

NASHUA CITY PLANNING BOARD
March 3, 2005

A meeting of the Nashua City Planning Board was held on Thursday, March 3, 2005 at 7:00 PM in the Auditorium at City Hall.

Ken Dufour, Vice Chair conducted the meeting.

Members present were: Ken Dufour, Vice Chair
Ald. Kathryn Vitale
Mike Lowe, Mayor's Representative
Steve Dookran (City Engineer)
William Slivinski
Steve Farkas
Hugh Moran
George Torosian
Kelly Dowling

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

APPROVAL OF MINUTES

None

COMMUNICATIONS

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

Preliminary Planning Board Agenda for the next meeting to determine regional impact

REPORT OF CHAIRMAN, COMMITTEE & LAISON

None

Mr. Dufour 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

None

NEW BUSINESS - SUBDIVISION PLANS

1. **Larry Poulin, Chantal Cote, & Raymond Poulin (Owners) - Proposed subdivision of one lot into two, 6 Tenth Street, Sheet 87 - Lot 199, Zone "RB" Urban Residence.**

Peter Weeks, Cuoco & Cormier Engineering, Nashua. Mr. Weeks said the proposal is for a two-lot subdivision. The lot is located to the east of Tenth Street and to the north of Will Street. The existing lot, Lot 199 has 16,539 square feet. The new lot will have 9,102 square feet and the existing lot will have 7,437 square feet. The land is located in an "RB" zoning district, which permits two-family dwelling units and the plan is to construct a two-family on the new lot. All dimensional requirements in the zoning ordinance will be met.

He said their client has agreed to construct a 5' wide sidewalk according to the City of Nashua sidewalk requirements. They also have to provide two driveways. The existing driveway will be on the new lot after subdivision and will be used for the new duplex. A new driveway will be constructed on the existing lot and another driveway will be built for the new two-family dwelling.

He pointed out Sheet 3, which shows the landscaping.

Ald. Vitale asked if the driveway for the duplex is going to be big

enough to hold four cars.

Mr. Weeks said this is the reason for having two driveways on the new lot. The existing driveway will have parking for two cars and the new second driveway will provide parking for another two vehicles.

SPEAKING IN OPPOSITION OR WITH CONCERN

No One.

SPEAKING IN FAVOR

No One.

MOTION by Mr. Lowe to approve the subdivision of one lot into two, 6 Tenth Street with the finding that it meets Section 16-108 and with the following stipulations:

1. Prior to ANY work being conducted, a pre-construction conference shall be set up with the Planning Department.
2. Prior to the plan being recorded, the Planning Department and Corporation Counsel shall review and approve all required storm water operation and maintenance documents. Said documents shall be recorded with the plan.
3. Prior to the plan being recorded, bonding for all public improvements shall be submitted to and approved by the Engineering Department and Corporation Counsel.
4. Prior to a certificate of occupancy being issued the sidewalk shall be installed.

SECONDED by Mr. Farkas.

MOTION CARRIED UNANIMOUSLY

2. **44 Ferry Road, LLC (Owner) - Proposed subdivision of one lot into two - 44 Ferry Road, Sheet G - Lot 69, Zone "R18", Suburban Residence.**

Richard Maynard, Professional Engineer, Maynard & Paquette, Nashua.
Mr. Maynard said this is coming to the Board to clear up the record on a 1.1 acre piece of property to subdivide one lot into two. The house lot will have approximately 29,000 square feet and the new

lot will be approximately 20,000 square feet in size.

He said at the present time there is no sewer in Ferry Road, however, there is a sewer easement that extends up from Glen Abbey that will be extended up into the road to provide sewer for both the existing house and the new building lot. A stub will be provided to serve one or more existing homes. A 5' asphalt sidewalk will also be constructed across the frontage.

SPEAKING IN OPPOSITION OR WITH CONCERN

No One.

SPEAKING IN FAVOR

No One.

MOTION by Mr. Lowe to approve the subdivision of one lot into two at 44 Ferry Road with the finding that it meets Section 16-108 and with the following stipulations:

1. Prior to recording the subdivision plan bonding for work in the public right-of-way shall be approved by the Division of Public Works and Corporation Counsel.
2. Prior to recording the subdivision plan any final drafting corrections shall be approved by the Division of Public Works.
3. Prior to the issuance of the certificate of occupancy for Lot 691 the storm water operation and maintenance plan shall be recorded.
4. Prior to the issuance of the certificate of occupancy for Lot 691 all work within the public right-of-way shall be completed to the satisfaction of the Division of Public Works.

