

**TOWN OF HUDSON
PLANNING BOARD
PUBLIC MEETING
TOWN OF HUDSON, NH
JANUARY 8, 2014**



12 School Street

Hudson, New Hampshire 03051

603/886-6008

The Town of Hudson Planning Board will hold a regularly scheduled meeting on Wednesday, January 8, 2014 at 7:00 p.m. in the "Buxton Community Development Conference Room" at Town Hall. The following items will be on the agenda:

7:00 P.M. – CLOSED ATTORNEY/CLIENT SESSION

This session is not open to the public.

- 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)

- A. 04/10/13 Minutes - 01/08/14 Packet
- B. 04/24/13 Minutes - 01/08/14 Packet
- C. 07/10/13 Minutes - 01/08/14 Packet
- D. 10/23/13 Minutes - 01/08/14 Packet
- E. 11/13/13 Minutes - 01/08/14 Packet

- VI. CASES REQUESTED FOR DEFERRAL
- VII. CORRESPONDENCE
- VIII. PERFORMANCE SURETIES
- IX. ZBA INPUT ONLY
- X. PUBLIC HEARINGS

XI. OLD BUSINESS/PUBLIC HEARINGS

- A. Retail Center/Enxing Plaza Site Plan 201 Lowell Road
SP# 06-13 Map 216/Lot 011

Purpose of plan: Proposed development calling for the construction of a 10,465 SF commercial/retail building. Hearing. (Deferred from the 10-23-13 Planning Board Meeting to the 12-11-13 Planning Board Meeting, which was cancelled.)

XII. DESIGN REVIEW PHASE

XIII. PRELIMINARY SUBDIVISION REVIEW ONLY

- A. Wojcik Property 90 Gowing Road
CSB 07-13 Map 231/Lot 053

The purpose of this plan is to subdivide the property from one lot to 18 lots as an Open Space Development (PRELIMINARY REVIEW ONLY).

XIV. NEW BUSINESS/PUBLIC HEARINGS

- A. Boyer Site Plan 156 Lowell Road
SP# 08-13 Map 204/Lot 073

Purpose of plan: is to depict the site improvements associated with the new parking layout and paved display area. Application Acceptance & Hearing. (This item was originally scheduled for the 12-11-13 Meeting, which was cancelled).

XV. OTHER BUSINESS

- A. Update on the Cost Allocation Procedure (CAP) Fee Assessment Update Report, prepared by VHB, Inc.

XVI. ADJOURNMENT

All plans and applications are available for review in the Planning Office. Comments may be submitted in writing until 10:00 a.m. on the Tuesday prior to the day of the meeting.

The public is invited to attend.



John M. Cashell
Town Planner

POSTED: Town Hall, Library, Post Office – 12-27-13

Retail Center 201 Lowell Road

Staff Report

January 8, 2014

The Applicant for this Site Plan seeks to withdraw it and submit a new one in the near future. What transpired since the board last reviewed this application? The new owner of Subaru, Prime Auto Sales, purchased the abutting Advanced Spa and Pool property, as well as the corner lot fronting on Lowell Rd. and Hampshire Dr., and plans to use both properties to expand the Subaru dealership.

For the meeting, the Applicant will provide a letter requesting to withdraw the Retail Center Site Plan. To this effect, a DRAFT MOTION is provided below, allowing for the withdrawal of this application,

DRAFT MOTION:

I move to allow, at the applicant's request (see letter in file), the withdrawal of the Retail Center/Enxing Plaza Site Plan application, address: 201 Lowell Road, Hudson, NH, Map 216/Lot 011.

Motion: _____ Second: _____ Carried/Failed _____.

Review 90 Gowing Road Preliminary Conceptual OSD Subdivision Plan

Staff Report

January 8, 2014

SITE: 90 Gowing Road -- Map 231/Lot 053

ZONING: Residential-Two (R-2) – Minimum Lot Size w/out sewer and water 60,000 sf for a duplex and 43,560 sf (1 acre) for a single-family dwelling and 150 ft. of frontage.

PURPOSE OF PETITION: to present an 18-Lot Preliminary Conceptual Open Space Development (OSD) Subdivision Plan and Conventional Yield Plan for a 32 acre parcel located at 90 Gowing Road, Map 231/Lot 053. **Preliminary Review Only.**

PLANS UNDER REVIEW ENTITLED: Preliminary Subdivision Plan Open Space Development “Wojcik Property” Map 231/Lot 053 and the Conventional Yield Plan, “Wojcik Property” Gowing Road, Hudson, New Hampshire, Map 231/Lot 053, prepared by Meisner Brem Corporation, 51 Main St., Salem, NH, dated Dec. 5, 2013 (no revisions), consisting of Sheet 1 of 1 and a Preliminary Plan Conventional Yield Plan, also consisting of Sheet 1 of 1 (said plans are attached hereto).

ATTACHMENTS:

- Preliminary Conceptual OSD Subdivision Plan application, date stamped 12/06/13 – Attachment “A”.
- DRAFT COPY of Nov. 13, 2013 Planning Board Meeting Minutes – “B”.

OUTSTANDING ISSUES/ STAFF COMMENTS:

Resulting from the Nov. 13, 2013 Conceptual Review of this OSD Subdivision, the Applicant has specified, via this present Preliminary Conceptual OSD Plan submission that this development will consist of single-family dwellings only.

As with the Conceptual Plan Review, by definition, the results and actions of the board concerning the review of a Preliminary Conceptual OSD Subdivision Plan are 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 on the Preliminary and Yield Plans now include for each proposed lot: Total Lot Area, Wetland Area, >25% slope area, Buildable Area, Frontage and Required

Area for Open Space. Note: each lot shown meets or exceeds the minimum OSD lot requirements for the subject zoning district (i.e., R-2, 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 required 400 ft. of safe sight distance (in each direction at the proposed intersection) has not been delineated on either of the attached plans.
- 3) Since the Conceptual Review Meeting held on Nov. 13th, this development now only calls for 1 waiver request, i.e., Section 239-18 – Length of Cul-de-sac. This is, as opposed to the previous 3 requested waivers: granite curbing and sidewalk waivers, together with the remaining length of cul-de-sac waiver.
- 4) At the end of the hearing, the board may want to consider conducting a straw-pole in support/opposition of the proposal.

RECOMMENDATION: With this present application being a Preliminary Conceptual Open Space 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 Definitive OSD 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:

- This application was submitted on 12/06/2013.
- Preliminary Conceptual Review hearing scheduled for 01/08/2014.

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.

"A"

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

Date of Application: _____ Tax Map # 231 Lot # 053
~~26~~ ~~278~~

Name of Project: "Wojcik Property"

Zoning District: _____ General CSB# 07-13
(For Town Use) (For Town Use)

ZBA Action: _____



PROPERTY OWNER:

DEVELOPER:

Name: Richard & Elaine Wojcik (same)

Address: 90 Gowing Road

Address: Hudson, NH 03051

Telephone # 781-272-2200

Fax # _____

Email: Richard.Wojcik@RaymondJames.com

PROJECT ENGINEER

SURVEYOR

Name: Jeffrey Brem, Meisner Brem Corp. Kurt Meisner, Meisner Brem Corp.

Address: 142 Littleton Rd. (Same as Engineer - See left)

Address: Westford, MA 01886

Telephone # 978-692-1313

Fax # 978-692-0303

Email: jabrem@meisnerbrem.com

PURPOSE OF PLAN:

The purpose of the plan is to subdivide the property from one lot to 18 lots as an Open Space Development.

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

Flood Zone Reference: Panel No. 330092 010B

Width of Driveways: 9'

Number of Curb Cuts: 18 all on new roads

Proposed Parking Spaces: 36 +

Required Parking Spaces: 36

Basis of Required Parking (Use): Residential

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: _____

XIII. CONCEPTUAL REVIEW ONLY

A. Review Concept Plan to Subdivide Land

90 Gowing Road
Map 231/Lot 053

Purpose of plan: to present a Conceptual Open Space Development (OSD) Subdivision Plan for the 32-acre parcel, having a street address of 90 Gowing Road, Map 231/Lot 053. ***Conceptual Review Only.***

Chairman Russo read aloud the published notice, as repeated above. He then asked about the lot calculations. Town Planner Cashell said the engineer would address that. He then displayed the proposed OSD plan via the projection system.

Mr. Jeffrey A. Brem, PE, of Meisner Brem Corporation, 143 Littleton Road, Westford, MA 01886, appeared before the Board as the representative of the applicant and distributed full-size copies of the plans to those members of the Board who wanted them. He displayed a copy of the yield plan on the meeting-room wall and discussed details of what the property looked like at this time, the surrounding properties, etc. He described the terrain and the wetlands (noting they were not flagged as yet). He discussed the road that would service the lots if the yield plan were realized, showing 19 lots (noting that this was one more than on the first plan originally submitted).

Mr. Brem then posted the proposed OSD plan on the wall, noting that lots were reduced with leftover land set aside as open space. He stated that there were still 19 lots, with wetlands and field (for vista) left out, with an old stone wall retained, noting that he had run the road alongside that stone wall. He stated that 3.64 acres of open space were required, saying they were providing 15. He noted the effect of the town-line split, noting that part of the property was in Pelham, NH. He said he did not have to bring the road as far as shown, but had done it in order to preserve the field, but he would need a waiver of the cul-de-sac length. He then concluded his initial presentation.

Chairman Russo opened the meeting for public input and comment, in favor of the application.

Mr. Roger Coutu, 10 Rita Avenue, stated that he was here both as a selectman and as a resident of the southern end of the town. He said he had friends living in the Gowing Road area who had expressed concern about this proposed development. He said it was a very serene area, not congested, with old roads that could handle only so much traffic, noting that the property abutted a privately owned pond that drained into Musquash Pond, which he described as a significant concern with regard to the wetlands in that area. He stated that the plan called for 19 homes in a congested area abutting immediate residents. He expressed shock that the property owner had never approached his neighbors to tell them that he planned to do this, saying it was also shocking to him that the owner was not present this evening to present the plan. He said he had assured the neighborhood residents who were here to speak that the Planning Board would listen very carefully to all their concerns, and he also expressed a hope that those present out of interest would attend the subsequent meetings so as to be aware of any changes to the plan, if the Planning Board in fact allowed it to be built in that area.

Mr. Stephen Moreau, 7 Beaver Path, asked if it were known whether any direct abutter would be offered first refusal of any of the lots. Town Planner Cashell said that was a private matter. Mr. Brem said he would bring that idea to his client.

Mr. Michal Laroche, 88 Gowing Road, identified himself as an abutter and also as a friend of the property owner. He said he and his wife had several concerns, saying he just wanted to share one this evening. He said the residents on Gowing Road or the associated tertiary roads—noting that Gowing Road was 1.5 miles long from the next access (Musquash and Sanders)—had no other exit. He expressed a belief that the average single-family home had two or three vehicles, suggesting that this development would add up to forty vehicles accessing Gowing Road, which he felt would change daily life for all of the residents of the area—adding that this would be adding significant traffic for almost all of the road's length. He said Gowing Road got more use than it should, as most GPS systems showed it as connecting through to Pelham, so there were frequent cars that did not belong there. He suggested this would impact fire and police service in the area, along with adding significant delivery trips. He concluded by expressing appreciation for having been allowed to express his concerns early in the record, and he expressed a hope that the Board would consider the effect of such a magnitude on the far end of a road.

Ms. Heidi Jakoby, 94 Gowing Road, thanked Mr., Laroche for bringing up these concerns, noting they had been raised before for another proposed development that did not happen. She said this property abutted one of the largest greenways in southern New Hampshire.

Ms. Susan Laroche, 88 Gowing Road, asked what types of homes were being proposed, what their cost would be, etc. Mr. Brem said the property owner planned on selling the property and the type of homes had not been established as yet, but he thought a high-end project of single-family homes was envisioned, saying the neighbors should not be concerned about the houses as the houses in this development would increase the value of their property, if anything.

Chairman Russo asked Town Planner Cashell if there were anything that restricted this property from duplexes, noting that the lot size would have to be appropriate. Mr. Cashell answered in the negative, but noted that this was being proposed as an OSD development, which would require half-acre lots for single-family homes, whereas duplexes would require 30,000 ft². Chairman Russo clarified that most of the lots were large enough for duplexes, so no promises could be made at this time. Mr. Brem noted that lots were larger than allowed, in general, as they had both wells and septic systems; he said soil work would be done soon, but the lot lines had been drawn assuming that the soils were decent.

Mr. Wayne Grzefik, 92 Gowing Road, said he had bought the adjoining farm-house property two years ago for privacy and for the conservation land, noting that a lot of deer and wildlife went through the area where the new road was proposed. He said the five houses proposed along his boundary would be in very wet land, adding that Lot 2 was very close to the wetland. He then asked if the land left aside for open space would be clear-cut, as had been done in Pelham, behind the proposed development, and he asked how far they should be from abutter's boundaries with wells and septic. Chairman Russo said that information would be provided. Mr. Grzefik noted that one

area of Gowing Road was old hot top, and he expressed a fear that trucks would tear it up. Chairman Russo said the Board would be aware of that as the process continued.

Mr. Bob Rallis, 89 Gowing Road, said he lived across from the proposed driveway, and all of the cars would be shining headlights directly into his home. He commented on the wildlife in that area, saying he purchased his property because of the conservation area. He confirmed that wildlife crossed the road in this area, saying he had almost hit a deer at that location on his way to tonight's meeting.

Mr. William White, 55 Gowing Road, said his concern was traffic, saying he lived in a quiet neighborhood, and he expressed concern about this development bringing 40 more cars onto that road—adding that people drove up and down that road much too fast, and he was concerned about the traffic impact.

Mr. Michael Adams, 46 Gowing Road, said he thought the neighborhood was quite congested, rather than quiet, adding that all kinds of vehicles drove down the road very quickly, and the thought of adding 40 more vehicles was pretty scary. He emphasized that there was no exit point for the residents of this neighborhood.

Mr. Dennis Wilkinson, 9 Beaver Path, expressed concern about the water levels in the artesian wells, saying to add a lot more wells in that area might be too much. He stated that the pond got very low each year, with a lot of fish dying.

Mr. Kirt Gilum, 91 Gowing Road, said he was one of the avid walkers, and the traffic was pretty busy right now, and he protested that adding these houses would curtail the walking. He confirmed that the water table in that area did go up and down.

Mr. David Greenwood, 92 Gowing Road, expressed concern about the doubling of vehicles if duplexes were put in. He said his concern was Gowing Road itself, which he said was all cracked up, and heavy equipment would be a problem.

Mr. Dennis Wilkinson, speaking for a second time, said he had heard the number of 19 houses, and he asked if they would consider a different number, such as ten, which might be more acceptable.

No one else coming forward, Chairman Russo asked for comments from the Board members.

Mr. Della-Monica said he would like to see a study to confirm that the area could support all the wells, and he would like to know what the current density of Gowing Road was. If the developer decided to reduce the number of lots, he said, ways for wildlife to go through the property might be considered, along with ways to facilitate walking along Gowing Road.

Chairman Russo asked why the locus drawing did not show Beaver Path and other streets. Mr. Brem said the locus drawing was just to show the major streets to get one to the property; he said he would get a neighborhood map if there were a second meeting.

Selectman Maddox said this probably would not be the last project to develop jewels of property in the southern end of town. He said he would talk to the Police Department to get patrols in that area and would talk about improving Gowing Road. He then asked about the restriction against building a cul-de-sac on a cul-de-sac. Chairman Russo

asked if Gowing Road were really a cul-de-sac. Town Planner Cashell confirmed that it was, saying it was a mile and a half long, with over a mile of length beyond the last access point. Mr. Ulery commented that there was a paper street continuing into Pelham.

Mr. Barnes asked if Town Planner Cashell had mentioned that there were or might be some steep slopes on the property. Town Planner Cashell said that had not been identified on the information submitted so far, but the representative now knew to do that. Mr. Barnes said that should be identified when they came back. Town Planner Cashell noted that there was a massive woodlands area in Pelham, abutting the end of Gowing Road. He then noted that the 40 acres of open space referred to as a wildlife habitat followed a stream to get into that wooded area in Pelham. He then suggested consideration of a loop roadway for the proposed development.

Mr. Della-Monica said it kind of depended on how one defined a cul-de-sac, saying Gowing Street would be even busier if it were not a cul-de-sac. He said there were a number of cul-de-sacs leading off from cul-de-sacs.

Mr. Ulery said the proposal for a waiver meant that it would be more than 1,000 feet, so there would have to be a cistern, noting that this was a fire/insurance problem.

Mr. Della-Monica noted that, as the Board had said at previous meetings, "Happy abutters made for happy projects." Mr. Brem responded that he had been doing this for a long time and knew that.

Ms. Susan Laroche, 88 Gowing Road, asked if this information were available online for review. Chairman Russo said they were not, but they were available for review at Town Hall. Town Planner Cashell said these plans would be online tomorrow, off the Town's Website.

Mr. Della-Monica said he would be interested in finding out what property in the area currently was posted for NO TRESPASSING, NO HUNTING, NO HIKING, etc., and how that would affect what this project would do. Mr. Brem said there was a sign that said something about Pelham, but that he thought it just said one was entering Pelham.

Mr. Ulery asked what would be done about stone walls that crossed driveways. Mr. Brem said those would be removed, but some stone walls would be retained. Mr. Ulery suggested that the developer look at State of New Hampshire law regarding stone walls.

Mr. William Grzefik, 92 Gowing Road, said there were stone walls all around his property, with two going down right where the cul-de-sac was shown on the plan.

Selectman Maddox said the Board would need to know the next time they came in whether the homes would be single-family or something else, to get an idea of the associated traffic.

Mr. Ulery said this was a conceptual plan, and there was no granite in it at all.

Mr. Brem said this was a conceptual plan, and it would be easy to change now but would not be so later on, so now was the time to talk about big issues.



