES F. & SUSAN L. ANDERSON
60 SPEARE ROAD
HUDSON, NH 03051
BK 8871/PG 2001

TAX MAP 185/LOT 89
MICHAEL PATRICK JOHNSTON
LANI L. MILSON-JOHNSTON
37 BEAR PATH LANE
HUDSON, NH 03051
BK 8988/PG 1747

TAX MAP 186/LOT 70
LEE A. & JULIE A. SHAPPI
35 BEAR PATH LANE
HUDSON, NH 03051
BK 8186/PG 0860

TAX MAP 186/LOT 71
ANDREAS DOMINGUEZ
CLAUDIA E. GOLDA-DOMINGUEZ
27 BEAR PATH LANE
HUDSON, NH 03051
BK 8591/PG 0814

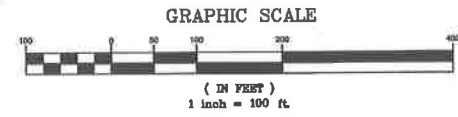
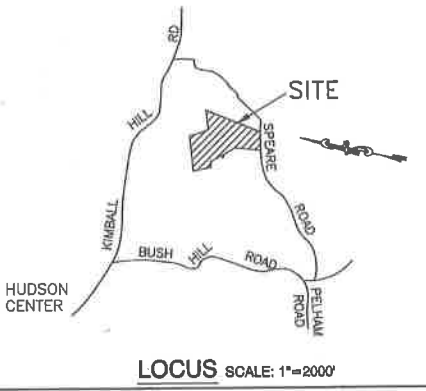
TAX MAP 186/LOT 2
JAMIE L. WHITMAN
145 MEADOWSWEET COURT
WINSTON SALEM, NC 27107
BK 6886/PG 0635

TAX MAP 186/LOT 3
JAMES A. & LISA L. STEISKAL
29 BEAR PATH LANE
HUDSON, NH 03051
BK 8208/PG 2322

TAX MAP 186/LOT 4
VINCENT J. GNATEK
38 1/2 SPEARE ROAD
HUDSON, NH 03051
BK 8208/PG 0268

TAX MAP 186/LOT 5
JAMES D. & KRISTIN M. PAQUETTE
2 GATES LANE
HUDSON, NH 03051
BK 7303/PG 0438

TAX MAP 186/LOT 6
JAMES E. & IAN M. NORMAND
4 GATES LANE
HUDSON, NH 03051
BK 7328/PG 0842



PROJECT PARCEL
TOWN OF HUDSON
TAX MAP 186 LOT 13

APPLICANT
TUCK REALTY CORP.
149 EPPING ROAD, SUITE 2A
EXETER, NH 03833
22 HOBBS ROAD

TOTAL LOT AREA
1,447,080 SQ. FT.
33.22 ACRES

Design: JAC Draft: PSL Date: 7/10/15
Checked: JAG Scale: 1"=100' Project No.: 15031
Drawing Name: 15031-PLAN SET.dwg
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REV.	DATE	REVISION	BY
1	8/18/15	REVISED PER TOWN COMMENTS AND NEW WETLANDS	PSL
0	7/10/15	ISSUED FOR REVIEW	PSL

Designed and Produced in NH

J/B Jones & Beach Engineers, Inc.
Civil Engineering Services

85 Portsmouth Ave.
PO Box 219
Stratham, NH 03886

603-772-4748
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name: **YIELD PLAN**

Project: **BRECKENRIDGE ESTATES SUBDIVISION
SPEARE ROAD, HUDSON, NH 03051**

Owner of Record: **DOUGLAS S. SANDERSON
11 NERSESIAN WAY, HAMPTON, NH 03842**

DRAWING No.
Y2

SHEET 2 OF 4
JBE PROJECT NO. 15031

TAX MAP 178/LOTS 22 & 28
STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION
PO BOX 483
CONCORD, NH 03302-0483

TAX MAP 186/LOT 14
STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION
PO BOX 483
CONCORD, NH 03302-0483

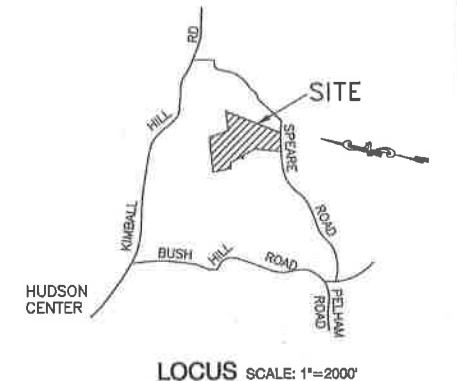
TAX MAP 178/LOT 30
WALTER S. ABUCWICZ TR.
MURRAYANN ABUCWICZ TR.
63 KIMBALL HILL ROAD
HUDSON, NH 03051
BK 8897/PG 1321

OPEN SPACE "A"
1,170,092 SF
26.88 ACRES

TAX MAP 186/LOT 1
TOWN OF HUDSON
12 SCHOOL STREET
HUDSON, NH 03051
BK 6292/PG 0612

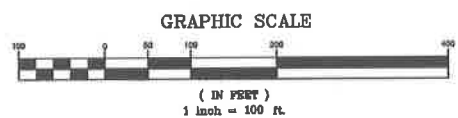
TAX MAP 186/LOT 7
STACEY J. PACE
7 GATES LANE
HUDSON, NH 03051
BK 6238/PG 2951

TAX MAP 186/LOT 12
AMBER M. & DAVID P. SEGATTO
1 GATES LANE
HUDSON, NH 03051
BK 8663/PG 1502



- SUBDIVISION NOTES:**
- THE INTENT OF THIS PLAN IS TO SHOW AN OPEN SPACE DEVELOPMENT SUBDIVISION ON THIS PROPERTY, CONSISTING OF 9 LOTS.
 - ZONING DISTRICT: GENERAL.
LOT AREA MINIMUM = 50% OF CONVENTIONAL LOT AREA MINIMUM = 21,780 SF
CONTIGUOUS UPLAND WITHOUT WATER AND ONSITE SEWAGE DISPOSAL
LOT FRONTAGE MINIMUM = 50% OF CONVENTIONAL LOT FRONTAGE MINIMUM = 70'
BUILDING SETBACKS (MINIMUM) = 60% OF CONVENTIONAL BUILDING SETBACKS
(EXCEPT WHERE PROPERTY ADJUTS A NON-OSD RESIDENTIAL LOT).
FRONT SETBACK = 15'
SIDE SETBACK = 7.5'
REAR SETBACK = 7.5'
WETLAND SETBACK FOR IMPERVIOUS = 60'
WETLAND SETBACK FOR SEPTIC = 100'
MAXIMUM BUILDING HEIGHT = 35'
 - SUBJECT PROPERTY IS NOT LOCATED WITHIN FEDERALLY DESIGNATED 100 YEAR FLOOD HAZARD ZONE.

LOT NO.	GROSS AREA (SF)	WETLANDS (SF)	SLOPES GREATER THAN 25% (SF)	NET AREA (SF)
13	53852	0	20839	33013
13-1	23369	1182	335	21852
13-2	23481	1018	410	22052
13-3	21894	14	71	21810
13-4	27224	0	9	27215
13-5	25875	619	0	25256
13-6	23447	0	1523	21924
13-7	21979	0	132	21847
13-8	22221	0	314	21907



PROJECT PARCEL
TOWN OF HUDSON
TAX MAP 186 LOT 13

APPLICANT
TUCK REALTY CORP.
149 EPPING ROAD, SUITE 2A
EXETER, NH 03833
22 HOBBS ROAD

TOTAL LOT AREA
1,447,060 SQ. FT.
33.22 ACRES

F:\land Projects\3\15031-HUDSON-SPEARE-ROAD-PORTER.dwg\15031-PLAN SET.dwg 8/17/2015 1:06:34 PM EDT

Design: JAC Draft: PSL Date: 7/10/15
Checked: JAC Scale: 1"=100' Project No.: 15031
Drawing Name: 15031-PLAN SET.dwg
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM JONES & BEACH ENGINEERS, INC. (JBE). ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO JBE.

REV.	DATE	REVISION	BY
1	8/18/15	REVISED PER TOWN COMMENTS AND NEW WETLANDS	PSL
0	7/10/15	ISSUED FOR REVIEW	PSL
			BY

Designed and Produced in NH

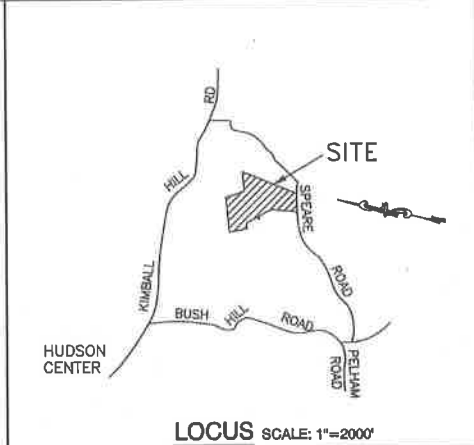
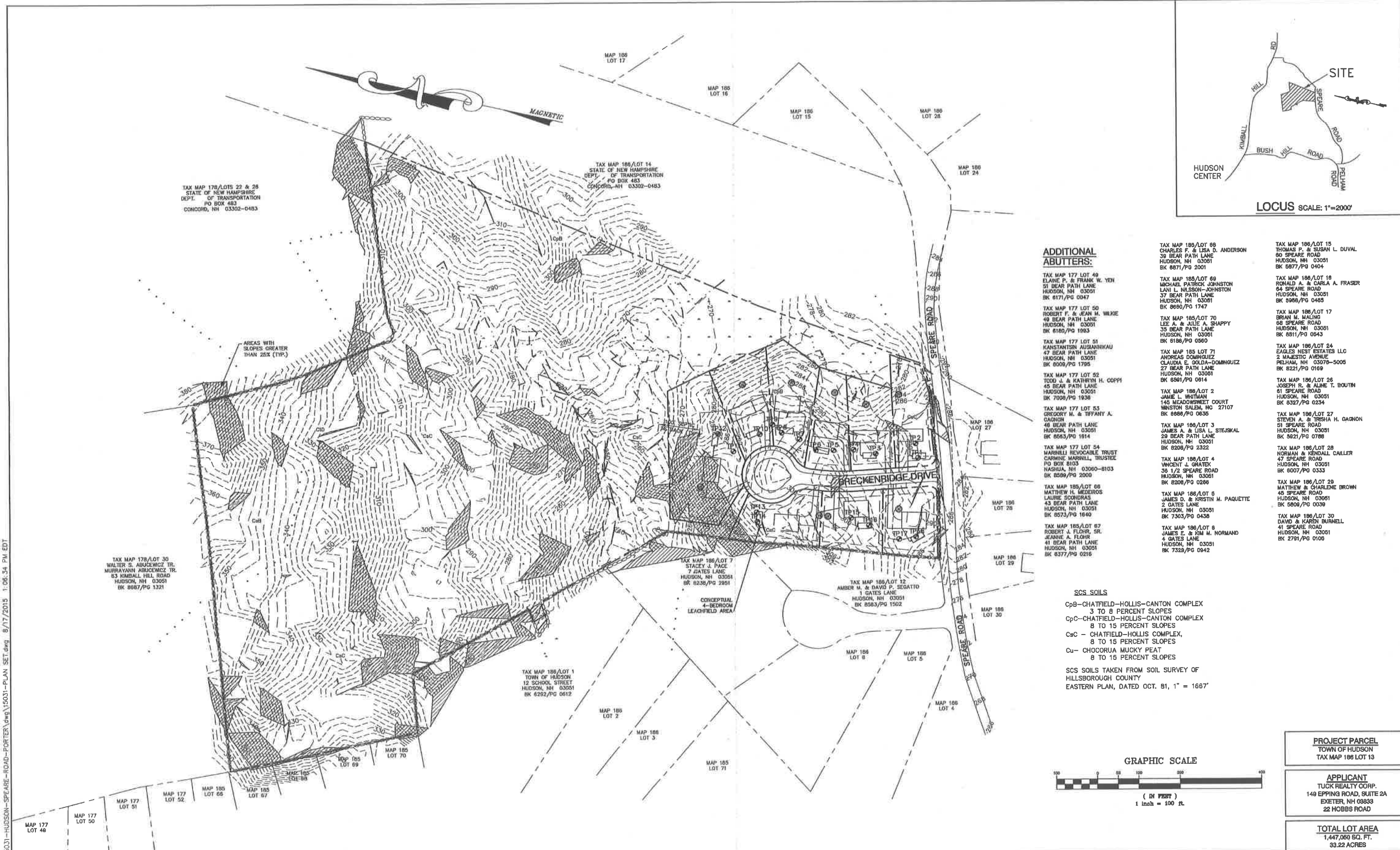
J/B Jones & Beach Engineers, Inc.
Civil Engineering Services

85 Portsmouth Ave. PO Box 219 Stratham, NH 03885
603-772-4746
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name: **CLUSTER PLAN**
MAP 186, LOT 13
Project: **BRECKENRIDGE ESTATES SUBDIVISION**
SPEARE ROAD, HUDSON, NH 03051
Owner of Record: **DOUGLAS S. SANDERSON**
11 NERSEJIAN WAY, HAMPTON, NH 03842

DRAWING No.
C1
SHEET 3 OF 4
JBE PROJECT NO. 15031

F:\Land Projects\15031-HUDSON-SPEARE-ROAD-FORTEK\15031-PLAN SET.dwg 8/17/2015 1:06:34 PM EDT



