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50th Annual Meeting a Great Success

There was a full house at *The Yard Restaurant* in Manchester on the evening of Friday, September 9th to celebrate the Southern New Hampshire Planning Commission's 50th Anniversary. Nearly 100 people gathered to celebrate the occasion, including commissioners, municipal officials, and guests from around the region.

Karen McGinley, SNHPC Chair, opened the meeting by thanking all of the volunteers and staff who have contributed to the success of the Southern New Hampshire Planning Commission over the past 50 years. As dinner was served, guests were entertained by a retrospective film about the history of the Commission produced by the talented staff at Manchester Public Television. The keynote speaker for the evening was Chester "Rick" Chellman, P.E., who serves as the Director of Design with Smart Growth America. Mr. Chellman gave an engaging presentation about disconnects between communities' stated master plan objectives and the design criteria often codified in local land use regulations.



David Preece, Executive Director of the SNHPC, presents Hank Boyle of Goffstown with the Raymond E. Closson Award.

Following the keynote speech, the Raymond E. Closson award was presented to Hank Boyle of Goffstown. The Raymond E. Closson Award is presented in recognition of those volunteers in the region who have made significant contributions to sound community and regional planning and helped foster inter-municipal cooperation and collaboration. Hank Boyle has been a proponent of sound community planning for over a quarter century, having served 10 years on his town's Board of Selectmen, seven years on the School Board, and multiple terms on the town's CIP committee. He has been a SNHPC commissioner since 2004, and through his quiet leadership

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style, has strengthened inter-municipal cooperation across our region. Hank Boyle has lived the example of putting service and community first, and the Southern New Hampshire region is a better place because of his many contributions.

The evening also marked the presentation of the first James W. Tethers award to George Sioras, Planning Director for the Town of Derry. The James W. Tethers Award recognizes



George Sioras of Derry, who was honored with the first James W. Tethers Award, celebrates with friends and guests.

professionals in the region who have made significant contributions to sound community and regional planning above and beyond their professional duty. George Sioras has been leading planning efforts in the Town of Derry for over 30 years. In addition to developing and coordinating multiple updates to his town's Master Plan, he has served on many regional committees, from Economic Development to Transit to Property Maintenance. George has worked tirelessly to guide planning efforts in our region, and continues his visionary work with a perpetual smile and a steady, guiding hand.

To close the evening, former SNHPC Executive Director Moni Sharma shared some humorous stories from the past, and gave a toast to the accomplishments of the Commission over the past 50 years and the bright future to come.

Complete Streets

In August 2016, the SNHPC Complete Streets Toolkit entered a new chapter, as staff took to the road (literally) and discussed pilot projects with communities from all three corners of the region.

The pilot discussion kicked off in Frankestown on August 17 (with a follow up visit on August 31). The 20 or so individuals in attendance were passionate about improving safety and aesthetics at the confounding intersection of NH Routes 47 and 136. They will be pursuing a pop-up planning project that will likely consist of a temporary crosswalk, narrower travel lanes, and better striping. Signage will also be addressed with the assistance of NHDOT Traffic Bureau.



Field Study in Francestown

SNHPC staff facilitated a Complete Streets discussion in Deerfield on August 25. Despite its rural nature, there are multiple areas in the town that warrant a critical look, including the difficult crossing in front of the Town Office Building, as well as excessive vehicular speed and lack of pedestrian amenities on Church Street. Potential solutions here include better delineation of lanes, provision of a bike/ped safe zone, and improved parking regulations. Lastly, the group took a look at Forest Glen Subdivision to consider subdivision regulations as they pertain to new approved streets. The ongoing issue is how to balance the needs of all users with the desire to reduce road width and thereby impervious surface. The Commission will provide recommendations to the Town regarding possible alternatives that may balance the various goals.

Finally, SNHPC visited Windham on August 31, taking a closer look at Squire Armour Road. Issues here include excessive traffic speed, complete lack of striping, and poor bike/ped usage. Town representatives agreed to try a pilot project that includes dual four-foot bicycle lanes striped for the first 1,000 feet of the roadway from NH 111A.

