

Town of Boscawen
Planning Board
Boscawen Municipal Complex
Final Meeting Minutes – 2nd Listening Session
Tuesday, January 9, 2018 at 6:00 pm

Members Present: Bruce Crawford – Chair and Barbara Randall, Mark Varney – Ex-Officio

Alternate Members Present: Jeff Reardon

Members Absent: Rhoda Hardy, Roger Sanborn, Matt Lampron and James Scrivens

Others Present: Alan Hardy, Planning & Community Development Director, Kellee Jo Easler, Planning & Community Development Assistant & Linda Chandonnet, Planning & Community Development Clerk & Recording Secretary

Chair Crawford called the meeting to order at 6:02 pm.

2nd Listening Session for the Plains Village District

Chair Crawford began by introducing Matt Monahan and Mike Tardiff from Central N.H. Regional Planning Commission. They displayed a map in the room for everyone to see the town of Boscawen and they had the zoned areas highlighted in different colors to help guide the public with the information that was passed out.

Mr. Monahan began with questions from the public about the boundary of the district. Based on all the feedback that they received they went back and corrected it. In the Table of Uses Chart they made some minor changes on what people are saying.

Chair Crawford gave the definitions of Special Exception and Variance to help understand the differences with using the chart.

- **Special Exception:** Is marked SE and the uses can be allowed with input from the Board, such as saying that they suggest you should alter your hours or they may put a few conditions on what is going to happen there. It's usually allowed, however, the board does want to talk to you about it.
- **Variance:** Is marked by an X and is not allowed. You must show a hardship on why that should be allowed and it is harder to get approved by the Board. If there is a use that you come up with that has never existed, you create a brand new use or if the Board cannot find a category that fits, it requires a variance.

Discussion ensued regarding Conditional Use (CU) and Special Exception (SE) and the difference being the specific board that is dealing with it. Questions regarding golf courses, daycares etc. and the differences for them.

Chair Crawford mentioned that once we are finished with the Listening Session there will be a Public Hearing following and the Board would then be able to take proposals to make changes. He stated that he understands where Mr. Reed is coming from and thinks items such as childcare should be changed from A to SE. He doesn't want to make things difficult or harder for businesses but where King Street will be, it should be required to keep a fence.

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ARTICLE 4, Dimension Questions:

- What is PVD on all of these pages and what are the dimensions of the lots? PVD stands for Plains Village District and the lot dimensions are in the ordinance itself.
- Yard set-back requirement is only a foot on the back side, do we really want to allow this set-back for new businesses? Discussion ensued regarding a condition that was a request made by the fire department's Chief and was put in the original zoning ordinance. It's in Article 6, 15 foot separation between buildings. The reason the chief asked for it at the time was so if a wall came down that firemen had a place to go but also so there was a little more working room distance. We need to let the process itself finish through the listening sessions to the hearing where we can change it.
- Why do they allow 75% coverage in this area but only 40%, 30%, 25% and 20% in the other almost seems to take a majority of the property with parking areas and out buildings. Do we really want to promote this type of development like Cumberland Farms or Dollar General?

Mr. Monahan replied saying if you look at the maps the parcels are so varying in sizes:

1) The intent is to get more density and businesses in;

2) Some of the lots are very small and to get 40% coverage it could render them undevelopable.

If you have a zone that has a lot of variances over and over for the same thing then you need to change the ordinance because it's just not working.

Ms. Sandra Loughery stated her vision for King Street is to look like Warner or Contoocook with a bookstore, coffee shop and sidewalks on both sides that you can walk along.

The Toll Proposal is actually tied to the overall State and the 10 year plan. Even though it would affect the Turnpike and 93 all of that transportation funding affects other projects. The fact that we have a toe hold in year 9 it's not locked down until it's signed off by legislature this coming summer. Mr. Tardiff will have meeting with their commission on Thursday to talk about the 10 year plan and showing their support for it and again every two years after. This all comes from the Winthrop Carter House meeting from November 2016 that were discussed; complete streets for people driving through but also safety issues, left hand turns, crossing the street safely and aesthetics. While they are working on the update of zoning ordinance they also made a proposal to DOT that there is a need to improve King Street. It actually received some traction at DOT and it got into the 10 year plan. It's about a 5 million dollar project.

Mr. Ed Cherian asked if there is money for streetscape such as signage, lighting and landscaping.

Mr. Monahan said that the way this would interplay into the ordinance, as it would physically change aspects of the street now with state money the ordinance would change future development

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to be consistent with that. So, that is how they work hand in hand, one addresses chunks of it now and the other one which is the ordinance would address issues going forward to make it more walkable, pedestrian friendly and anything like that.

