

MILFORD PLANNING BOARD PUBLIC HEARING
June 17, 2014 Board of Selectmen's Meeting Room, 6:30 PM

Present:

Members:

Janet Langdell, Chairperson
Paul Amato
Kathy Bauer
Chris Beer
Steve Duncanson
Judy Plant
Susan Robinson, Alternate member

Staff:

Jodie Levandowski, Town Planner
Shirley Wilson, Recording Secretary
Zach Steinbrecher, Videographer

Excused:

Tom Sloan

MINUTES:

1. Approval of minutes from the 5/20/14 meeting.

PRESENTATION:

2. **The Milford Improvement Team** –Presentation from PlanNH and the Milford Improvement Team regarding results from November 2013 Community Design Charrette.
3. **Milford Connectivity Plan** – Presentation from Planning Staff on Milford Pedestrian, Bicycle, Trail and Recreation Connectivity Plan.

NEW BUSINESS:

4. **Badger Hill Properties LLC – Timber Ridge Dr – Map 50, Lots 26-124, 26-126, 26-128, 26-129, 26-131, 26-133, 26-160, 26-162, 26-164, 26-166, 26-167, 26-168, 26-169, 26-171, 26-173, 26-175, 26-177, 26-179, 26-180, 26-181, 26-182, and 26-183; Map 51, Lots 26-47, 26-123, 26-125, 26-126, 26-127, 26-152, 26-170, 26-172, 26-174, 26-176, 26-178, and 26-184; Map 55, Lots 26-130, 26-132, 26-134 thru 26-151, 26-153 thru 26-159, 26-161, 26-163 and 26-165.**

Public Hearing for phase VI of Badger Hill for multiple lot line adjustments involving sixty (60) residential lots and three (3) open space lots; and to approve Phase VI-A for six (6) buildable lots in the Residence R District.

(Brown Engineering)

Chairperson Langdell called the meeting to order at 6:30PM. She introduced the Board and staff, then explained the ground rules for the public hearing, and read the agenda into the record. She noted that Susan Robinson, alternate member would be sitting in for Tom Sloan.

MINUTES:

C. Beer made a motion to approve the minutes from the 5/20/14 meeting. S. Duncanson seconded and all in favor with J. Plant abstaining.

PRESENTATIONS:

The Milford Improvement Team –Presentation from PlanNH and the Milford Improvement Team regarding results from November 2013 Community Design Charrette.

Chairperson Langdell recognized:

From Plan NH:

Roger Hawk, Co-president
Rob Dapice, Board of Directors
Gordon Leedy, Board of Directors

From the Milford Improvement Team (MIT)

Wendy Hunt, Executive Director
Ed Killam, Executive Board
Chuck Worcester, MIT Board
Trent Blalock, MIT Board

R. Hawk said we put together and delivered a book to of our findings from the Charrette held in November and this presentation is an overview of what we observed and some of our recommendations. Plan NH is a volunteer membership of organization of people from the planning, architecture, landscape architecture and building trades who care about what we do. Our signature program is the Charrette program and we just did our 55th. He described the application cycle and process and said once selected, the Charrette is a two day intense listening and design session where the design team listens to participants on the focus area.

The power point presentation explained the Charrette that started with a focus on the train station at the intersection of Mill, Cottage and Garden Streets and was broadened to include the entire neighborhood. We got input from the participants and came up with some recommendations about: What residents see today; what do they want to see; and what else does Plan NH need to know?

The granite town rail trail would be the perfect skeleton to link the primary uses and tie into the high school, into this neighborhood, and to the Oval area to make a continuous bike/path system for the entire in-town neighborhood; however, it's not particularly safe and so we would recommend the town look at pedestrian/bicycle safety. Making those connections is a lot of work and is not an easy proposition, but in the long run it will make a more vital and safer neighborhood. We also recommend transportation improvements such as curbing and delineating the travel lanes. We did look at a round-about, which would work for this intersection, but just defining the pavement would be sufficient. As a team, we concluded that retail space in the train station and farmer's market or artist sales in the warehouse building would make a lot of sense. The artist rendering showed outside seating and kiosks in front of the warehouse and head-in parking for the Garden St train station. Most importantly, the travel way is very well defined. The core of the program was to come up with street improvements that meet the needs of motorists, pedestrians and bicyclists and it also improves the setting of this building. The other piece of this is to suggest the removal of the train station addition that was put on the in 1960's/1970's and restore the building to its original dimension and detail. The building is still there underneath all of that so it would be fairly simple to restore the façade. We looked at creating outdoor space for retail sales and street activities. We show pergola structures for farmers or artist's stalls that provide a visual structure to the street and a plaza area carried across the street is a traffic calming measure and makes it implicitly a pedestrian place.