TAX MAP 178/LOTS 22 & 26
STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION
PO BOX 483
CONCORD, NH 03302-0483

TAX MAP 186/LOT 14
STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION
PO BOX 483
CONCORD, NH 03302-0483

TAX MAP 178/LOT 30
WALTER S. ARUCIEWICZ TR.
MURRAYANNI ARUCIEWICZ TR.
63 KIMBALL HILL ROAD
HUDSON, NH 03051
BK 8087/Pg 1321

TAX MAP 186/LOT 1
TOWN OF HUDSON
12 SCHOOL STREET
HUDSON, NH 03051
BK 6292/Pg 0612

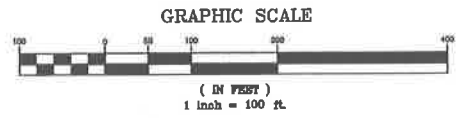
TAX MAP 186/LOT 7
STACEY J. PAGE
7 GATES LANE
HUDSON, NH 03051
BK 8238/Pg 2951

TAX MAP 186/LOT 12
AMBER M. & DAVID P. SEGATTO
1 GATES LANE
HUDSON, NH 03051
BK 8583/Pg 1502

ADDITIONAL ABUTTERS:

- TAX MAP 177 LOT 49
ELAINE P. & FRANK W. YEN
51 BEAR PATH LANE
HUDSON, NH 03051
BK 6171/Pg 0047
- TAX MAP 177 LOT 50
ROBERT F. & JEAN M. WILKIE
49 BEAR PATH LANE
HUDSON, NH 03051
BK 6185/Pg 1963
- TAX MAP 177 LOT 51
KONSTANTIN AUBANIKAU
47 BEAR PATH LANE
HUDSON, NH 03051
BK 6008/Pg 1795
- TAX MAP 177 LOT 52
TOSCO J. & KATHLEEN H. COPPI
45 BEAR PATH LANE
HUDSON, NH 03051
BK 7008/Pg 1938
- TAX MAP 177 LOT 53
GREGORY M. & TIFFANY A. CARRON
46 BEAR PATH LANE
HUDSON, NH 03051
BK 6063/Pg 1914
- TAX MAP 177 LOT 54
MARIBEL REVOCABLE TRUST
CARMINE MANNILL, TRUSTEE
PO BOX 8103
HASBIA, NH 03060-8103
BK 6599/Pg 2000
- TAX MAP 185/LOT 68
MATTHEW H. MEDEROS
LAURIE SCORDRAS
43 BEAR PATH LANE
HUDSON, NH 03051
BK 8273/Pg 1640
- TAX MAP 185/LOT 67
ROBERT A. FLOHR, SR.
JEANIE A. FLOHR
41 BEAR PATH LANE
HUDSON, NH 03051
BK 8377/Pg 0216
- TAX MAP 185/LOT 69
MICHAEL PATRICK JOHNSTON
LANI L. NILSSON-JOHNSTON
37 BEAR PATH LANE
HUDSON, NH 03051
BK 6860/Pg 1747
- TAX MAP 185/LOT 70
LEE A. & JULIE A. SHAPPY
35 BEAR PATH LANE
HUDSON, NH 03051
BK 6186/Pg 0560
- TAX MAP 185/LOT 71
ANDREAS DOMINGUEZ
CLAUDIA E. GONZA-DOMINGUEZ
27 BEAR PATH LANE
HUDSON, NH 03051
BK 6561/Pg 0914
- TAX MAP 186/LOT 2
JAMES L. WHITMAN
145 MEADOWSWEET COURT
WINSTON SALEM, NC 27107
BK 8666/Pg 0636
- TAX MAP 186/LOT 3
JAMES A. & LISA L. STEJSKAL
29 BEAR PATH LANE
HUDSON, NH 03051
BK 8208/Pg 2322
- TAX MAP 186/LOT 4
VINCENT J. GNATEK
38 1/2 SPEARE ROAD
HUDSON, NH 03051
BK 8208/Pg 0266
- TAX MAP 186/LOT 5
JAMES D. & KRISTIN M. PAQUETTE
2 GATES LANE
HUDSON, NH 03051
BK 7303/Pg 0436
- TAX MAP 186/LOT 6
JAMES E. & SIM M. NORMAND
4 GATES LANE
HUDSON, NH 03051
BK 7329/Pg 0942
- TAX MAP 186/LOT 8
CHARLES F. & LISA D. ANDERSON
38 BEAR PATH LANE
HUDSON, NH 03051
BK 6871/Pg 2001
- TAX MAP 186/LOT 9
MICHAEL PATRICK JOHNSTON
LANI L. NILSSON-JOHNSTON
37 BEAR PATH LANE
HUDSON, NH 03051
BK 6860/Pg 1747
- TAX MAP 186/LOT 10
LEE A. & JULIE A. SHAPPY
35 BEAR PATH LANE
HUDSON, NH 03051
BK 6186/Pg 0560
- TAX MAP 186/LOT 11
ANDREAS DOMINGUEZ
CLAUDIA E. GONZA-DOMINGUEZ
27 BEAR PATH LANE
HUDSON, NH 03051
BK 6561/Pg 0914
- TAX MAP 186/LOT 12
AMBER M. & DAVID P. SEGATTO
1 GATES LANE
HUDSON, NH 03051
BK 8583/Pg 1502
- TAX MAP 186/LOT 13
JAMES D. & KRISTIN M. PAQUETTE
2 GATES LANE
HUDSON, NH 03051
BK 7303/Pg 0436
- TAX MAP 186/LOT 14
STATE OF NEW HAMPSHIRE
DEPT. OF TRANSPORTATION
PO BOX 483
CONCORD, NH 03302-0483
- TAX MAP 186/LOT 15
THOMAS P. & SUSAN L. DUVAL
60 SPEARE ROAD
HUDSON, NH 03051
BK 6877/Pg 0404
- TAX MAP 186/LOT 16
RONALD A. & CARLA A. FRASER
64 SPEARE ROAD
HUDSON, NH 03051
BK 6988/Pg 0465
- TAX MAP 186/LOT 17
BRIAN M. MALING
68 SPEARE ROAD
HUDSON, NH 03051
BK 8511/Pg 0543
- TAX MAP 186/LOT 24
EAGLES NEST ESTATES LLC
2 MAJESTIC AVENUE
PELHAM, NH 03079-5005
BK 8221/Pg 0169
- TAX MAP 186/LOT 26
JOSEPH R. & ALINE T. BOUTIN
61 SPEARE ROAD
HUDSON, NH 03051
BK 8327/Pg 0234
- TAX MAP 186/LOT 27
STEVEN A. & TRESHA H. GAGNON
51 SPEARE ROAD
HUDSON, NH 03051
BK 5821/Pg 0788
- TAX MAP 186/LOT 28
NORMAN & KENDALL CALLER
47 SPEARE ROAD
HUDSON, NH 03051
BK 8007/Pg 0333
- TAX MAP 186/LOT 29
MATTHEW & CHARLENE BROWN
45 SPEARE ROAD
HUDSON, NH 03051
BK 5808/Pg 0039
- TAX MAP 186/LOT 30
DAVID & KAREN BURNELL
41 SPEARE ROAD
HUDSON, NH 03051
BK 2791/Pg 0106

SCS SOILS
 CpB-CHATFIELD-HOLLIS-CANTON COMPLEX
 3 TO 8 PERCENT SLOPES
 CpC-CHATFIELD-HOLLIS-CANTON COMPLEX
 8 TO 15 PERCENT SLOPES
 CaC - CHATFIELD-HOLLIS COMPLEX,
 8 TO 15 PERCENT SLOPES
 Cu- CHOCORUA MUCKY PEAT
 8 TO 15 PERCENT SLOPES
 SCS SOILS TAKEN FROM SOIL SURVEY OF
 HILLSBOROUGH COUNTY
 EASTERN PLAN, DATED OCT. 81, 1" = 1667'



PROJECT PARCEL TOWN OF HUDSON TAX MAP 186 LOT 13
APPLICANT TUCK REALTY CORP. 149 EPPING ROAD, SUITE 2A EXETER, NH 03833 22 HOBBS ROAD
TOTAL LOT AREA 1,447,069 SQ. FT. 33.22 ACRES

Design: JAG	Draft: PSL	Date: 7/10/16
Checked: JAG	Scale: 1"=100'	Project No.: 15031
Drawing Name: 15031-PLAN SET.dwg		
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM JONES & BEACH ENGINEERS, INC. (JBE). ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO JBE.		

REV.	DATE	REVISION	BY
1	8/18/15	REVISED PER TOWN COMMENTS AND NEW WETLANDS	PSL
0	7/10/15	ISSUED FOR REVIEW	PSL

Designed and Produced in NH

J/B Jones & Beach Engineers, Inc.

Civil Engineering Services

85 Portsmouth Ave. PO Box 219 Stratham, NH 03886

603-772-4746
FAX: 603-772-0227
E-Mail: JBE@JONESANDBEACH.COM

Plan Name: **CLUSTER PLAN**
MAP 186, LOT 13

Project: **BRECKENRIDGE ESTATES SUBDIVISION**
SPEARE ROAD, HUDSON, NH 03051

Owner of Record: **DOUGLAS S. SANDERSON**
11 NERSESIAN WAY, HAMPTON, NH 03842

DRAWING No.

C2

SHEET 4 OF 4
JBE PROJECT NO. 15031

Crimson Properties, LLC

STAFF REPORT

August 26, 2015

SITE: 18 Speare Road -- Map 193/Lot 044 -- SB#07-15

ZONING: G-- Minimum lot size 1 Acre and 150 ft. of frontage.

PURPOSE OF PLAN: to subdivide existing Lot 44 into new Lot 44, containing 9.918 acres and new Lot 44 – 1 containing 1.693 acres. Application Acceptance and Hearing.

PLAN UNDER REVIEW ENTITLED: Overview Plan Land of Crimson Properties, LLC Map 193 Lot 044, 18 Speare Road, Hudson, NH prepared by Keach-Nordstrom Associates, Inc., dated: 24 JUN 2015 (no revision date), consisting of Sheets 1 & 5 and Notes 1 – 17 (said plans are attached hereto).

ATTACHMENTS:

- 1) Project Narrative, Subdivision Application, Waiver Request Forms, and Aerial Photo, showing features within 200 ft. of the subdivision, date stamped 10 JUL 15 – “A”.
- 2) Comments from: the Deputy Fire Chief, John O’Brien, Highway Dept. Asst. Supervisor, Jess Forrence. Police Lt., Bianchi, and Asst. Assessor, Jim Michaud – “B”.
- 3) NHDES Notice of Acceptance of Permit Application, dated 10 JUL 15 – “C”.
- 4) CAP Fee Worksheet – “D”.

OUTSTANDING ISSUES:

1. Driveway locations are not shown in the Plan set. The applicant/owner will provide same at the time he or his assign seeks building permits for each lot. If, at that time, the driveways do not comply with the Driveway regulations, the applicant will have to come before the board for a waiver(s).
2. The Hall Chart, shown on Sheet 1 of 5 of the Plan, indicates that both proposed lots meet or exceed the following minimum lot requirements in the General (G) Zoning District, which requires a minimum lot size of 1 acre (43,560 sf) of contiguous upland and 150 ft. of frontage.
3. The Plan indicates that there are no structures on both proposed Lots 44 & 44 – 1. The building envelopes are delineated on both lots, together with wetlands, slopes greater than 25%, as well as other lot features.
4. Note #14 needs to be amended to read: “A cost allocation procedure (CAP) amount of \$1,021.00, per residential unit, shall be paid prior to the issuance of a Certificate of Occupancy.
5. The statement inside the Planning Board Signature boxes (i.e., if it is still required, per Atty. LeFevre’s legal opinion on same) needs to be amended to read: "Subdivisions are

valid for one year from the date of Planning Board meeting final approval. For an applicant to gain an exemption from all subsequent changes in subdivision regulations, site plan regulations and changes to the Zoning Ordinance, see NH RSA 674:39."

- 6. The statement outside said signature boxes needs to be amended to read: "Pursuant to the Subdivision of Land Regulations of the Hudson Planning Board, subdivision approval granted herein expires one year from the date of approval.

REQUESTED WAIVERS:

- 1) 289-6(D) -- Fiscal Impact
- 2) 289-6 (D) --Traffic Study

APPLICATION TRACKING:

10 JUL 15 - Application submitted.
26 AUG 15 - Initial public hearing scheduled.

RECOMMENDED ACTION: For this meeting, staff recommends application acceptance, conduct the public hearing and subdivision approval in accordance with the below DRAFT MOTIONS.

DRAFT MOTIONS:

I move to accept the 2-lot Subdivision application for 18 Speare Rd. Map 193/Lot 044.

Motion by: _____ Second: _____ Carried/Failed: _____

I move to defer the public hearing on this Subdivision application date specific to the 23 SEP 2015 Planning Board meeting.

Motion by: _____ Second: _____ Carried/Failed: _____

REQUESTED WAIVERS:

- 1) 289-6 (D) -- Traffic Study

I move to grant the requested waiver HTC 2896 (D) -- Traffic Study -based on the testimony of the Applicant's representative here this evening, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

Motion by: _____ Second: _____ Carried/Failed: _____

- 2) 289-6(D) --Fiscal Impact

I move to grant the requested waiver HTC --289-6(D) -- Fiscal Impact - based on the testimony of the Applicant's representative here this evening, and in accordance with the language included in the submitted Waiver Request Form for said waiver.