Ms. Clow asked, given the current traffic and projected traffic of what's going through town how is this going to be handled with all that is going on. The crosswalks that no longer seem to work now and sidewalks: how will that all be integrated? Mr. Monahan stated this is how the preliminary engineering process works, and to talk about that, there would also be several meetings. There are ways to engineer that to make it work as a refuge in the middle and narrower lanes and DOT is much more open to traffic calming than it was years ago. Ms. Clow also asked how the property owners along King Street are going to be affected. Mr. Monahan stated it's all in the prelim engineering process and talking to each property owner on how the construction works and not damaging to them.

Mr. Reed asked, in tying into the 10 year plan, what are we doing to address the problem today.

1. Should we have no parking where people are parking on the streets?
2. Should we drop the speed limit to 30 mph?
3. He feels it's feedback that needs to be heard and to have something done about it.

Ms. Clow spoke about the crosswalk in front of her home on Queen Street and how it's difficult for people to cross the street with speeding traffic.

Mr. Varney stated the topics we are talking about needs to be brought to the selectmen and not to the King Street Project.

Mr. Reardon discussed the project we are working on is planning for the future so we have an opportunity to have our input in the 10 year plan. Mr. Hardy stated we have on occasion invited DOT to the Board of Selectmen's Meeting so everyone has a chance to ask them what can be done about the speeding. There is no reason why we couldn't invite them to a future meeting and have the 30 mph discussion.

Chair Crawford mentioned that one good thing that will come out of this, is the Route 3 and 4 Intersection that we will have an opportunity to put in a crosswalk in front of the 1913 Library Building. This will greatly open the possibility of use for that building. His question is what will be done with this building, as there is parking for only 3 cars. Chair Crawford also talked about the Rail Trail, and there have been about a dozen snowmobilers seen recently and about their access to trails.

Ms. Carey gave her suggestions;

1. In the discussion of landscaping area on item #7. It states, there is a ten foot native plant strip which shall be incorporated where feasible along the front property line. She is hoping there could be some flexibility in that language as you go up the area that's proposed as the Village Plains District that could be a little challenging for some properties. She is wondering if it can read, in

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the event of a ten foot native planting strip shall be incorporated where feasible along the front property line to screen parking lots. Or to use the word, may instead of shall.

2. Looking at the front page, Purpose and Intent under Ordinance Section H on Preserving and Rehabilitating Historic Buildings. A better use of words might be preserving and encouraging adaptive reuse of historic buildings as a priority. This way it allows you to use the historic buildings not for just the original intent but also for other than a primary residence.

3. In regards to the Plains Village District, most people don't know what it is and where this is part of economic development. Perhaps something like the Boscawen Innovation District or Boscawen Village District might be better?

4. Do we really want to discourage educational institutions from the Village District? She can foresee a lot of opportunity there in the future such as a small scale school of hair design, computer school or preschool.

5. The last conversation was to not have it go to the Veterans Cemetery, and that not much of Main Street up to Ross Express. She feels we should bring it all to abut to Concord. As far as the highway side there is no access there and this would be a great opportunity to add it and she would not leave it out.

There was a discussion on bringing the King Street boundary line down more towards Concord. It was mentioned that there will always be opportunity to bring it down more if we want to. Mr. Varney stated at the 1st Listening Session with the map out, it was brought all the way to Concord and a majority said no. Let's pull it back because they didn't want it to go that far south. It was mentioned that there was a discussion on not to bring it further North.

Mr. Reed brought up the fact that there is a cemetery in one of the sections and the need to be careful of the types of developments and how we are structuring the use of properties around it. He stated cemeteries have ample protection.

Ms. Carey wanted to mention that Boscawen has a half dozen Historic Places in a particular neighborhood and the newest one is with the Northern Rail Trail which is on the National Register.

Ms. Clow added that one thing that hasn't been mentioned is accommodation. The Elmwood doesn't cut it for a place to park visitors from out of town. She thinks it would be nice if some of these could develop into some sort of Bed and Breakfast facility. We don't have any in town and we have a lot of people here that would make use locally. If the Northern Rail Trail does go on to Concord we are going to be getting a lot of traffic. Mr. Reardon replied, that is where the opportunity lies, we won't put up a Bed and Breakfast but we can create an environment that would attract that kind of business.

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Chair Crawford asked if anyone has any comments or anything to say.

Mr. Monahan stated something like a TIF District isn't difficult to do, you have to decide what the ultimate use of the TIF Funds would be. If you want to extend water to a certain area you would go out, bond it and determine what the area that's going to benefit from that. It's a very straight forward process to say okay, we are going to pay that bond off with the difference in the valuation within that district of say 20 parcels over the next 10 years. It's a tool that's used frequently in New Hampshire and it's very successful in a lot of ways.

Mr. Mathews also asked about Ross Express and Allstate Asphalt are considered industrial uses. Will it be possible for them to continue to be Industrial type use if someone purchases the property and then there is a change of uses? Chair Crawford stated it might be a good idea to take out anything that is zoned Industrial.

The meeting adjourned at 7:19pm.

Minutes respectfully submitted by Linda Chandonnet.