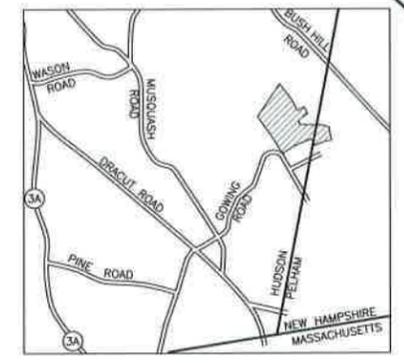
LOT DETAILS (Single Family)						
LOT #	TOTAL LOT AREA	WETLAND AREA	AREA >25% SLOPE	BUILDABLE AREA	FRONTAGE	* REQ. AREA FOR OPEN SPACE
1	34,249 S.F.	0 S.F.	0 S.F.	34,249 S.F.	247'	10,031 S.F.
2	30,173 S.F.	0 S.F.	0 S.F.	30,173 S.F.	202'	14,107 S.F.
3	32,936 S.F.	0 S.F.	0 S.F.	32,936 S.F.	219'	11,344 S.F.
4	30,122 S.F.	0 S.F.	0 S.F.	30,122 S.F.	220'	14,158 S.F.
5	50,551 S.F.	0 S.F.	0 S.F.	50,551 S.F.	125'	0 S.F.
6	52,855 S.F.	0 S.F.	0 S.F.	52,855 S.F.	355'	0 S.F.
7	36,494 S.F.	0 S.F.	0 S.F.	36,494 S.F.	139'	7,786 S.F.
8	30,077 S.F.	0 S.F.	0 S.F.	30,077 S.F.	351'	14,203 S.F.
9	30,693 S.F.	0 S.F.	0 S.F.	30,693 S.F.	131'	13,587 S.F.
10	31,470 S.F.	0 S.F.	0 S.F.	31,470 S.F.	153'	12,810 S.F.
11	35,103 S.F.	0 S.F.	0 S.F.	35,103 S.F.	130'	9,177 S.F.
12	30,570 S.F.	0 S.F.	602 S.F.	29,968 S.F.	119'	13,710 S.F.
13	44,996 S.F.	0 S.F.	826 S.F.	44,170 S.F.	75'	0 S.F.
14	61,886 S.F.	0 S.F.	1,664 S.F.	60,223 S.F.	77'	0 S.F.
15	56,575 S.F.	0 S.F.	2,368 S.F.	54,207 S.F.	76'	0 S.F.
16	49,983 S.F.	0 S.F.	1,664 S.F.	48,319 S.F.	101'	0 S.F.
17	44,477 S.F.	0 S.F.	0 S.F.	44,477 S.F.	196'	0 S.F.
18	50,356 S.F.	0 S.F.	0 S.F.	50,356 S.F.	250'	0 S.F.
19	47,350 S.F.	0 S.F.	0 S.F.	47,350 S.F.	200'	0 S.F.

*TOTAL OPEN SPACE REQUIRED 158,555 S.F. 3.6 ACRES

OPEN SPACE	
TOTAL LOT AREA = 35.6 ACRES	
*TOTAL OPEN SPACE REQUIRED: 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	
MINIMUM REQUIRED OPEN SPACE (PER LOT DETAILS TABLE)	3.7 ACRES
TOTAL OPEN SPACE PROVIDED:	
OPEN SPACE A	11.8 ACRES
OPEN SPACE B	3.2 ACRES
TOTAL OPEN SPACE PROVIDED	15.0 ACRES

LEGEND

- EXISTING CONTOUR: ---220---
- EDGE OF WETLAND: [Symbol]
- STONE WALL: [Symbol]
- TREE LINE: [Symbol]
- SLOPES > 25%: [Symbol]
- PROPOSED 4,000 S.F. SEPTIC AREA: [Symbol]
- PROPOSED WELL AND 75' RADIUS: [Symbol]



LOCUS MAP
NOT TO SCALE

ZONING: R-2 RESIDENTIAL CONVENTIONAL - SINGLE FAMILY
 MINIMUM LOT AREA = 43,560 S.F.
 MINIMUM LOT FRONTAGE = 150 FEET
 FRONT YARD = 30 FEET (MIN.)
 REAR YARD = 15 FEET (MIN.)
 SIDE YARD = 15 FEET

OPEN SPACE DEVELOPMENT - SINGLE FAMILY
 MINIMUM LOT AREA = 21,780 S.F.
 MINIMUM LOT FRONTAGE = 75 FEET
 FRONT YARD = 15 FEET (MIN.)
 REAR YARD = 7.5 FEET (MIN.)
 SIDE YARD = 7.5 FEET

OWNER OF RECORD:
 RICHARD WOJCIK
 90 GOWING ROAD
 HUDSON, NH 03051

- NOTES:**
- BOUNDARY INFORMATION IS COMPILED FROM PLANS BY OTHERS, TOPOGRAPHY AND WETLAND PER TOWN GIS
 - LOTS TO BE SERVICED WITH PRIVATE WELLS AND INDIVIDUAL SEPTIC SYSTEMS.
 - WAIVER REQUESTED FOR SECTION 239-18, CUL-DE-SAC LENGTH TO PROTECT EXISTING FIELD



REV. 6	BY:
REV. 5	BY:
REV. 4	BY:
REV. 3	BY:
REV. 2	BY:
REV. 1	BY:

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**PRELIMINARY SUBDIVISION PLAN
OPEN SPACE DEVELOPMENT
"WOJCIK PROPERTY"**

GOWING ROAD
HUDSON, NEW HAMPSHIRE
ASSESSOR'S MAP 231 / LOT 053
OWNER/APPLICANT
RICHARD WOJCIK
90 GOWING ROAD
HUDSON, NH 03051

DECEMBER 5, 2013

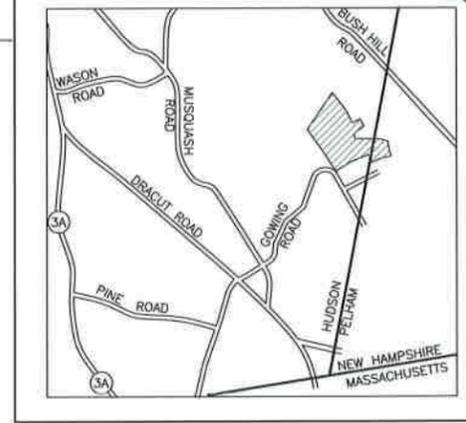
100 50 0 100 200
SCALE: 1"=100'

MEISNER BREM CORPORATION
142 LITTLETON ROAD, WESTFORD, MA 01886 • (978) 892-1313
151 MAIN STREET, SALEM, NH 03079 • (603) 893-3301

DESIGNED BY:	SURVEYED BY: KDM
DRAWN BY: POM	JOB NUMBER: 7083.00
APPROVED BY: JMB	ACAD FILE: 7083m.dwg

1 OF 1

LOT DETAILS (Single Family)					
LOT #	TOTAL LOT AREA±	WETLAND AREA	AREA >25% SLOPE	BUILDABLE AREA	FRONTAGE±
1	49,000 S.F.	0 S.F.	0 S.F.	49,000 S.F.	350'
2	54,000 S.F.	0 S.F.	0 S.F.	54,000 S.F.	360'
3	58,000 S.F.	8,200 S.F.	0 S.F.	49,800 S.F.	295'
4	150,000 S.F.	7,500 S.F.	0 S.F.	142,500 S.F.	350'
5	52,000 S.F.	0 S.F.	0 S.F.	52,000 S.F.	470'
6	86,000 S.F.	42,000 S.F.	0 S.F.	44,000 S.F.	210'
7	58,000 S.F.	13,000 S.F.	900 S.F.	44,100 S.F.	210'
8	95,000 S.F.	37,000 S.F.	1,000 S.F.	57,000 S.F.	150'
9	115,000 S.F.	55,500 S.F.	2,000 S.F.	57,500 S.F.	150'
10	105,000 S.F.	58,500 S.F.	2,500 S.F.	44,000 S.F.	150'
11	80,000 S.F.	19,500 S.F.	950 S.F.	60,500 S.F.	215'
12	49,000 S.F.	0 S.F.	0 S.F.	49,000 S.F.	150'
13	54,000 S.F.	0 S.F.	0 S.F.	54,000 S.F.	150'
14	51,000 S.F.	0 S.F.	0 S.F.	51,000 S.F.	440'
15	44,000 S.F.	0 S.F.	0 S.F.	44,000 S.F.	350'
16	53,000 S.F.	0 S.F.	0 S.F.	53,000 S.F.	430'
17	44,000 S.F.	0 S.F.	0 S.F.	44,000 S.F.	440'
18	48,000 S.F.	0 S.F.	0 S.F.	48,000 S.F.	460'
19	44,000 S.F.	0 S.F.	0 S.F.	44,000 S.F.	240'



LOCUS MAP
NOT TO SCALE

ZONING: R-2 RESIDENTIAL
CONVENTIONAL - SINGLE FAMILY
 MINIMUM LOT AREA = 43,560 S.F.
 MINIMUM LOT FRONTAGE = 150 FEET
 FRONT YARD = 30 FEET (MIN.)
 REAR YARD = 15 FEET (MIN.)
 SIDE YARD = 15 FEET

OWNER OF RECORD:
 RICHARD WOJCIK
 90 GOWING ROAD
 HUDSON, NH 03051

- NOTES:**
- TOTAL AREA OF PARCEL = 53.6 ACRES
 - BOUNDARY INFORMATION IS COMPILED FROM PLANS BY OTHERS.
 - LOTS TO BE SERVICED WITH PRIVATE WELLS AND INDIVIDUAL SEPTIC SYSTEMS.

LEGEND

- EXISTING CONTOUR - - - - - 220 - - - - -
- EDGE OF WETLAND
- STONE WALL
- TREE LINE
- SLOPES > 25%
- PROPOSED 4,000 S.F. SEPTIC AREA
- PROPOSED WELL AND 75' RADIUS



REV. 6	BY:
REV. 5	BY:
REV. 4	BY:
REV. 3	BY:
REV. 2	BY:
REV. 1	BY:

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 Meisner Brem Corp.
PRELIMINARY PLAN
CONVENTIONAL YIELD PLAN
"WOJCIK PROPERTY"
 GOWING ROAD
 HUDSON, NEW HAMPSHIRE
 ASSESSOR'S MAP 231 / LOT 053
 OWNER/APPLICANT
 RICHARD WOJCIK
 90 GOWING ROAD
 HUDSON, NH 03051

DECEMBER 9, 2013

 SCALE: 1"=100'

MEISNER BREM CORPORATION
 142 LITTLETON ROAD, WESTFORD, MA 01886 · (978) 692-1313
 151 MAIN STREET, SALEM, NH 03079 · (603) 865-3301

DESIGNED BY: SURVEYED BY: NDM
 DRAFTED BY: PDM JOB NUMBER: 7083.00
 APPROVED BY: JAP ACAD. FILE: 7083m.dwg

1 OF 1

Boyer Site Plan - 156 Lowell Road

Staff Report

January 8, 2014

SITE: 156 Lowell Road -- Map 204/Lot 075 -- SP# 08-13

ZONING: Industrial (I)

PURPOSE OF PLAN: is to depict the site improvements associated with the new parking layout and paved display area. Application Acceptance & Hearing.

PLAN UNDER REVIEW ENTITLED: Non-Residential Site Plan Boyer Site, 156 Lowell Rd. Map 204 Lot 075, Hudson, NH, prepared by Keach-Nordstrom Associates, Inc., dated: Nov. 12, 2013, no revision date, consisting of Sheets 1 - 11 and Notes 1 - 23 (said plans are attached hereto).

ATTACHMENTS:

- 1) Project Narrative, Site Plan Application, Checklist and Waiver Forms and aerial site photo date stamped Nov. 19, 2013 – Attachment “A”.
- 2) CLD’s Initial Comments Report, dated Dec. 5, 2013 – “B”.
- 3) Comments/Memos from Road Agent, Kevin Burns, HFD Deputy Fire Chief, John O’Brien, Zoning Admin., Bill Oleksak, and Asst. Assessor, Jim Michaud – “C”.

REQUESTED WAIVERS (see Note 20 on Sheet 1 of 17):

1. HTC 275-9(B) -- Traffic Study
2. HTC 275-9(D) -- Fiscal Impact Study
3. HTC 275-9(C) -- Noise Study

STAFF COMMENTS/OUTSTANDING ISSUES:

As cited in the Project Narrative, Application and Site Plans, this development consists of razing and existing single-family house and transforming the area of the house and immediate vicinity into an outdoor display area for the selling of “... vehicles, trailers, outdoor power equipment and/or snow removal equipment.”. These changes to the site are most clearly depicted on Sheets 1 & 2 of the attached plan set, i.e., the Master Site Plan and Existing Conditions Plan respectively. In addition to the foregoing changes, this Site Plan application also involves the following items:

- 1) No additions or interior changes are proposed for the 3 remaining (existing) buildings on the site, which include:
 - a) Building “A” – a 5,343 sf, 1-story metal building auto repair shop.
 - b) Building “B” – a 12,160 sf, 1-story metal building having 3 uses (transmission repair shop, Trailer repair shop and a small engine repair and sales shop).
 - c) Building “C” – a 5,088, 1-story metal building auto body repair shop.

- 2) Creation of 15 new (paved) parking spaces, including 1 HP, in front of Building "B" and 7 new (paved) parking spaces, including 1 HP, located on the south side of Building "B".
- 3) Other than the above-cited new paved parking spaces, and new paved display area, all existing paved driveways and parking lot areas, as well as those labeled gravel-based driveways and parking areas (as shown on Sheet 1 and other sheets of the plan set) are proposed to remain as is. Note: in regard to the existing unpaved parking areas, staff would like to defer to the board on whether or not it wants these areas paved. This is taking into consideration that this Site Plan application mainly involves razing an existing house and replacing it with a sales display area. These proposed changes, together with the minor improvements (i.e., landscaping, front parking area, and onsite storm water treatment), could be considered site enhancements to the areas of the site proposed for improvement. Thus, the board may determine that said unpaved conditions, which lie outside the areas of proposed improvements, do not require improvement. On the other hand, if the board determines a waiver is required in regard to the unpaved parking spaces and driveways or paving should be required for these areas, staff recommends for this hearing for this application to be deferred date specific to the Feb. 12th meeting.
- 4) As requested by Selectman Maddox, the applicant has agreed to provide, relative to future Lowell Rd. widening, a 12 ft. in-width X the length of frontage right-of-way easement. At the meeting, the applicant will present this proposal in plan form for the board's consideration. Please note, as most board members will recall, the proposed 12 ft. in-width frontage easement along Lowell Rd. is standard for approved Site Plans, and to say the least, these easements are essential to acquire as each site is approved along Lowell Rd. way.
- 5) Since no new building(s) or addition(s) are proposed nor traffic increase, a CAP Fee is not warranted for this application.

At the meeting, the applicant's representatives will be prepared to present this Site Plan, address all of the aforementioned site development aspects and address any questions/concerns abutters and board members may have on this proposal.

RECOMMENDATION: Taking the abovementioned outstanding issues/comments into consideration, and that this application is ready for application acceptance, for Wednesday night's initial public hearing staff recommends the following:

- (i) Board votes to accept the application;
- (ii) Open and conduct the public hearing;
- (iii) Allow the applicant to present the project and address all of the issues involved in this application, including those cited-above and in CLD's attached Comments Report "B".
- (iv) Hear any pro/con public input, and
- (v) Defer further review of this site plan, date specific to the Feb. 12th In the event the board moves to approve the waivers and the application, staff has provided below the appropriate DRAFT MOTIONS.

APPLICATION TRACKING:

- 12/09/13 - Application submitted;
- 01/08/14 - Initial public hearing scheduled.

DRAFT MOTIONS:

I move to accept the Boyer Site Plan application, address 156 Lowell Road -- Map 204/Lot 075.

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

I move to defer further review of the Boyer Site Plan application date specific to the Feb. 12, 2014 Planning Board meeting.

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

REQUESTED WAIVERS:

1. HTC 275-9(B) -- Traffic Study
2. HTC 275-9(D) -- Fiscal Impact Study
3. HTC 275-9(C) -- Noise Study

1) HTC 275-9(B) - Traffic Study

I move to grant the requested waiver HTC 275-9B - Traffic Study - because the proposed razing of the existing single-family dwelling and replacing it and its immediate surroundings with an outside equipment display area is not expected to create additional traffic to and from the site, and as such, the granting of this waiver is not contrary to the spirit and intent of the Site Plan Review regulations.

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

2) HTC 275-9C – Noise Study

I move to grant the requested waiver: HTC 275-9C - Noise Study - because such a study is unnecessary, taking into consideration that the commercial activities associated with the subject site already exist, are not proposed to change, and for the most part are conducted inside the existing buildings, thus reducing the noise impact upon abutting properties, and as such, the granting of this waiver is not contrary to the spirit and intent of the Site Plan Review regulations.

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

3) HTC 275-9D – Fiscal Impact Study

I move to grant the requested waiver: HTC 275-9D - Fiscal Impact Study - because in addition to the submitted plans and submitted application documents, said study is unnecessary in order to evaluate the fiscal impact of this development, and as such, the granting of this waiver is not contrary to the spirit and intent of the Site Plan Review regulations.

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

MOTION to APPROVE:

I move to grant approval for the Site Plan entitled: Non-Residential Site , 156 Lowell Rd. Map 204 Lot 075, Hudson, NH, prepared by Keach-Nordstrom Associates, Inc., dated: Nov. 12, 2013, no revision date, consisting of Sheets 1 - 11 and Notes 1 – 23, in accordance with the following terms and conditions:

- 1) All stipulations of approval shall be incorporated into the Development Agreement, which shall be recorded at the HCRD, together with the Site Plan-of-Record (hereinafter referred to as the Plan).
- 2) Prior to the Planning Board endorsement of the Plan, the Development Agreement and 12 ft. in-width Right-of-Easement Deed shall be favorably reviewed and recommended on by Town Counsel.
- 3) All improvements shown on the Plan, including Notes 1-23, shall be completed in their entirety and at the expense of the Applicant or his assigns.
- 4) Prior to the issuance of a final certificate of occupancy, a L.L.S. certified "As Built" site plan shall be provided to the Town of Hudson Community Development Department, confirming that the site conforms with the Planning Board approved Plan.
- 5) Onsite landscaping and lighting shall be provided for in accordance with Sheet 7 of 11 of the Plan.
- 6) Construction activities on the site shall be limited to between 7:00 A.M. and 7:00 P.M. Monday through Saturday. No construction activities shall occur on Sunday.
- 7) This approval shall be subject to final engineering review.

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

W
A
A



November 15, 2013

Projective Narrative

Boyer Site
Map 204; Lot 75
156 Lowell Road
Hudson, NH 03051

The subject parcel is located at 156 Lowell Road, and is referenced on Hudson's Tax Map 204 as Lot 75. The 3.5 acre parcel is in Hudson's Business (B) Zoning District. The site is currently developed with four buildings that include an auto body shop, auto repair shop, transmission repair shop, trailer repair shop, a small engine repair shop, and an existing two-story house.

The proposed project involves modifications to an existing operation. The locations of the existing buildings will not be change with the exception of the single family house. The proposal is to raze the existing house and construct an outdoor display area in its place. With the addition of the outdoor displays area the proposal also redesigns the layout of the parking areas and driveways. There will be no changes to the existing water, sewer, and utilities to the site beyond removing the connections to the single family house.

Currently the site has no stormwater management practices for treatment or ground water recharge. With this proposal there will be a slight increase to the impervious area. To offset any potential impact the design incorporates the removal of existing paved areas beside Building A, and then proposes a stone drip edges to be installed along the roof drip lines for Buildings A and B. The stormwater runoff from the two roofs will be allowed to infiltrate during small storms. The design has also proposed a closed drainage system in the front portion of the site. This system will collect stormwater runoff from the new display area and realigned parking areas. The outlet discharges to a stone outlet protection apron then runoff will flow through a treatment swale. A stormwater drainage design has been conducted for the site to model the effect of the modest stormwater facilities incorporated into the site, see the report attached to the application.