While each town's needs are different, the flexibility of Complete Streets concepts ensures that solutions are available to assist with making streets safer for all users. Pilot projects are expected to be completed by early- to mid-October. A special thanks to NHDOT staff, especially Larry Keniston and Bill Lambert.

For more information about Complete Streets, please contact Sylvia von Aulock, Deputy Executive Director, at 603-669-4664 or svonaulock@snhpc.org

Solar Up NH: Francestown, New Boston and Weare

The Solar Up NH program is being led by SNHPC working with SmartPower to bring Round 3 of the solarize program to southern New Hampshire. Seven communities participated in the program last year and the solarize campaigns held in these communities generated a total of 1.35 MWs of new renewable solar energy through solar installations at 91 homes and three businesses in the region.



This summer the towns of Francestown, New Boston and Weare have been participating in Round 3 of Solar Up NH, which officially began on June 27th and runs until October 15, 2016. Milhouse Enterprises located in Belmont, NH and Granite State Solar of Boscawen, NH were selected installers for the Solar Up NH summer campaigns.

The primary goal of Solar Up NH is to lower the cost of solar photo voltaic (PV) through discount pricing contracts and to double the number of solar PV installations for homeowners and businesses in each participating community. Several key community volunteers have been working with the solar installers to bring this discounted pricing to community residents through various workshops, open houses and community events, such as Old Home Days, 4th of July Parades, County Fairs, etc.

To date, about 200 residents among the three participating towns have requested site visits and quotes for solar PV installations - either for roof or ground mount systems - and several contracts have been signed for installations.

It is anticipated that more residents will sign up in September before the summer campaign ends on October 15th.



To learn more about Solar Up NH or to sign up for more information and a free site visit, please contact Jack Munn, AICP, Chief Planner, at jmunn@snhpc.org or see the Solar Up NH website at: www.solarupnh.com.

High Accident Location Study

As part of the Southern New Hampshire Planning Commission (SNHPC) Unified Planning Work Program (UPWP), SNHPC staff will continue the Regional High Accident Locations Study. The intersection of River Road/Bicentennial Drive/Derryfield School Driveway in Manchester was submitted for an RSA in 2016 by the City of Manchester but was not selected for a safety review by the NH Department of Transportation (NHDOT). The findings of this study will form the basis for designing safety improvements to be implemented in the future.

The intersection of Bicentennial Drive/Derryfield School driveway and River Road is



located in the north-east corner of Manchester. Bicentennial Drive has a function class of 17 (Urban Collector), and River Road has a function class of 16 (Urban Minor Arterial). Bicentennial Drive

lies east of the Merrimack River running north-south and parallel with I-93/I-293. River Road runs parallel to the Merrimack River and runs from the north end of Canal Street to Martins Ferry Road in Hooksett, providing access to the Derryfield School and Southern New Hampshire University. Both Bicentennial Drive and River Road are maintained by the City of Manchester. Traffic on River Road is uninhibited by traffic control through the intersection. Stop signs are in place at both the Bicentennial Drive and the Derryfield School driveway approaches. The intersection of Bicentennial Drive/Derryfield School driveway and River Road is located within a medium-density single-family residential area.

The study team collected accident reports for the period 2008 to February 2015 from the City of Manchester Police

Department for the intersection. In order to identify safety issues and countermeasures, the SNHPC staff prepared a collision diagram according to the accident reports, incorporated the accident reports into a database, analyzed the database, and visited the intersection during the PM peak hour. Lastly, a sequence for implementing the identified countermeasures was recommended. The draft study report has been sent to the City.

For more information on the Regional High Accident Locations Study, please contact Julie Chen, Ph.D., Senior Transportation Planner, at (603) 669-4664 or jchen@snhpc.org.