SECONDED by Mr. Torosian.

MOTION CARRIED UNANIMOUSLY

NEW BUSINESS - SITE PLANS

3. **Nashua Pastoral Care Center, Inc. (Owner) - Proposed 727 square foot addition to the existing 4-unit multi-family building, with associated site improvements, 12-14C Street,**

Sheet 40 - Lot 9, Zoned "GI" - General Industrial.

Gordon Leedy, Vanessa, Hangen, & Brustlin, Bedford. Mr. Leedy said this is an existing four-family dwelling located on C Street. The lot goes through to D Street.

He said this is largely a residential area, although it is zoned General Industrial. He said they appeared before the Zoning Board of Adjustment a couple of weeks ago and received a special exception for an expansion of a non-conforming use.

He said they are proposing a single-story addition to the existing building. It will be located to the rear. This is to add additional space to two of the existing units. There are no additional dwelling units. As a result of the addition, there is a small storage shed on the property that they are proposing to relocate. As a result of the relocation, they will have to create a little pad for the shed.

He said the architecture would be similar to the building's architecture today - wood frame construction. It will be largely unnoticeable from the front of the building. You will be able to see it from the "D" Street side, but it is fairly well set back and there is a screened hedge in the back yard.

Mr. Leedy said they met with staff and made revisions to the plan based on their recommendations.

Mr. Lowe asked where the parking is located.

Mr. Leedy said parking is on either side. He referred the Board to the locations on the plan. He said the tenants of the buildings are single parents. He said technically there is space for seven vehicles, but it is unlikely there would be that many.

Mr. Lowe asked how many children there are.

Maryse Werbal, Director, Nashua Pastoral Care Center. Ms. Werbal said typically the number of children they have at the site would be no more than ten children at one time.

Mr. Lowe said he noticed the back is sort of awfully rough.

Ms. Werbal said where they are proposing to do the addition it's a lot higher and then there's an area where it drops down and there is a beautiful flat playground area in the back yard for the

children.

Mr. Leedy said that it is kind of rough on the "D" Street frontage, but inside the fence there's a nice grassed area and there's a small play structure.

Mr. Dufour said he has been told that the gate on the right is closed, except in the wintertime. The use is being expanded to a three-bedroom and that's the potential for another car. They can't park on the street.

Mr. Leedy said there is space for seven vehicles and he can't imagine a scenario where there would be seven vehicles here.

Mr. Dufour said he has heard there are quite a few vehicles there from time to time and that they park on the street and in the business parking lot across the street and that it has been somewhat of a problem. He asked if they could offer any assurance that this would not be the case.

Mr. Leedy said they could provide language in a lease document that restricts parking.

Ms. Werbal said that the site is a transitional housing program for single mothers with young children. Overnight guests are not allowed at any time so there wouldn't be any overnight parking at the site. Unless there are guests that come during the day, there would be one vehicle per resident of the building. They are not expanding the number of units at all or the number of potential drivers on the site. The maximum age of children is ten so there are no teenagers that might be drivers.

Mr. Dufour asked if this means that if there is a child that turns ten it means the family has to move out.

Ms. Werbal said they have made some exceptions. In the past 15 years that they have provided transitional housing services they rarely have had a family that has teenage children because the ages for the mothers are 18-35.

Mr. Dufour asked if Ms. Werbal is aware of parking problems on the street.

Ms. Werbal said she was not. She said it's the first she has heard of it. She said they haven't had full capacity at this site for quite some time and that is why she is surprised about the parking

issues. She said they have had a vacant unit here for a few years now at one given time or another. That's the reason they are looking for the addition. The one-bedroom units are not suitable for the single mothers with kids.

Ald. Vitale said she is assuming that the Fire Marshall's Office has looked at everything.

Ms. Werbal said the project has been financed through HOME funds. The Fire Department does inspect and the Urban Programs Department comes at least once a year to do an annual inspection.

Mr. Dookran asked if there were any stipulations that were placed on the approval by the Zoning Board of Adjustment.

Mr. Yeomans said there weren't any.

Mr. Slivinski asked Mr. Dufour what he had heard about the parking problems since Ms. Werbal was unaware of any parking problems.