PRELIMINARY & FINAL SITE PLAN APPLICATION
 FOR PLAN REVIEW (Also for Wireless)
 TOWN OF HUDSON, NEW HAMPSHIRE



Date of Application: _____ Tax Map # 204 Lot # 75

Name of Project: Boyer Site

Zoning District: Business (B) General SP# 08-13
 (For Town Use) (For Town Use)

ZBA Action: N/A

PROPERTY OWNER:

DEVELOPER:

Name: <u>Boyer Associates</u>	<u>Todd Boyer</u>
Address: <u>65 Plateau Ridge Rd.</u>	<u>156 Lowell Road</u>
Address: <u>Loudon, NH 03307</u>	<u>Hudson, NH 03051</u>
Telephone # <u>603-882-6637</u>	<u>603-882-6637</u>
Fax # _____	_____
Email: _____	_____

PROJECT ENGINEER

SURVEYOR

Name: <u>Steven Keach, PE</u>	<u>Anthony Basso, LLS</u>
Address: <u>10 Commerce Park No., 3</u>	<u>10 Commerce Park No., 3</u>
Address: <u>Bedford, NH 03110</u>	<u>Bedford, NH 03110</u>
Telephone # <u>603-627-2881</u>	<u>603-627-2881</u>
Fax # <u>603-627-2915</u>	<u>603-627-2915</u>
Email: <u>skeach@keachnordstrom.com</u>	<u>abasso@keachnordstrom.com</u>

PURPOSE OF PLAN:

The purpose of the plan is to depict the site improvements associated with the new parking layout and paved display area.

<i>For Town Use</i>	
Plan Routing Date: <u>11-20-13</u>	Sub/Site Date: <u>12-3-13 @ 10:00 AM</u>
<input type="checkbox"/> I have no comments <input type="checkbox"/> I have comments (attach to form)	
_____ (Initials)	Title: _____ Date: _____
DEPT: <input type="checkbox"/> Zoning <input type="checkbox"/> Engineering <input type="checkbox"/> Assessor <input type="checkbox"/> Police <input type="checkbox"/> Fire <input type="checkbox"/> Planning <input type="checkbox"/> Consultant <input type="checkbox"/> Highway Department	
Fees Paid: _____	

SITE DATA SHEET

PLAN NAME: Boyer Site

PLAN TYPE: SITE PLAN

LEGAL DESCRIPTION: MAP 204 LOT 75

DATE: _____

Location by Street 156 Lowell Road

Zoning: Business (B)

Proposed Land Use: Automotive & Equipment Repair

Existing Use: Automotive & Equipment Repair

Surrounding Land Use(s): Commercial & Residential

Number of Lots Occupied: 1

Existing Area Covered by Building: 23,679 sf

Existing Buildings to be removed: 14,094 sf

Proposed Area Covered by Building: 22,585 sf

Open Space Proposed: 31.1% (Existing 33.2%)

Open Space Required: 40%

Total Area: S.F.: 151,663 Acres: 3.481

Area in Wetland: 0 Area Steep Slopes: 0

Required Lot Size: 30,000 sf

Existing Frontage: 260

Required Frontage: 150

Building Setbacks:	<u>Required*</u>	<u>Proposed</u>
Front:	<u>50</u>	<u>existing</u>
Side:	<u>15</u>	<u>existing</u>
Rear:	<u>15</u>	<u>existing</u>

SITE PLAN DATA SHEET
(Continued)

Flood Zone Reference: Firm Map 33011C0508D, Panel#508, 9/25/09

Width of Driveways: 24'

Number of Curb Cuts: 2 (existing)

Proposed Parking Spaces: 58

Required Parking Spaces: 50

Basis of Required Parking (Use): Auto Repair & Industrial

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

N/A

Hudson Town Code

<u>Waivers Requested:</u>	<u>Reference</u>	<u>Regulation Description</u>
	1. <u>HTC275-9,B</u>	<u>Traffic Impact Study</u>
	2. <u>HTC275-9,C</u>	<u>Noise Impact Study</u>
	3. <u>HTC275-9,D</u>	<u>Fiscal/Enviro. Impact Study</u>
	4. _____	_____
	5. _____	_____
	6. _____	_____
	7. _____	_____
	8. _____	_____
<small>(Left column for Town Use)</small>		

Impact Fees:

C.A.P Fee:

N/A

Development Agreement
Proposed:

Yes

For Town Use

Data Sheet Checked By: _____

Date: _____

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

Thirty (30) days prior to Planning Board Meeting, a complete site plan to include all supporting materials/documents must be submitted in final form. The site plan shall comply with the following specifications/requirements:

Applicant Initials		Staff Initials
<u>JDL</u>	a) Submission of nine (9) 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.	_____
<u>JDL</u>	b) A Site Plan narrative, describing the purpose, locations, long-range plans, impacts on traffic, schools, and utilities	_____
<u>JDL</u>	c) Plan scale at not less the one inch equals fifty feet (1" = 50')	_____
<u>JDL</u>	d) Locus plan with 1,000' minimum radius of site to surrounding area	_____
<u>JDL</u>	e) Plan date by day/month/year	_____
<u>JDL</u>	f) Revision block inscribed on the plan	_____
<u>JDL</u>	g) Planning Board approval block inscribed on the plan	_____
<u>JDL</u>	h) Title of project inscribed on the plan	_____
<u>JDL</u>	i) Names and addresses of property owners and their signatures inscribed on the plan	_____
<u>JDL</u>	j) North point inscribed on the plan	_____
<u>JDL</u>	k) Property lines: exact locations and dimensions	_____
<u>JDL</u>	l) Square feet and acreage of site	_____
<u>JDL</u>	m) Square feet of each building (existing and proposed)	_____
<u>JDL</u>	n) Names and addresses of bordering abutters, as shown on Tax Assessor's records not more than five (5) days prior to application date to be listed on the plan.	_____

Applicant Initials		Staff Initials
JDL	o) Location of all structures, roads, wetlands, hydrants, wells, septic systems, 4k reserve areas, floodways/floodplains, driveways, travel areas, parking areas and natural features within 200 feet of the tract	_____
JDL	p) Locations of existing and proposed permanent monuments and bench marks within 200 feet of the development tract	_____
JDL	q) Pertinent highway projects	_____
JDL	r) Assessor's Map and Lot number(s)	_____
JDL	s) Waiver application form shall be submitted with the site plan application, note on plan listing waivers requested/granted; and all waivers granted to the site plan regulations shall be listed on the final plan; waivers to checklist shall be reduced to writing and be signed by the Planning Board Chairman and Planning Board Secretary and recorded with the plan	_____
JDL	t) Delineate zoning district on the plan	_____
JDL	u) Storm water drainage plan	_____
JDL	v) Topographical elevations at 2-foot intervals contours: existing and proposed	_____
JDL	w) Utilities: existing and proposed	_____
JDL	x) Parking: existing and proposed	_____
JDL	y) Parking space: length and width	_____
JDL	z) Aisle width/maneuvering space	_____
JDL	aa) Landscaping: existing and proposed	_____
JDL	ab) Building and wetland setback lines	_____
JDL	ac) Curb cuts	_____
JDL	ad) Rights of way: existing and proposed	_____
JDL	ae) Sidewalks: existing and proposed	_____
JDL	af) Exterior lighting plan	_____
JDL	ag) Sign locations: size and design	_____
JDL	ah) Water mains and sewerage lines	_____
JDL	ai) Location of dumpsters on concrete pads	_____
JDL	aj) All notes from plats	_____

Applicant Initials		Staff Initials
JDL	ak) Buffer as required by site plan regulations	_____
JDL	al) Green and open space requirements met with both types of spaces inscribed on the plan	_____
JDL	am) 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 shall be inscribed on the plan.	_____
JDL	an) 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.	_____
JDL	ao) "Valid for one year after approval" statement inscribed on the plan.	_____
JDL	ap) Loading bays/docks	_____
JDL	aq) State of New Hampshire engineer's stamp, signature, surveyor's stamp, and signature	_____
JDL	ar) Error of closure (1 in 10,000 or better)	_____
JDL	as) Drafting errors/omissions	_____
JDL	at) Developer names, addresses, telephone numbers and signatures	_____
JDL	au) Photographs, electronic/digital display or video of site and area	_____
JDL	av) Attach one (1) copy of the building elevations	_____
waiver - JDL	aw) Fiscal impact study	_____
waiver - JDL	ax) Traffic study	_____
waiver - JDL	ay) Noise study	_____

Applicant
Initials

Staff
Initials

JDL az) Copies of any proposed or existing easements, covenants, deed restrictions,
right of way agreements or other similar documents _____

JDL ba) Copy of applicable Town, State, Federal approval/permits to include but
not limited to the following: _____

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

JDL bb) Presentation plan (colored, with color-coded bar chart) _____

JDL bc) Fees paid to clerk _____

JDL bd) Five (5) 22" x 34" copies of the plan shall be brought to the Planning
Board meeting and distributed to the Planning Board members at the
meeting. Note: for all subsequent meetings involving revised plans,
five 22" x 34" copies of said plan shall be brought to the meeting for
distribution to the board members. _____

*Under the purview of the Planning Board, any and all items may be waived.

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

**Boyer Site
Town of Hudson
CID Reference No. 03-0249.1300
Reviewed December 5, 2013**

Thirty (30) days prior to Planning Board Meeting, a complete site plan to include all supporting materials/documents must be submitted in final form. The site plan shall comply with the following specifications/requirements:

Applicant Initials _____ Seal/ Initials _____

P.07

a) Submission of time (9) full sets of Site Plans (sheet size: 22" x 34") 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.

b) A Site Plan narrative, describing the purpose, locations, long range plans, impacts on traffic, schools, and utilities
 _____ CLD/KMG

c) Plan scale at not less than one inch equals fifty feet (1" = 50')
 _____ CLD/KMG

d) Locus plan with 1,000' minimum radius of site to surrounding area
 _____ CLD/KMG

e) Plan date by month/day/year.

e) Plan date by day/month/year
 _____ CLD/KMG

g) Planning Board approval block inscribed on the plan
 _____ CLD/KMG

h) Title of project inscribed on the plan
 _____ CLD/KMG

i) Names and addresses of property owners and their signatures inscribed on the plan
 _____ CLD/KMG

j) North point inscribed on the plan
 _____ CLD/KMG

k) Property lines: exact locations and dimensions
 _____ CLD/KMG

l) Square feet and acreage of site
 _____ CLD/KMG

m) Square feet of each building (existing and proposed)
 _____ CLD/KMG

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

n) Abutters' names and addresses are shown on plan.

CLD ENGINEERS

Fax: 16036688802

Dec 5 2013 18:10

Applicant Initials Staff Initials

Dec 5 2013 18:10

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

p) Locations of existing and proposed permanent monuments and bench marks within 200 feet of the development tract _____

q) Pertinent highway projects CLD/KMG

r) Assessor's Map and Lot number(s) CLD/KMG

s) Waiver application form shall be submitted with the site plan application, note on plan listing waivers requested/granted; and all waivers granted to the site plan regulations shall be listed on the final plan; waivers to checklist shall be reduced to writing and be signed by the Planning Board Chairman and Planning Board Secretary and recorded with the plan CLD/KMG

t) Delineate zoning district on the plan _____

u) Stormwater drainage plan CLD/KMG

v) Topographical elevations at 2-foot intervals contours: existing and proposed CLD/KMG

w) Utilities: existing and proposed _____

x) Parking: existing and proposed _____

y) Parking space: length and width CLD/KMG

z) Aisle width/maneuvering space _____

aa) Landscaping: existing and proposed _____

ab) Building and wetland setback lines _____

ac) Curb cuts CLD/KMG

ad) Rights of way: existing and proposed CLD/KMG

ae) Sidewalks: existing and proposed _____

af) Exterior lighting plan _____

ag) Sign locations: size and design _____

ah) Water mains and sewerage lines _____

ai) Location of dumpsters on concrete pads CLD/KMG

aj) All notes from plats CLD/KMG

p) We are unable to verify that all locations of existing monuments within 200 feet of the development tract are shown.

q) No highway projects noted.

t) Zoning noted on plan; not delineated.

w) The applicant has only provided information as to an existing sewer connection to building "B".

x) The applicant has shown proposed parking for the site encroaching into abutting Lot 9.

z) The applicant has shown an aisle width on the southwest side of the site that does not meet the 24 foot aisle width requirement.

aa) Landscaping calculations were not provided and neither the shrub nor tree calculations appear to meet the current Regulation.

ab) The existing southern driveway is in the side yard setback and the existing building "C" dumpsters are located in the rear yard setback.

ae) No sidewalks are proposed. No ADA details have been provided for access to the existing buildings.

af) Two light fixtures are proposed for the "Proposed Paved Display Area;" however, no additional lighting details have been provided.

ag) A handicap van accessible parking detail has been provided but no location(s) are shown for use.

ah) Water and sewer connections are not shown for all existing buildings.

___ a) Buffer as required by site plan regulations
CLD/KMG

___ a) Green and open space requirements met with percentages of both types of spaces inscribed on the plan

a) 40% required, noted as 33.2% existing, 31.1% proposed.

___ a) 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 shall be inscribed on the plan.

a) Regulation was repealed in 2010. Soil types indicated.

___ a) 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.
CLD/KMG

a) Adjacent wetlands are shown on the plan; however, a New Hampshire certified wetland or soil scientist, has not affixed his stamp and signature to the plan.

___ a) "Valid for one year after approval" statement inscribed on the plan
CLD/KMG

a) No loading area(s) are labeled.

___ a) Loading bays/docks
CLD/KMG

___ a) State of New Hampshire engineer's stamp, signature, surveyor's stamp, and signature

a) Not all sheets include stamps and signatures.

___ a) Error of closure (1 in 10,000 or better)
CLD/KMG

___ a) Drafting errors/omissions
CLD/KMG

___ a) Developer names, addresses, telephone numbers and signatures
CLD/KMG

___ a) Photographs, electronic/digital display or video of site and area

a) No photographs were received in CLS's package.

___ a) Attach one (1) copy of the building elevations

___ a) Fiscal impact study

___ a) Traffic study

___ a) Noise study

a) None received for review.

a) Not received, waiver requested.

a) Not received, waiver requested.

a) Not received, waiver requested.

Applicant
Initials

Staff
Initials

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

a2) No deeds or easements received for review. An existing 20-foot wide sewer easement is shown on the plan set. Additional cross-easements are requested.

ba) Copy of applicable Town, State, Federal approval/permits to include but not limited to the following:

ba) No permits received in package for review.

- industrial discharge application
- sewer application
- flood plain permit
- wetlands special exception
- variance
- erosion control permit (149.8a)
- septic construction approval
- dredge and fill permit
- curb cut permit
- shoreland 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.

bb) Presentation plan (colored, with color coded bar chart)

bb) No presentation plan received, requires a Town action.

bc) Fees paid to clerk

bc) Requires Town action.

bd) Five (5) 22" x 34" copies of the plan shall be brought to the Planning Board meeting and distributed to the Planning Board members at the meeting. Note: for all subsequent meetings involving revised plans, five 22" x 34" copies of said plan shall be brought to the meeting for distribution to the board members.

bd) Requires Town action.

*Under the purview of the Planning Board any and all items may be waived.

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

I hereby apply for Site 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 Site 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 given 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 to 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/or inspections conducted on his/her (their) property in connection with this applications.

Signature of Owner:  _____

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

Signature of Developer:  _____

- ❖ 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.

APPLICATION IS DUE AT NOON 21 days prior to the Planning Board Meeting. (The date the Agenda is CLOSED.) Any applications received after that time will be deferred until the next available meeting.

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

Name of Subdivision/Site Plan: Boyer Site

Street Address: 156 Lowell Road, Hudson, NH 03051

I Todd Boyer hereby request that the Planning Board waive the requirements of item Hudson Land Use Code 275-9, C of the Subdivision/Site Plan Checklist in reference to a plan presented by Keach-Nordstrom Assoc., Inc. (name of surveyor and engineer) dated November 12, 2013 for property tax map(s) 204 and lot(s) 75 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 Noise 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 prevent noise pollution from abutting zoning districts and conflicting land uses. The current land use for the property is consistent with the proposed land use. The subject project is proposed within the Business Zone. The property is surrounded by commercial properties to the north and south. The abutting lots to the east and west are residential properties however, the proposed redevelopment will not change the existing onsite operations. The proposed use is consistent with the existing uses in the localized area and it seems a Noise Impact Study should be unnecessary to the productive redevelopment of the property.

Signed:  _____
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: Boyer Site

Street Address: 156 Lowell Road, Hudson, NH 03051

I **Todd Boyer** hereby request that the Planning Board waive the requirements of item **Hudson Land Use Code 275-9, B** of the Subdivision/Site Plan Checklist in reference to a plan presented by **Keach-Nordstrom Assoc., Inc.** (name of surveyor and engineer) dated **November 12, 2013** for property tax map(s) **204** and lot(s) **75** 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. No buildings are being proposed, and the current land use will remain the same. The proposal is not expected to increase the number of vehicles entering/exiting the site, so it seems a Traffic Impact Study should be unnecessary to the productive enhancements to the property.

Signed: _____


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: Boyer Site

Street Address: 156 Lowell Road, Hudson, NH 03051

I **Todd Boyer** hereby request that the Planning Board waive the requirements of item **Hudson Land Use Code 275-9, D** of the Subdivision/Site Plan Checklist in reference to a plan presented by **Keach-Nordstrom Assoc., Inc.** (name of surveyor and engineer) dated **November 12, 2013** for property tax map(s) **204** and lot(s) **75** in the Town of Hudson, NH.

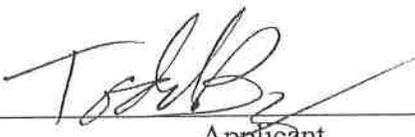
As the aforementioned applicant, I, herein, acknowledge that this waiver is requested in accordance with the provisions set forth in RSA 674:36, II (n), i.e. (For Subdivisions) and RSA 674:44, III (e) (For Site-Plans). Without the Planning Board granting said waiver, it would pose an unnecessary hardship 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 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 site is currently developed. There are no buildings being proposed, and the current use of the lot will not change. The proposed enhancements will only improve the Best Management Practices onsite.

Signed:  _____
Applicant

Planning Board Action:
Waiver Granted _____
Waiver Not Granted _____

BOYER SITE – 156 LOWELL ROAD – HUDSON, NH





'B'

December 5, 2013

Mr. John Cashell, Town Planner
Town of Hudson
12 School Street
Hudson, NH 03051



Re: Town of Hudson Planning Board Review
Boyer Site, 156 Lowell Road
Tax Map 204, Lot 75, PO #1350-827
CLD Reference No. 03-0249.1300

Dear Mr. Cashell:

CLD has reviewed the first submission of the materials received on November 20, 2013 related to the above-referenced project. A list of items reviewed is enclosed. The scope of our review is based on the Site Plan Review Codes, Stormwater Codes, Driveway Review Codes, Sewer Use Ordinance 77, and criteria outlined in the CLD Proposal approved September 16, 2003, revised September 20, 2004, June 4, 2007, and September 3, 2008.

