

NASHUA CITY PLANNING BOARD  
March 4, 2004

A meeting of the Nashua City Planning Board was held on Thursday, March 4, 2004 at 7:00 PM in the Auditorium at City Hall.

Bette Lasky, Chair conducted the meeting.

Members present were:      Bette Lasky, Chair  
                                 Mike Lowe, Mayor's Representative  
                                 Ald. Richard Larose  
                                 Steve Dookrain, Interim City Engineer  
                                 Steve Farkas  
                                 Hugh Moran  
                                 George Torosian

Also present:                      Roger Houston, Planning Director  
                                 Mike Yeomans, Deputy Planning Manager  
                                 Rick Sawyer, Planner III

**APPROVAL OF MINUTES**

**February 5, 2004**

**MOTION** by Mr. Lowe to accept the minutes of February 5, 2004, waive the reading, and place them on file.

**SECONDED** by Ald. Larose.

**MOTION CARRIED - Mr. Moran & Mr. Torosian abstained.**

**Special Meeting February 5, 2004**

**MOTION** by Mr. Lowe to accept the minutes of the special meeting of February 5, 2004, waive the reading, and place them on file.

**SECONDED** by Ald. Larose.

**MOTION CARRIED - Mr. Moran, Mr. Torosian, and Ald. Larose abstained.**

**COMMUNICATIONS**

Mr. Houston said the following items should be in the Board's folders:

Preliminary Agenda to determine regional impact

**REPORT OF CHAIRMAN, COMMITTEE & LAISON**

None

Mrs. Lasky went into the procedure of the meeting as follows:

After the legal notice of each site plan or subdivision is read by the Chair, the applicant or his representative will be given time to present an overview and description of their project. The applicant shall speak as to whether or not they agree with the staff stipulations.

The Board will then have the opportunity to ask questions of the applicant or staff. The Chair will ask for testimony from the audience, first anyone wishing to speak in opposition or with concern to the plan may speak. Come forward to the microphone and state their name and address for the record. This would also be the time to ask questions they have regarding the plan.

Next follows testimony coming from anyone wishing to speak in favor of the plan before the Board. The Board asks that both sides keep their remarks to the subject at hand and try not to repeat what someone else may have said.

After the public testimony is given the Board will discuss the issue and render their decision.

**OLD BUSINESS - SUBDIVISION PLANS**

None

**OLD BUSINESS - SITE PLANS**

1. St. Joseph Hospital (Owner) - Proposed amendment to NR 1806 and NR 1959 for a 68,000 square foot addition to the existing hospital building, a two story parking garage and associated access, parking and site improvements, 172 Kinsley Street & Lake Street, Sheet 90 - Lots 1, 2, 4, 6 & 7, & Sheet 91 - Lots 2, 4, 22, 23 & 25, Zoned "RA & "RB" Urban Residence. (Postponed from the February 19, 2004 Meeting)

Matthew Pikarski, Rizzo Associates (Civil Engineering) Manchester, NH. Mr. Pikarski said also present are Julie Everhart from St. Joseph Hospital, other associates from Rizzo Associates and the project architects and will address issues on traffic, landscaping, and other questions the Board may have.

Julie Everhart. Ms. Everhart said the hospital has not done a major facility project in over twelve years and in that time frame health care has changed significantly - surgical techniques, new technology, new drug therapies, etc. A lot of the patient care done today is done on an ambulatory or outpatient basis.

She said they currently have a facility with two towers, a north and south building. One was built 24 years ago and the other 37 years ago and designed for a time when most patient care for hospitals was delivered on an inpatient basis. This has changed significantly. She said they have close to 6,000 patients a year who actually get admitted. They have 15,000 - 17,000 patients who come to the hospital per month for outpatient services. That can be anywhere between 700 and 900 patients per day. They are trying to accommodate these patients in a building that was built for a different health care delivery model.

She said they expect that Nashua will continue to grow and everyone ages. They expect a demand for both their inpatient and outpatient services to continue. They have essentially no vacancies within any of their facilities in order to accommodate the continued growth, particularly for the outpatients. They need to add a new building to their campus that's predominantly geared to outpatients. They also need to add parking. It's tough to park and hard to know what entrance to use and once you get to the first floor it's tough to know where to go to get your service.