Motion by: _____:Second: _____ Carried/Failed: _____

MOTION to APPROVE:

I move to approve the subdivision plan entitled: Overview Plan Land of Crimson Properties, LLC Map 193 Lot 044, 18 Speare Road, Hudson, NH prepared by Keach-Nordstrom Associates, Inc., dated: 24 JUN 2015 (no revision date), consisting of Sheets 1 & 5 and Notes 1 – 17, in accordance with the following terms and conditions:

1. All stipulations of approval shall be incorporated into the Decision of Approval, which shall be recorded at the HCRD, together with the Plan.
2. A cost allocation procedure (CAP) amount of \$1021.00, per residential unit shall be paid prior to the issuance of a Certificate of Occupancy, and prior to Planning Board endorsement of the Plan Note #14 on Sheet 1 of 5 shall be amended to reflect said CAP Fee amount.
3. A public school impact fee in the amount of \$3,578.00, per residential unit shall be paid prior to the issuance of a Certificate of Occupancy.
4. A recreation contribution in the amount of \$400.00, per residential unit shall be paid prior to the issuance of a Certificate of Occupancy.
5. All monumentation shall be set or bonded for prior to the Planning Board endorsing the Plan-of -Record.
6. Approval of this plan shall be subject to final engineering review.
7. Construction activities involving the proposed undeveloped lots shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No exterior construction activities shall occur on Sunday.
8. Prior to Planning Board endorsement of the Plan, the statement inside the Planning Board Signature boxes shall be amended to read: "Subdivisions are valid for one year from the date of Planning Board meeting final approval. For an applicant to gain an exemption from all subsequent changes in subdivision regulations, site plan regulations and changes to the Zoning Ordinance, see NH RSA 674:39."
9. Prior to Planning Board endorsement of the Plan, the statement outside said signature boxes shall be amended to read: "Pursuant to the Subdivision of Land Regulations of the Hudson Planning Board, subdivision approval granted herein expires one year from the date of approval."

Motion by: _____ Second: _____ Carried/Failed: _____.

LETTER OF TRANSMITTAL

DATE: 7/9/2015

PROJECT NO: 15-0318-2

REFERENCE: Crimson Properties, LLC

TO: Community Development
Town of Hudson
12 School Street, Hudson, NH



ATTENTION: Mr. John Cashell, Town Planner

WE ARE SENDING YOU THE FOLLOWING ITEMS:

- PLANS
- SPECIFICATIONS
- COPY OF LETTER
- APPLICATION
- CHANGE ORDER
- REPORT
- QUALIFICATIONS
- OTHER

THESE ARE TRANSMITTED AS FOLLOWS:

- FOR APPROVAL
- FOR YOUR USE
- AS REQUESTED
- FOR REVIEW & COMMENT
- RETURNED FOR CORRECTIONS
- APPROVED AS NOTED
- APPROVED AS SUBMITTED

NOTE: One (1) Original and One (1) Copy of the Completed Application including Fee
Nine (9) Full Size Subdivision Plans
Seventeen (17) 11"x17" Subdivision Plans
Seventeen (17) Copies of the Project Narrative
Abutters List, 3 sets of mailing labels

COPY TO: _____

SIGNED: Katherine Basso

**SUBDIVISION PLAN APPLICATION FOR PLAN REVIEW
TOWN OF HUDSON, NEW HAMPSHIRE**

Date of Application: July 9, 2015 Tax Map # 193 Lot # 44

Name of Project: Crimson Properties, LLC

Zoning District: _____ General SB# _____
(For Town Use) (For Town Use)

ZBA Action: _____

PROPERTY OWNER:

DEVELOPER:

Name: Crimson Properties, LLC _____ Same _____

Address: 20 Trafalgar Sq, Suite 101 _____

Address: Nashua, NH 03063 _____

Telephone # (603) 883-8401 _____

Fax # _____

Email: _____

PROJECT ENGINEER

Name: Keach-Nordstrom Assoc., Inc. Telephone # (603) 627-2881

Address: 10 Commerce Park No., Suite 3 Fax # (603) 627-2915

Address: Bedford, NH 03110 Email: abasso@keachnordstrom.com

PURPOSE OF PLAN:

To subdivide existing Lot 44 into new Lot 44 containing 8.918 acres
and new Lot 44-1 containing 1.693 acres.

(FOR TOWN USE)

Plan Routing Date: _____ Sub/Site Date: _____

_____ I have no comments _____ I have comments (attach to form)

(Initials) Title: _____ Date: _____

DEPT:

_____ Zoning _____ Engineering _____ Assessor _____ Police _____ Fire _____ Planning
_____ Consultant _____ Highway Department

Fees Paid _____

SITE DATA SHEET

Plan Name: Crimson Properties, LLC

Plan Type: Subdivision Plan

Legal Description: Map 193 Lot 44

Map 193 Lot 44-1

Date: July 9, 2015

Location: 18 Speare Road

Total Area: S.F. 462,230 Acres: 10.611

Area in Wetlands: 56,464 SF

Zoning: General

Lots Not Meeting
Required Dimensions: None

Required Area: 1 Acre

Required Frontage: 150 FT

Water and Waste System
Proposed: Private wells and septic

Number of Lots With
Existing Buildings: None

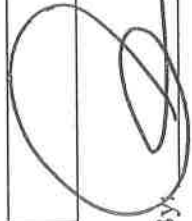
Existing Buildings
To Be Removed: None

Flood Zone Reference: FIRM Map 33011C0519D, A portion of the site is
within Flood Zone X

Proposed Linear Feet
Of New Roadway: N/A

LOT AREA CALCULATION TABLE

LOT #	TOTAL AREA	WETLAND AREA	AREA > 25% SLOPE	BUILDABLE AREA (net contiguous upland useable)	FRONTAGE
1.	388,456 SF	53,695 SF	31,896 SF	302,865 SF	150.99'
2.	73,774 SF	2,769 SF	20,223 SF	50,782 SF	150.50'
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					

Data Sheets Checked By: 

Date: 7/9/15

SUBDIVISION PLAN DATA SHEET

Dates/Case #/Description/
Stipulations of ZBA,
Conservation Commission,
NH Wetlands Board Action:

N/A

(Attach Stipulations on
Separate Sheet)

List Permits Required:

NHDES - Subdivision Approval

**Waivers Requested:*

Hudson Town Code
Reference

Regulation Description

	1. HTC 289-6D	Traffic Study
	2. HTC 289-6D	Fiscal/Environmental
	3.	
	4.	
	5.	
	6.	
	7.	

**(Left Column for Town Use)*

Impact Fees

Amount

Account

Cap Fees

Development Agreement

Proposed:

Yes

No

If Yes

Endorsed

Yes

Date _____

No

**APPLICATION FOR SUBDIVISION PLAN REVIEW
TOWN OF HUDSON, NEW HAMPSHIRE**

Twenty one (21) days prior to Planning Board Meeting, a complete subdivision plan to include all supporting materials/documents must be submitted in final form. The subdivision plan shall comply with the following specifications/requirements:

**Applicant
Initials**

**Staff
Initials**

- | | | |
|---------------|--|----|
| <u>AMB</u> a) | Submission of eight (8) full sets of Site Plans (sheet size: 22" x 34") shall be submitted at the time of application filing, followed by the submission of seventeen (17) 11" X 17" plan sets (revised if applicable) to the Community Development Department no later than 10:00 A.M. Tuesday the week prior to the scheduled public hearing/conceptual review date. | JC |
| <u>AMB</u> b) | Seventeen (17)-subdivision narratives, describing the project. | JC |
| <u>AMB</u> c) | Plan scale at not less than one inch equals fifty feet (example: 1" = 50' acceptable). | JC |
| <u>AMB</u> d) | Locus plan with 1,000 minimum radius of site to surrounding area. | JC |
| <u>AMB</u> e) | Plan dated by day/month/year. | JC |
| <u>AMB</u> f) | Revision block. | JC |
| <u>AMB</u> g) | Planning Board approval block. | JC |
| <u>AMB</u> h) | Title of project inscribed on plan. | JC |
| <u>AMB</u> i) | Name(s) and address of property owner(s) and signature(s) shall be inscribed on plan. | JC |
| <u>AMB</u> j) | North point shall be inscribed on plan. | JC |
| <u>AMB</u> k) | Property lines-exact locations and dimensions. | JC |
| <u>AMB</u> l) | Acreage/sq. ft. of entire subdivision. | JC |
| <u>AMB</u> m) | Proposed lots, with lot numbers and area of each lot. Note: each proposed Lot shall be listed on the plan, in chart form, indicating in square feet/ acreage the total lot area, wetland, slope area greater than 25% and total net contiguous useable upland area. | JC |

Applicant
Initials

Staff
Initials

AMB n) Certified list of names and addresses of bordering abutters, shown on Tax Assessor's records not more than five (5) days prior to application date to be listed on plan.

AMB o) Location of all structures, roads, wetlands, hydrants, wells, septic systems, 4k reserve area, floodways/floodplains, driveways, travel areas, parking areas, natural features within 200 feet of the tract.

AMB p) Locations of existing and proposed permanent monuments and benchmarks within 200 feet of the tract.

N/A q) Pertinent highway projects.

AMB r) Assessor map and lot number.

AMB s) Waiver application form shall be submitted with subdivision application, Note on plan listing waivers requested/granted; and all waivers granted to the subdivision regulations shall be listed on the final plan.

AMB t) Delineate zoning.

N/A u) Storm water drainage plan.

AMB v) Topographical contours at 2-foot intervals existing and proposed.

AMB w) Utilities: existing and proposed.

AMB x) Building and wetland setback lines.

AMB y) Rights of way, existing and proposed.

AMB z) Location of dedicated recreational public use land(s) proposed.

N/A aa) Detailed designs of bridges and culverts.

N/A ab) Typical roadway cross-section, road profile, stationing, and curve data, etc.

jc

jc

jc

N/A

jc

jc

jc

N/A No Road
CONSTRUCT

jc

jc

jc

jc

jc

N/A

N/A

Applicant
Initials

Staff
Initials

- AMB ac) Proposed location of water supply and sewage disposal systems, including perk test data, test-pit logs and locations; wells, (proposed and existing) 75' protective well radii and attached copies of any required well protection easements.
- AMB ad) All notes from plats.
- AMB ae) Buffers as required by subdivision regulations.
- N/A af) Soil types and boundaries, Note: If site contains marginal or questionable soils, a High Intensity Soil Survey (HISS) may be deemed necessary to submit as part of the application. Said HISS, if required, shall be performed by a State of New Hampshire Certified Soil Scientist, who shall affix his/her stamp and signature and this shall be inscribed on the plan.
- AMB ag) Wetlands (and poorly-drained and very poorly-drained soils), also identified as Class 5 and Class 6 High Intensity Soil Survey (HISS soils), and permanent and seasonal wetlands shall be identified on the plan by a New Hampshire Certified Wetland or Soil Scientist, who shall affix his/her stamp and signature to the respective plan.
- AMB ah) Easements, existing and proposed.
- AMB ai) State of New Hampshire Engineer's seal and signature.
Surveyor's seal and signature.
- AMB aj) Error of closure (1 in 10,000 or better).
- AMB ak) Drafting errors/omissions.
- N/A al) Note outlining phasing schedule.
- AMB am) Narrative description stating the purpose, location, long range plans impacts on traffic, schools, and utilities.
- AMB an) Aerial photograph of site and area within 200 feet of the subdivision parcel.
- W ao) Fiscal impact study.
- W ap) Traffic study.
- N/A aq) Drainage calculations and supporting data.

JC

JC
JC

N/A

JC

JC
JC

JC
JC

N/A

JC

JC

WAIVER

WAIVER

N/A

Applicant
Initials

Staff
Initials

AMB ar) Copies of any proposed or existing easements, covenants, deed restrictions, right of way agreements or other similar documents.

jc

AMB as) Copy of applicable town, state, federal approval/permits to include but not limited to the following:

jc

- sewer applications
- flood plain permit
- wetlands special exception
- variance
- erosion control permit (149:8a)
- WSPCC subdivision approval (septic)
- dredge and fill permit
- curb cut/driveway permit
- shore land protection certification in accordance with RSA483-B.
- if applicable, review application with Lower Merrimack River Local Advisory Committee (LMRLAC) and attach LMRLAC project comments hereto.

N/A at) Off-site agreement(s).

N/A

AMB au) Presentation plan (colored, with color-coded bar chart).

jc

AMB av) Fees paid to clerk.

jc

AMB aw) Plans that include relocation of lot lines shall clearly delineate the former (old) lot lines from proposed (new) lot lines.

jc

- Any or all items may be waived under the purview of the Planning Board.

**APPLICATION FOR SUBDIVISION PLAN REVIEW
TOWN OF HUDSON, NEW HAMPSHIRE**

I hereby apply for Subdivision Plan Review and acknowledge I will comply with all of the Ordinances of the Town of Hudson, New Hampshire State Laws, as well as any stipulations of the Planning Board, in development and construction of this project. I understand that if any of the items listed under the Subdivision Plan specifications or application form are incomplete, the application will be considered rejected.