Mr. Dufour said he visited the site and he looked at the parking. He said seven cars on the site are not practical because they all have to be in the same drive. He said if you're parked the closest to the end of the driveway, potentially three other cars have to move in order for you to get out, which is not realistic in the normal course of events. In a snow emergency they probably could stack seven cars here. He said there is a sign for street parking which limits it to two hours. There is a fire hydrant smack in the middle of the curb so that eliminates parking in front of the site. He noticed that across the way there is a business with a large parking lot. He said he spoke to the person at the business and he asked him if parking was a concern and was told that it has been. He asked if the tenants has permission to use the business lot to park and he said they did not. He then asked if they park in the business lot from time to time and was told that they did.

Mr. Leedy said there is the option of providing more stringent lease language to assure that there won't be an excess of vehicles at the site. As an alternative, should the parking prove to be an issue they can indicate a spot on the plan on the "D" Street frontage to provide some additional parking should it become necessary. He personally would like to see the lawn area for the children, but if it becomes an issue there is space on the site without breaching any of the dimensional or open space regulations that would pertain to the lot. They have about 46% open space after the proposed addition.

Mr. Dufour asked if they are up against granite curb on that side. Mr. Leedy said he didn't believe there was any curb on this side. Ms. Werbal was heard to say that there isn't.

Mr. Lowe said when he was at the site earlier in the week there were a couple of cars parked on the sidewalk and on the "D" Street side.

Mr. Dufour said noting that off-street parking will be provided, if necessary, is a step in the right direction.

Ms. Werbal said the reason they put a fence in the back is because they were having people park on the "D" Street side in their yard.

Mr. Dookran asked Ms. Werbal how they would address any excess parking that they would normally allow.

Ms. Werbal said she is going to talk to the owner of the property located directly across the street to find out what his concerns are and to determine if it is residents of their property. She said there is a dwelling right next door to their property that they (the applicant) have had issues with. They will speak to their residents (the applicant's) if they are parking on the neighbor's property and that they must adhere to the one vehicle only. She said as far as guests are concerned, there is parking on the street.

SPEAKING IN OPPOSITION OR WITH CONCERNS

No One.

SPEAKING IN FAVOR

No One.

Mr. Duffy said whoever makes the motion should probably think about having a designated area to the rear.

MOTION by Mr. Lowe to grant a 727 square foot addition to the existing four-unit multi-family building at 12-14 C Street with the finding that it meets Section 16-123 and with the following stipulation:

1. Off-street parking will be provided on "D" Street if determined as necessary by Staff.

SECONDED by Mr. Torosian.
MOTION CARRIED UNANIMOUSLY

OTHER BUSINESS

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

MOTION by Mr. Dufour finding that there are no proposals of regional impact on the preliminary agenda.

SECONDED by Mr. Moran

MOTION CARRIED UNANIMOUSLY

2. **Referral from the Board of Alderman on proposed O-04-19, amending the Planning and Zoning Ordinances of the City of Nashua in their entirety. (Tabled from June 3, 2004)**

No motion to remove from the table.

3. **Appointment of a Planning Board Member to the Historic District Commission**

Mr. Dufour said it is his understanding that the Board's representative at this time is Mr. Slivinski. He said Mr. Slivinski has offered his services for the coming year and he asked somebody to make a motion.

MOTION by Mr. Lowe to appoint Mr. Slivinski to the Historic District Commission.

SECONDED by Ald. Vitale.

MOTION CARRIED UNANIMOUSLY

4. **Referral of the FY 2006 Capital Improvements Program from the Capital Improvements Committee to the Nashua City Planning Board.**

Mr. Dufour said the report should be in the Board's packet. He said the Committee is asking for a favorable recommendation. He said the Mayor was interested in starting the budget process early so as soon as the committee got the ratings out he received the

information. However, the Planning Board still has to go through the process of a recommendation. He asked if anyone had any questions of him, since he is the Chair of that Committee. Mr. Lowe asked if the Hunt Building ever came back in for air conditioning. He said they took the money they had last year and used it for something else.

Mr. Dufour said the Hunt Building was in, but he doesn't recall the air conditioning being the issue.

Mr. Houston said he specifically remembers the issue. He said they talked about having air conditioning as part of their program so they could have more functions in the summer time, such as weddings that they cannot do now because of the high temperatures.

MOTION by Mr. Lowe for favorable recommendation on FY 2006 Capital Improvements Program.

SECONDED by Mr. Farkas.