Ms. Everhart said they would be adding an ambulatory building that will have some of their key ambulatory programs. One will be surgical services for those patients who have day surgery. Two thirds of surgical procedures are done on a day basis. They will also have an endoscopy program which will be expanded and co-located from an undersized area, a comprehensive cardiovascular center, and a comprehensive oncology center.

Matthew Pikarski. Mr. Pikarski pointed out the three plans that were displayed. The primary point of access is the Kinsley Street driveway which is signalized. There is a driveway that comes into their various parking lots. It is somewhat confusing in terms of where you park.

He referred the Board to the plan which shows the conditions on the site. He said the entire site comprises approximately eighteen acres of land. The light colored green on the plan is existing vegetated area. The dark red shaded areas are the existing buildings. The two light colored orange buildings are the proposed

buildings. The areas in the darker green are areas of improvement relative to the proposed project.

He said the proposed building is two-stories and 64,000 square feet and located on the western edge of the existing north and south main hospital buildings. The approximate size is 150' wide by 250' long. It is located on one of the existing parking lot, which drives the need to build additional parking.

Mr. Pikarski said the site is relatively constrained in terms of its area. One area they looked at is for a second structure for parking. This would be located south of the existing parking garage. The location of the parking garage was sited as shown for two reasons. One reason was to minimize the impact. He showed a rendering of the structure to the Board. Because of the existing topography of the site, it actually is built into the side of a hill, although it is technically a two-story structure. The other reason for the garage's location was from a construction-phasing standpoint. The hospital has to stay open at all times. They can't displace the parking to build a building until they provide new parking.

He said there is no change from the Kinsley Street access. They still envision it as the primary access to the site. The existing curb cut is opposite Markar Street. Because the building is moving in a westerly direction and they are providing a new internal connection as well as moving the intersection a little to the west, it provides a better alignment between the site driveway and Markar Street.

He said another key feature of the access off of Kinsley Street is access for ambulances. The desire is to separate them from general patron traffic that use the same entrance at the present time. They have provided a dedicated entrance for ambulances into the site just east of the existing signal. To exit they will come down the same exact road. They have the ability to not go through the signal if they want to continue on Kinsley Street.

He said they are proposing a dedicated drop-off area for the emergency room with dedicated parking. He showed the Board where this is located on the plan. There will be signage directing people to the emergency room.

He pointed out an area where there is a circle within the site. He said this is actually an overhanging canopy and it will be the new main entrance to the hospital. He showed the location for the surface visitor parking as well as the garage.

Mr. Pikarski said along the southern portion of the site along Lake Street and Lewis Street there are six existing curb cuts that service a variety of the parking lots around the chapel, the convent and the rectory. The parking has been put in different places to suit the needs over time. The hospital has taken this project as an opportunity to re-define the entire area and give it a little more definition in terms of how you access the area. They are proposing to take the six existing curb cuts, five being along Lake Street and one along Lewis and closing four of them. They are proposing a new curb cut directly opposite Caldwell Street to create a four-way intersection. It will have good site distance and is a better location. They are consolidating all the traffic that is there today going into these parking lots into one driveway. They will preserve one curb cut along Lewis Street.

He said there were some informational meeting with the abutters and one of their concerns were headlights shining into the parcels that abut along the Wason Street neighborhood. As proposed, the surface parking would be along the garage. The only area where there is a potential for any light spilling over would be at the drop-off area. They are providing extra screening in that area with landscape material.

He indicated his firm conducted a traffic study. The overall findings of the study is that the project has minimal or negligible impact on the surrounding roadway networks.

He said they will meet the City's requirements from a drainage standpoint. There are two watersheds that exist today. Because of the topography of the site, it is naturally divided down the center with most of it going to Kinsley Street and the southern portion going to Lake Street. Currently there is an existing detention pond near the entrance. They will be relocating and expanding it in terms of its size. They are proposing a new detention pond to the rear of the site to control the discharge from the post development standpoint.

He said they have provided some additional water quality enhancement using oil/water separators from the parking garage, which tend to see a little more need for that. This minimizes any possible discharge into the municipal system.

He pointed out some light colored symbols on the plan. He said these represent proposed lights relative to improvements on the campus. They meet all the City requirements in terms of spillover from light and the foot-candle requirements. They are looking at

the possibility of lowering light poles and adding cut-off fixtures to help reduce the glare.