Revitalization of the train station and surrounding area will translate to more innovation and redevelopment on other key parcels as well as a renewed sense of reinvestment. We also discovered that the building across the tracks is a very important building; it is one of the only extant train track through-warehouse buildings left in New England. Fortunately it was purchased by a local businessman who intends to preserve it. Restoration of the train station could spur an increased value in that building as well allow the current owner to put additional resources into it.

The priorities that we're suggesting are to define the road with curbing, create sidewalks, define the travel ways and provide safe pedestrian crossings. A sidewalk is desperately needed from Mill St to the high school but the concern is that it would not be easy to build it due to the topography. One of the advantages of this plan is a more direct, visible, and explicit link between the oval, the Union St intersection and to this part of town through the Police Station. It would do a lot to make people understand this is here and to help bring people into this neighborhood by providing a more visible, direct link across the Community House lawn. The path could link all the public facilities in this neighborhood. We're also suggesting that parking be reconfigured and perhaps expanded to add more convenient parking for downtown.

K. Bauer said she agrees the paving needs some delineation and work, no matter what is done with these buildings. G. Leedy also noted that the American Legion building could be included in the discussion for redevelopment.

Chairperson Langdell opened the discussion to the public; there being none, that portion of the presentation was closed.

J. Langdell gave a brief history of how the Charrette came about saying there was concern about the historical freight building that began with a man from Bedford who was a train enthusiast who brought in some folks from the New Hampshire Preservation Society. It was brought to the Community Development Office and the Planning Board. MIT picked up the ball and identified that a Plan NH Charrette would be a great way to get some ideas for those buildings. We were very honored to be selected to be participants in this process and certainly this information will be helpful going forward. Thank you very much.

Milford Connectivity Plan – Presentation from Planning Staff on Milford Pedestrian, Bicycle, Trail and Recreation Connectivity Plan.

Jennifer DiNovo, consultant with NRPC and Jodie Levandowski, Town Planner gave the presentation.

J. Levandowski explained that the goal of this plan is to develop a town wide pedestrian bicycle trail and recreation connectivity plan that would serve as a guide for the prioritization and implementation of future pedestrian/bicycle paths around town. The plan was created in support of the Planning Board's on-going efforts on housing options and was developed to serve as a reference for the Town of Milford's regulating boards and commissions in support of long range planning efforts. The connectivity plan will help incorporate goals of the Master Plan that relates to community character, economic development, transportation, housing, land use, public health, open space and conservation. To aid in the development of this plan, we held a workshop on 5/14/14 in the Town Hall. We welcomed walkers, runners, cyclists, people without cars and people with limited mobility. The workshop sought input from residents on needed improvements and priorities for safe travel alternatives in the area. The plan was funded by a New Hampshire Community Planning grant. The award was in the amount of \$10,000 with \$2,500 of in kind services to be matched. Our contract period with NRPC and the grant will end on 6/30/14.

J. DiNovo described the maps; one larger map includes the entire town and a map that enlarges an area with a of a mile radius outside the oval. We were trying to make a network of pedestrian, bicycle trails that would allow people in town to have access to exercise opportunities, to create safe pedestrian routes to travel to town-wide destinations and between neighborhoods and to create access to transportation. She reviewed the legends, key destinations, parking, goals and action priorities.

J. Langdell noted that the parking/bike rack requests at the two major trailheads was something that came through the workshops. J. DiNovo said these recommendations came from a combination of work with the Planning Board and staff. J. Levandowski requested that comments or immediate changes from this Board be submitted prior to close of the grant period. Following that, if the Board wishes to hold a public comment period, staff would recommend that we do it in the month of July followed by a final workshop with the Planning Board where we would discuss the prioritization and how to incorporate this into the Master Plan. The public would be invited and it would be posted on the website as well as other social and local media sites. The May workshop consisted of a group of community members appointed by the Planning Board. J. Langdell added that we reached out to the pedestrians and cyclists and people with variety of interests that seemed to meet the needs to get initial feedback. We also reached out to the Conservation Commission and the Recreation Commission to get everyone at the table. J. Levandowski noted that it was good to have a student participant.

J. Langdell said there are a few technical pieces to be addressed before the grant deadline; it's good we have another week to go.

P. Amato said if this goes to public comment, that doesn't necessarily mean that something will happen. J. Langdell said this is a plan where at this point in our history, these are the things that we feel are important for pedestrian/bicycle connectivity for the Town of Milford; it is part wish list and part tallying. J. DiNovo said it is a tallying of physical features that we have now and goals that can support the Master Plan and any regulations that we have been working on. It is all the opportunities that we see today and can use to proactively incorporate into future traffic improvements. K. Bauer said this is an overview but people may be concerned with their neighborhoods and their streets, so she urged residents to go to the Town Hall and talk to staff. J. Langdell said we could put this information on the website under Active Projects and create the ability online to submit questions or comments. J. DiNovo said it would be good to include the Plan NH charrette information.