Pursuant to RSA 674:1-IV, the owner(s), by the filing of this application as indicated above, hereby give permission for any member of the Hudson Planning Board, the Town Engineer, the Conservation Commission and such agents or employees of the Town or other persons as the Planning Board may authorize, to enter upon the property which is the subject of this application at all reasonable times for the purpose of such examinations, surveys, tests and inspections as may be appropriate. The owner(s) release(s) any claim or right he/she (they) may now or hereafter possess against any of the above individuals as a result of any examinations, surveys, tests and inspections conducted on his (their) property in connection with this applications.

Signature of Owner: Randy Turmel

- ❖ If other than an individual, indicate name of organization and its principal owner, partners, or corporate officers.

Signature of Developer: Randy Turmel

- ❖ The developer/individual in charge must have control over all project work and be available to the Code Enforcement Officer/Building Inspector during the construction phase of the project. The Code Enforcement Officer/Building Inspector must be notified within two (2) working days of any change by the individual in charge of the project.

Technical Review Signature: _____

Planner Approval Signature: Jan O'Neil

SUBDIVISION/SITE PLAN WAIVER REQUEST FORM
Town of Hudson, New Hampshire

Name of Subdivision/Site Plan: Crimson Properties, LLC

Street Address: 18 Speare Road, Hudson, NH 03051

I Randy Turmel hereby request that the Planning Board waive the requirements of item Hudson Land Use Code 289-6, D of the Subdivision/Site Plan Checklist in reference to a plan presented by Keach-Nordstrom Assoc., Inc. (name of surveyor and engineer) dated June 24, 2015 for property tax map(s) 193 and lot(s) 44 in the Town of Hudson, NH.

As the aforementioned applicant, I, herein, acknowledge that this waiver is requested in accordance with the provisions set forth in RSA 674:36, II (n), i.e. (For Subdivisions) and RSA 674:44, III (e) (For Site-Plans). Without the Planning Board granting said waiver, it would pose an unnecessary hardship upon me (the applicant), and the granting of this waiver would not be contrary to the spirit and intent of the Subdivision/Site Plan regulations.

Hardship reason(s) for granting this waiver (if additional space is needed please attach the appropriate documentation hereto):

A Traffic Impact Study would cause unnecessary financial burden to the applicant.

Reason(s) for granting this waiver, relative to not being contrary to the Spirit and Intent of the Subdivision/Site Plan regulations: (if additional space is needed please attach the appropriate documentation hereto):

The ordinance is in place to mitigate potential problems occurring due to an increase in traffic flow to and from the site. Since this project will only add one new house lot, which will not cause enough traffic to adversely affect adjacent streets and intersections, a Traffic Impact Study should be unnecessary.

Signed: Randy Turmel
Applicant

Planning Board Action:
Waiver Granted _____
Waiver Not Granted _____

SUBDIVISION/SITE PLAN WAIVER REQUEST FORM
Town of Hudson, New Hampshire

Name of Subdivision/Site Plan: Crimson Properties, LLC

Street Address: 18 Speare Road, Hudson, NH 03051

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Hardship reason(s) for granting this waiver (if additional space is needed please attach the appropriate documentation hereto):

A Fiscal and Environmental Impact Study beyond what we have provided through our Best Management Practices would cause unnecessary financial burden to the applicant.

Reason(s) for granting this waiver, relative to not being contrary to the Spirit and Intent of the Subdivision/Site Plan regulations: (if additional space is needed please attach the appropriate documentation hereto):

This waiver request is not violating the spirit and intent of the ordinance due to the fact that the project is strictly a subdivision of land. The single house lot will be subject to a NHDES septic review. No environmental issues are expected. Fiscally, the house lot is subject to public school fees and a recreation contribution.

Signed: Randy Turmel
Applicant

Planning Board Action:

Waiver Granted _____

Waiver Not Granted _____

**APPLICATION FOR SUBDIVISION PLAN REVIEW
TOWN OF HUDSON, NEW HAMPSHIRE**

FOOTNOTES:

1. In the event of the denial of a plan, the recording fees collected will not be reimbursed, but will instead be used as an additional fee to help defray administrative costs associated with a denial.
2. The "Review Fees" are fees (estimated) necessary to offset costs incurred to review and/or compile plans, data, or other information relative to the proposal.
3. The "Amount Due" does not include fees for studies or reviews as authorized in Section G-2 of this regulation.
4. Fees must be paid in full prior to the commencement of any formal subdivision review performed by the Town of Hudson.

STATUS:

DATE:

<u> </u>	1.	Application incomplete	<u> </u>
<u> ✓ </u>	2.	Application complete. Include any applicable requested waivers, fees paid, routing sheet returned	<u> 7-15-15 </u>
<u> </u>	3.	Application formally accepted or denied by Planning Board.	<u> </u>
<u> </u>	4.	Final approval granted or denied	<u> </u>
<u> </u>	5.	Comments	<u> </u>
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Owner Affidavit

I, Randy Turmel, authorized representative of Crimson Properties, LLC, owner of the property referenced as Tax Map 193; Lot 44 located at 18 Speare Road, Hudson, New Hampshire, hereby verify that we have authorized Keach-Nordstrom Associates, Inc. to submit on our behalf, any and all applicable State and local permit applications. Additionally, we authorize Keach-Nordstrom Associates, Inc. to aid in the representation of these applications throughout the approval process.

Signature of Owner:

Randy Turmel

Address of Owner: 20 Trafalgar Square, Suite 101
Nashua, New Hampshire 03063

Date:

7/9/15



KEACH-NORDSTROM ASSOCIATES, INC.

July 9, 2015

Subject: **Crimson Properties, LLC – Subdivision Application**
Map 193, Lot 44
18 Speare Road, Hudson NH
KNA Project No. 15-0318-2

PROJECT NARRATIVE

The subject parcel is located at 18 Speare Road and is referenced on Hudson's Tax Map 193 as Lot 44. The 10.611 acre parcel is in Hudson's General (G) Zoning District. The site is currently undeveloped consisting mainly of woodlands. An unnamed brook bisects the property. The proposal is to subdivide the existing lot into two separate parcels.

The proposed project entails the subdivision of the existing 10.611 acre parcel into two lots. Proposed Lot 44 is approximately 8.918 acres in area, and proposed Lot 44-1 is approximately 1.693 acres. Each lot will have an onsite well and private septic system.

Civil Engineering

Land Surveying

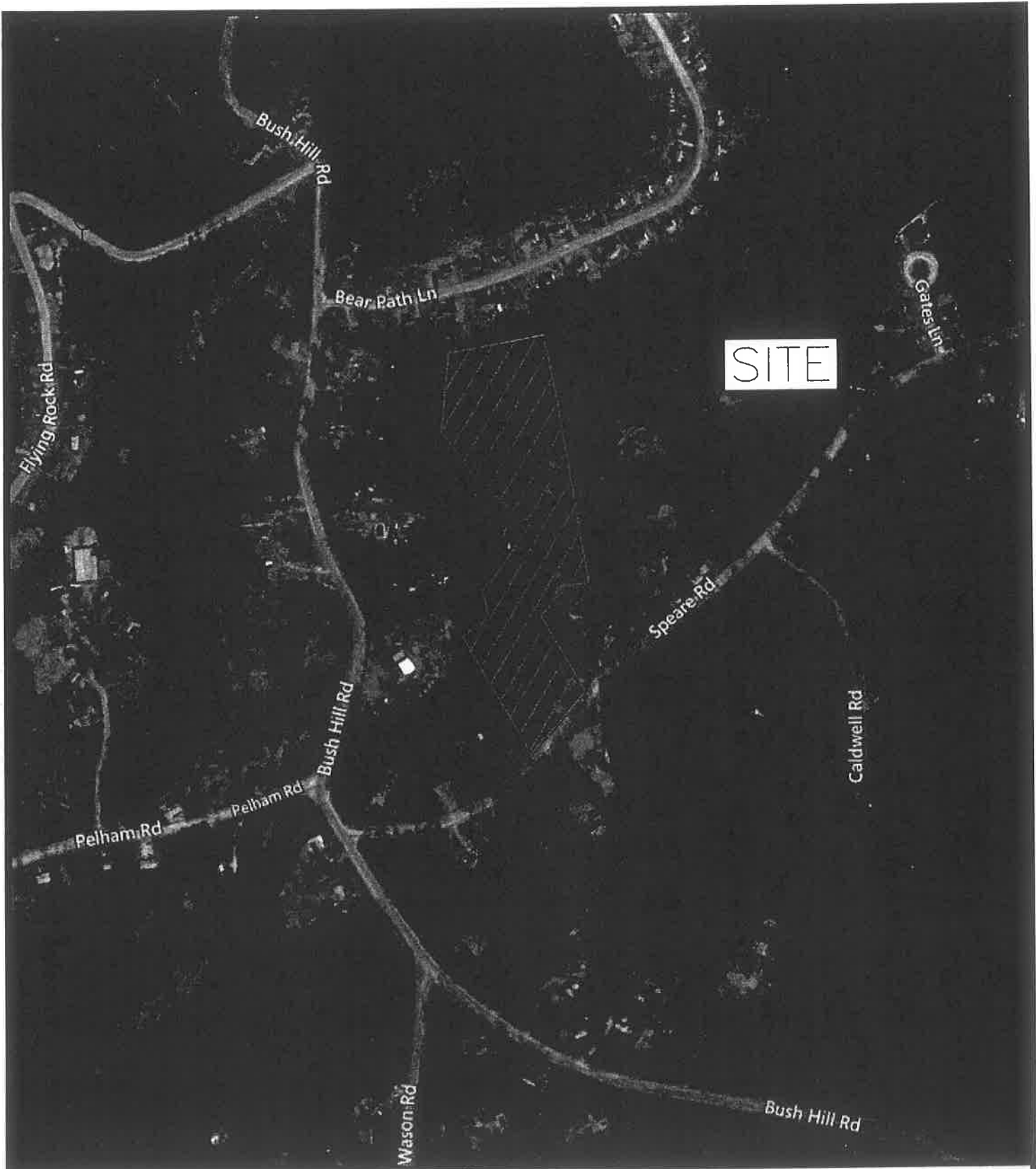
Landscape Architecture

10 Commerce Park North, Suite 3B

Bedford, NH 03110

Phone (603) 627-2881

Fax (603) 627-2915



KMA KEACH-NORDSTROM ASSOCIATES, INC.

Civil Engineering Land Surveying Landscape Architecture
10 Commerce Park North, Suite 3B, Bedford, NH 03110
Phone (603) 627-2881

TITLE:	AERIAL EXHIBIT PREPARED FOR: CRIMSON PROPERTIES, LLC MAP 193: LOT 44 - 18 SPEARE RD - HUDSON, NEW HAMPSHIRE				
DRAWN BY:	KMB	DATE:	6/30/15	JOB. NO.:	15-0318-2
CHECKED BY:	KMB	SCALE:	1" = 500'	SHEET	1 OF 1

**SUBDIVISION PLAN APPLICATION FOR PLAN REVIEW
TOWN OF HUDSON, NEW HAMPSHIRE**

Date of Application: July 9, 2015 Tax Map # 193 Lot # 44

Name of Project: Crimson Properties, LLC

Zoning District: _____ General SB# 07-15
(For Town Use) (For Town Use)

ZBA Action: _____

PROPERTY OWNER:

Name: Crimson Properties, LLC

Address: 20 Trafalgar Sq, Suite 101

Address: Nashua, NH 03063

Telephone # (603) 883-8401

Fax # _____

Email: _____

DEVELOPER:

Same

PROJECT ENGINEER

Name: Keach-Nordstrom Assoc., Inc.

Address: 10 Commerce Park No., Suite 3

Address: Bedford, NH 03110

Telephone # (603) 627-2881

Fax # (603) 627-2915

Email: abasso@keachnordstrom.com

PURPOSE OF PLAN:

To subdivide existing Lot 44 into new Lot 44 containing 8.918 acres
and new Lot 44-1 containing 1.693 acres.

(FOR TOWN USE)

Plan Routing Date: 7/10/15 Sub/Site Date: _____

I have no comments I have comments (attach to form)

JOB Title: Dep. Engr. Ch Date: 8/17/15

(Initials)

DEPT:

Zoning Engineering Assessor Police Fire Planning

Consultant Highway Department

Fees Paid _____

"B"

SUBDIVISION PLAN APPLICATION FOR PLAN REVIEW
TOWN OF HUDSON, NEW HAMPSHIRE

Date of Application: July 9, 2015 Tax Map # 193 Lot # 44

Name of Project: Crimson Properties, LLC

Zoning District: _____ General SB# 07-15
(For Town Use) (For Town Use)

ZBA Action: _____

PROPERTY OWNER:

DEVELOPER:

Name: Crimson Properties, LLC

Same

Address: 20 Trafalgar Sq, Suite 101

Address: Nashua, NH 03063

Telephone # (603) 883-8401

Fax # _____

Email: _____

PROJECT ENGINEER

Name: Keach-Nordstrom Assoc., Inc.

Telephone # (603) 627-2881

Address: 10 Commerce Park No., Suite 3

Fax # (603) 627-2915

Address: Bedford, NH 03110

Email: abasso@keachnordstrom.com

PURPOSE OF PLAN:

To subdivide existing Lot 44 into new Lot 44 containing 8.918 acres and new Lot 44-1 containing 1.693 acres.