He said the landscape architect has provided a rendering. They are proposing a "boulevard" effect. The road will be lined with trees. As you come into the area where the drop off is there will be additional year round type screening to prevent any light spillover. There will be landscaping within the surface parking lot, along the garage and down along Lake Street. To the extent that they can they are trying to preserve all of the existing trees on the site.

Mr. Pikarski said that one of the issues that came out of the abutter meetings is the wooded area that abuts along the western portion of the site. There were some concerns expressed with either snow storage or runoff. He said they are providing additional plantings along the edge (he showed the location). Part of the overall system with the drainage, is that they now will have a closed drainage system so that the runoff will no longer be spilling onto the wooded area along the side. It will be caught because there will be curbing along the edge of the road and it will go into the overall drainage system for treatment and ultimately for discharge. He said under the new configuration for the parking, it is not convenient to store snow in this area. It will be stored in other pockets around the campus.

He said they have provided an overall net increase in parking. They are bringing the site into compliance with the ADA guidelines. They are increasing the number of handicap parking spaces and trying to do everything they can to make sure they meet all the requirements relative to accessibility.

Mr. Lowe asked if the staff is going to use the lower lots.

Mr. Pikarski said this is correct.

Mr. Lowe said there didn't seem to be a walkway from the lower lots to the main buildings.

Mr. Pikarski said the current proposal is to have them either go through the garage or through connections (he showed these on the plan).

Mr. Lowe said there should be some sort of connection from the back. He said this is a much longer walk than is needed. He suggested a walkway to where the exit of the garage on the Lake Street side is located.

Mr. Pikarski said this is something they can look at. They have a stairway as a secondary means of egress from the lower portion of the parking garage.

Mrs. Lasky asked about the proposed walkways from the proposed garage. She said there are little orange sections shown on the plan.

Mr. Pikarski said this is an external walkway. Because of the grade difference and trying to minimize any impact in the wooded area, they are going to put in some stairs. There are site stairs elevator inside the garage and you can come up and proceed into the building.

Mrs. Lasky asked how this is connected to the building.

Mr. Pikarski said the garage is connected to the building by a pedestrian spine. He pointed out the elevator tower and the stairs. He explained how people would get into the building from here.

Mrs. Lasky asked what the lighting was like along this area.

Mr. Pikarski said it is all proposed to be lit. They will be lower level pedestrian type lights.

Mrs. Lasky asked about what the lighting would be like in the other parking areas.

Mr. Pikarski said it would be as it exists today.

Mr. Lowe asked about sidewalks on Lake Street. He said they are proposing to do away with curb cuts. He asked if they would just leave it as dirt.

Mr. Pikarski said that where the curb cuts are closed they will match in with concrete sidewalk. The sidewalk goes all the way to the corner today. He said there was a request made by the City to make a sidewalk connection from the main site drive back to Wason and they are providing that.

Mr. Lowe said the Fire Department has requested a light on Kinsley Street and Fairview.

Mr. Pikarski said they have looked at this, but since it came to them at the last minute they haven't really had a chance to address

it. If you look at the traffic study, the amount of traffic that is actually generated by this project during peak hours (100 trips in the morning and 85 trips in the afternoon). If you look at the existing conditions along Kinsley Street, there are 1415 cars per hour and they are adding only another 100 cars for the entire site. Only 55% comes from along Kinsley Street.

He said the queuing happens today as a result of the existing traffic signal and the way it's timed. When they increase traffic as a result of this project, the numbers in the traffic report indicate that in the AM hours there are going to be forty cars an hour (relative to this project) coming in that would pass through the Fairview intersection and in the PM peak hour there would be ten cars.

Mr. Farkas said the Fire Department's concern is not the number of cars. He said they have stated "Traffic control signals should be installed at Kinsley Street & Fairview due to the delay of the secondary access connection to Lake Street". He said that is their concern.

Mr. Pikarski said the original proposal, before they were brought into the project, was to have a connection from Kinsley to Lake Street. It was never intended to become a public right-of-way. He said he thinks it might have been the impression of the Fire Department that they would now be able to come down Lake Street, go straight through the site and go out Markar Street. That was never part of the project. As a result of a meeting with the abutters they presented this and because of their concerns with it and because of the impacts required to build that road (clearing more of the wooded area), it was omitted from the project.

Mr. Lowe asked if the lower road is going to be finished before anything is going to be started on the addition.

Mr. Pikarski indicated it would be.