Why Municipalities Use Impact Fees

Over the past several months, the Town of Chester Planning Board has worked to develop and implement a complete series of impact fees for seven types of public facilities within the community: traffic; recreation; police; fire; government buildings; libraries and schools. It is a comprehensive list!

Why are impact fees becoming so popular again and why do municipalities use them? Two reasons - economics and economics. Municipalities today are experiencing an increase in building again after the 2010 recession and residents - old



and new - want and demand services and facilities which they can be proud of and which have the capacity to grow and expand as the town does. Impact fees provide another financing tool as set forth by the New Hampshire General Statutes - 674:21 V. for assessing a fee imposed upon new development, including subdivision, building construction, or other land use changes in order to help meet the needs occasioned by that development in the construction or improvement of capital facilities owned or operated by the municipality. Thus impact fees can help municipalities pay for facility improvements such as actual construction costs and/or costs that may be associated with a bond or warrant article.



Per state statutes, impact fees can be assessed for:

- water treatment and distribution facilities
- wastewater treatment and disposal facilities
- sanitary sewers and storm water
- drainage and flood control facilities
- municipal road systems and rights of way
- municipal office facilities
- public school facilities
- the municipality's proportional share of capital facilities of a cooperative or regional school district of which the municipality is a member
- public safety facilities
- solid waste collection, transfer, recycling, processing and disposal facilities; public library facilities;
- and public recreational facilities, except for the acquisition and purchase of open space-- a list of up to 17 different facility types and infrastructure.

Impact fees can be calculated in a variety of ways. What are the service characteristics of the municipality and the planning requirements for the facility being addressed by the fee? Each method of calculation has advantages and disadvantages, and they are somewhat interchangeable as each must allocate facility costs in proportion to the needs created by development. Calculating impact fees involves two basic steps: determining the cost of the development-related capital improvements, and allocating these costs equitably to various types of development.

SNHPC endorses the use of impact fees but advises municipalities to be clear on why and how the fee should be developed and used. A properly developed and implemented impact fee schedule can help support the high cost of development in a wise and purposeful manner. In this respect it is a useful and beneficial tool for municipalities. For more information, please contact Jack Munn, AICP,

Chief Planner at 603-669-4664 or jmunnsnhpc.org.

Hank Boyle is the Winner of the 2016 Raymond E. Closson Award

The Raymond E. Closson Award is presented in recognition of those volunteers in the region who have made significant contributions to sound community and regional planning and helped foster inter-municipal cooperation and collaboration.



The 2016 Raymond E. Closson Award went to **Henry C. "Hank" Boyle** from the **Town of Goffstown**. Mr. Boyle has been a hands-on proponent of sound community planning for over a quarter century, a constant and active presence never seeking recognition for himself. Often when asked why he might be involved in something, his response is usually "because it needed to be done!"

Among other volunteer positions, he served 10 years on his town's Board of Selectmen, seven years on the School Board, and multiple terms on the CIP committee; he has been a SNHPC commissioner since 2004. Through his quiet leadership style, he has stood for and encouraged inter-municipal cooperation; he has lived the example of putting service and community first, and our Southern New Hampshire region is the better for it.



2016 James W. Tethers Award Winner:

George H. Sioras

The James W. Tethers Award is presented in recognition of those professionals in the region who have made significant contributions to sound community and regional planning above and beyond their professional duty.



The winner of the first James W. Tethers Award is **George H. Sioras**, the Planning Director of the Town of **Derry**. Mr. Sioras has been leading planning efforts in his town for over 30 years. His belief in the potential of his community is reflected in his long list of influential contributions.

In addition to developing and coordinating multiple updates to his town's Master Plan, he has served on many regional committees, from Economic Development to Transit to Property Maintenance. His career thus far has been anything but easy: on his first week on the job, he was told "it's too late to do anything in this town. We are against zoning. Good luck." Mr. Sioras has a great love for his town and its future potential. He has worked tirelessly to guide planning efforts in our region, and despite the obstacles, continues his visionary work with a perpetual smile and a steady, guiding hand.