We have included a copy of CLD's evaluation of the checklist for your reference. We note that several items could not be verified by CLD and require action by the Town.

The project consists of razing a 1,085 square foot house and the construction of a proposed paved display area with associated site improvements. Three buildings and two outside storage units are shown to remain. The site is currently serviced by existing municipal water and sewer and will continue to utilize these services.

The following items are noted:

1. Site Plan Review Codes

- a. Hudson Regulations (HR) 275-8.B. (20) The applicant has not provided the existing building heights nor have they shown existing exterior lighting on any of the buildings. The applicant has also not provided any access easement documentation for Lot 9. (The southerly drive for the subject lot crosses a portion of Lot 9.) Lastly a 1.3 foot diameter cover is noted behind existing building "A" with no other indication as to what utilities are linked to it.
- b. HR 275-8.B. (21) The applicant has shown proposed fence around the proposed paved display area; however, no detail was provided for the fence. Additionally, bollard details were provided; however, we were unable to find proposed locations for use.
- c. HR 275-8.B. (29) The applicant has shown an existing parking area on the southwest side of the site with an aisle width of less than 20 feet with 90 degree parking. We note that on paper larger cars are likely unable to maneuver into or out of these spaces when the parallel spaces are occupied. The applicant should also provide additional information on the types of trucks that may be making deliveries to the existing buildings onsite. Large trucks (WB-50) may have a hard time maneuvering the site especially the area between the proposed paved display area and the existing building "B".



Mr. John Cashell
CLD Reference No. 03-0249.1300
December 5, 2013
Page - 2

- d. HR 275-9.A. See comments below.
- e. HR 275-9.B. A Traffic Impact Study was not provided for review. The applicant has noted on the plan set that a waiver has been requested.
- f. HR 275-9.C. A Noise Study was not provided for review. The applicant has noted on the plan set that a waiver has been requested.
- g. HR 275-9.D. A Fiscal and Environmental Impact Study were not provided for review. The applicant has noted on the plan set that a waiver has been requested.
- h. HR 275-9.E. See comments below.
- i. HR 275-9.F. Copies of deeds or easements were not received for review as part of the package. We note the applicant has shown an existing 20-foot wide sewer easement since parking for the subject parcel encroaches into Lot 9, the applicant should also provide additional information on any easement(s) for Lot 9.
- j. HR 275-9.G. See comments below.

2. Driveway Review Codes (HR 275-8.B.(34)/Chapter 193)

- a. HR 193-10.C. The applicant's existing northern driveway has a stopping platform over 5%.
- b. HR 193-10.E. The applicant has not shown any sight distance information on the plan set for the existing driveways proposed to remain.
- c. HR 193-10.G. The applicant has shown two existing driveways for a single parcel.
- d. HR 193-10.H. The existing southern driveway is in the side yard setback.
- e. HR 193-10.I. Lot 9's primary access for the second building is through use of the southern driveway on Lot 75. No cross easement documentation was provided.
- f. HR 275-8.B. (30) The applicant has not labeled any loading areas on the plan set; however, bays are noted in the parking calculations.

3. Utility Design/Conflicts (HR 275-9.E.)

- a. HR 275-9.E. The applicant has only shown existing water and sewer connection to the existing building "B", but has stated that the entire site is serviced by existing municipal water and sewer. The applicant has also not shown the underground electric (UGE) connection for building "C" but has shown an UGE meter on the south side of the building.
- b. No additional UGE conduit is shown to supply power to the proposed lighting for the proposed paved display area.
- c. See sewer manhole concern below.

4. Drainage Design/Stormwater Management (HR 275-9.A./Chapter 290)

- a. HR 275-9.A.3 The applicant should provide test pit and percolation test data in the vicinity of the proposed infiltration system.



Mr. John Cashell
CLD Reference No. 03-0249.1300
December 5, 2013
Page - 3

- b. The applicant should provide additional input on the downstream drainage as we note there is a slight Storm/Volume increase (approximately 4%) noted from Pre Development vs. Post Development.
- c. The applicant should provide measures to ensure erosion and/or seepage does not occur around the SMH, due to a new point discharge directed at an existing sewer manhole in the easement to the south of the site. We note that there is a SMH at the end of the Proposed Treatment Swale; in existing conditions this is a location of non-point discharge, and in proposed conditions it is a point discharge.
- d. The applicant should provide an infiltration rate conversion calculation to support the use of 3.0 inches per hour utilized within the calculations.
- e. The applicant should provide more specific testing and compaction requirements related to drainage systems construction.
- f. The applicant should review the snow storage area on the south side of building "B". We note that at a minimum the westerly side of the storage area should be revised to avoid storing snow in the proposed treatment swale.
- g. The applicant has provided two catch basin grate details. The applicant should clearly show the location(s) where each specific catch basin grate is intended to be installed.

5. Landscaping

- a. HR 275-8.B. (31) (a) and HR 275-8.B. (31) (b) The applicant has provided a landscaping plan; however, landscaping calculations were not provided.
- b. HR 275-8.B. (31) c) and HR 275-8.B. (31) d) The applicant has dramatically improved the current landscaping situation, but does not appear to have met the "one shrub or tree" per "x" parking spaces and paved area count criteria.

6. Erosion Control/Wetland Impacts

- a. The applicant should provide an approximate location of a staging and stockpile area(s) on the plan set.
- b. The applicant has provided a detail for an erosion control blanket; however, we were unable to find the proposed location of its use.
- c. The Town should reserve the right to require additional erosion control measures during construction if needed.



Mr. John Cashell
CLD Reference No. 03-0249.1300
December 5, 2013
Page - 4

7. State and Local Permits (HR 275-9.G.)

- a. The applicant should note any permits required or existing for the site on the plan set, such as Sewer Discharge Permits.
- b. Additional local permitting may be required.

8. Other

- a. HR 275-8.B. (35) The applicant has shown four handicap parking areas and has provided corresponding details; however, the handicap van accessible sign location(s) are not shown on the plans or in the handicap striping detail. The applicant should also label American Disability Act (ADA) compliant building entrances and provide additional spot grades and ramp details, if necessary. (We were unable to find any ramp detail on the plan set.)
- b. The applicant has referenced the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the Town of Hudson, New Hampshire, Hillsborough County, Community Panel Number 33011C0508D on the plan set. The applicant should provide a corrected plan reference of Panel Number 33011C0656D on the plan set.

Please feel free to call if you have any questions.

Very truly yours,

A handwritten signature in black ink that reads 'Heidi Marshall'.

Heidi J. Marshall, P.E.

A handwritten signature in black ink that reads 'Paul Konieczka'.

Paul Konieczka, AICP

HJM/PK:sad

Enclosure

cc: Town of Hudson Engineering Division – File
Keach-Nordstrom Associates, Inc.
10 Commerce Park North, Suite 3B
Bedford, NH 03110
Fax (603) 627-2915



540 Commercial Street Manchester, NH 03101
(603) 668-8223 • Fax: (603) 668-8802
cld@cldengineers.com • www.cldengineers.com
New Hampshire • Vermont • Maine

TO: File
FROM: Kelsey M. Gagnon KMG
DATE: December 5, 2013
RE: Town of Hudson Planning Board Review
Boyer Site, 156 Lowell Road
Tax Map 204, Lot 75, PO #1350-827
CLD Reference No. 03-0249.1300

The following list itemizes the documents reviewed related to the Boyer Site Plan review comments.

- Various emails between Town of Hudson and CLD, between November 21, 2013 and December 5, 2013.
- Letter from the Town of Hudson to CLD, dated and received November 20, 2013, including the following:
 1. Copy of *Project Narrative, Boyer Site*, dated November 15, 2013, prepared by Keach-Nordstrom Associates, Inc.
 2. Copy of *Preliminary and Final Site Plan Application for Plan Review*, dated November 20, 2013.
 3. Copy of *Stormwater Management Report, 156 Lowell Road*, prepared by Keach-Nordstrom Associates, Inc., dated November 12, 2013, including the following:
 - a. *Pre Development Watershed Map*, Sheet 1 of 2.
 - b. *Post Development Watershed Map*, Sheet 1 of 2.
 4. Copy of *Non-Residential Site Plan, Boyer Site, 156 Lowell Road, Hudson, New Hampshire Plan Set*, prepared by Keach-Nordstrom Associates, Inc., dated November 12, 2013, including the following:
 - a. Cover Sheet.
 - b. *Master Site Plan*, Sheet 1 of 11.
 - c. *Existing Conditions Plan*, Sheet 2 of 11.
 - d. *Removals/Demolition Plan*, Sheet 3 of 11.
 - e. *Site Plan*, Sheet 4 of 11.
 - f. *Grading and Drainage Plan*, Sheet 5 of 11.
 - g. *Erosion Control Plan*, Sheet 6 of 11.
 - h. *Landscape and Lighting Plan*, Sheet 7 of 11.
 - i. *Construction Details*, Sheets 8 through 11 of 11.

KMG:lk

cc: John Cashell – Town of Hudson Planner
Town of Hudson Engineering Division – File

PRELIMINARY & FINAL SITE PLAN APPLICATION
FOR PLAN REVIEW (Also for Wireless)
TOWN OF HUDSON, NEW HAMPSHIRE



Date of Application: _____ Tax Map # 204 Lot # 75

Name of Project: Boyer Site

Zoning District: Business (B) General SP# 08-13
(For Town Use) (For Town Use)

ZBA Action: N/A

PROPERTY OWNER:

DEVELOPER:

Name: <u>Boyer Associates</u>	<u>Todd Boyer</u>
Address: <u>65 Plateau Ridge Rd.</u>	<u>156 Lowell Road</u>
Address: <u>Loudon, NH 03307</u>	<u>Hudson, NH 03051</u>
Telephone # <u>603-882-6637</u>	<u>603-882-6637</u>
Fax # _____	_____
Email: _____	_____

PROJECT ENGINEER

SURVEYOR

Name: <u>Steven Keach, PE</u>	<u>Anthony Basso, LLS</u>
Address: <u>10 Commerce Park No., 3</u>	<u>10 Commerce Park No., 3</u>
Address: <u>Bedford, NH 03110</u>	<u>Bedford, NH 03110</u>
Telephone # <u>603-627-2881</u>	<u>603-627-2881</u>
Fax # <u>603-627-2915</u>	<u>603-627-2915</u>
Email: <u>skeach@keachnordstrom.com</u> <u>abasso@keachnordstrom.com</u>	

PURPOSE OF PLAN:

The purpose of the plan is to depict the site improvements associated with the new parking layout and paved display area.

<i>For Town Use</i>	
Plan Routing Date: <u>11-20-13</u>	Sub/Site Date: <u>12-3-13 @ 10:00 AM</u>
<input checked="" type="checkbox"/> I have no comments <input type="checkbox"/> I have comments (attach to form)	
<u>RP</u> (Initials)	Title: <u>Road Access</u> Date: <u>11/25/13</u>
DEPT: _____ Zoning _____ Engineering _____ Assessor _____ Police _____ Fire _____ Planning _____ _____ Consultant _____ Highway Department	
Fees Paid: _____	

**PRELIMINARY & FINAL SITE PLAN APPLICATION
FOR PLAN REVIEW (Also for Wireless)
TOWN OF HUDSON, NEW HAMPSHIRE**



Date of Application: _____ Tax Map # 204 Lot # 75

Name of Project: Boyer Site

Zoning District: Business (B) General SP# 08-13
(For Town Use) (For Town Use)

ZBA Action: N/A

PROPERTY OWNER:

DEVELOPER:

Name: Boyer Associates
Address: 65 Plateau Ridge Rd.
Address: Loudon, NH 03307
Telephone # 603-882-6637
Fax # _____
Email: _____

Name: Todd Boyer
Address: 156 Lowell Road
Address: Hudson, NH 03051
Telephone # 603-882-6637
Fax # _____
Email: _____

PROJECT ENGINEER

SURVEYOR

Name: Steven Keach, PE
Address: 10 Commerce Park No., 3
Address: Bedford, NH 03110
Telephone # 603-627-2881
Fax # 603-627-2915
Email: skeach@keachnordstrom.com

Name: Anthony Basso, LLS
Address: 10 Commerce Park No., 3
Address: Bedford, NH 03110
Telephone # 603-627-2881
Fax # 603-627-2915
Email: abasso@keachnordstrom.com

PURPOSE OF PLAN:

The purpose of the plan is to depict the site improvements associated with the new parking layout and paved display area.

For Town Use

Plan Routing Date: 11-20-13 Sub/Site Date: 12-3-13 @ 10:00 AM

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

JOB Title: Deputy Fire Chief Date: 11/21/13
(Initials)

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

Fees Paid: _____



BY: _____

PRELIMINARY & FINAL SITE PLAN APPLICATION
 FOR PLAN REVIEW (Also for Wireless)
 TOWN OF HUDSON, NEW HAMPSHIRE



Date of Application: _____ Tax Map # 204 Lot # 75

Name of Project: Boyer Site

Zoning District: Business (B) General SP# 08-13
(For Town Use) (For Town Use)

ZBA Action: N/A

PROPERTY OWNER:

DEVELOPER:

Name: Boyer Associates

Todd Boyer

Address: 65 Plateau Ridge Rd.

156 Lowell Road

Address: Loudon, NH 03307

Hudson, NH 03051

Telephone # 603-882-6637

603-882-6637

Fax # _____

Email: _____

PROJECT ENGINEER

SURVEYOR

Name: Steven Keach, PE

Anthony Basso, LLS

Address: 10 Commerce Park No., 3

10 Commerce Park No., 3

Address: Bedford, NH 03110

Bedford, NH 03110

Telephone # 603-627-2881

603-627-2881

Fax # 603-627-2915

603-627-2915

Email: skeach@keachnordstrom.com abasso@keachnordstrom.com

PURPOSE OF PLAN:

The purpose of the plan is to depict the site improvements associated with the new parking layout and paved display area.

<i>For Town Use</i>	
Plan Routing Date: <u>11-20-13</u>	Sub/Site Date: <u>12-3-13 @ 10:00 AM</u>
<input checked="" type="checkbox"/> I have no comments <input type="checkbox"/> I have comments (attach to form)	
<u>WKO</u> Title: <u>Z:A.</u>	Date: <u>11/21/13</u>
<small>(Initials)</small>	
DEPT: <input checked="" type="checkbox"/> Zoning <input type="checkbox"/> Engineering <input type="checkbox"/> Assessor <input type="checkbox"/> Police <input type="checkbox"/> Fire <input type="checkbox"/> Planning <input type="checkbox"/> Consultant <input type="checkbox"/> Highway Department	
Fees Paid: _____	

PRELIMINARY & FINAL SITE PLAN APPLICATION
 FOR PLAN REVIEW (Also for Wireless)
 TOWN OF HUDSON, NEW HAMPSHIRE



Date of Application: _____ Tax Map # 204 Lot # 75

Name of Project: Boyer Site

Zoning District: Business (B) General SP# 08-13
(For Town Use) (For Town Use)

ZBA Action: N/A

PROPERTY OWNER:

DEVELOPER:

Name: <u>Boyer Associates</u>	<u>Todd Boyer</u>
Address: <u>65 Plateau Ridge Rd.</u>	<u>156 Lowell Road</u>
Address: <u>Loudon, NH 03307</u>	<u>Hudson, NH 03051</u>
Telephone # <u>603-882-6637</u>	<u>603-882-6637</u>
Fax # _____	_____
Email: _____	_____

PROJECT ENGINEER

SURVEYOR

Name: <u>Steven Keach, PE</u>	<u>Anthony Basso, LLS</u>
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Email: <u>skeach@keachnordstrom.com</u> <u>abasso@keachnordstrom.com</u>	

PURPOSE OF PLAN:

The purpose of the plan is to depict the site improvements associated with the new parking layout and paved display area.

For Town Use

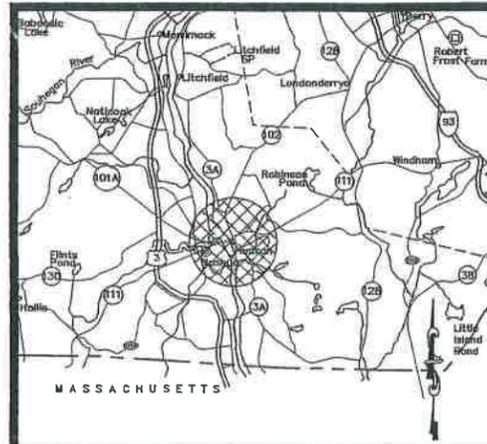
Plan Routing Date: 11-20-13 Sub/Site Date: 12-3-13 @ 10:00 AM

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

(Initials) Jm Title: Asst. Assessor Date: 11-20-13

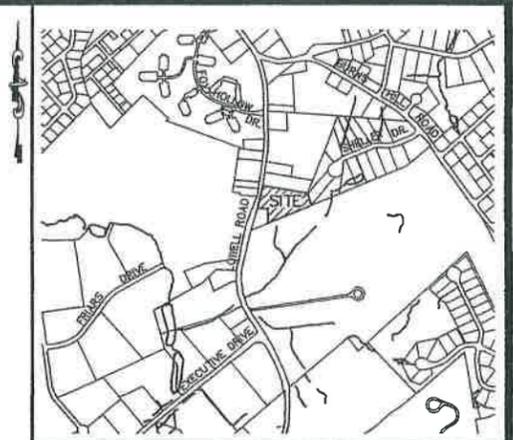
DEPT:
 Zoning Engineering Assessor Police Fire Planning
 Consultant Highway Department

Fees Paid: _____



VICINITY PLAN
 NOT TO SCALE

MAP 204; LOT 75 NON-RESIDENTIAL SITE PLAN **BOYER SITE** 156 LOWELL ROAD HUDSON, NEW HAMPSHIRE



LOCATION PLAN
 SCALE: 1" = 1,000'±



OVERVIEW PLAN
 SCALE: 1" = 200'±

OWNER:
 BOYER ASSOCIATES
 65 PLATEAU RIDGE ROAD
 LOUDON, NH 03307

PREPARED FOR:
 TODD BOYER
 BOYER'S AUTO BODY
 156 LOWELL ROAD
 HUDSON, NEW HAMPSHIRE 03051

PREPARED BY:
 KEACH-NORDSTROM ASSOCIATES, INC.
 10 COMMERCE PARK NORTH, SUITE 3B
 BEDFORD, NEW HAMPSHIRE 03110
 (603) 627-2881



KM KEACH-NORDSTROM ASSOCIATES, INC.
 Civil Engineering Land Planning Landscape Architecture
 10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 627-2881

NOVEMBER 12, 2013

PROJECT NO. 06-0808-2

SHEET TITLE	SHEET No.
MASTER SITE PLAN	1
EXISTING CONDITIONS PLAN	2
REMOVALS PLAN	3
SITE LAYOUT PLAN	4
GRADING & DRAINAGE PLAN	5
EROSION CONTROL PLAN	6
LANDSCAPE & LIGHTING PLAN	7
CONSTRUCTION DETAILS	8 - 11