Mr. Dookrain said he spoke with Chief Buxton. He said they know there is a significant delay at the Fairview/Kinsley intersection in the PM. They have observed there is a 2 - 3 block delay in the evening. This is exacerbated by the additional trips generated by this project and could be an obstruction to free movement of fire vehicles without having a signalized operation. He asked Mr. Pikarski how many parking spaces there would be on the lower level of the garage.

Mr. Pikarski said in the neighborhood of three hundred.

Mr. Dookrain said most people don't like to go onto another level to park unless that's the only way to get out. He said they believe that there will be more cars on Lake Street and if they are heading west they are probably looking at one of the cross roads, most likely Fairview. They believe the Fairview/Kinsley Street intersection will be a problem and the applicant should be responsible for helping improve this intersection.

Mr. Pikarski said if the patrons coming to the site can't find a spot on the surface parking lot they are going to go to the top level and when they can't go to the top level they are going to go to the bottom level. The thought is that the people are going to exit the way they came in. They aren't going to go out Lake Street because its an easier connection. They would rather go out to an existing signal. Whether the signal is warranted or not, their trips going through the intersection aren't substantial. They found that they contribute to 4% of the traffic through that intersection. They put in a proposal today with Susan (Klasson) (DPW) that if they go on the assumption that they contribute to 4% of the traffic at that intersection, the hospital is prepared to make their fair share contribution towards a signal. They have estimated that a signal would cost \$75,000, therefore their share would be \$3,000.

Mr. Dookrain said in past projects they usually take the number of new trips and multiply that by \$200 per trip. They believe this is a reasonable number. In this case if there are 50 that would be \$10,000.

Mr. Pikarski said they have the ability to adjust the timing and work with the existing signal to increase the capacity. If the cars are backing up its because traffic is exiting Markar or exiting the hospital. If there's not enough green time dedicated to Kinsley Street, they have the ability to queue more traffic on their site with the new configuration of their site. The signal timing can be adjusted and along with standard engineering practices of whether its signage stating "do not block the intersection" or other signage is the direction they would like to take.

He said if the signal at Fairview is warranted, the owner would like to make the contribution relative to the actual amount of traffic that they are contributing to that intersection.

Mrs. Lasky asked if this shouldn't have been worked out prior to this meeting.

Mr. Dookrain said he agrees. He said this has been brought up recently. He indicated there must have been some miscommunication between the Planning Staff and his department. In the Planning Staff report it states that the Planning Staff is not aware of any significant unresolved issues. However, there has been quite a bit of communication between his department and the applicant. The latest response from the applicant was today and still does not answer the concerns.

Mrs. Lasky asked if the Fire Department wants a full and complete signal.

Mr. Pikarski said his understanding is that it was going to be a fire signal, which to a certain degree changes their equation because they assumed it was going to be a full signal. A fire signal only would cost less money.

Mrs. Lasky asked if this is something that can be worked out as this progresses.

Mr. Dookrain said it can be because there are some unresolved issues. His intention is to ask that it be stipulated that several of these must be resolved before construction begins. He would like to zero in on the contribution. The response today talks about a voluntary contribution of \$3,000. Whether its a full signal at the value of \$75,000 or a fire signal at a value of \$30,000, a number higher than \$3,000 would be better.

He said an abutter requested a sidewalk on the south side of Lake Street. It's a short piece of sidewalk to complete the stretch of sidewalk. We agree that the hospital project will increase the traffic on Lake Street and that Lake Street is a busy street. According to NRO Section 16-123 that gives the Planning Board the right to request improvements up to 500' from the site. This section of sidewalk is only 45' away.

He said one thing that is important to ask is that during construction there will be significant obstruction of the sidewalk on the north side of Lake Street. He said this is a school area and that there is no busing here. The kids walk to school.

Mr. Dookrain said they looked at a traffic accident report at the intersection of Lake & Wason. Wason is right at the location of

the sidewalk request. They found there were fifteen accidents in the last eight years. Pedestrians are protected from vehicular accidents by a curbed sidewalk.

Mr. Pikarski said he believes the owner is prepared to make a voluntary contribution as long as it is earmarked for the actual construction of that sidewalk.

Ald. Larose said they are closing off the little entrances in the parking lot on Lake Street. So everyone who enters and exits the site are going to be coming out of that area. He asked if anyone has given any thought to making some left hand lanes and/or signaling the intersection at Caldwell Road which comes out into Lake Street. He gave suggestions on where these could be located. He understands that there are two telephone poles that would have to be moved.