MOTION CARRIED UNANIMOUSLY

Mr. Dufour thanked Karen Berchtold for her assistance to him and the Committee. He also thanked Roger Houston for his service to the Capital Improvements Committee and the Planning Board for their favorable recommendation.

Discussion Items

1. Discussion of the off-site improvements associated with the proposed East Hollis Street Fire Station.

Steve Auger, Project Manager, Hayner/Swanson, 3 Congress Street, Nashua. Mr. Auger said they are before the Board to receive their input on the proposed East Hollis Street Fire Station. He said he believes most of the Board is familiar with it since it has been in the works for some time.

He said they came to the Board last summer to create the subdivision lot which the Fire Station will rest on and isolate the existing Robbins Auto Parts lot. At the same time they prepared a discontinuance street plan for a portion of Hudson Street. The majority of that land will be deeded to and joined to the Fire Station lot, which will grant them their access onto East Hollis Street.

He said as part of this project the City has asked that they

incorporate improvements to East Hollis Street as part of the site plan package. He said they have had several meetings with Steve Dookran and Susan Klasson and Mr. Husband to find out what they are looking for in terms of improvement. From those meetings they have generated a preliminary concept

He said the first thing they will be doing is making three lanes basically the whole stretch of East Hollis Street from the intersection of Allds down to Marshall right in front of Robbins. The middle lane will be a left turning lane to assist with turning movements onto Hudson Street.

He said the vast majority of the long section of jersey barriers that stretches from the intersection of Hudson all the way down to almost in front of Robbins will be removed. In its place they will be adding some curbing, a long section of guardrail and a fence behind the guardrail as protection from the change in elevation from the existing retaining wall.

He said there will be some lights located on either side of the fire station's access onto East Hollis Street. Those will basically be emergency lights when the trucks have to get out. They'll stop traffic in both directions and let the fire trucks through. The City has asked for a crosswalk under one of the lights, which will be roughly in this neighborhood (to be determined).

Mr. Auger said as part of the improvements there will be sidewalk constructed along the front of Robbins and along the front of the fire station. There is existing sidewalk along the south side of East Hollis Street.

Mr. Lowe asked if there is a stairway up from Hudson to East Hollis Street.

Mr. Auger said "yes." He referred to the plan.

He said there will also be a pedestrian crosswalk at Allds Street in addition to a light that is going to be installed. He said they hired VHB to analyze the Allds Street intersection and traffic movements along Hudson Street. Somewhere in the Allds Street vicinity there will be a crosswalk to get pedestrian traffic onto the sidewalk.

Mr. Auger said the bond for this is going to be voted on March 8. They are attempting to get everything together so the correct

amount of money is bonded for this project.

Mr. Lowe asked if the lights are going to be timed with the other set of lights that are further down

Mr. Auger said he would let VHB answer this question when they come up to speak.

Mr. Slivinski said everyone knows how crowded East Hollis Street gets. He asked if there is an emergency and East Hollis Street is jammed, what would happen.

Mr. Auger said that is going to be one of the benefits of having the center lane. It's a turn lane in either direction to wherever you are going. The majority of the center lane should be clear so the fire truck can get out into the lane and get on its way.

He said the City is in the process of acquiring a B & M parcel. He showed its location on the plan. Once that is acquired they will have an access point out onto Howard Street and work through the traffic light by the Wendy's intersection.

Mr. Slivinski asked the status of that acquisition - did it look like it was going to happen.

Chief Roger Hatfield said that at this point in time some of the funds they were using from Capital Improvements to do repairs to the existing Arlington Street Station have been held back because they felt they would be wasting the funds on a building that was already too far deteriorated. He said they are working with Kathy Hersh and trying to get Federal Grant money. They are going to move forward after they know they have the "green light" to purchase the land. He said they have been in communication with the railroad already.

Ald. Vitale said a stairway from Hudson Street was addressed. She asked if the sidewalk is going to be brought up to be ADA compliant.

Mr. Auger said they have discussed this. The elevation on Commercial Street is right around 26. The site is up around 42 - a 16' elevation change. He drew in a sidewalk ramp on the plan to show what it would look like if they were to install it. He said it would involve 230' - 250' of concrete and would create a large expenditure to the project.

Ald. Vitale asked if there is going to be a sidewalk coming up to

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Allds Street to get the people that are down lower up to East Hollis Street or if there will be the stairway.

Mr. Auger said their plan to get people from Commercial is going to be via the stairway.