Chairperson Langdell opened the discussion to the public.

Mike Ebert inquired if there were extra copies of the maps. J. Levandowski said yes, we will get one to you before you leave tonight.

The public comment portion of the presentation was closed.

J. Langdell instructed the Board to email any changes to Jodie by Friday or Saturday so she can get them to Jen. J. Levandowski said the thirty day public comment period could begin 7/1/14. J. Langdell said we can get the workshop in July, as well. J. Langdell inquired how changes would be addressed at that time. J. Levandowski said we do have consultant services set aside in our budget. B. Parker can get a memo to the Board regarding costs. J. Langdell suggested a few revisions for parks and buildings and said this is a great tool. She then referenced the "Tree Streets" plan in Nashua. NRPC came up with a "Place Map", and as this evolves there may be room for a collaborative effort with MIT to create a map of trails, sidewalks and places to go that reflect a healthy lifestyle. W. Hunt said at Guy's request, we do have an active committee collaborating with the Recreation Department and the Conservation Commission. It is in its early stages, but we are working a map for those key type activities that will blend with the economic development effort.

J. Langdell thanked Jen for crafting the map; it was nicely done. She then listed the participants from the workshop; Matt Lydon, Rick Lydon, Audrey Fraizer, Tim Barr, Lorie Pitsas, Roxanne Scaife, Susan Drew, Gerry Guthrie, Ron Philbrick, and Adelle Pitsas.

NEW BUSINESS:

Badger Hill Properties LLC – Timber Ridge Dr – Map 50, Lots 26-124, 26-126, 26-128, 26-129, 26-131, 26-133, 26-160, 26-162, 26-164, 26-166, 26-167, 26-168, 26-169, 26-171, 26-173, 26-175, 26-177, 26-179, 26-180, 26-181, 26-182, and 26-183; Map 51, Lots 26-47, 26-123, 26-125, 26-126, 26-127, 26-152, 26-170, 26-172, 26-174, 26-176, 26-178, and 26-184; Map 55, Lots 26-130, 26-132, 26-134 thru 26-151, 26-153 thru 26-159, 26-161, 26-163 and 26-165.

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Abutters present:

Deerwood Dr residents:

Scott Barclay Briggs, Michael & Nicole Hamilton, and Jason St. Jean

Badger Hill Dr residents:

Michael Hebert, Christopher Metcalf, David & Donna Moran, Harold & Tracie Sales, Ron & Debra Shusterman, Neil Stone, Dennis & Deirdre Vanzilen Jr., and Susanne Wright

Harry Standel, Osgood Rd

Paul Amato, Mason Rd

Chairperson Langdell recognized:

Jon Lariviere, Badger Hill Properties, LLC

Mike Seraikas, Beaver brook Environmental Consultants, LLC

Scott Frankiewicz, Brown Engineering & Surveying, LLC

Andrew Sullivan, Attorney at Law

Chairperson Langdell inquired if the application was complete and signed by the owner. J. Levandowski replied yes. C. Beer made a motion that the application be accepted. K. Bauer seconded and all in favor. J. Langdell stated that regional impact determination was not applicable. S. Wilson read the abutters list into the record.

S. Frankiewicz presented plans dated 6/10/14 and explained that there are two applications before the Board. The large lot line adjustment shows how each of the remaining lots will be adjusted including the open space; however, the ROW, the road and the drainage will remain as is from the original approval. We are only adjusting the lots which will range in size from .46 acres to 1.95 acres and this plan will increase the size of the small lots which are mainly on the lower portion of the road. J. Lariviere said going back to the original approval for a community septic system, there is a history of lot line adjustments for small groups of lots to accommodate individual septic systems. There are a number of recorded plans for the site. When we purchased the property, the title was very cumbersome and our goal was to do one overall plan to size all the remaining lots for septic loading. We are not changing the number or quantity of lots and the subdivision will be maintained at 180 lots. We also have an application for a small section of roadway so we can start. We would like to record everything as one overall plan and not have to come back for multiple lot line adjustments. The other application simply addresses a 1,250ft section of roadway with a temporary turnaround to accommodate six (6) lots. The roadway extension from the initial 1,000 ft proposal was a suggestion by DPW to get to a flatter area for better access for the temporary turnaround. Market conditions being what they are, we have no desire to do the entire 5,000SF of road in one plan so we were looking to sub-phase the plan and do the first section of roadway. The intent is to construct the road from both entrances of Timber Ridge Dr and then do a final connector between the two sides.