Mr. Pikarski said from their analysis it doesn't meet the warrants in the Manual of Uniform Traffic Control Devices for a signal. He said he believes there are 98 trips in the peak hour that come out of all the driveways. Under the proposed conditions with the increase in expected growth, it was in the neighborhood of 112.

Ald. Larose asked if the garage is being built so that it can accommodate another two floors in the future.

Mr. Pikarski said this is correct.

Ald. Larose said depending upon where you live you will be using either Kinsley Street or Lake Street to access the site. As soon as people understand the layout of the parking situation its going to start changing things and the way people park.

Dominick Seavaro, Rizzo Associates, Manchester, NH. Mr. Seavaro said they have accommodated for some growth on Lake Street into the development. The parking lots that exist today serviced by the six curb cuts do service about 100 vehicles in the morning. That grows a little bit under the proposal to about 112 vehicles in the morning.

He said one of the things they do as part of the traffic study or intersection analysis is to grade them on an "A" through "F" scale; "A" being the best and "F" being the worst. The intersection created by Lake and the new driveway in the future conditions still operates at very good levels of service. It is a "C" level of service. In the future, a left turn lane may be warranted if conditions at the garage change.

Mr. Yeomans said they have worked with the applicant to address those concerns which they feel to be the biggest issues to the abutters - the screening and the lighting. They have been working with the applicant on the issue of sidewalks. They will be working with the applicant to ensure that these get implemented in the field.

Ald. Larose asked if there had been any consideration to putting up a stockade fence along the line for the abutters on Wason Avenue.

Mr. Pikarski said their thought right now is to use vegetative screening.

**SPEAKING IN OPPOSITION**

No One.

**SPEAKING IN FAVOR**

George Karakantas, 22 Wason Avenue. Mr. Karakantas said this is directly west of the new parking area. He said most of those people living on Wason Avenue appreciate the fact that they have been included in discussing the hospitals plans at several meetings they have had.

He said most of the residents of Wason Avenue have been there for forty five years and have seen many changes happen on that street over these years. They know what the traffic is like. He said he would like to see a light at the corner of Fairview and Kinsley. When you are proceeding north on Wason Avenue trying to cross Kinsley, most of the day it is like a kamikaze run. The reason is that the light at Markar stops the traffic. If you're trying to cut across to Pershing Street there may be some people who stop to let you proceed, but others are still traveling above the speed limit. A light at Fairview will act in a similar manner to the extra light that was put in on West Hollis Street near the gas station.

He said the traffic on Lake Street has increased by leaps and bounds. People don't want to use West Hollis Street any more. They come up Main Street, take a left on Lake Street. They either access over by using Wason Avenue or Fairview to get over to West Hollis Street and the turnpike.

He indicated he was happy with the landscaping that is proposed and hopes to actually see it. In response to Ald. Larose's question he

indicated he himself wouldn't mind a stockade fence, but he doesn't know about how the rest of the neighbors feel about that.

He said there is a strip of green land that goes all the way from Lake Street to Kinsley Street abutting the properties on Wason Avenue. He said this has become a semi dumping ground in some areas. He would like to see it policed and cleaned out.

Roland Richer, 24 Wason Avenue. Mr. Richer said the picture looks nice, but he asked if it will look like the picture. He presented pictures that he took from his property of the parking lot from various angles to the Board. It's a fairly clear area. They would like to see some trees that would be there year round.

Susan Smithmeir (Landscape Architect). Ms. Smithmeir said the screening will probably be more effective closer to the hospital rather than down closer to the residences. One of the problems with a fence is that it can only be so high, about 6 feet. It's not really effective from the second floor of a residence. It also encloses the property where you can actually take advantage of some of the depth of the forest that is there. A combination of evergreen and deciduous trees will be used. The deciduous plants tend to grow faster. They fill in the gaps between the evergreens until they have a chance to grow. They anticipate planting some that are a significant size (6') so you don't have to wait 15 years.