Ald. Vitale asked if there is going to be a sidewalk on the other side of Allds Street.

Mr. Auger said that isn't in the works right now. He said from what they have seen there isn't a lot of pedestrian movement along that area.

Mr. Torosian asked what would happen if they can't get to the center lane.

Mr. Auger said that's where the access point to Howard Street comes in.

Mr. Torosian asked what the current route is from the Arlington Street Station right now if East Hollis Street is gridlocked.

Chief Hatfield said they usually don't have gridlock to that point. They have Opticom systems on the fire apparatus and once it triggers one traffic light, it triggers the rest. Then they can keep the fire apparatus moving. He said they have done this on all their critical arteries in the City and it's worked out well.

Ald. Vitale asked if the lights will automatically be triggered on each side of East Hollis Street when the fire truck comes out of the station.

Chief Hatfield said "absolutely." He said it's going to be like a domino affect. Once they trigger the lights coming out, it will start to open up all of the artery so they can move the traffic out of the way and get the fire apparatus going. Getting Howard Street as an access is going to be a key to them if traffic does become gridlocked for some reason.

Mr. Farkas asked if there is a plan to expand for additional equipment.

Chief Hatfield said at this point in time Station #4 (Arlington Street Station) has one piece. He said at the new proposed station they foresee the Safety Division, which is like a Suburban/Excursion type vehicle as well as the dive team. He doesn't foresee that running out of the station every day. The

only other vehicles coming out would be the Fire Marshall's Office, which are using vans.

Mr. Dufour asked if the garage under is still a "go."

Chief Hatfield said it is still a "go." He said they are able to have two garages on the lower bay on the Commercial Street side. He said they are looking at this as housing for the boats. He said they also have a stair engine that most of the time ends up being outside. He said they are trying to house all their fire apparatus. He said their spare pieces are probably run more than most communities because when they are servicing their vehicles the spare is put in its place.

Mr. Dufour said there was a comment that the majority of the jersey barriers were going to be removed. He asked if the area is being repaired or not.

Mr. Auger said he stands corrected - all the barriers will be removed. He said one of the things he mentioned was curbing, guardrail and a fence.

Mr. Dufour asked if the jersey barriers are there because the retaining wall needs to be replaced or are they there because they needed a fence.

Mr. Dookran said he had something to do with the placement of the barriers. He said a fence of any kind is not crash worthy. A car could hit a fence and plunge down. The proposed project promises to replace this with proper guardrail. The fence that is going in is for pedestrian safety.

Marty Kennedy, Director of Transportation Systems, Vanessa, Hangen & Brustlin. Mr. Kennedy said they were asked to evaluate the traffic conditions with this proposal. In particular, they were asked to take a look at what's going to happen with the intersection at Allds Street with the closure of the west end of Hudson Street.

He said in addition to observing what is happening, they conducted new traffic volume counts at the intersections at both the west end and the east end of Hudson Street. He said relatively speaking the volume of traffic on Hudson Street is fairly low. During the peak hours of the day there are about 25 cars entering and exiting over an hour on either side.

He referred to the plan. He said it shows the intersection at

Allds Street. It would be under traffic signal control and a three-lane section where today there are only two lanes. There will be an exclusive left turn lane for entering Hudson Street. Then toward the fire station it will basically be a two-way center turn lane to accommodate all the other curb cuts along that section. He said the intersection has a current level of service of "F" existing Hudson Street or Allds Street and it will go to a "D", an improvement over the existing situation.

Mr. Kennedy said there is a problem with trucks coming down Hudson Street and trying to head back up East Hollis Street. Large trucks are not going to be able to do this under this scenario. He said they are not going to be able to make it from the left hand turn lane. He said they could make the turn using every bit of the pavement if they go all the way to the right out of the thru lane, not the best of situations. He said they are recommending, through signage, that truck movements be prohibited on those two movements. They have to figure out exactly how the signage is going to work, where it's going to be placed, etc.

He said there are a couple of businesses that have trucking activity in the area and they are going to be talking to them about what their route is today, when they use it, etc. He said they will be suggesting a new route to them. Primarily the route these trucks should be using is Commercial Street to Temple Street. They will have to check to see if the trucks can make these intersections.

Ald. Vitale asked if there are any additional costs associated with re-routing and signage.

Mr. Kennedy said the signage will be minimal cost. He said with the trucks, it's not a truck route, as in thru trucks. They have a destination. They can be instructed as to where the route is going to be.