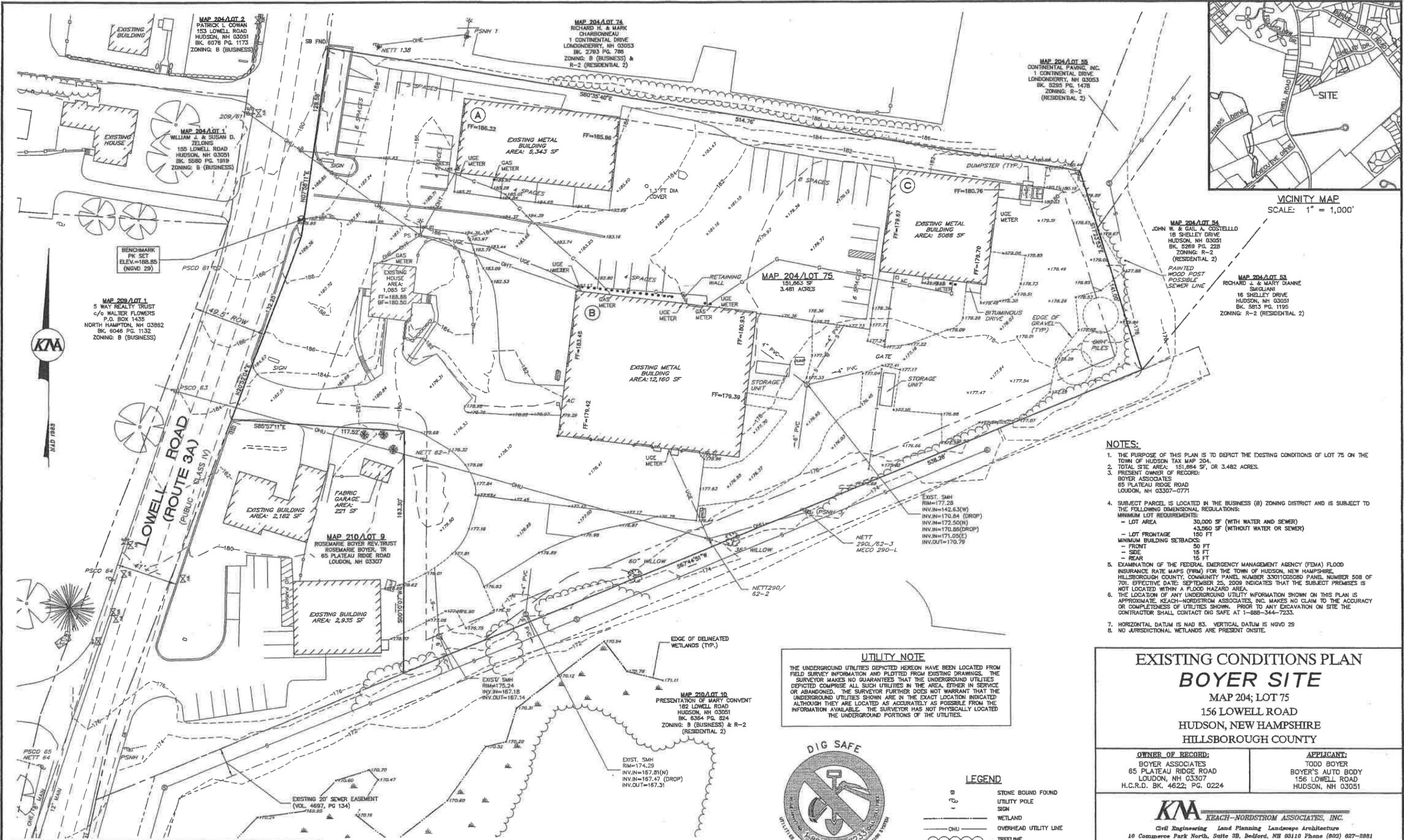
PURSUANT TO THE SITE REVIEW REGULATIONS OF THE HUDSON PLANNING BOARD, THE SITE PLAN APPROVAL GRANTED HEREIN EXPIRES ONE YEAR FROM DATE OF APPROVAL.

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

SIGNATURE _____ DATE _____

SIGNATURE _____ DATE _____

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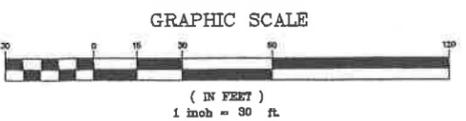
- NOTES:**
- THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXISTING CONDITIONS OF LOT 75 ON THE TOWN OF HUDSON TAX MAP 204.
 - TOTAL SITE AREA: 151,864 SF, OR 3.482 ACRES.
 - PRESENT OWNER OF RECORD: BOYER ASSOCIATES 65 PLATEAU RIDGE ROAD LOUDON, NH 03307-0771
 - SUBJECT PARCEL IS LOCATED IN THE BUSINESS (B) ZONING DISTRICT AND IS SUBJECT TO THE FOLLOWING DIMENSIONAL REGULATIONS:
 MINIMUM LOT REQUIREMENTS:
 - LOT AREA 30,000 SF (WITH WATER AND SEWER)
 43,560 SF (WITHOUT WATER OR SEWER)
 - LOT FRONTAGE 150 FT
 MINIMUM BUILDING SETBACKS:
 - FRONT 50 FT
 - SIDE 15 FT
 - REAR 15 FT
 - EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAPS (FIRM) FOR THE TOWN OF HUDSON, NEW HAMPSHIRE, HILLSBOROUGH COUNTY, COMMUNITY PANEL NUMBER 33011C0508D PANEL NUMBER 508 OF 701, EFFECTIVE DATE: SEPTEMBER 25, 2009 INDICATES THAT THE SUBJECT PREMISES IS NOT LOCATED WITHIN A FLOOD HAZARD AREA.
 - 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 1-888-344-7233.
 - HORIZONTAL DATUM IS NAD 83. VERTICAL DATUM IS NOVO 29
 - NO JURISDICTIONAL WETLANDS ARE PRESENT ON-SITE.

UTILITY NOTE

THE UNDERGROUND UTILITIES DEPICTED HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND PLOTTED FROM EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES DEPICTED COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND PORTIONS OF THE UTILITIES.



- LEGEND**
- ⊙ STONE BOUND FOUND
 - UTILITY POLE SIGN
 - WETLAND
 - OVERHEAD UTILITY LINE
 - TREELINE
 - STONEWALL
 - EXISTING EDGE OF PAVEMENT
 - EXISTING EDGE OF GRAVEL
 - EXISTING SETBACK
 - EXISTING WETLAND BUFFER
 - EXISTING 10' CONTOUR
 - EXISTING 2' CONTOUR
 - PROPOSED EDGE OF PAVEMENT



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
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PETER S. SCHAUER, CERTIFIED WETLAND SCIENTIST #048 OF SCHAUER ENVIRONMENTAL CONSULTANTS, L.L.C. OF LOUDON, NH PERFORMED THE DELINEATION OF JURISDICTIONAL WETLANDS ON NOVEMBER 14, 2013 USING THE TECHNICAL CRITERIA IN THE COPIES OF ENGINEERS WETLAND DELINEATION MANUAL (TECHNICAL REPORT Y-87-1, JANUARY 1987).

EXISTING CONDITIONS PLAN
BOYER SITE
 MAP 204; LOT 75
 156 LOWELL ROAD
 HUDSON, NEW HAMPSHIRE
 HILLSBOROUGH COUNTY

OWNER OF RECORD:
 BOYER ASSOCIATES
 65 PLATEAU RIDGE ROAD
 LOUDON, NH 03307
 H.C.R.D. BK. 4622; PG. 0224

APPLICANT:
 TODD BOYER
 BOYER'S AUTO BODY
 156 LOWELL ROAD
 HUDSON, NH 03051

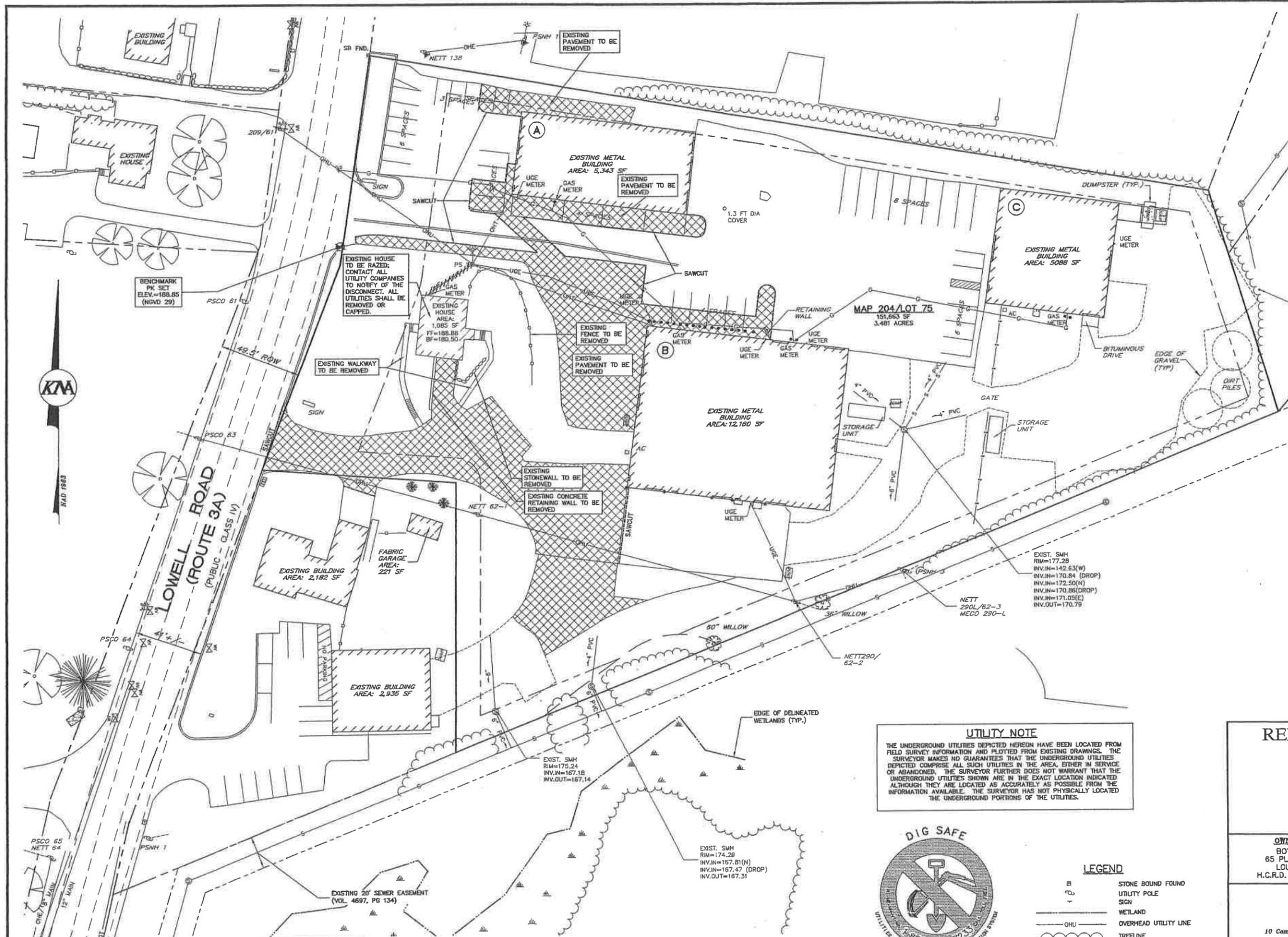
KEACH-NORDSTROM ASSOCIATES, INC.
 Civil Engineering Land Planning Landscape Architecture
 10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 627-2881

REVISIONS

No.	DATE	DESCRIPTION	BY

DATE: NOVEMBER 12, 2013 SCALE: 1" = 30'
 PROJECT NO: 06-0808-2 SHEET 2 OF 11

- GENERAL NOTES:**
1. THE PURPOSE OF THIS PLAN IS TO SHOW EXISTING FEATURES ON SITE TO BE REMOVED, SALVAGED, OR REPLACED.
 2. ITEMS TO BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH THE TOWN OF HUDSON REQUIREMENTS, UNLESS OTHERWISE SHOWN HEREON OR DIRECTED BY OWNER.
 3. ALL EXISTING PAVEMENT AND GRAVEL WITHIN THE CROSS HATCHED AREA IS TO BE REMOVED DURING THE DEMOLITION PHASE OF THE PROJECT. EXCESS MATERIAL FROM THESE AREAS SHALL BE APPROPRIATELY DISPOSED OFF-SITE.
 4. THE CONTRACTOR SHALL CONTROL ALL DUST GENERATED DURING THE REMOVAL PHASE AND CONSTRUCTION PHASE SO THAT NO DUST LEAVES THE SITE.
 5. ANY MONUMENTS DISTURBED DURING CONSTRUCTION SHALL BE RESET BY A NEW HAMPSHIRE LICENSED LAND SURVEYOR AT THE SITE CONTRACTORS EXPENSE.

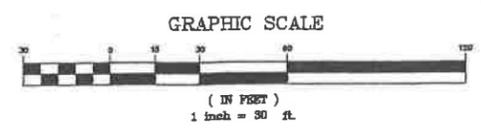


UTILITY NOTE

THE UNDERGROUND UTILITIES DEPICTED HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND PLOTTED FROM EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES DEPICTED COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND PORTIONS OF THE UTILITIES.



- LEGEND**
- ⊕ STONE BOUND FOUND
 - UTILITY POLE
 - SIGN
 - WETLAND
 - OVERHEAD UTILITY LINE
 - TREELINE
 - STONEWALL
 - EXISTING EDGE OF PAVEMENT
 - EXISTING EDGE OF GRAVEL
 - EXISTING SETBACK
 - EXISTING WETLAND BUFFER
 - EXISTING 10' CONTOUR
 - EXISTING 2' CONTOUR
 - PROPOSED EDGE OF PAVEMENT



REMOVALS/DEMOLITION PLAN
BOYER SITE
 MAP 204; LOT 75
 156 LOWELL ROAD
 HUDSON, NEW HAMPSHIRE
 HILLSBOROUGH COUNTY

OWNER OF RECORD: BOYER ASSOCIATES 65 PLATEAU RIDGE ROAD LOUDON, NH 03307 H.C.R.D. BK. 4622; PG. 0224	APPLICANT: TODD BOYER BOYER'S AUTO BODY 156 LOWELL ROAD HUDSON, NH 03051
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KMA KEACH-NORDSTROM ASSOCIATES, INC.
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REVISIONS		
No.	DATE	DESCRIPTION

DATE: NOVEMBER 12, 2013 **SCALE:** 1" = 30'
PROJECT NO: 05-0808-2 **SHEET:** 3 OF 11

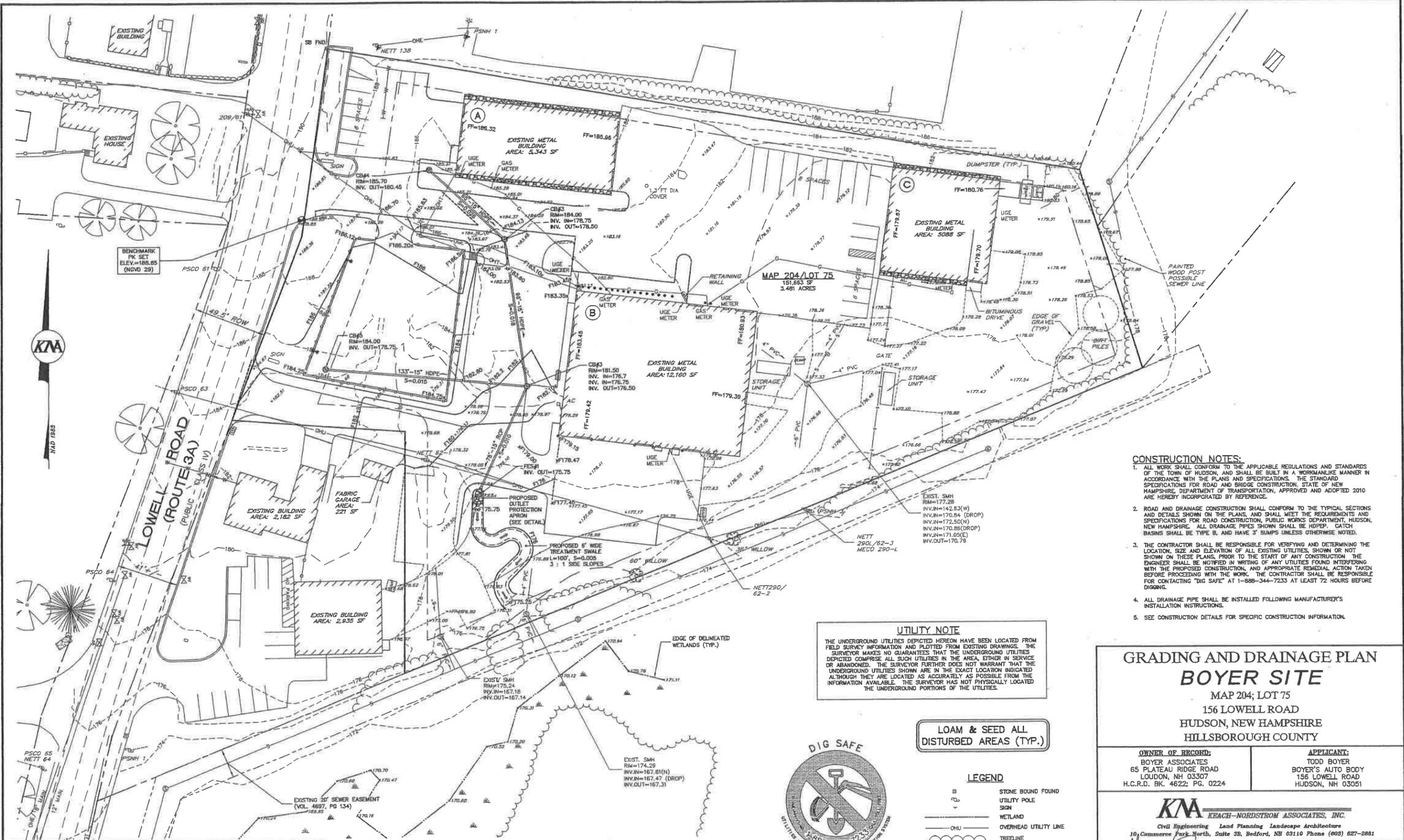
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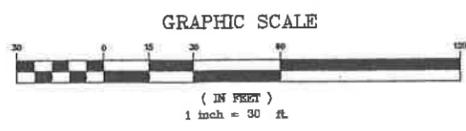
- CONSTRUCTION NOTES:**
1. ALL WORK SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS OF THE TOWN OF HUDSON, AND SHALL BE BUILT IN A WORKMANLIKE MANNER IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, STATE OF NEW HAMPSHIRE, DEPARTMENT OF TRANSPORTATION, APPROVED AND ADOPTED 2010 ARE HEREBY INCORPORATED BY REFERENCE.
 2. ROAD AND DRAINAGE CONSTRUCTION SHALL CONFORM TO THE TYPICAL SECTIONS AND DETAILS SHOWN ON THE PLANS, AND SHALL MEET THE REQUIREMENTS AND SPECIFICATIONS FOR ROAD CONSTRUCTION, PUBLIC WORKS DEPARTMENT, HUDSON, NEW HAMPSHIRE. ALL DRAINAGE PIPES SHOWN SHALL BE HOPEP. CATCH BASINS SHALL BE TYPE B, AND HAVE 3" SUMPS UNLESS OTHERWISE NOTED.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING AND DETERMINING THE LOCATION, SIZE AND ELEVATION OF ALL EXISTING UTILITIES, SHOWN OR NOT SHOWN ON THESE PLANS, PRIOR TO THE START OF ANY CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION, AND APPROPRIATE REMEDIAL ACTION TAKEN BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING "DIG SAFE" AT 1-888-344-7233 AT LEAST 72 HOURS BEFORE DIGGING.
 4. ALL DRAINAGE PIPE SHALL BE INSTALLED FOLLOWING MANUFACTURER'S INSTALLATION INSTRUCTIONS.
 5. SEE CONSTRUCTION DETAILS FOR SPECIFIC CONSTRUCTION INFORMATION.