**MOTION** by Mr. Lowe to approve the plan for St. Joseph Hospital, 172 Kinsley Street & Lake Street with the finding that it meets NRO Section 16-123 and with the following stipulations:

1. Prior to any work being conducted, a pre-construction meeting shall be held with the Planning Department to review demolition procedures, erosion control, and tree removal. The tree line and individual trees shall be flagged and protected from cutting, or other disturbance, with orange fencing. All erosion control shall be installed prior to the start of construction.
2. Prior to any work being conducted, approval of the NH Site Specific permit shall be obtained.
3. Prior to the issuance of a building permit the applicant shall perform a pre-blast survey of adjacent properties if blasting is required for construction.

4. Prior to the issuance of a building permit project plans and landscaping shall be submitted with any required drafting corrections.
5. Prior to the issuance of a building permit bonding for the sidewalks and any other required street improvements, or work within the right-of-way, shall be submitted to and approved by the Division of Public Works and Corporation Counsel.
6. Prior to the issuance of a building permit documents pertaining to the storm water operation and maintenance plan shall be recorded.
7. Prior to the issuance of a certificate of occupancy the applicant shall work with Planning Staff concerning the lighting and buffer plantings to ensure site glare and impacts to adjacent properties are minimized.
8. This plan shall be subject to all stipulations of approval of the Zoning Board of Adjustment and Planning Board and shall remain in full compliance.
9. The applicant shall provide to abutters the proposed construction schedule and hours during which construction will occur.
10. Fairview & Kinsley Street shall be signalized at a minimum with a fire signal in coordination with Planning staff, DPW and the Fire Department.
11. Applicant shall install sidewalks on south side of Lake Street per staff.
12. Exterior path from Lake Street parking lot to the upper parking lot along the east side of the parking garage.

Mr. Dookrain said there are other unresolved traffic issues that have to be taken care of and he would like to make another stipulation to cover that.

Mr. Yeomans said the most significant issue is the signalization. He said he has a hard time with this one and he thinks the applicant does as well. He said they haven't seen any justification for the traffic signal produced by anybody, let alone the Traffic Department. He said the applicant is being asked to absorb this as part of their project. If they consider a

contribution, that's a voluntary act. He would like to keep the lines of communication open and work with the applicant to come to a resolution on the outstanding traffic issues to the satisfaction of the Traffic Department and to the Fire Department. His understanding is that these are fairly minor issues that can be resolved.

Mrs. Lasky asked if the signal issue was generated at the last moment from the Fire Department.

Mr. Yeomans said there was a memo written in 1999 between the Traffic Department and the Fire Department that they needed to improve their fire run from Lake Street to West Hollis Street. He said if this was such an important thing to be done it should have been on a Capital Improvements list and it would have been done by now. This is not a new issue - it's been around for a while and it wasn't raised until the last minute.

**AMENDED MOTION** by Mr. Farkas

12. Applicant shall resolve remaining traffic issues in coordination with Planning staff, DPW staff, and Fire Department prior to the issuance of a building permit.

He said they could delete Stipulation #10.

Dominic Seavaro, Rizzo Associates. Mr. Seavaro said the one item they have concerns with is whether a signal is warranted at Lake Avenue. Signals that get installed that aren't warranted are a safety hazard.

**AMENDED MOTION** by Mr. Farkas to provide a new Stipulation #10 as follows:

10. Sidewalks shall be installed on the south side of Lake Street.

Mr. Farkas said this is the new #10, Stipulation #11 the exterior path and #12 concerns the resolving of remaining traffic issues with the additional wording to include any possible signalization.

Atty. Brad Westgate, Winer & Bennett, 111 Concord Street, Nashua. Atty. Westgate said he is afraid that the reference to signalization in Stipulation #12 may carry a little more of a specific direction than is really understood this evening. He would like to see it as it was originally stated by Mr. Farkas.

Discussion ensued.

Mr. Farkas read all the additional stipulations to the Planning Board's original nine stipulations as follows:

10. Sidewalks shall be installed on the south side of Lake Street.
11. Exterior pathway shall be installed connecting parking garage on the east side of the garage.
12. Applicant shall resolve remaining traffic issues in coordination with Planning staff, DPW staff, and the Fire Department prior to the issuance of building permits.

**SECONDED** by Mr. Dookrain.

Mr. Dookrain said he has to listen to the Traffic Engineer when she says she has concerns about traffic, even if the Planning staff says they are minor. He said they have to remember that the traffic study isn't an exact science. They heard testimony tonight from an abutter that they are the best people to listen to regarding Wason Street.

He said whether this was a last minute issue or not, it is still an issue and they the responsibility to address it.