Chief Hatfield said basically this isn't a problem they are creating. It's an existing situation in that area. He said when they have to gain entry into the Hudson Street/Commercial Street area they rarely ever make access coming down East Hollis Street from Main Street trying to make that sharp turn. If they have to get into that access they would be going out Howard Street and making connections to Commercial Street the other way. This is an existing situation that has been around for some time. They need to work with the existing turning ratio and find alternatives.

He said most of the concrete trucks, the biggest user of trucks in the area, are already going out Commercial Street the opposite way. He said he didn't think what they are creating is going to be a problem with them.

Mr. Dufour said they might want to double check with the manager of "Primero" because he has some big trucks. He said he thinks they are creating the issue by eliminating the street. Any truck that can no longer take that left would have taken a gentle left further up onto Hudson and down and then they are free to go wherever they want.

Chief Hatfield said that they definitely will have some conversations with those business owners. He said they don't feel they are harming the area; they feel they are helping the area.

Mr. Kennedy pointed out that when they did their traffic counts in the peak hours of the day, there was actually only one truck that entered and one that left.

Mr. Dookran said because the activity by concrete companies is not happening right now, the traffic counts may need to be adjusted even though the trucks leaving may be re-routed. There will still be trucks coming in from the easterly direction. The season of the year should be considered in the final analysis.

Mr. Dookran asked Mr. Kennedy if there was a free lane at any one time when he did the field study.

Mr. Kennedy said this is a busy area, but when they did their counts they didn't see any gridlock. He said there is a difference between congestion and gridlock. He said some days are worse than others. Sometimes once something backs up it can go out of sight. On typical days there will be heavy traffic.

Mr. Dookran asked Chief Hatfield if he had been out into the neighborhood at all. He said there are homes here and it is quiet compared to Lake Street.

Chief Hatfield said Chief Buxton and Chief Morrissey spent quite a bit of time and answered a lot of these questions. He said this project has been ongoing for some time. The original drawings and the intent were started in 2003. He said he thought a lot of folks are pleased to see it coming forward. He said there is going to be a lot of improvement to the area. He said to this point they have been extremely public and extremely open. He indicated that have

received minimal negative responses on the project as a whole.

Mr. Dufour said that the biggest impact he sees is the bingo hall across the street. He said it packs in a lot of cars. They use the Hudson Street parking and the Robbins parking lot, but that is not an issue for the Fire Department.

Chief Hatfield asked if the Board could see anything that would impact the cost of the project in a major way for off-site work. He said the budget is tight and they really can't take any surprises.

Mr. Dufour said the biggest concern is the traffic. It is an awfully busy street. He said that he is assuming they are going as wide as they can go without taking land or moving telephone poles.

Chief Hatfield said Mr. Dufour is correct. He said one thing that everybody needs to understand is that response times are everything for Fire Rescue. Every second, every minute they are delayed means a lot. He said when they looked at all the different sites that might be available; this is the one that gave them the directional flow that they wanted, which helps them with their response times. He said he doesn't want anybody to think they are going to go on Howard Street on a regular basis, but it does allow for a secondary escape route to get the fire trucks out and going to the call.

Mr. Slivinski asked if it still a good site if they don't get the access to Howard Street.

Chief Hatfield said "yes." He said they will have to depend a lot on the Traffic Department and the Opticom System.

Mr. Slivinski said there will be a garage underneath. He asked if there is no possible access for them to go directly to Commercial Street.

Chief Hatfield said "no." He said they have tried to determine how to best use the site without impacting any additional land. It's a site that isn't going to impact the tax base in the City.

Mr. Farkas said Howard Street is crucial to have. If they don't get it there will be somebody who will get it in the future.

Mr. Dufour said if the Fire Department will take it by eminent domain if they have to.

Chief Hatfield said they are going forward. Even if they get just

a piece of it, it will be a critical piece. They are looking at the same criteria that the City requires of any builder in the City.

Mr. Dookran said he thinks it's crucial to identify what they can do with truck traffic. He said they really need to speak to the people who have truck activity along Commercial Street, including the business that runs along Hudson Street.

Mr. Sawyer said in the East Hollis Street Master Plan it states that when the traffic light is installed, the Arlington Street light should be turned into a pedestrian only light. He thinks at a minimum some coordination would have to happen.