UTILITY NOTE
 THE UNDERGROUND UTILITIES DEPICTED HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND PLOTTED FROM EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES DEPICTED COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND PORTIONS OF THE UTILITIES.

LOAM & SEED ALL DISTURBED AREAS (TYP.)

LEGEND

—	STONE BOUND FOUND
—	UTILITY POLE
—	SIGN
—	WETLAND
—	OVERHEAD UTILITY LINE
—	TREELINE
—	STONEWALL
—	EXISTING EDGE OF PAVEMENT
—	EXISTING EDGE OF GRAVEL
—	EXISTING SETBACK
—	EXISTING WETLAND BUFFER
—	EXISTING 10' CONTOUR
—	EXISTING 2' CONTOUR
—	PROPOSED EDGE OF PAVEMENT



ZONING NOTE
 THE ZONING/BUILDING SETBACKS DEPICTED ON THIS PLAN ARE THOSE WE HAVE INTERPRETED FROM THE LATEST ZONING ORDINANCE OF THE MUNICIPALITY AND, AS SUCH, ARE ONLY OPINIONS EXPRESSED BY KEACH-NORDSTROM ASSOCIATES, INC. THE FINAL INTERPRETATION OF THE ORDINANCE CAN ONLY BE MADE BY THE APPROPRIATE ZONING AUTHORITY. SINCE BUILDING ORIENTATION, PROPOSED USES, AND OTHER FACTORS CAN AFFECT THE SETBACKS, PRIOR TO ANY DEVELOPMENT OF THIS PROPERTY, THE BUILDER/OWNER MUST CONSULT WITH THE TOWN/CITY TO INSURE THE CORRECT APPLICATION OF THE ZONING ORDINANCE.

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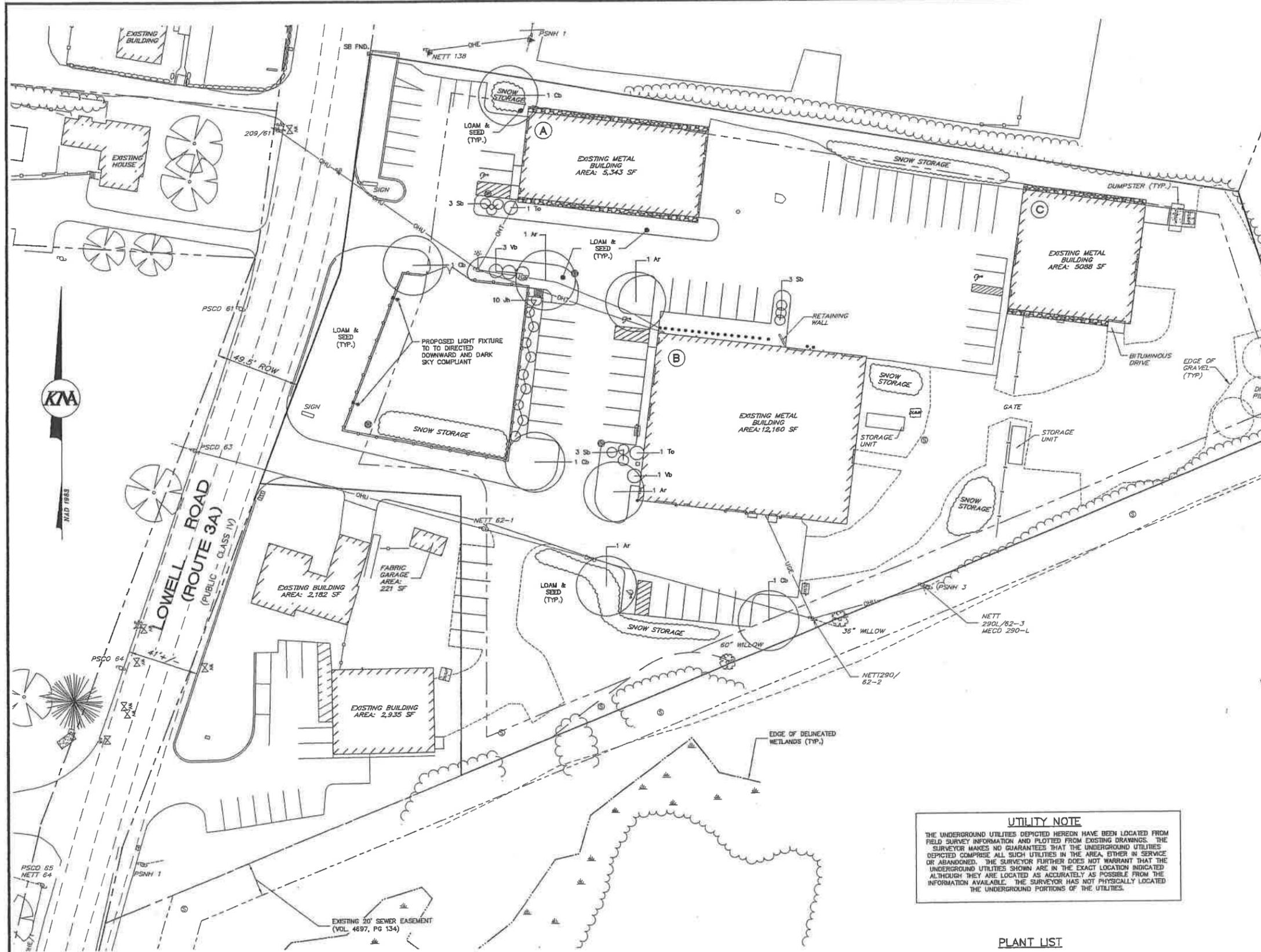
GRADING AND DRAINAGE PLAN
BOYER SITE
 MAP 204; LOT 75
 156 LOWELL ROAD
 HUDSON, NEW HAMPSHIRE
 HILLSBOROUGH COUNTY

OWNER OF RECORD: BOYER ASSOCIATES 65 PLATEAU RIDGE ROAD LUDLOW, NH 03307 H.C.R.D. BK. 4622; PG. 0224	APPLICANT: TODD BOYER BOYER'S AUTO BODY 156 LOWELL ROAD HUDSON, NH 03051
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 10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 627-2801

REVISIONS		
No.	DATE	DESCRIPTION

DATE: NOVEMBER 12, 2013 SCALE: 1" = 30'
 PROJECT NO: 06-0808-2 SHEET 5 OF 11



- LANDSCAPE NOTES:**
- THE PURPOSE OF THIS PLAN IS TO SHOW THE PROPOSED SITE LANDSCAPE WHICH PROVIDES CLIMATIC RELIEF AND AESTHETIC APPEAL.
 - ALL PLANT MATERIALS USED SHALL BE NURSERY STOCK AND SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR FROM DATE OF INSTALLATION. ANY MATERIAL WHICH DIES OR DOES NOT SHOW HEALTHY APPEARANCE WITHIN THIS TIME SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE, WITH SAME WARRANTY REQUIREMENTS AS THE ORIGINAL. WARRANTIES TYPICALLY DO NOT COVER LOSS DUE TO INSECT INFESTATION OR MECHANICAL DAMAGE (I.E. SNOW STORAGE).
 - IF THE SOIL CONDITIONS ARE EXTREMELY SANDY, ALL TREES SHALL HAVE A 6" LAYER OF COMPACTED TOPSOIL PLACED IN THE BASE OF THE PLANT PIT AS A MOISTURE RETENTION LAYER. THE PLANT PIT SIDEWALLS SHALL BE OVER EXCAVATED BY AN ADDITIONAL 12" BEYOND THE NORMAL OUTSIDE RADIUS OF THE HOLE. A TOPSOIL MIXTURE SHALL BE USED TO BACKFILL THE HOLE AS FOLLOWS: ORGANIC TOPSOIL, AMENDED WITH 10% WOOD ASH, 10% MANURE, 30% PEATMOSS AND A GRANULAR HYDROGEL TO ABSORB AND RETAIN WATER.
 - PLANTING BEDS AND SAUSERS SHALL RECEIVE A 4" MINIMUM THICKNESS OF PINE/HELDLOCK BARK MULCH OVER A 5oz. POLYPROPYLENE WEED CONTROL FABRIC.
 - PAVEMENT AND ROAD BASE MATERIAL ENCOUNTERED IN ANY LAWN OR PLANTING BED SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SUITABLE AMENDED SOIL INSTALLED AS SPECIFIED IN THE TURF ESTABLISHMENT SCHEDULE.

- LIGHTING NOTES:**
- ALL EXISTING SITE LIGHTING SHALL REMAIN.

- LEGEND**
- STONE BOUND FOUND
 - UTILITY POLE
 - SIGN
 - WETLAND
 - OHU — OVERHEAD UTILITY LINE
 - TREELINE
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 - EXISTING EDGE OF PAVEMENT
 - EXISTING EDGE OF GRAVEL
 - EXISTING SETBACK
 - EXISTING WETLAND BUFFER
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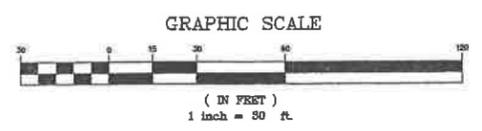


UTILITY NOTE

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PLANT LIST

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
Ar	4	ACER RUBRUM 'RED SUNSET'	RED SUNSET MAPLE	2'-2.5" CAL
Cb	4	CARPINUS BETULUS	EUROPEAN HORNBEAM	2'-2.5" CAL
SHRUBS				
Jh	10	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR JUNIPER	18-24"
Sb	9	SPIRAEA GUMALDA 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	18-24"
To	2	THUJA OCCIDENTALIS 'TECHNY'	MISSION ARBORVITAE	4-5' B&B
Vb	4	VIURNUM BURKWOODII	BURKWOOD VIURNUM	4-5' B&B



LANDSCAPE AND LIGHTING PLAN
BOYER SITE
 MAP 204; LOT 75
 156 LOWELL ROAD
 HUDSON, NEW HAMPSHIRE
 HILLSBOROUGH COUNTY

OWNER OF RECORD:
 BOYER ASSOCIATES
 85 PLATEAU RIDGE ROAD
 LOUDON, NH 03307
 H.C.R.D. BK. 4622; PG. 0224

APPLICANT:
 TODD BOYER
 BOYER'S AUTO BODY
 156 LOWELL ROAD
 HUDSON, NH 03051

KMA
 KEACH-NORDSTROM ASSOCIATES, INC.
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 10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 627-2881

REVISIONS

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DATE: NOVEMBER 12, 2013 SCALE: 1" = 30'
 PROJECT NO: 05-0808-2 SHEET 7 OF 11

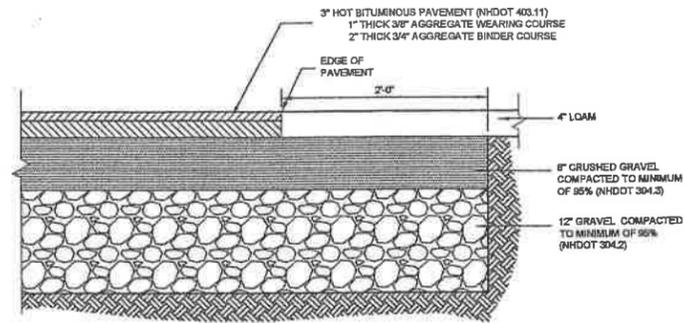
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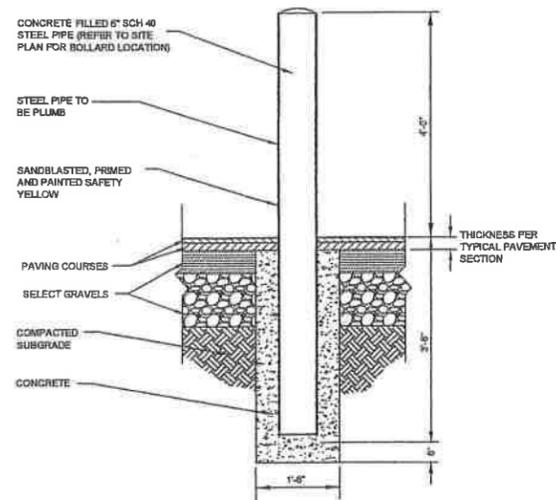
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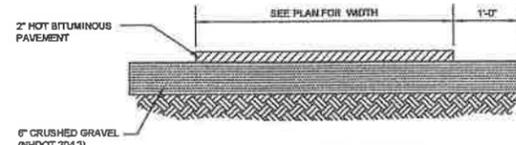
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DRIVEWAY AND PARKING LOT SECTION
NOT TO SCALE
(MARCH 2008)



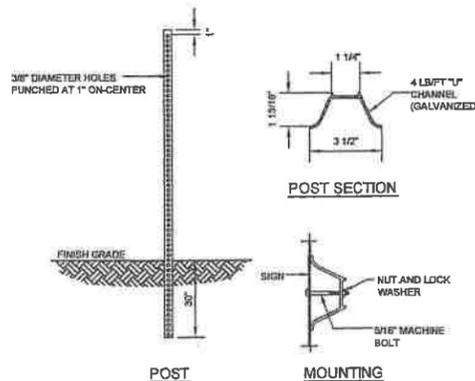
BOLLARD DETAIL
NOT TO SCALE
(MARCH 2008)



BITUMINOUS WALK DETAIL
NOT TO SCALE
(MARCH 2008)



VAN ACCESSIBLE HANDICAP PARKING SIGN DETAIL
NOT TO SCALE
(MARCH 2008)

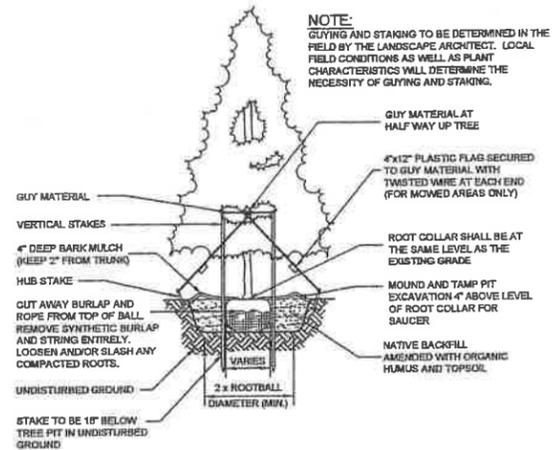


POST

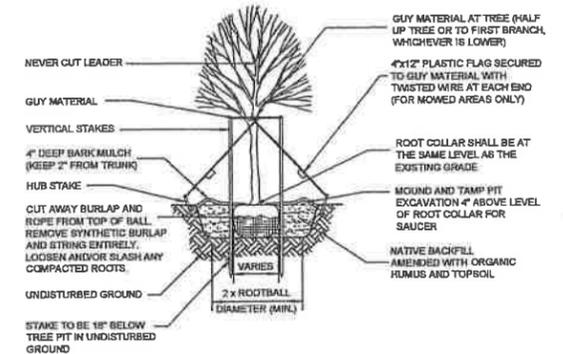
MOUNTING

NOTE:
POST SHALL CONFORM TO NHDOT 816.2.5.3

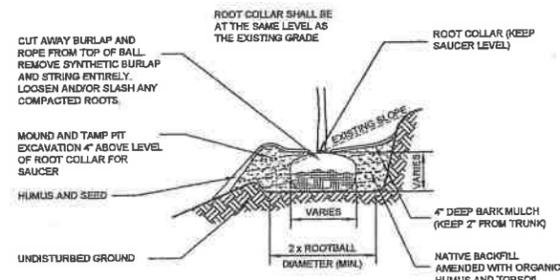
STEEL SIGN POST DETAIL
NOT TO SCALE
(MARCH 2008)



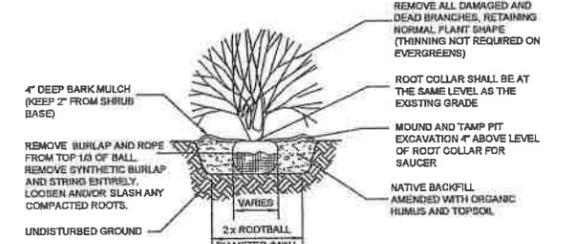
EVERGREEN TREE PLANTING DETAIL
NOT TO SCALE
(JANUARY 2012)



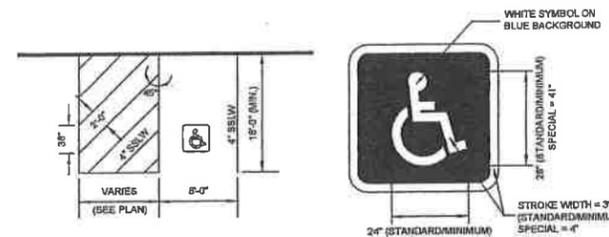
DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE
(JANUARY 2012)



TYPICAL PLANTING PIT ON SLOPE 4:1 OR GREATER
NOT TO SCALE
(JANUARY 2012)



BALLED & BURLAP SHRUB PLANTING DETAIL
NOT TO SCALE
(JANUARY 2012)



HANDICAP STRIPING DETAIL
NOT TO SCALE
(MARCH 2012)

STRIPING NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE IN CONFORMANCE WITH THESE STANDARDS AND THE CURRENT EDITION OF MUTCD.
2. WIDTH OF LINES SHALL VARY NO MORE THAN 1/4 INCH FROM THAT SPECIFIED.
3. THE WET FILM THICKNESS OF A PAINTED LINE SHALL BE A MINIMUM OF 15 MILS THROUGHOUT THE ENTIRE WIDTH AND LENGTH OF LINE SPECIFIED.
4. OVERSPRAY SHALL BE KEPT TO AN ABSOLUTE MINIMUM.
5. BROKEN LINES SHALL BEGIN AND END WITH THE NEAREST FULL CYCLE OF BROKEN LINE.
6. SOLID LONGITUDINAL LINES SHALL BEGIN AND END WITHIN +2 INCHES OF A LAYOUT SYMBOL INDICATING THE END OF THE LINE, OR WITH A FULL CYCLE OF BROKEN LINE (IF APPROPRIATE).