Mrs. Lasky asked that there be better communication between everyone so that even if things are unresolved they would at least know what the issues are.

Mr. Yeomans said the applicant has offered a contribution toward the construction of a sidewalk, with the construction actually being done by Department of Public Works. He wants to make sure that this is the intent of the motion.

Mr. Pikarski said he was just directed by their client that in lieu of the contribution they will construct the sidewalk. However, he wants to be sure that the limits of sidewalk are clearly defined in terms of its length and location.

The Board discussed where this should be. The abutter is at 276 Lake Street.

**AMENDED MOTION** by Mr. Farkas as follows:

10. Sidewalks shall be installed on the south side of Lake Street in front of 276 Lake Street to the corner of Wason Street.

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**SECONDED** by Mr. Moran.

**AMENDED MOTION CARRIED UNANIMOUSLY**

**ENTIRE MOTION CARRIED UNANIMOUSLY**

**NEW BUSINESS - SUBDIVISION PLANS**

None

**NEW BUSINESS - SITE PLANS**

None

**OTHER BUSINESS**

- 1. Review of tentative agenda to determine proposals of regional impact.**

**MOTION** by Mr. Lowe finding that there are no proposals of regional impact on the tentative agenda.

**SECONDED** by Ald. Larose.

**MOTION CARRIED UNANIMOUSLY**

- 2. Referral of the FY 2005 Capital Improvements Program from the Capital Improvements Committee to the Nashua City Planning Board. (Postponed from February 19, 2004 Meeting)**

**MOTION** by Ald. Larose to accept the FY 2005 Capital Improvements Program.

**SECONDED** by Mr. Lowe.

Ald. Larose said one of the Capital Improvements items has to do with sewers and he wondered why this was not part of the Enterprise Fund. He referred to Page 23. He said it states that this project will correct drainage problems throughout the City resulting through deterioration and lack of maintenance. It states DPW received many requests to construct drainage improvements.

Mrs. Lasky asked what the amount is and Ald. Larose said it is \$200,000.

Mrs. Lasky said this may be the reason.

Mr. Houston said drainage projects are not part of the Enterprise Fund - sewer is.

Mr. Dookrain said Mr. Houston is correct. This request is his.

**MOTION CARRIED UNANIMOUSLY**

**Discussion Item**

**Proposed City Riverwalk extension around the former Goodale's Building, 48-52 Main Street**

Jay Minkarah, City of Nashua, Economic Development Director. Mr. Minkarah displayed renderings to the Board. He said this is a portion of the overall Nashua Riverwalk project.

He said the Board saw this project last May in a conceptual form. This is part of a larger project that includes Jackson Falls Condominium project as well as a riverwalk that will extend ultimately all the way to Main Street. After it went through a conceptual discussion it went through several different Boards - Conservation Commission, Zoning Board, Historic District Commission and then came back to the Planning Board last July. There were three approvals that were granted at the July meeting. There was a subdivision of the property into a new site for the condominium development and a new lot for the Goodale's building. A site plan was approved for the condominium development which included a portion of the riverwalk and there was a site plan approved for the existing Goodale's building for use as a retail, office or restaurant development.

He said the remaining portion of the riverwalk was discussed, but they didn't have the final designs at that point. The City is responsible for that portion of the project and the financing had not been finalized. That portion of it was held off on with the understanding that it would be brought back to this Board when those plans were finalized.

He said in September the Board of Alderman approved a financing plan, designating this area as a Tax Increment Financing District (TIF). In addition, the City dedicated some existing Community Development Block Grant funds towards the project as well as some downtown redevelopment funds. That allowed the City to hire H.L. Turner to design the remaining portion of the riverwalk as well as

to look at two of the facades on the Goodale's building which are going to be restored to their original state or something sympathetic to that.

He said after this the staff held a series of project team meetings with the property owners, applicants, and consulting engineers to come up with the final design with what would work best. A lot of thought went into making sure that the historic integrity of the former Goodale's Building as well as the overall site was an integral part of the plan.

Mr. Minkarah said the designs are almost 100% complete. They have gone to the Historic District Commission and they have approved the project. They are moving forward with completing the plans and going for the permits.