(FOR TOWN USE)

Plan Routing Date: 7/10/15 Sub/Site Date: _____

I have no comments I have comments (attach to form)

[Signature] Title: LIEUTENANT Date: 7/10/15
(Initials)

DEPT:

Zoning Engineering Assessor Police Fire Planning
 Consultant Highway Department

Fees Paid _____

**SUBDIVISION PLAN APPLICATION FOR PLAN REVIEW
TOWN OF HUDSON, NEW HAMPSHIRE**

Date of Application: July 9, 2015 Tax Map # 193 Lot # 44

Name of Project: Crimson Properties, LLC

Zoning District: General SR# 07-15
(For Town Use) (For Town Use)

ZBA Action: _____

PROPERTY OWNER:

Name: Crimson Properties, LLC

Address: 20 Trafalgar Sq, Suite 101

Address: Nashua, NH 03063

Telephone # (603) 883-8401

Fax # _____

Email: _____

DEVELOPER:

Same

PROJECT ENGINEER

Name: Keach-Nordstrom Assoc., Inc.

Address: 10 Commerce Park No., Suite 3

Address: Bedford, NH 03110

Telephone # (603) 627-2881

Fax # (603) 627-2915

Email: abasso@keachnordstrom.com

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To subdivide existing Lot 44 into new Lot 44 containing 8.918 acres
and new Lot 44-1 containing 1.693 acres.

(FOR TOWN USE)

Plan Routing Date: 7/10/15 Sub/Site Date: _____

_____ I have no comments _____ I have comments (attach to form)

_____ Title: _____ Date: _____

(Initials)

DEPT:

_____ Zoning _____ Engineering _____ Assessor _____ Police _____ Fire _____ Planning

_____ Consultant _____ Highway Department

Fees Paid _____

**SUBDIVISION PLAN APPLICATION FOR PLAN REVIEW
TOWN OF HUDSON, NEW HAMPSHIRE**

Date of Application: July 9, 2015 Tax Map # 193 Lot # 44

Name of Project: Crimson Properties, LLC

Zoning District: _____
(For Town Use) General SB# 07-15
(For Town Use)

ZBA Action: _____

PROPERTY OWNER:

Name: Crimson Properties, LLC
Address: 20 Trafalgar Sq, Suite 101
Address: Nashua, NH 03063
Telephone # (603) 883-8401
Fax # _____
Email: _____

DEVELOPER:

Same

PROJECT ENGINEER

Name: Keach-Nordstrom Assoc., Inc.
Address: 10 Commerce Park No., Suite 3
Address: Bedford, NH 03110

Telephone # (603) 627-2881
Fax # (603) 627-2915
Email: abasso@keachnordstrom.com

PURPOSE OF PLAN:

To subdivide existing Lot 44 into new Lot 44 containing 8.918 acres
and new Lot 44-1 containing 1.693 acres.

(FOR TOWN USE)

Plan Routing Date: 7/10/15 Sub/Site Date: _____

I have no comments I have comments (attach to form)

(Initials) AS Title: Asst. Assessor Date: 7-13-15

DEPT:

Zoning Engineering Assessor Police Fire Planning

Consultant Highway Department

Fees Paid _____



The State of New Hampshire
Department of Environmental Services



Thomas S. Burack, Commissioner

NOTICE OF ACCEPTANCE OF PERMIT APPLICATION

JULY 10, 2015

BILL OLEKSAK
TOWN OF HUDSON
12 SCHOOL ST
HUDSON NH 03051

RE: Subsurface Systems Bureau Application for Subdivision of Land (RSA 485:A)
Work Number: 201502612
Subject Property: 18 SPEARE ROAD
HUDSON NH 03051
TAX MAP: 193, TAX LOT: 44

Dear Municipal Clerk:

Pursuant to RSA 541-A:39, please be advised that the Department of Environmental Services (DES) accepted an application for Subdivision of Land on July 10, 2015 for the subject property referenced above.

This is not an authorization to proceed or permit to do work.

Please provide a copy of this notice to all interested departments, boards and commissions. Also note that under current state law and regulations, DES is not authorized to consider local zoning and regulatory issues pertaining to a project; these must be addressed at the local level.

If you have any questions, please contact the DES Subsurface Systems Bureau at (603) 271-3501.

Sincerely,

Subsurface Systems Bureau
Land Resources Management

“D”

CAP FEE WORKSHEET (2015)

Date: 8/20/15 Sector # 5 Map/Lot: 193-044-000

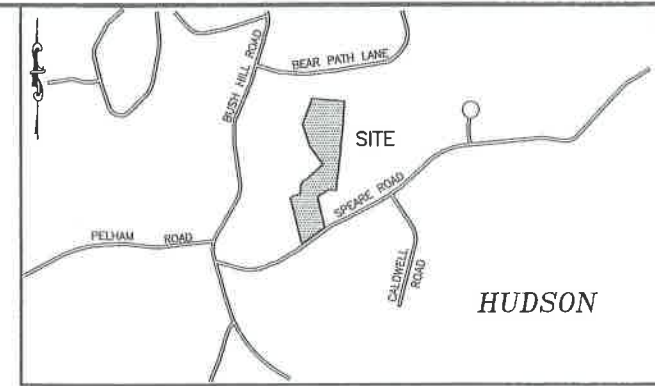
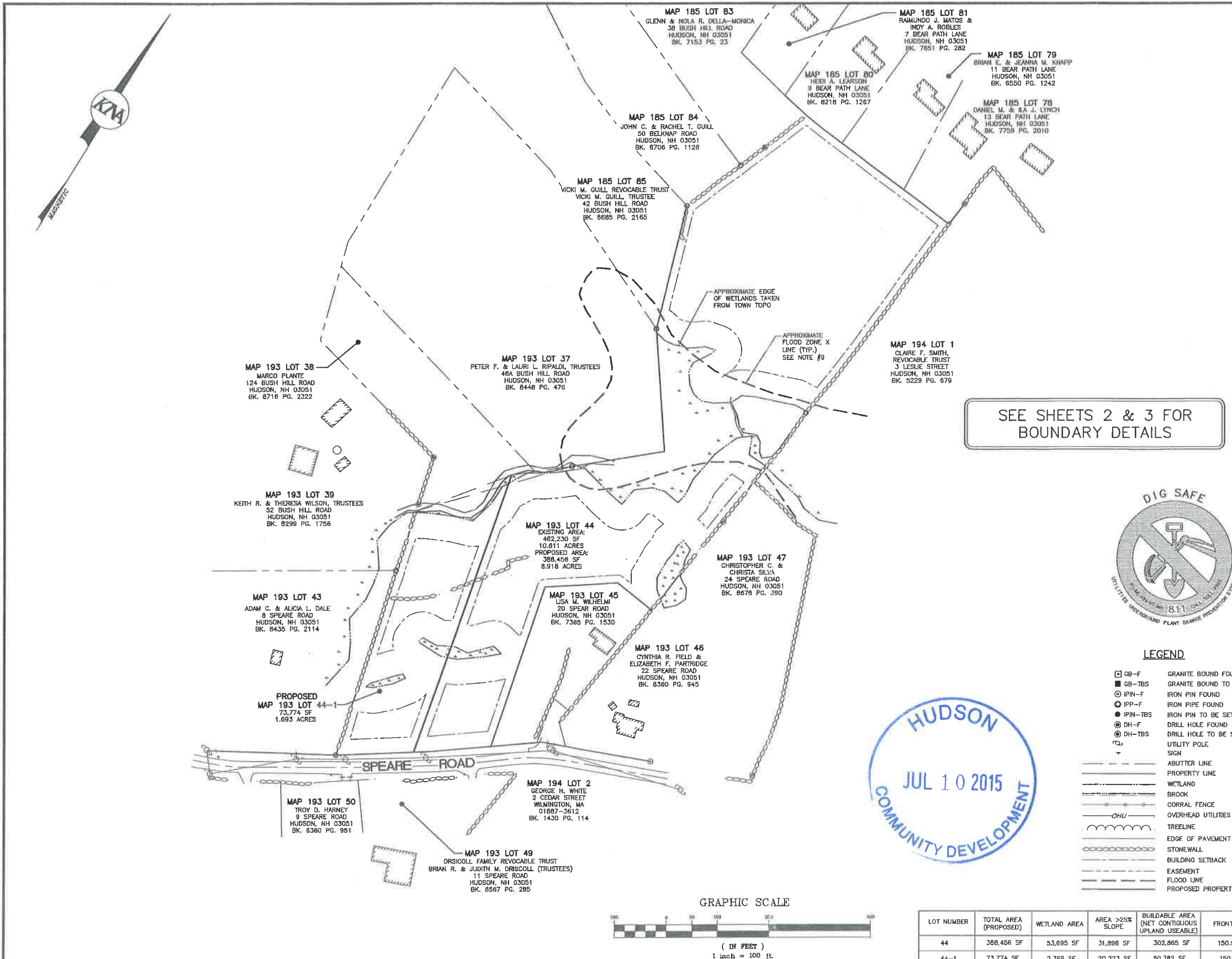
Project Name: Crimson Properties 18 Speare Road

Proposed ITE Use #1: Single-Family

Proposed Building Area (square footage): _____ S.F.

CAP FEES: (ONE CHECK REQUIRED)

1.	(Bank 09)		
	2070-090	Route 3A:	\$ <u>545.11</u>
	2070-091	Route 102:	\$ <u>113.73</u>
	2070-086	Route 111:	\$ <u>362.16</u>
		Total	\$ <u>1,021.00</u>
2.	(Bank 09)		
	2050-182	Recreation	\$ <u>400.00</u>
3.	(Bank 09)		
	2080-051	School	\$ <u>3,578.00</u>
		Total CAP Fee	\$ <u>4,999.00</u>



VICINITY PLAN
SCALE: 1" = 1,000'

- REFERENCE PLANS:**
- "2 LOT SUBDIVISION," SCALE: 1"=50', DATED: OCT 5, 1984, PREPARED BY PIANTODISI ASSOCIATES INC. H.C.R.D. PLAN NO. 17283.
 - "TAX MAP 21/LOT 11), JOSEPH FIELD, SUBDIVISION PLAN, SPEARE ROAD, HUDSON, N.H.," SCALE: 1"=40', DATED: JANUARY 28, 1998, PREPARED BY M.J. GRAINGER ENGINEERING, INC. H.C.R.D. PLAN NO. 29064.
 - "LAND OF MARION SMITH, NEAR BUSH HILL ROAD, HUDSON, N.H.," SCALE: 1"=50', DATED: MAY 1971, PREPARED BY FRANK G. SPRAGUE. H.C.R.D. PLAN NO. 5124.
 - "LOT LINE RELOCATION PLAN - MAP 18/LOT 26-1 & MAP 21/LOT 9, BUSBY/WILSON PROPERTIES, 56 BUSH HILL ROAD, HUDSON, NEW HAMPSHIRE," SCALE: 1"=50', DATED: SEPTEMBER 28, 1994, LAST REVISED: 7/18/95, PREPARED BY MAYNARD & PAQUETTE, INC. H.C.R.D. PLAN NO. 27913.
 - "GULL LOT LINE, RELOCATION PLAN, TAX MAP 21/LOT 7, 38 BUSH HILL ROAD, HUDSON, NEW HAMPSHIRE," SCALE: 1"=50', DATED: NOVEMBER 18, 1993, LAST REVISED: MARCH 1995, PREPARED BY M.J. GRAINGER ENGINEERING INC. H.C.R.D. PLAN NO. 27556.
 - "SUBDIVISION PLAN ON LAND, BUSH HILL ROAD, HUDSON, N.H., PREPARED FOR, CARL RIPALDI," SCALE: 1"=50', DATED: MAY 1983, PREPARED BY SURVEY FIELD SERVICES. H.C.R.D. PLAN NO. 15795.

- NOTES:**
- THE PURPOSE OF THE PLAN IS TO CREATE TWO LOTS OUT OF TOWN OF HUDSON TAX MAP 193 LOT 44.
 - AREA OF PARCEL PRIOR TO SUBDIVISION = 462,230 SF, OR 10.611 ACRES.
 - PROPOSED LOT AREA
MAP 193 LOT 44 = 388,456 SF, OR 8.918 ACRES
MAP 193 LOT 44-1 = 73,774 SF, OR 1.693 ACRES
 - REFERENCE THIS PARCEL AS TOWN OF HUDSON TAX MAP 193 LOT 44.
 - OWNER OF RECORD:
CRIMSON PROPERTIES, LLC
20 TRAFALGAR SQUARE, SUITE 101
NASHUA, NH 03063
H.C.R.D. BK. 8741 PG. 2771
 - PRESENT ZONING: GENERAL (G)
MINIMUM LOT REQUIREMENTS:
- LOT AREA 43,560 SF WITH TOWN WATER AND SEWER
- LOT AREA 43,560 SF WITHOUT TOWN WATER AND SEWER
- LOT FRONTAGE 150 FT ARTERIAL/COLLECTOR
- LOT FRONTAGE 150 FT LOCAL ROAD WITH TOWN WATER AND SEWER
MINIMUM BUILDING SETBACKS:
- FRONT 50 FT (ARTERIAL AND COLLECTOR ROADWAYS)
- FRONT 30 FT (LOCAL ROADWAY)
- SIDE 15 FT (LOCAL, COLLECTOR, AND ARTERIAL ROADWAYS)
- REAR 15 FT (LOCAL, COLLECTOR, AND ARTERIAL ROADWAYS)
 - WETLAND DELINEATION PERFORMED BY MICHELE F. GRENIER, CERTIFIED WETLAND SCIENTIST #102 OF KEACH-NORDSTROM ASSOCIATES, INC. OF BEDFORD, NH IN MAY 2015.
 - BOUNDARY AND TOPOGRAPHIC INFORMATION DEPICTED HEREON IS A RESULT OF AN ON GROUND FIELD SURVEY PREPARED BY THIS OFFICE IN MAY OF 2015.
 - EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR THE TOWN OF HUDSON, NEW HAMPSHIRE, HILLSBOROUGH COUNTY, MAP NUMBER 33011C0510D, PANEL 519 OF 701, EFFECTIVE DATE SEPTEMBER 25, 2009 INDICATES THAT A PORTION OF THE SUBJECT PARCEL IS LOCATED WITHIN FLOOD ZONE X (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD).
 - LOTS WILL BE SERVICED BY ON SITE WELL AND PRIVATE SEPTIC SYSTEM.
 - THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. KEACH-NORDSTROM ASSOCIATES, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE AT 811.
 - WALVERS REQUESTED:
- HTC 289-6(D)
- HTC 289-6(D)
- TRAFFIC STUDY
- FISCAL/ENVIRONMENTAL IMPACT STUDY
 - PERMITS REQUIRED:
- NHDES SUBDIVISION APPROVAL FOR LOT 44-1 PENDING
- A C.A.P. FOR LOT 44-1, IN AN AMOUNT TO BE DETERMINED BY THE TOWN, SHALL BE PAID PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- A PUBLIC SCHOOL IMPACT FEE FOR LOT 44-1, IN THE AMOUNT OF \$3,578.00, SHALL BE PAID PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
- A RECREATION CONTRIBUTION FOR LOT 44-1, IN THE AMOUNT OF \$400.00, SHALL BE PAID PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
 - CONSTRUCTION ACTIVITIES INVOLVING THE PROPOSED UNDEVELOPED LOTS SHALL BE LIMITED TO THE HOURS BETWEEN 7:00 AM AND 7:00 PM, MONDAY THROUGH SATURDAY. NO EXTERIOR CONSTRUCTION ACTIVITIES SHALL OCCUR ON SUNDAY.