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

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CONSTRUCTION DETAILS
BOYER SITE
MAP 204; LOT 75
156 LOWELL ROAD
HUDSON, NEW HAMPSHIRE
HILLSBOROUGH COUNTY

OWNER OF RECORD: BOYER ASSOCIATES 65 PLATEAU RIDGE ROAD LOUDON, NH 03307 H.C.R.D. BK. 4822; PG. 2240	APPLICANT: TODD BOYER BOYER'S AUTO BODY 156 LOWELL ROAD HUDSON, NH 03051
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REVISIONS			
No.	DATE	DESCRIPTION	BY

DATE: NOVEMBER 12, 2013
PROJECT NO: 06-0808-2
SCALE: AS NOTED
SHEET 8 OF 11

CAP Fee Assessment Update

Staff Report
January 8, 2014

Below are a series of emails authored by Atty. Steve Buckley, Marty Kennedy and this author. These communiqués resulted from the Planning Board's Nov. 13th meeting, in which the board requested Atty. Buckley's review and recommendation on Marty Kennedy's CAP Fee Assessment Update Report, and for Mr. Kennedy to adjust the zonal line for the 2 proposed Cap Fee Assessment Districts.

Please note, as recommended by Atty. Buckley in his attached letter, the town divided into at least 2 districts is required by the RSA's. In this regard, and as board action called for at the Nov. 13th meeting, Marty made the requested zonal change, as depicted on the attached Map of Hudson. In looking at the Map, one can see said zonal change, which roughly follows the north side border of the Circumferential Highway ROW; it then runs along Wason Rd. to Lowell Rd., and then down to Sagamore Bridge Road. In regard to the aforementioned zonal change, please make reference to the bottom paragraph of pg. 9 of the attached Nov. 13, 2013 Planning Board Meeting minutes.

NOTE: in accordance with the contents of Atty. Buckley's attached letter, Marty Kennedy is in the process of addressing same and his communiqué is expected in time for the meeting.

First communiqué sent to Atty. Buckley by staff.

Steve:

At the November 13, 2013 Planning Board meeting, Marty Kennedy presented the attached report, which, as indicated below, was forwarded to you by him on October 31st. In regard to this report, the board requested to receive your input, relative to whether or not you support the board's adoption of the new impact fee formula, as cited in the report. Further, the board would like your input on whether or not the RSA's would permit the following:

Rather than having the town split into two traffic improvement districts, as cited in the report, that it (the town) be comprised of one district, and as such, all collected impact fees would be eligible for expenditure on road capacity improvement projects throughout town, i.e., regardless of the location/vicinity of the development site from which the impact fee derived?

If you have any questions, concerns or would like additional information regarding this request, please contact me. NOTE: also attached, herewith, is a copy of Marty's PowerPoint presentation, which, among many things, lists the only three New Hampshire municipalities collecting impact fees in the manner prescribed in Marty's report. Please note further, the other three New Hampshire communities (namely Concord, Salem, Hooksett) that collect impact fees, as cited in the report, have multiple districts in which the collected fees can only be expended on road capacity improvement projects located within the district from which they were collected.

John

Second communiqué sent to Marty Kennedy by staff.

Marty:

Attached are the comments authored by Town Counsel, Steve Buckley, regarding the *Town of Hudson, New Hampshire Traffic Impact Fee System Report*. He has provided some important points for the board to consider as they move forward with this update proposal. Most notably: (i) the board will have to commission a study to identify, and propose construction for, road capacity improvement projects throughout the town, and (ii) the 2 zonal districts, as recommended by the board at the Nov. 23d meeting, remain. After you read Atty. Buckley's letter, and in preparation for the board's next meeting, Jan. 8th, please feel free to offer your insights as to what the board needs to consider, relative to adopting the subject update proposal, as advised by Town Counsel.

John

Third communiqué - received from Marty Kennedy.

John,

I can provide the clarifications suggested by Atty. Buckley relating to the cost estimate, the LOS, and the 35% credit. Can you provide me clarification on the Board's suggested modification to the zonal line? I believe Mr. Barnes had suggested that the line extend down Musquash Road to Dracut Road. Mr. Hall later suggested that the line extend from Wason Road to the Sagamore Bridge. Did the Board settle on Mr. Hall's suggestion?

Thanks,
Marty

DRAFT MOTION(S): will be provided at meeting, pending receipt of Marty Kennedy's above-referenced follow-up communiqué.



HAGE HODES PA
ATTORNEYS AT LAW

STEPHEN C. BUCKLEY, ESQUIRE
EMAIL: sbuckley@hagehodes.com
TELEPHONE: (603) 668-2222
FACSIMILE: (603) 641-6333

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
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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,
HAGE HODES, P.A.

By: Stephen C. Buckley, Esquire

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

Final Report

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

Prepared for **Town of Hudson, New Hampshire**

Prepared by  *Vanasse Hangen Brustlin, Inc.*

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

November, 2013



TOWN OF HUDSON

Planning Board



Vincent Russo, Chairman

Rick Maddox, Selectmen Liaison

12 School Street • Hudson, New Hampshire 03051 • Tel: 603-886-6000 • Fax: 603-594-1142

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HUDSON PLANNING BOARD MEETING MINUTES November 13, 2013

I. CALL TO ORDER

Chairman Russo called this Planning Board meeting to order at 7:03 p.m. on Wednesday, November 13, 2013, in the Community Development Department's Paul Buxton Meeting Room in the Hudson Town Hall basement.

II. PLEDGE OF ALLEGIANCE

Chairman Russo asked Mr. Ulery to lead the assembly in pledging allegiance to the Flag of the United States of America.

III. ROLL CALL

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

Members

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

Members

Absent: James Barnes (excused)

Alternates

Present: Irene Merrill, Jordan Ulery, and Nancy Bruckerman (Selectmen's Representative Alternate).

Alternates

Absent: Marilyn McGrath, None. (All present.)

Staff

Present: Town Planner John Cashell.

Recorder: J. Bradford Seabury.

Chairman Russo noted that one of the issues he had raised was wetlands and steep slopes. Mr. Brem said he did not think there were any steep slopes involved. He then suggested that, if the Board wanted a site walk, sooner rather than later would be better, before the snow came. Chairman Russo asked if the members of the Board wanted to do a site walk; he then noted that he did not see many members of the Board expressing interest in a site walk.

Chairman Russo asked attendees to be alert for notices in the newspaper, noting that direct and close abutters would receive notices.

Chairman Russo noted that he would now take up the Cost Allocation Procedure report, taking that item out of order on the agenda.

XV. OTHER BUSINESS

A. Presentation on the Cost Allocation Procedure (CAP) Fee Assessment Update Report, prepared by VHB, Inc., by Martin Kennedy, PE.

Chairman Russo read aloud the published notice, as repeated above.

Mr. Marty Kennedy, of VHB, Inc., briefly reviewed the new procedure, noting that Hudson had been using the existing CAP process for a number of years. He clarified that there was no particular procedure or formula that a town needed to use—but whatever procedure was used, he emphasized, the Town had to make sure that the fees were proportional to the impact. He noted that the old procedure was along the three corridors, whereas the new procedure was town-wide, saying it still met the proportionality test but in a different way.

Mr. Kennedy noted that the procedure would be on a table, with the numbers obtained by estimating daily trips from the ITE Trip Generation manual, with that number divided by 2, along with an adjustment for new trips (going to the convenience store, etc.). He said the number of new trips was multiplied by the trip length to obtain a value of vehicle miles traveled, (MVT), with that number then being multiplied by a factor for the cost to construct a mile of roadways, with the result being divided by the carrying volume, after which a 35% reduction factor was applied to ensure that there would not be arguments.

He then displayed an Impact Fee Table listing the most common uses—adding that others could be added if the members identified any others.

He then displayed an Impact Fee Zone Map of the town, designed to show that improvements would be reasonably close to the developments being charged the fee, showing the western side of the town in one zone and the eastern in another.

He then showed an Annual Inflation Adjustment table, saying this basically adjusted for changes in construction costs each year.

He noted that the number of new daily vehicle trips would be multiplied by \$166 as a fee for new types of uses, saying this should be used for something relatively small but unique, saying anything that came in large should have a traffic engineer review.

He displayed a table comparing the new fees to the fees collected under the previous system, saying the new fees for the most part were slightly higher and that there were some new fees that did not exist under the previous system.

He then showed a graph showing the new fees compared with those collected in other communities, (Concord, Salem, and Hooksett), followed by graphs showing the comparative difference for different uses (office building, shopping center, and fast-food restaurants).

Selectman Maddox asked if this process had gone to court yet. Mr. Kennedy said it had not done so for any of the towns with which he was involved. Selectman Maddox asked why change the process when the Town currently had a system that had been approved by the court. Mr. Kennedy said Concord had been using this process for ten years, Hookset for five or six, and Salem was recent. Selectman Maddox asked about duplexes. Mr. Kennedy said he had included town houses, but he could add duplexes. Chairman Russo noted that the Town would have to spend a lot of money to get the old system brought up to date.

Mr. Ulery said things had to be equitable and proportional, saying this was what the NHSC ruled on.

Mr. Barnes said there was a code for single-family homes, but nothing for the size of the house, number of bedrooms, etc. Mr. Kennedy said he would recommend not to do that, saying it could become a headache. He said the ITE figures were averages and the Town should stick to them.

Mr. Barnes noted that the previous conceptual review item had shown that there were rural properties down in the southern portion; he suggested having the zone-demarcation line go down Musquash Road rather than Bush Hill Road, so as to include the eastern part of the town all the way down to Massachusetts.

Chairman Russo asked if area density would have an impact, asking if denser zones should have their own figures. Mr. Kennedy said there were no hard-and-fast rules, but what he was trying to do was find some characteristics that made a difference. He said splitting one zone in half would just create additional tables and headaches.

Mr. Della-Monica said the method for coming up with the numbers appeared to have the same validity of the existing system.

Chairman Russo said he agreed with Mr. Barnes, that the dividing line should go further south. Mr. Della-Monica expressed agreement.

Mr. Hall said his thought on the zones was to follow the Circumferential Highway route, saying this was the rationality the Board had used when changing part of the G zoning district to G-1. He said the area outside the Circumferential Highway route was a more rural section of the town, saying everything outside of the circumferential had been zoned G-1, with 2-acre lots, and he felt the line should be followed to Sagamore Bridge, following the same rationale. He said the whole southern section of the town was pretty rural. Mr. Kennedy said that historical evidence was more rational and would be helpful.

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**HUDSON PLANNING BOARD Meeting Minutes
November 13, 2013**

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Selectman Maddox suggested going to one zone, saying he did not see the sense in dividing it out, as the Town needed the money where it needed to spend it. Mr. Kennedy said there was no reason not to have just one, but he felt having two or more zones would help the argument and make the process more defensible. Town Planner Cashell expressed favor for the one-zone approach.

Mr. Richard Maynard, Professional Engineer, of Maynard & Paquette Engineering Associates, LLC., sitting in the audience, asked how collecting a fee on Old Derry Road would be related to work on Gowing Road. He said everyone used the corridors, but he did not think it would be particularly legal to do what Selectman Maddox was suggesting. Selectman Maddox said people drove all over town. Mr. Maynard responded that the old system had a relationship to the project, but there would be no relationship between collecting in south Hudson and doing work in north Hudson.

Mr. Della-Monica said the likelihood over time was that monies collected in one part of town and spent in another would cancel each other out. Mr. Maynard pointed out that there was a six-year limitation.

Mr. Ulery said he was befuddled at seeing that the Hudson fees were just under those of Concord, since Concord was much more congested, while Hudson was higher than Salem, which had a major highway running through it, with a large commercial section in the center of the town and no industrial areas to speak of. Mr. Kennedy said that there had been a desire in Salem not to scare off developers, so Salem had cut 10% right across the board, so that the fee would not be too high—adding that the Planning Board could have the same sort of discussion for Hudson. Town Planner Cashell said there were certain projects that would come, saying retail depended on population, but industrial might be different; he then contended that within Mr. Kennedy's study there was already a solution in that direct improvements for a project could be required by the Planning Board when applicable. Mr. Kennedy expressed agreement, saying the Board could also require the developer to do things required by his project as front-door improvements. Town Planner Cashell said it did not matter where money was spent, as long as it was for the benefit of all the residents of the Town, adding that he would really like the one-zone approach.

With the previous procedure, Mr. Kennedy said, the Board could always call up the previously created corridor plans, but with the new process it would be good to be looking ahead for projects that would be needed in the future.

Chairman Russo thanked Mr. Kennedy for coming in for this discussion.

Chairman Russo declared a break at 8:53 p.m., calling the meeting back to order at 9:13 p.m.

XI. OLD BUSINESS

**A. Retail Center Site Plan
SP# 06-13**

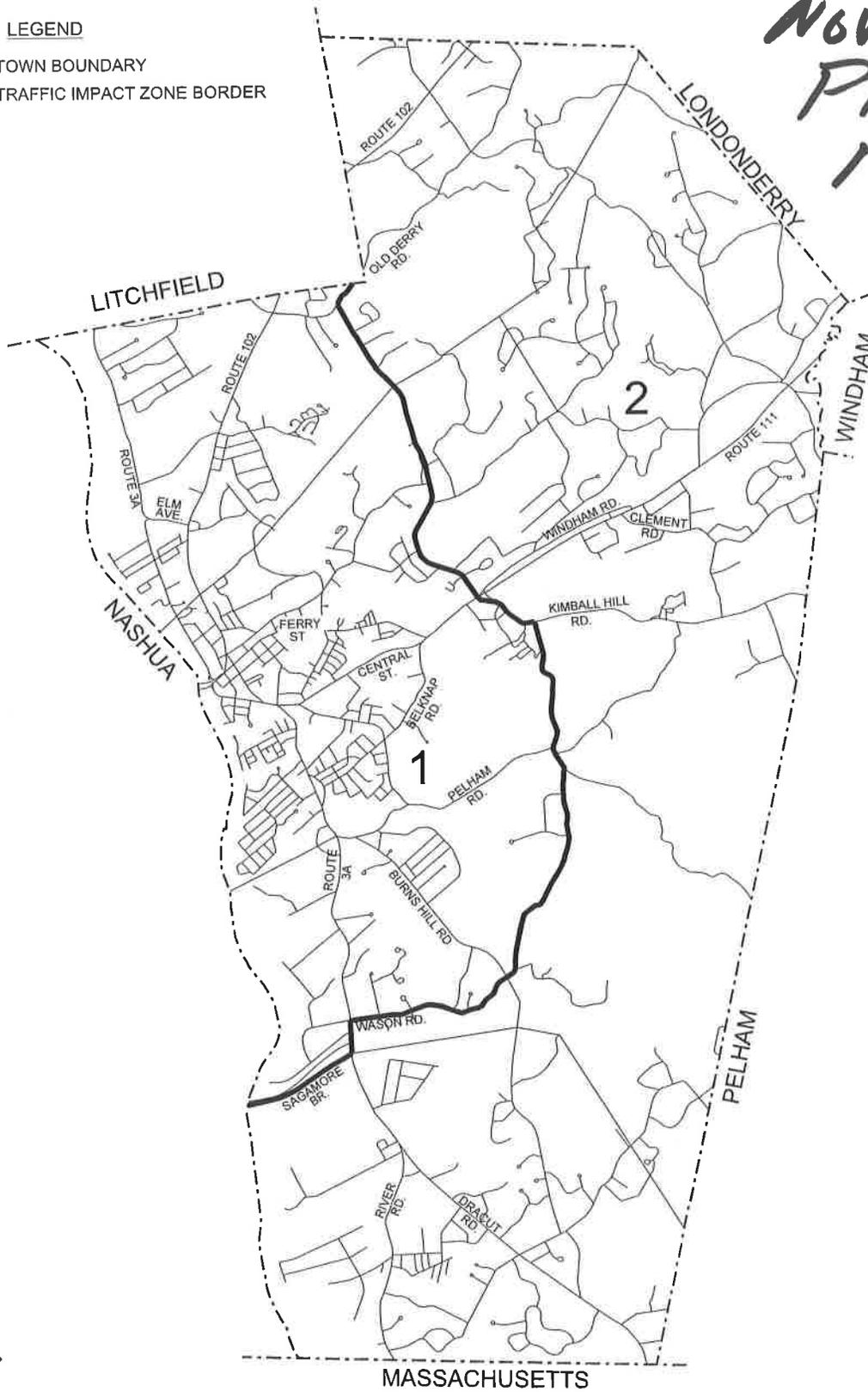
**201 Lowell Road
Map 216/Lot 011**

AMENDED ZONAL MAP Pt

NOV 13th
PL. BD.
MEETING

LEGEND

- - - TOWN BOUNDARY
- TRAFFIC IMPACT ZONE BORDER



NOT TO SCALE

MASSACHUSETTS

Traffic Impact Fee Zones
Hudson, New Hampshire

Figure 1

Final Report

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

Prepared for

Town of Hudson, New Hampshire

Prepared by

 *Vanasse 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-trip 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 predicable, 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 lube, 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.