John Levine, Engineer, H. L. Turner Group. Mr. Levine referred the Board to the renderings. He said the requirement of this project was to make the connection between Main Street and the approved riverwalk section that was done as part of the Jackson project. That meant trying to move pedestrians and move the riverwalk adjacent or through the Goodale building and along the existing granite block wall. He said they looked at several alternatives. They came to the conclusion that the best alternative was to put the walkway on the outside of the building. They are going to accomplish this by bracketing the walkway off the building facade itself and making a connection into the building structure. The walkway will be 8'6" wide and will be a wooden deck walkway. The wood they are proposing to use is a product called IPE. It's a Brazilian wood that has no preservatives. It is the same material that is being used on the boardwalk in Atlantic City.

He said this is the old Nashua/Lowell Railroad car house. They are looking at items such as brick, wood, steel - all consistent with the old railroad motifs that existed in the late 1800s and early 1900s.

He said once the 8'6" walkway continues on the outside of the building, they are going to continue along the river right to the middle of the new site. He said this section of the walkway is going to be cantilevered over the wall. There will be cantilevered beams coming off the top that will be secured with a counterweight on the other side of the wall that will be below grade. There are no columns within the riverwalk. They want to maintain a clear view from the other side of the river to the building and also along the wall itself.

He referred the Board to one of the renderings. He said the front of the building shows the late 1800 - early 1900 facade with the two double doors. They are going to be replacing the windows as they existed in 1800 and will do the same thing along the river side. They are going to put in lighting that is going to be the period lighting that existed in the late 1800s that will be mounted off the wall and along the front. This will provide lighting for the walkway along the side of the building.

He pointed out the location of an old wood frame structure that was put in during the 50s. It will be demolished. Once it's demolished they will excavate and they will put in the cantilever counterweight.

He said they are creating a 16'X16' area in the front entranceway. There is an existing concrete bollard that will remain. The plan was for the City to commission an art piece of sorts that would create a theme element to attract pedestrians to this part of the walkway and a gathering point for people. There may be opportunity for signage here and commemorative plaques about what the area was before.

Mr. Levine said they are also creating a break point in connection with the site plan. They have the ability to look back toward the building and see some of the unique architecture. There is a lower arch piece that allows water access to the lower portions of the building. They are going to rebuild the arch and the back sides with the two windows to open up the view.

He said there will be two new light standards placed along the walkway that are consistent with the standards that were approved with the other project. The handrail will be the same as the handrail that was approved with the prior riverwalk project. It is the same as that which is used across the street at Water Street. There is no sewer or water connection in here. As far as drainage is concerned, this is an open slat wood walkway. Any water will essentially drop to the river. They are not changing any of the impervious characteristics. The wood is not treated. It is a natural wood. The walkway will not be salted in the winter time. If it is treacherous, it will be closed to pedestrians.

He said there is a little angled piece of land that comes out adjacent to the bridge that ties into the existing building. There is an opportunity to convert one of the lower windows to a doorway and the owner of the building has access to an outside patio area. This is not part of the project.

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Mrs. Lasky asked when this project would start.

Mr. Levine said they are hoping in the spring.

Mr. Lowe asked if the lights that were mentioned are gas lights.

Mr. Levine said they are not, but they do look like gas lights.

Ald. Larose asked where the condos are located and Mr. Levine showed their approximate location in relationship to this project. He said the City's portion of the walkway is ending right over where the new CSO outfall is. The condos are another 125' down the river.

Mr. Sawyer said the staff is prepared to approve this plan administratively. When you look at the site plan you can see that its pretty much adding a sidewalk to the site plan.

**MOTION** by Mr. Lowe that the plan may be approved administratively providing all approvals are received.

**SECONDED** by Mr. Moran.

Mr. Dookrain said Public Works has not been involved with this project as far as he knows. The bridge, the sidewalk, the CSO outfall are within their jurisdiction. He is assuming the walkway would have to be operated and maintained by Public Works and they should have some input with regard to plowing and things of that nature.

Mr. Minkarah said he can't speak as to the extent of Public Works involvement. It is their intention that Public Works is fully involved and to make sure that they get detailed sets of plans. There are some additional approvals that they still need to obtain through the Zoning Board. They also will be going to the Conservation Commission.

Mr. Lowe said that Mr. Teitelman was well aware of the walkway.

Mrs. Lasky said the consensus is that this plan will be looked at by the staff and approved administratively.

**ADJOURN**

Mrs. Lasky declared the meeting closed at 9:15PM

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**APPROVED:** \_\_\_\_\_  
Bette Lasky, Chair, Nashua City Planning Board

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