SEE SHEETS 2 & 3 FOR BOUNDARY DETAILS

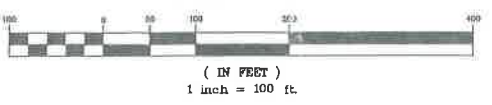


LEGEND

- GB-F GRANITE BOUND FOUND
- GB-TBS GRANITE TOMB TO BE SET
- IPIN-F IRON PIN FOUND
- IPP-F IRON PIPE FOUND
- PIN-TBS IRON PIN TO BE SET W/CAP
- DH-F DRILL HOLE FOUND
- DH-TBS DRILL HOLE TO BE SET
- UTILITY POLE
- ▽ SIGN
- ABUTTER LINE
- PROPERTY LINE
- WETLAND
- BROOK
- CORRAL FENCE
- OHU OVERHEAD UTILITIES
- TREELINE
- EDGE OF PAVEMENT
- STONEWALL
- BUILDING SETBACK
- EASEMENT
- FLOOD LINE
- PROPOSED PROPERTY LINE



GRAPHIC SCALE



LOT NUMBER	TOTAL AREA (PROPOSED)	WETLAND AREA	AREA >25% SLOPE	BUILDABLE AREA (NET CONTIGUOUS UPLAND USEABLE)	FRONTAGE
44	388,456 SF	53,695 SF	31,896 SF	302,865 SF	150.99'
44-1	73,774 SF	2,769 SF	20,223 SF	50,782 SF	150.50'

PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

APPROVED BY THE HUDSON, NH PLANNING BOARD
DATE OF MEETING: _____

SIGNATURE: _____ DATE: _____

SIGNATURE: _____ DATE: _____

SITE PLANS ARE VALID FOR ONE YEAR FROM THE DATE OF PLANNING BOARD MEETING FINAL APPROVAL. FINAL APPROVAL COMMENCES AT THE PLANNING BOARD MEETING DATE AT WHICH THE PLAN ACHIEVES FINAL APPROVAL.

MICHELE F. GRENIER, CERTIFIED WETLAND SCIENTIST #102 OF KEACH-NORDSTROM ASSOCIATES, INC. OF BEDFORD, NH PERFORMED THE DELINEATION OF JURISDICTIONAL WETLANDS IN MAY 2015 USING THE TECHNICAL CRITERIA IN THE COBES OF ENGINEERS WETLAND DELINEATION MANUAL (TECHNICAL REPORT Y-87-1, JANUARY 1987).

MICHELE F. GRENIER
No. 102
CERTIFIED WETLAND SCIENTIST

OWNER OF MAP 193 LOT 44

SIGNATURE: *Randy Tward*
FOR CRIMSON PROPERTIES, LLC

DATE: *7/9/15*

CERTIFICATION:

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION, FURTHER, THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY MADE ON THE GROUND BY THIS OFFICE DURING MAY OF 2015. SAID SURVEY HAS AN ERROR OF CLOSURE BETTER THAN ONE PART IN TEN THOUSAND (1:10,000).

[Signature]
LICENSED LAND SURVEYOR

7/9/15
DATE

OVERVIEW PLAN
LAND OF
CRIMSON PROPERTIES, LLC
MAP 193 LOT 44
18 SPEARE ROAD
HUDSON, NEW HAMPSHIRE
HILLSBOROUGH COUNTY

OWNER OF RECORD:
CRIMSON PROPERTIES, LLC
20 TRAFALGAR SQUARE, SUITE 101
NASHUA, NH 03063
H.C.R.D. BK. 8741 PG. 2771

APPLICANT:
CRIMSON PROPERTIES, LLC
20 TRAFALGAR SQUARE, SUITE 101
NASHUA, NH 03063

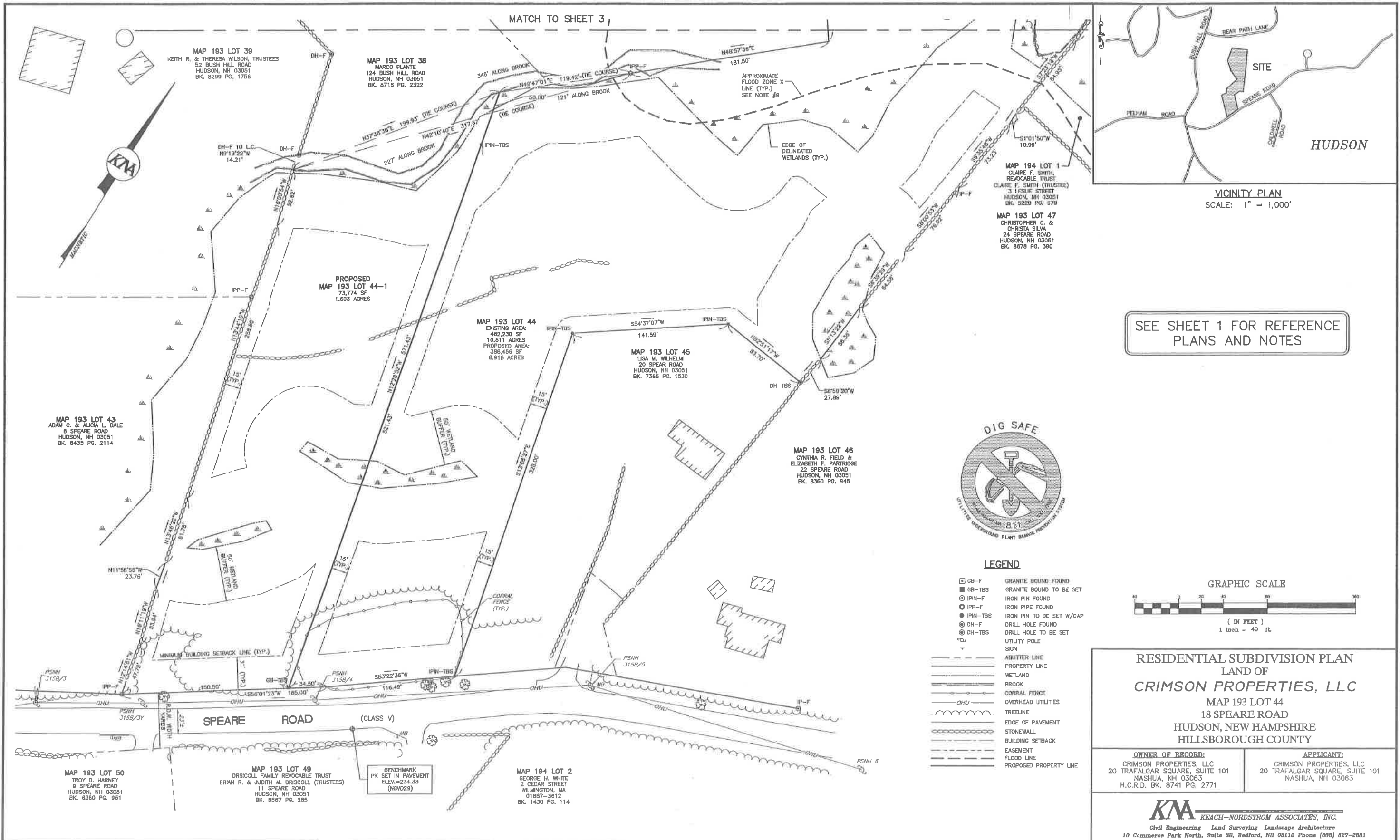
KM KEACH-NORDSTROM ASSOCIATES, INC.
Civil Engineering Land Surveying Landscape Architecture
10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 827-2881

REVISIONS

No.	DATE	DESCRIPTION	BY

DATE: JUNE 24, 2015
PROJECT NO: 15-0318-2

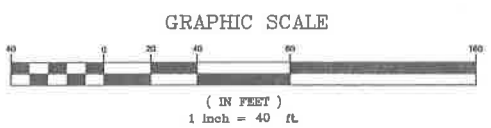
SCALE: 1" = 100'
SHEET 1 OF 5



SEE SHEET 1 FOR REFERENCE PLANS AND NOTES



- LEGEND**
- GB-F GRANITE BOUND FOUND
 - GB-TBS GRANITE BOUND TO BE SET
 - IPIN-F IRON PIN FOUND
 - IPIN-TBS IRON PIN TO BE SET W/CAP
 - ⊙ OH-F DRILL HOLE FOUND
 - ⊙ OH-TBS DRILL HOLE TO BE SET
 - ⊙ UTILITY POLE SIGN
 - ABUTTER LINE
 - PROPERTY LINE
 - WETLAND
 - BROOK
 - CORRAL FENCE
 - CHU OVERHEAD UTILITIES
 - TREELINE
 - EDGE OF PAVEMENT
 - STONEWALL
 - BUILDING SETBACK
 - EASEMENT
 - FLOOD LINE
 - PROPOSED PROPERTY LINE



RESIDENTIAL SUBDIVISION PLAN
 LAND OF
CRIMSON PROPERTIES, LLC
 MAP 193 LOT 44
 18 SPEARE ROAD
 HUDSON, NEW HAMPSHIRE
 HILLSBOROUGH COUNTY

OWNER OF RECORD:
 CRIMSON PROPERTIES, LLC
 20 TRAFALGAR SQUARE, SUITE 101
 NASHUA, NH 03063
 H.C.R.D. BK. 8741 PG. 2771

APPLICANT:
 CRIMSON PROPERTIES, LLC
 20 TRAFALGAR SQUARE, SUITE 101
 NASHUA, NH 03063

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APPROVED BY THE HUDSON, NH PLANNING BOARD
 DATE OF MEETING: _____

SIGNATURE _____ DATE _____

SIGNATURE _____ DATE _____

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MICHELE F. GRENIER
 No. 102
 CERTIFIED WETLAND SCIENTIST

MICHELE F. GRENIER, CERTIFIED WETLAND SCIENTIST #102 OF KEACH-NORDSTROM ASSOCIATES, INC. OF BEDFORD, NH PERFORMED THE DELINEATION OF JURISDICTIONAL WETLANDS IN MAY 2015 USING THE TECHNICAL CRITERIA IN THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL (TECHNICAL REPORT 4-197-1, JANUARY 1987).

OWNER OF MAP 193 LOT 44

SIGNATURE: *Randy Wood*
 FOR CRIMSON PROPERTIES, LLC.

DATE: 7/1/15

CERTIFICATION:

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR THOSE UNDER MY DIRECT SUPERVISION. FURTHER, THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY MADE ON THE GROUND BY THIS OFFICE DURING MAY OF 2015. SAID SURVEY HAS AN ERROR OF CLOSURE BETTER THAN ONE PART IN TEN THOUSAND (1:10,000).