Other

Mr. Dookran said there is a copy of a letter concerning Dunkin Donuts in the Board's packet. He said Mr. Husband and Ms. Klasson have been monitoring this site. He said they provided him with a sketch and is offering a solution that they think may work. He said the problem may be related to the service time, but also because of the parking situation. There is a lot of conflict between people trying to park and people trying to get out and people in the drive-thru.

Mr. Dookran put the sketch up for the Board to see. He pointed out West Hollis Street and the site and the elements on the site (location of drive-thru, etc.). He explained how the problem with backing out onto West Hollis Street might be resolved with the suggestions made by Mr. Husband and Ms. Klasson. There would be some parking in the front and a change in the curb cut. He indicated they might lose some parking spaces, but at the present time it looks as if the parking is under-utilized since most people use the drive-thru. He believes it would not meet the zoning requirements for parking, but it is something that could be looked at.

Mr. Dufour asked if this wouldn't have to go to the Zoning Board if it does not meet the parking requirements. Also, by putting the parking in front if they wouldn't be creating a hazard for people who would be coming out of the drive-thru.

Mr. Dookran's answer could not be understood.

Mr. Slivinski said he personally thinks that if they move the drive-thru lane all the way to the right and just have the parking places close to the building that would be enough. He said he didn't think they needed another curb cut or parking up front. It

will cost a couple of hundred dollars to re-stripe and then they can see how it works.

Mr. Dufour said if this suggestion is followed they would be eliminating parking spaces. He said he isn't opposed to the re-stripping, but he is concerned about losing parking and what the total loss.

Mr. Slivinski said that they are useless because nobody parks there now.

Mr. Dookran said twelve spaces.

Mr. Dufour said this is a lot of spaces. He asked Mr. Dookran under the scenario he proposed what it would be.

Mr. Dookran said they would lose about four spaces.

Mr. Lowe said the open space is going to be affected.

Mr. Torosian said the spaces are useless now, but if they go with the plan to eliminate twelve parking spaces they are not alleviating the problem. With this plan they are basically turning it into a drive-thru. The problem with traffic on West Hollis Street is not going to be alleviated.

Ald. Vitale said maybe what they should be asking is if by changing the drive-thru part of it how many cars can be added to the stacking.

Mr. Dookran said according to Ms. Klasson she couldn't back out of a parking spot because someone is waiting to get in and that has a ripple effect of backing out onto the street. They want to minimize this. There are people who don't want to park because they know that they can't get out.

Ald. Vitale said there is a Dunkin Donuts that is by Exit 7 by Charron Avenue & Route 3. She asked if the proposal would be to look more like that one. Sometimes there is a little queuing onto Amherst Street. People sometimes double park on the site when they can't stay on Amherst Street.

Mr. Dufour said the Dunkin Donuts site Ald. Vitale mentioned has very restrictive parking. The employees park in the green space. By eliminating the parking spaces they are potentially eliminating employee parking. His preference would probably be the plan that Mr. Dookran has presented.

Mr. Slivinski said traffic backs out into West Hollis Street for two reasons. There are a few cars that go in to park and have to back out and they stop the queue line. The other times it is just the volume of cars that no matter what you do unless space is added to the queue, traffic is going to back out onto West Hollis Street. He said the building was built with two windows. All they have to do for that hour or two hours when the traffic is at peak, is to pay your money at the first window and get your drink/food at the second window. There is still a problem with the person who wants to go inside and then has to cross through the drive thru line. His suggestion is to move the lane over to the right. There are spaces there that people aren't using now.

Ms. Dowling asked if there should be a physical curb to delineate the drive-thru lane.

Mr. Dookran said he thinks they want to give people a choice so that if you are in the queue and it's not moving you can get out of line. He doesn't think they want to have an actual barrier there, although it could be marked with paint.

Mr. Lowe said he thought Mr. Slivinski's suggestion is a quick fix and could be tried and if it doesn't work they can go back.

Mr. Slivinski said it's a drive-thru location.

Mr. Dufour said he has been inside and they have a significant amount of seating.

Ald. Vitale said they are right off the walking path and they do have quite a bit of walk-in traffic from that area.

Mr. Dufour said that they can see what the owner's reaction is and go from there.

ADJOURN

Mr. Dufour declared the meeting closed at 8:30PM.

APPROVED: _____

Ken Dufour, Acting Chair Nashua City Planning Board

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AND PAYMENT OF THE FEE.

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Taped Hearing