J. Langdell inquired if this was included in the plan set provided. J. Levandowski clarified that there were two plans in the Board's packet. J. Lariviere said the only change from the plans submitted is the request to do a temporary turnaround. Proposed lots 26/131 and 26/128 would have temporary easements for the temporary turnaround. The application was originally for six (6) because that's what the roadway encompassed, but staff comments suggested we extend the road a little further and in actuality that would allow two more lots on that roadway, if the Board were so inclined.

There was confusion from the Board regarding the two applications. J. Langdell explained that the six (6) lots are part of the balance of the 180 original lots and are contained within the lot line adjustment area. They are part of the larger application, so there will be a two-part decision making process.

C. Beer said the resulting proposed temporary road exceeds our maximum 1,000 ft dead end road length so a waiver would be required. S. Duncanson inquired if a waiver request was brought forward. J. Langdell said we cannot address the waiver tonight and we do not have interdepartmental reviews as the plans were not dropped off with sufficient time to review them, so there will not be any decisions.

Chairperson Langdell opened the meeting to the public.

N. Stone asked what will be done with the lines on his lot, 51/26-84. J. Langdell responded that the existing lines of your lot will not change, but your ownership in the open space will be impacted because those lines are being adjusted. J. Lariviere added that they are not doing any work in that area.

P. Wright said he is speaking for the community and expressed concerns with a secondary access for the neighborhood. Has there been any discussion in that regard as we are about to add a considerable amount of homes. We are already land-locked with only one access road. J. Langdell stated that there are potential access points on the original plan and although they may be impacted, we are not going to lose them. P. Wright asked if the Planning Board would consider an access road be built before any more building is allowed in this community. He also inquired if there would be any blasting; my property is on the corner and I have concerns about the impact. J. Lariviere said yes, there will be blasting for the construction of some of the homes and for the road. We will certainly follow any necessary protocol for the town and traditional guidelines. P. Wright inquired about the liability from the contractor when blasting is done, regarding potential damage to my property or home; we are very close to where that would occur. J. Lariviere said blasting companies carry significant insurance for that and homes within the blast proximity are given the opportunity to have their homes surveyed prior to blast at no cost. Regarding access points, this is not a new subdivision and technically we can build out the subdivision, as is. That is not our intent and we have made some accommodation in our plan for potential future access points, but we don't own abutting properties and building roadways for future access points is not something we're prepared to do. J. Langdell said areas for access points were part of the approved plan and need to be included on this plan. J. Lariviere said they are included and we are proposing two alternate locations off Timber Ridge Dr instead of the access point on lot 79 reserved from a previous plan. His understanding was that lot 79 was chosen in case Timber Ridge Dr was never built and that way there would be an access point in there as preservation for the future. That location is not close to lot lines or in a location that would likely be built. P. Wright said it may not be a contractor's concern, it is certainly a concern to the community and we feel strongly that a second access road is needed. We were blocked in during the ice storm with fallen trees. Should something like that happen again, emergency vehicles would not be able to get in to the community with well over a hundred homes.

T. Sales noted that she had a conversation with Mr. Lariviere regarding trail access between two of the lots into the Brookline Town Forest. We have requested that the existing trail be maintained as a public Right of Way for access through that area. It is used by bicyclists, hikers, motor bikers, snowmobilers, and for cross-country skiers and snow shoeing. J. Lariviere referenced sheet 2 and added that the plan shows an easement in that location. We don't have a problem having a deeding it or creating an access easement to provide access to that trail network in that location, but it will be the Town's preference.

Chairperson Langdell closed the public portion of the meeting.

J. Langdell noted that some clarification is needed between the sub phase and the overall lot line adjustment. It would also be helpful if staff could include before and after plans that include access points in the next packet. A waiver request will be needed if the road length stays at 1,250ft, and part of that includes the public good.

C. Beer made a motion to table the application to the 7/15/14 meeting. S. Duncanson seconded and all in favor.

Chairperson Langdell called for a five (5) minute recess.

OTHER BUSINESS

J. Langdell brought forward a box made by Dick Putnam, a concerned Milford citizen who took the time to solicit feedback from the Wilton neighborhood, for this Board, after the Cabinet article came out titled “What do you think” about the new Dollar General Store presentation. J. Langdell opened the box and noted that there were no comments; she would tally the yes and no’s and bring it back to the Board. P. Amato said we haven’t heard formal application on this yet and as it is so close to the Wilton line, one would think there would be potential regional impact.

The meeting was adjourned at 8:15pm.

MINUTES OF THE JUNE 17, 2014 PLANNING BOARD PUBLIC HEARING APPROVED JULY 15, 2014