[Signature]
 LICENSED LAND SURVEYOR

7/1/15
 DATE

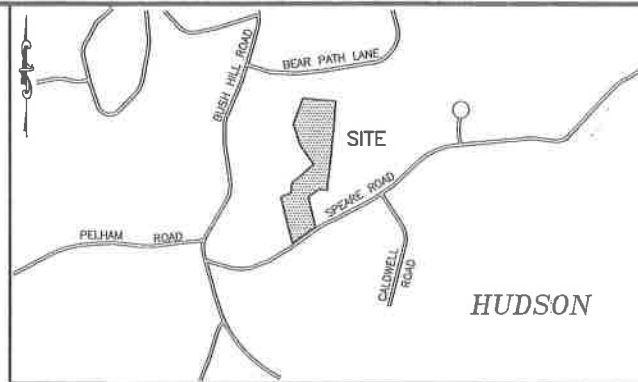


REVISIONS

No.	DATE	DESCRIPTION	BY

DATE: JUNE 24, 2015
 PROJECT NO: 15-0318-2

SCALE: 1" = 40'
 SHEET 2 OF 5

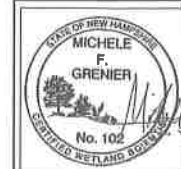


VICINITY PLAN
SCALE: 1" = 1,000'

SEE SHEET 1 FOR REFERENCE PLANS AND NOTES

LEGEND

- GB-F GRANITE BOUND FOUND
- GB-TBS GRANITE BOUND TO BE SET
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- IPP-F IRON PIPE FOUND
- IPN-TBS IRON PIN TO BE SET W/CAP
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- UTY UTILITY POLE
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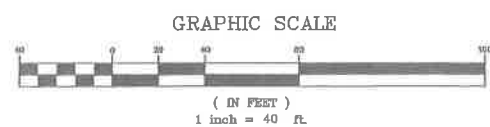
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RESIDENTIAL SUBDIVISION PLAN
LAND OF
CRIMSON PROPERTIES, LLC
MAP 193 LOT 44
18 SPEARE ROAD
HUDSON, NEW HAMPSHIRE
HILLSBOROUGH COUNTY

OWNER OF RECORD:
CRIMSON PROPERTIES, LLC
20 TRAFALGAR SQUARE, SUITE 101
NASHUA, NH 03063
H.C.R.D. BK. 8741 PG. 2771

APPLICANT:
CRIMSON PROPERTIES, LLC
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NASHUA, NH 03063

KMA KEACH-NORDSTROM ASSOCIATES, INC.
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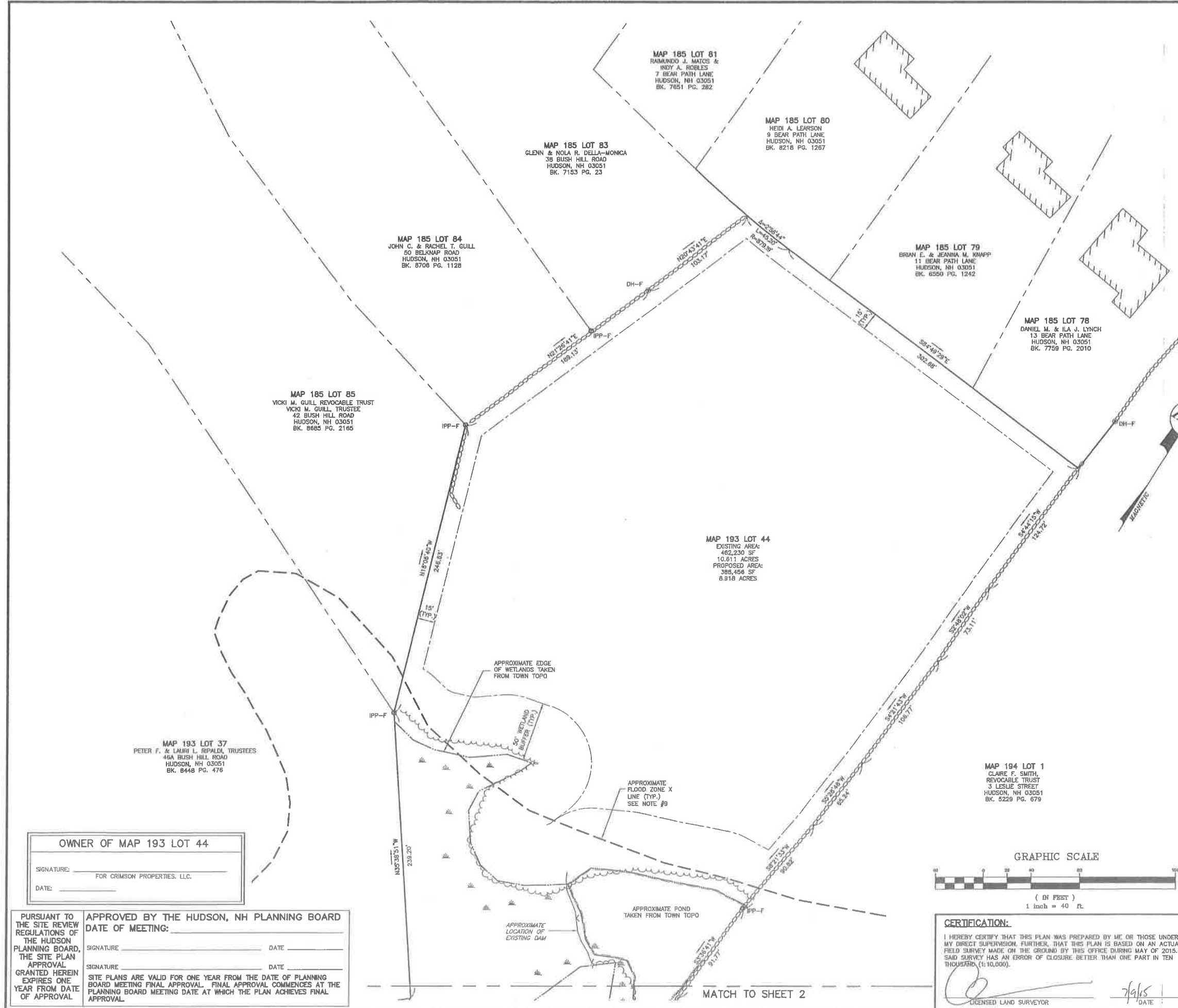
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[Signature]
LICENSED LAND SURVEYOR

[Signature]
DATE

REVISIONS			
No.	DATE	DESCRIPTION	BY

DATE: JUNE 24, 2015 SCALE: 1" = 40'
PROJECT NO: 15-0318-2 SHEET 3 OF 5



OWNER OF MAP 193 LOT 44

SIGNATURE: _____
FOR CRIMSON PROPERTIES, LLC.

DATE: _____

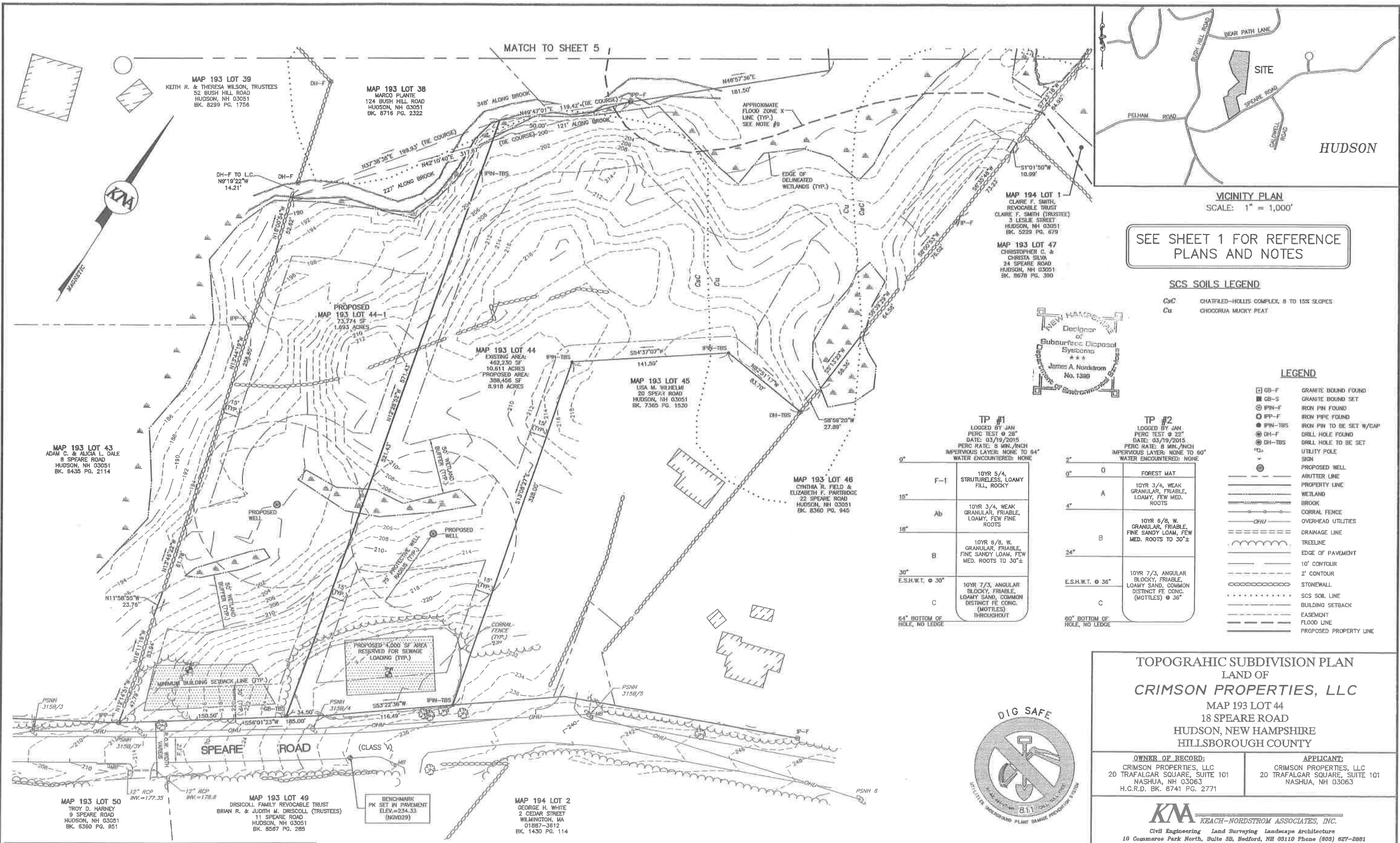
PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

APPROVED BY THE HUDSON, NH PLANNING BOARD
DATE OF MEETING: _____

SIGNATURE: _____ DATE: _____

SIGNATURE: _____ DATE: _____

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SEE SHEET 1 FOR REFERENCE PLANS AND NOTES

SCS SOILS LEGEND
 CoC CHATFIELD-HOLLIS COMPLEX, 8 TO 15% SLOPES
 Cu CHOCORUA MUCKY PEAT

LEGEND

GB-F	GRANITE BOUND FOUND
GB-S	GRANITE BOUND SET
IPIN-F	IRON PIN FOUND
IPP-F	IRON PIPE FOUND
IPIN-TBS	IRON PIN TO BE SET W/CAP
DH-F	DRILL HOLE FOUND
DH-TBS	DRILL HOLE TO BE SET
U	UTILITY POLE
W	WELL
○	PROPOSED WELL
---	ADJUTER LINE
---	PROPERTY LINE
---	WETLAND
---	BROOK
---	CORRAL FENCE
---	OVERHEAD UTILITIES
---	DRAINAGE LINE
---	TREELINE
---	EDGE OF PAVEMENT
---	10' CONTOUR
---	2' CONTOUR
---	STONEMAN
---	SCS SOIL LINE
---	BUILDING SETBACK
---	EASEMENT
---	FLOOD LINE
---	PROPOSED PROPERTY LINE

TP #1
 LOGGED BY JAN
 PERC TEST @ 25"
 DATE: 03/19/2015
 PERC RATE: 8 MIN./INCH
 IMPERVIOUS LAYER: NONE TO 84"
 WATER ENCOUNTERED: NONE

0"	F-1	10YR 5/4, STRUTURELESS, LOAMY FILL, ROCKY
15"	Ab	10YR 3/4, WEAK GRANULAR, FRIABLE, LOAMY, FEW FINE ROOTS
18"	B	10YR 6/8, W. GRANULAR, FRIABLE, FINE SANDY LOAM, FEW MED. ROOTS TO 30"±
30"	C	10YR 7/3, ANGULAR BLOCKY, FRIABLE, LOAMY SAND, COMMON DISTINCT FE CONC. (MOTTLES) @ 36"
64" BOTTOM OF HOLE, NO LEGGE		

TP #2
 LOGGED BY JAN
 PERC TEST @ 22"
 DATE: 03/19/2015
 PERC RATE: 8 MIN./INCH
 IMPERVIOUS LAYER: NONE TO 60"
 WATER ENCOUNTERED: NONE

0"	O	FOREST MAT
4"	A	10YR 3/4, WEAK GRANULAR, FRIABLE, LOAMY, FEW MED. ROOTS
24"	B	10YR 6/8, W. GRANULAR, FRIABLE, FINE SANDY LOAM, FEW MED. ROOTS TO 30"±
E.S.H.W.T. @ 36"	C	10YR 7/3, ANGULAR BLOCKY, FRIABLE, LOAMY SAND, COMMON DISTINCT FE CONC. (MOTTLES) @ 36"
60" BOTTOM OF HOLE, NO LEGGE		

TOPOGRAPHIC SUBDIVISION PLAN
 LAND OF
CRIMSON PROPERTIES, LLC
 MAP 193 LOT 44
 18 SPEARE ROAD
 HUDSON, NEW HAMPSHIRE
 HILLSBOROUGH COUNTY

OWNER OF RECORD:
 CRIMSON PROPERTIES, LLC
 20 TRAFALGAR SQUARE, SUITE 101
 NASHUA, NH 03063
 H.C.R.D. BK. 8741 PG. 2771

APPLICANT:
 CRIMSON PROPERTIES, LLC
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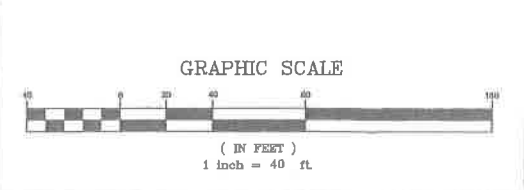
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MICHELE F. CRENIER, CERTIFIED WETLAND SCIENTIST #102 OF KEACH-NORDSTROM ASSOCIATES, INC. OF BEDFORD, NH PERFORMED THE DELINEATION OF JURISDICTIONAL WETLANDS IN MAY 2015 USING THE TECHNICAL CRITERIA IN THE CORPUS OF ENGINEERS WETLAND DELINEATION MANUAL, (TECHNICAL REPORT Y-87-1, JANUARY 1987).