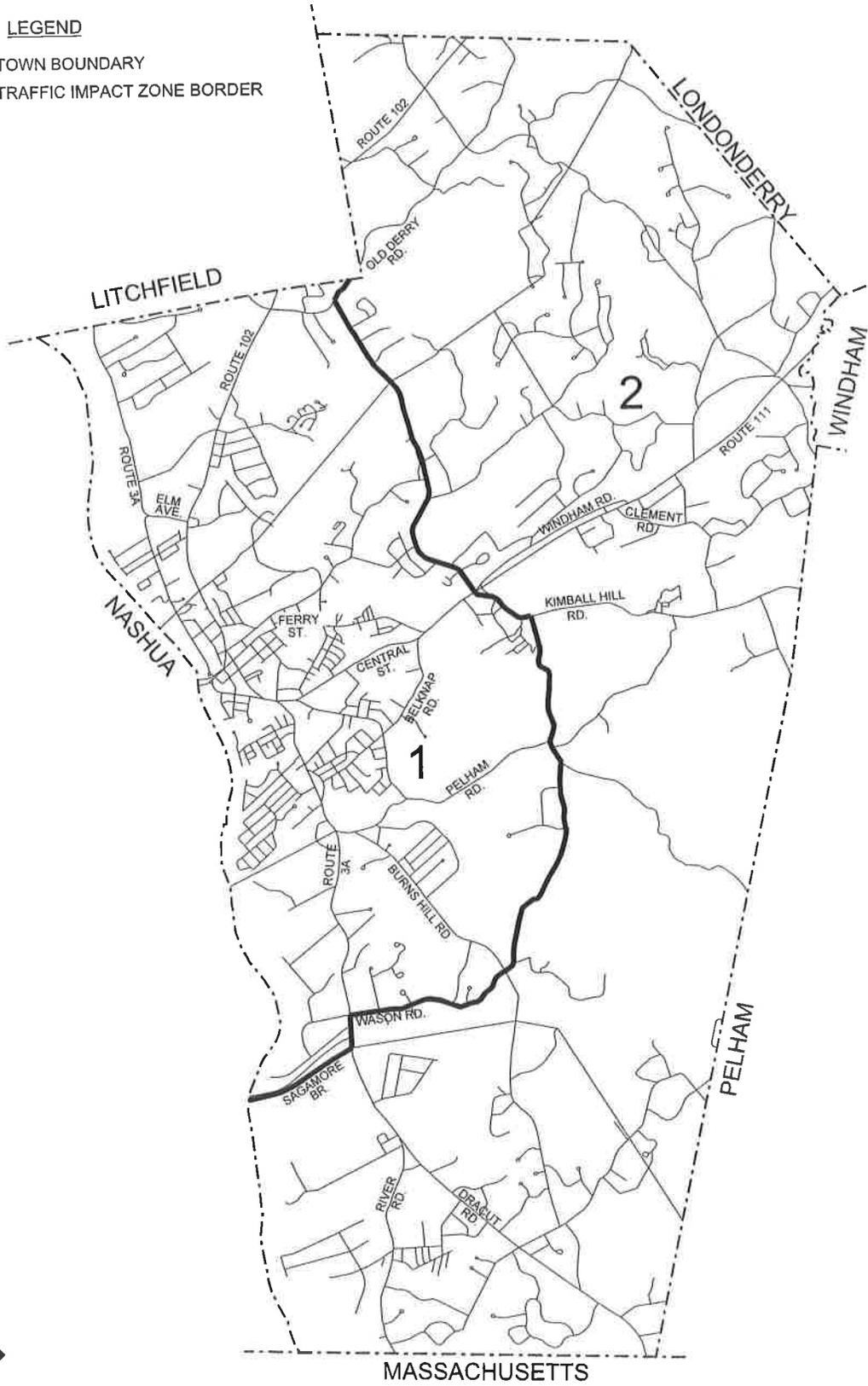
Traffic Impact Fees (2013)

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.

LEGEND

- - - TOWN BOUNDARY
- TRAFFIC IMPACT ZONE BORDER



NOT TO SCALE

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



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.
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- Hotel	\$1,482.44 per room

Impact Fee Table

share: more >

Construction Cost Index History - As of November 2013

[View All Historical Indices >](#)

Text size: **A A**

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.

ENR'S CONSTRUCTION COST INDEX HISTORY (1908-2013)

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	8936	8921	8951	8952	8799
2009	8549	8533	8534	8528	8574	8578	8566	8564	8596	8596	8592	8641	8570
2008	8090	8094	8109	8112	8141	8185	8293	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	7563	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	6594
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	6268	6283	6221

Annual Inflation Adjustment

Unique Land Use Categories

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



Vanasse Hangen Brustlin, Inc.

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 /bay	\$1.54 - \$3.62 /sf
Gas Station w/Convenience	\$2705.29 /pump	---
Hotel	\$1,482.44 /room	---



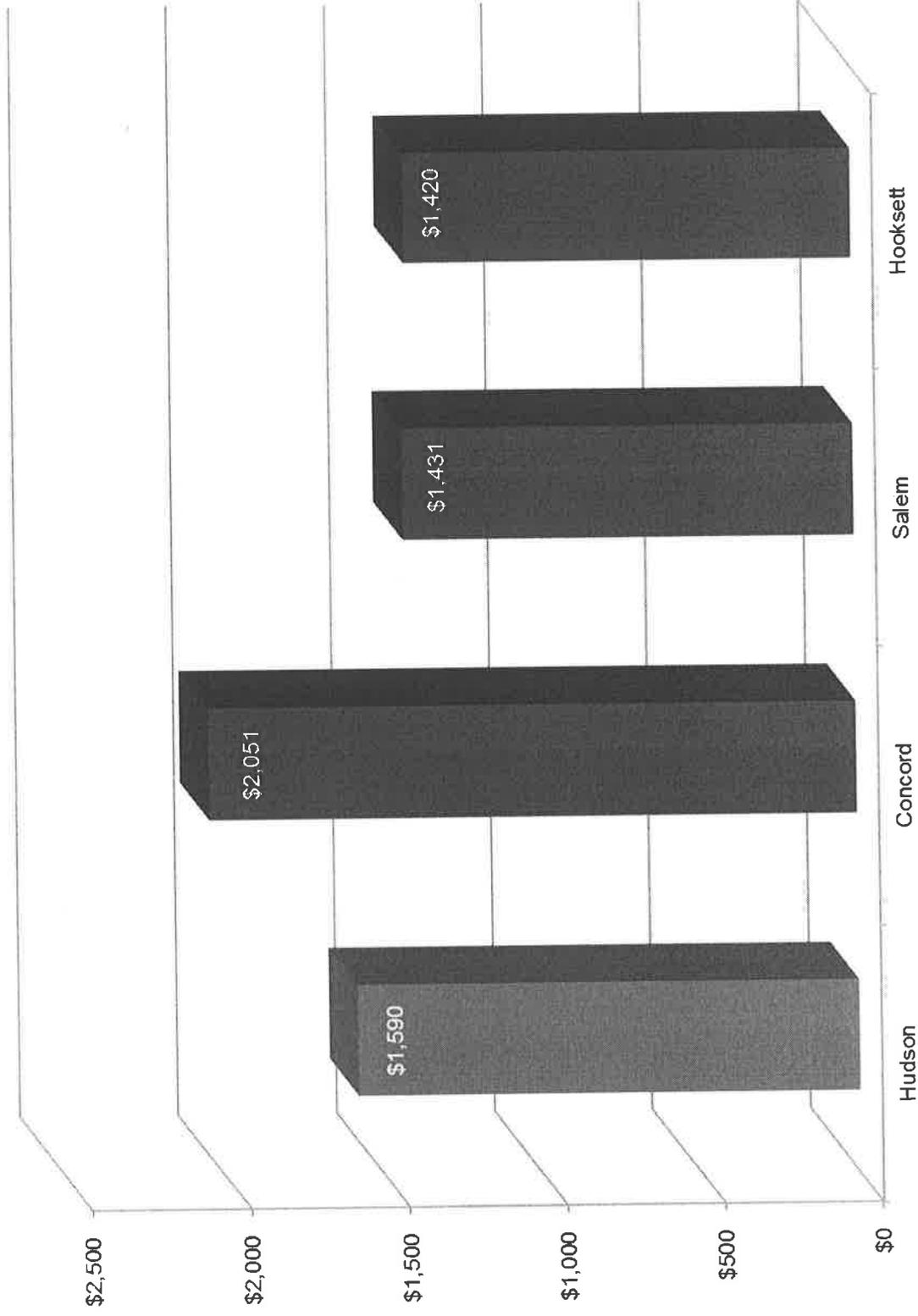
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Comparison to Other Communities



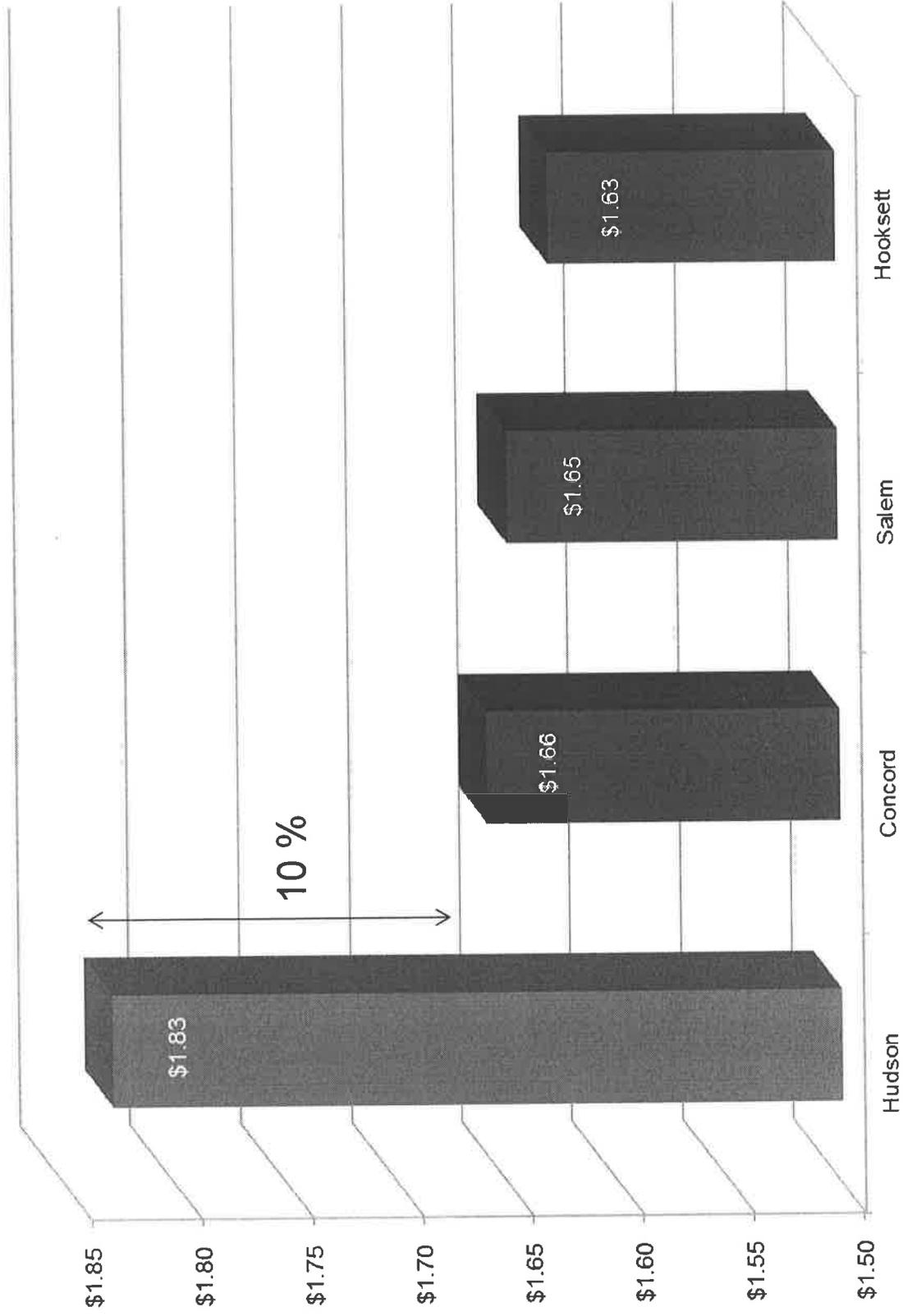
Vanasse Hangen Brustlin, Inc.

Single Family Housing



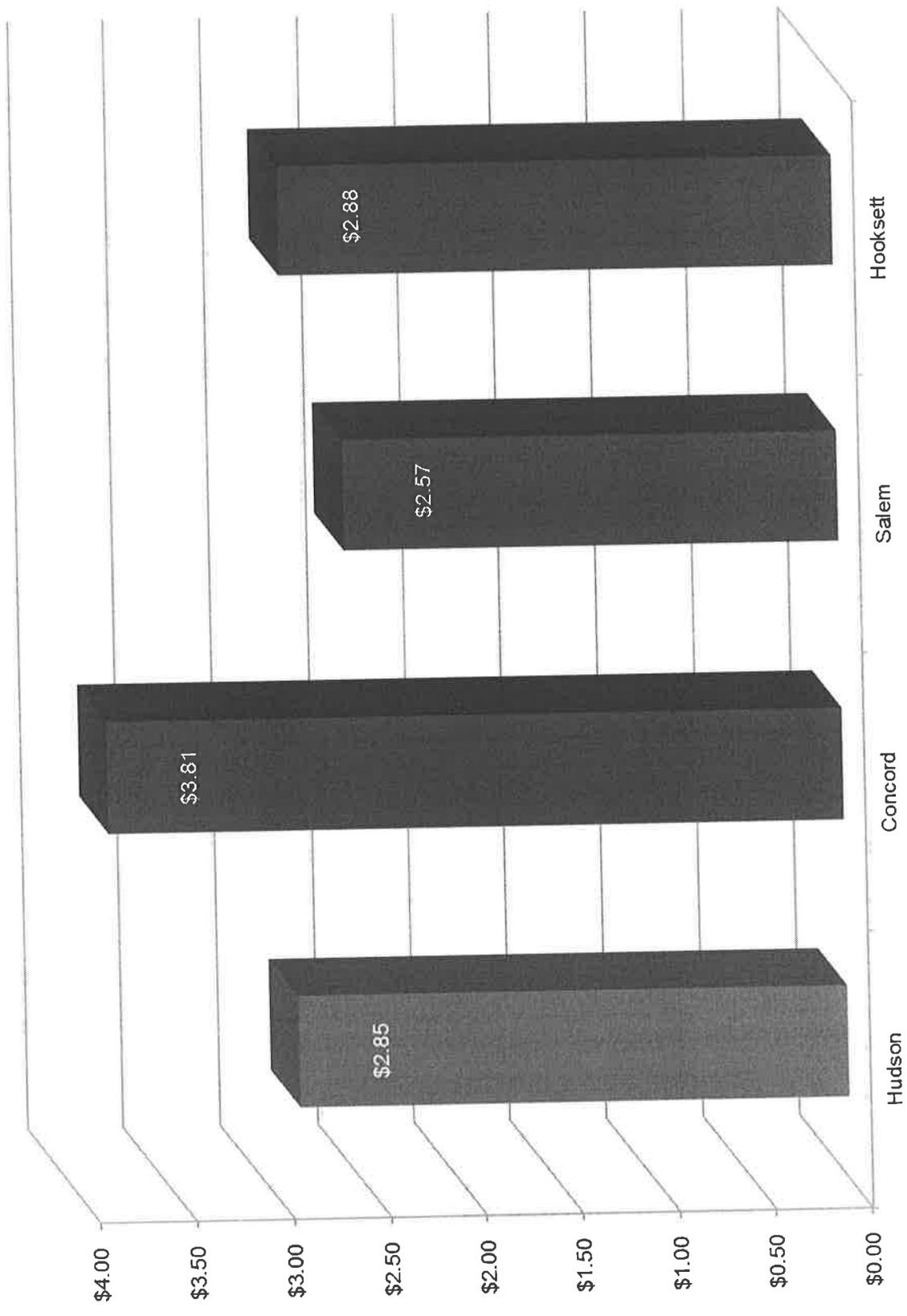
Vanasse Hangen Brustlin, Inc.

Office Building



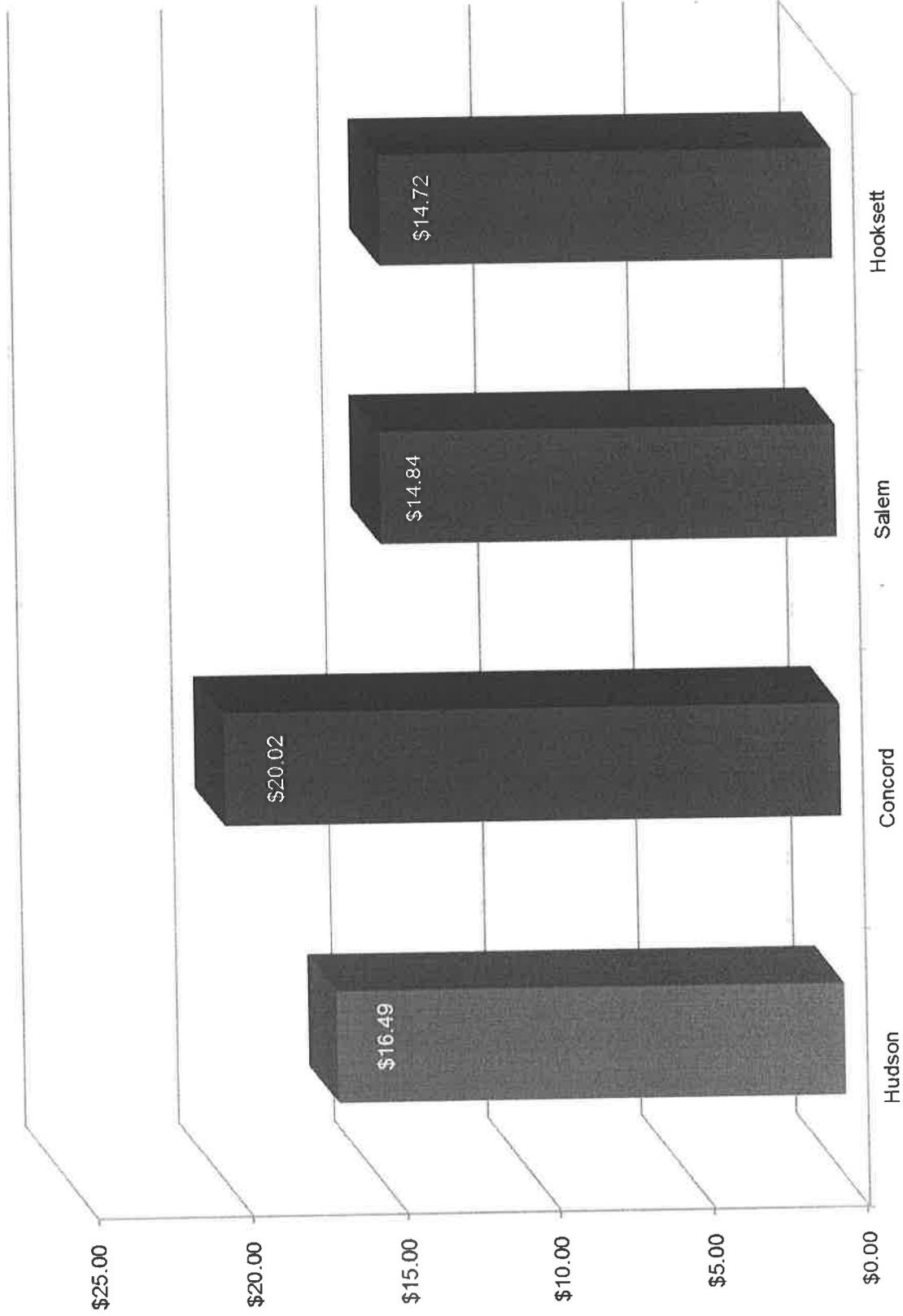
Vanasse Hangen Brustlin, Inc.

Shopping Center



Vanasse Hangen Brustlin, Inc.

Fast Food Restaurant



Vanasse Hangen Brustlin, Inc.

New Town-Wide Traffic Impact Fee System

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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



Vanasse Hangen Brustlin, Inc.

Example – Single Family House

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

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

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



Traffic Impact Fees (2013)

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Impact Fee Table



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