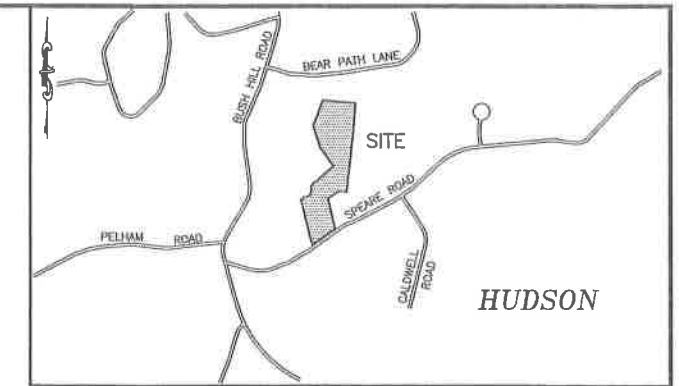
Michele F. Crenier
 LICENSED LAND SURVEYOR

REVISIONS

No.	DATE	DESCRIPTION	BY

DATE: JUNE 24, 2015 SCALE: 1" = 40'
 PROJECT NO: 15-0318-2 SHEET 4 OF 5

PL:\projects\150318\Drawings\150318-2-SUB-P-PLAN.dwg, 7/8/2015 2:28:35 PM, S:\N\346840.DWG P5



VICINITY PLAN
SCALE: 1" = 1,000'

SEE SHEET 1 FOR REFERENCE
PLANS AND NOTES

LEGEND

- GB-F GRANITE BOUND FOUND
- GB-S GRANITE BOUND SET
- ⊙ IPP-F IRON PIN FOUND
- ⊙ IPP-TS IRON PIPE FOUND
- ⊙ IPP-TBS IRON PIN TO BE SET W/CAP
- ⊙ DH-F DRILL HOLE FOUND
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- BROOK
- CORRAL FENCE
- OVERHEAD UTILITIES
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- EDGE OF PAVEMENT
- 10' CONTOUR
- 2' CONTOUR
- STONEWALL
- SCS SOIL LINE
- BUILDING SETBACK
- EASEMENT
- FLOOD LINE
- PROPOSED PROPERTY LINE



MICHELE F. GRENIER
No. 102
JULY 1987

MICHELE F. GRENIER, CERTIFIED WETLAND SCIENTIST #102 OF KEACH-NORDSTROM ASSOCIATES, INC. OF BEDFORD, NH PERFORMED THE DELINEATION OF JURISDICTIONAL WETLANDS IN MAY 2015 USING THE TECHNICAL CRITERIA IN THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL (TECHNICAL REPORT 87-1, JANUARY 1987).

TOPOGRAPHIC SUBDIVISION PLAN
LAND OF
CRIMSON PROPERTIES, LLC
MAP 193 LOT 44
18 SPEARE ROAD
HUDSON, NEW HAMPSHIRE
HILLSBOROUGH COUNTY

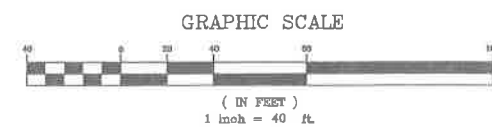
OWNER OF RECORD: CRIMSON PROPERTIES, LLC 20 TRAFALGAR SQUARE, SUITE 101 NASHUA, NH 03063 H.C.R.D. BK. 8741 PG. 2771	APPLICANT: CRIMSON PROPERTIES, LLC 20 TRAFALGAR SQUARE, SUITE 101 NASHUA, NH 03063
--	--

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10 Commerce Park North, Suite 309, Bedford, NH 03110 Phone (603) 827-2881

SCS SOILS LEGEND

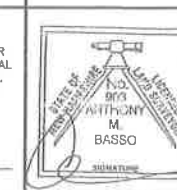
- C9C CHATFIELD-HOLLIS COMPLEX, 8 TO 15% SLOPES
- C11 CHOCORUA MUCKY PEAT

MAP 194 LOT 1
CLAIRE F. SMITH,
REVOCABLE TRUST
3 LESLIE STREET
HUDSON, NH 03051
BK. 9229 PG. 879



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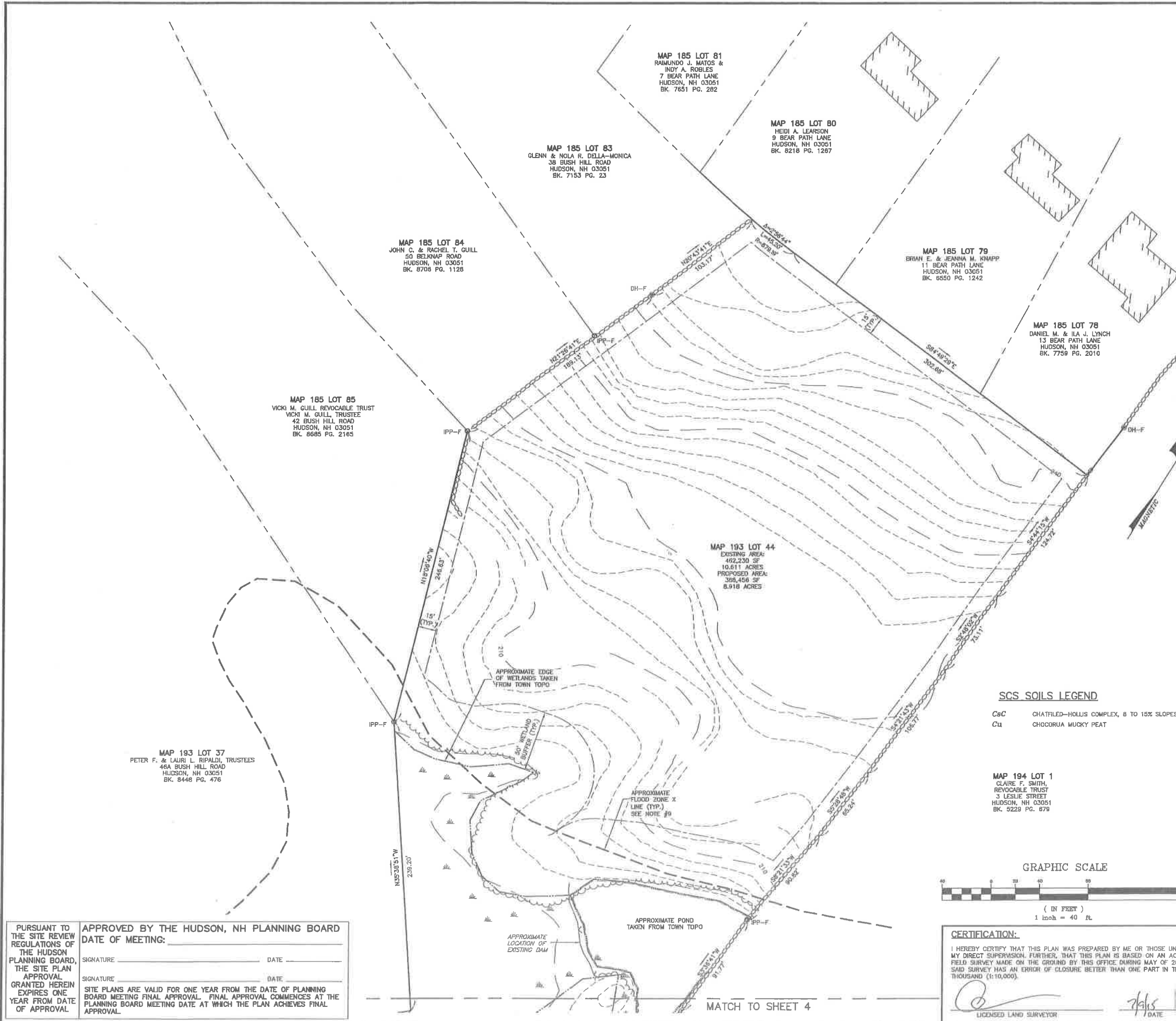
[Signature]
LICENSED LAND SURVEYOR



REVISIONS

No.	DATE	DESCRIPTION	BY

DATE: JUNE 24, 2015
PROJECT NO: 15-0318-2
SCALE: 1" = 40'
SHEET 5 OF 5



PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

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Part III Pre-Hearing Review of the Proposed Amendments to the Planning Board's Land Use Regulations

Staff Report

August 26, 2015

This item is on this agenda, per action of the board at the July 22d Meeting. At that meeting, it was determined that the following two items remained outstanding:

- 1) The board voted to have staff distribute a DRAFT COPY of the Revised Land Use Regulations to Department heads, relative to receiving their input on the regulations. To this effect, and after receiving the most up-to-date revised Land Use Regulations from Glenn Della-Monica, staff sent out the following email communication to the Dept. heads:

Memorandum

To: Steve Malizia, Town Administrator
Kevin Burns, Road Agent
Elvis Dhima, Town Engineer
Rob Buxton, Fire Chief
John O'Brien, Deputy Fire Chief
Dave Hebert, Building Inspector and Interim Zoning Administrator

From: John Cashell, Town Planner

Date: 12 AUG 15

RE: Review of the DRAFT COPY of the Planning Board's Revised Land Use Regulations

As you are, perhaps, aware, over the past few months the Planning Board and its ad hoc Land Use Review Committee (LURC) have been busy updating the Planning Board's Land Use Regulations. The revised regulations are now ready for staff review and comments, and per the request of the Planning Board, the board would appreciate if you could review the attached DRAFT COPY of the regulations, and provide any comments, concerns or questions regarding same. Please note, the board will next review the regulations at their Aug. 26th meeting. If your schedule permits, the board would like to receive your input for this meeting. If you need additional time to provide input, please contact me and I will make sure to inform the board not to take final action on the regulations.

Note: if you need a copy of the existing Land Use Regulations, i.e., "Town of Hudson, NH Land Use Regulations 2012" edition, to cross-reference the DRAFT regulations, please let me know and I will provide you with same.

To-date, staff has received only the following comments from:

Town Staff Comments Received, RE: Revised 2012 Land Use Regulations

John

Under Chapter 193-Driveway please add the following under design criteria:

Applicants for existing or new driveways adjacent to public roads shall provide a plan and profile, stamped by a NH PE.

Thanks

Elvis

Elvis,

May I suggest we word it, "may be required by the town engineer". This will add lot of expense for joe home owner who's just moving a driveway to say match a new garage for example.

Just a thought. Looking out for the little guy.

Kevin

Sent from my Verizon Wireless 4G LTE smartphone

Agreed and thank you

E

- 2) Request for a legal opinion regarding the following matter:

Dear Atty. Dave Lefevre :

The Planning Board is in the midst of amending its Land Use Regulations, and during the most recent review session, the board requested to receive your legal opinion, as to whether the following statement (provided in bold print below), included in existing §289-27(1) of the Subdivision Regulations, is valid as a required inscribed note on a subdivision plan. The subject section of the Subdivision Regulations reads in its entirety as follows:

§289-27(1) The following sentences shall be included within the approval block:
"Subdivisions are valid for one year from the date of Planning Board meeting final approval. For an applicant to gain an exemption from all subsequent changes in subdivision regulations, site plan regulations and changes to the Zoning Ordinance, see NH RSA 674:39."

I thank you in advance for your time and attention to this matter.

Sincerely,

John Cashell
Town Planner

STATUS: Atty. Lefevre's legal opinion is pending as of this writing.

- 3) In addition to the above, the Planning Board requested staff to have a DRAFT COPY of the Revised Land Use Regulations posted on the Town's website, relative to receiving any potential questions, concerns or input from the public regarding this document. Please note, staff could not accomplish this task, due to a policy adopted by the BOS, prohibiting the posting of DRAFT COPIES of official documents, i.e., Land Use Regulations, etc.

ATTACHMENT:

- Latest DRAFT COPY of the Proposed Revised Planning Board Land Use Regulations, per action by the Planning Board at the July 22, 2015 Meeting. Note: although the DRAFT COPY pages are not numbered, at the meeting all review comments can easily be followed by section reference.

RECOMMENDED ACTION: To the effect of the above comments, the requested amendment to the Driveway Regulations can be accepted (or not) by the board at Wednesday night's meeting, together with any other requested amendments that may be submitted by Dept. heads leading up to said meeting. In the event all outstanding issues with the Land Use Regulations are resolved next Wednesday night, staff recommends for the board to conduct a hearing on the Planning Board's Revised Land Use Regulations in accordance with the below DRAFT MOTION. In the event another review meeting is in order, a DRAFT MOTION to this effect is also provided.

DRAFT MOTIONS:

I move to continue the pre-hearing review of the proposed amendments to the Planning Board's Land Use Regulations, date specific, to the Sept. 23, 2015 Meeting.

Motion: _____ Second: _____ Carried/Failed: _____.

I move to schedule a public hearing on Sept. 23, 2015, regarding the proposed amendments to the Planning Board's Land Use Regulations.

Motion: _____ Second: _____ Carried/Failed: _____.