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# Visions

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## Master Planning in Candia, NH - A Town on the Move

The Town of Candia worked with the University of New Hampshire Cooperative Extension for eight months to prepare for and organize a Community Profile Event held in April. Many town residents turned out for the event and there was excellent discussion and identification of town priorities and needs.



One of the largest decisions the town made this year was to send its high school students to Pinkerton Academy in Derry. The vote of town residents was overwhelming in support of this action. Through a very active Community Profile Steering

Committee the town has been able to stay on top of some of the critical issues facing the community, including slowing population growth and school enrollment, slowing residential building growth and a weak tax base, and an aging population. In recognizing these issues, the Board of Selectmen and Planning Board have been proactive in supporting a major update to the town's master plan and engaging community residents to form action committees to study these and other town priorities and needs.

Seven key themes emerged, including preserving land for natural and recreational uses; preserving the town's culture and heritage, promoting leadership and engagement; increasing opportunities for communicating town news; creating community spaces; balancing the needs for economic growth and quality of life; and improving local transportation and infrastructure. A copy of the Candia Community Profile 2016 can be found on the town website.

SNHPC has been assisting town officials in addressing these areas and has been working to prepare a comprehensive

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transportation plan for the community which will be part of the town's master plan update.

SNHPC staff has also been participating in the public engagement and will soon be staffing a master plan steering committee to undertake the master plan update. Some of the key projects identified by Town residents for further study and inclusion in the master plan include:

- establishing a Village District (including pedestrian accommodations)
- improving communications and internet access at Smyth Memorial Building which serves as the town's senior center
- creating an economic development committee; mapping the town's trails and historical resources
- investigating opportunities for a Town Administrator or defined leadership team
- conducting a review of the town's zoning; broadcasting town meetings
- fixing dangerous intersections and review town speed limits
- creating a committee to identify grants and increase opportunities for private funding; developing informational packets for new residents
- continuing to involve and promote Candia Youth Athletic Association in recreation programs for the town's youth
- improving and developing new signage for historic sites and recreation facilities and spaces.



All of these steps and actions will continue to require public involvement and engagement, but Candia is on the move in protecting and improving the town for all ages and residents. While there are no silver bullets, recognizing the value and need for action and commitment in developing and achieving a new town vision will ensure that Candia will continue to enhance its valued quality of life, rural character and economic resiliency through responsible growth and controlled planning. Stay tuned as the town works to update its master plan by the end of the year.

For further information, please contact Jack Munn, AICP, Chief Planner at 603-669-4664 or [jmunn@snhpc.org](mailto:jmunn@snhpc.org).

## Bike/Walk to Work Week 2016

Bicycling and walking to work have become more acceptable

and even preferred ways of commuting. In conjunction with National Bike Month and National Bike/Walk-to-Work Week, Bike Manchester and the Southern New Hampshire Planning Commission hosted several events and activities from May 16-20 to celebrate alternative commuting in the Queen City.



On Monday, May 16, city cyclists gathered in Bo's Lounge and Function Room at Stark Brewing Company for a meetup featuring half-price beverages. Mayor Ted Gatsas also issued a proclamation that May 16-20 2016 is Bike-to-Work Week in Manchester.

City cyclists got a hands-on demonstration of how to utilize the bike racks on the front of every Manchester Transit Authority bus on Tuesday, May 17 at Veterans Park. MTA also offered free bus rides to all bicyclists who used the bus bike racks during the week.

Finally, from 8-9 a.m. on Friday, May 20, Bike/Walk-to-Work Day, commuters visited a refreshment stand at City Hall Plaza for coffee and breakfast treats as they rode into work. While the overall number of cyclists was modest, the goal of reaching both current and prospective cyclists was more than fulfilled when WMUR-TV interviewed Bike Manchester's Heath Auger at the scene. In summary, awareness of alternative commuting options has continued to grow region-wide, bolstered by positive press and successful events.

For more information, please contact Adam Hlasny, Transportation Planner, at 603-669-4664 or [ahlasny@snhpc.org](mailto:ahlasny@snhpc.org).

## Getting to Know and Protect Your Lake: The Pleasant Lake Model

The Pleasant Lake Preservation Association (PLPA) since its formation has worked to protect Pleasant Lake in the towns of Deerfield and Northwood. Over the past year and half the PLPA has taken that level of advocacy a step further, seeking technical data and science-based information to inform and establish water quality goals for the lake. To achieve this, the PLPA and SNHPC teamed together to apply for 604b funding from the NH Department of Environmental Services, Watershed Bureau.



The grant proposal was funded and a consultant, FB Environmental Associates, Portsmouth, NH was selected to work with SNHPC and the PLPA in developing a Watershed Restoration Plan for the lake for the first time. In 2012, Pleasant Lake was listed as impaired for Aquatic Life for insufficient levels of dissolved oxygen. Veasey Park Beach was also listed as impaired for Primary Contact Recreation for elevated levels of E.coli bacteria. However, this impairment has been removed from the state's list as more recent data collection has not identified any exceedances of State criteria for bacteria.

One of the major elements of the Watershed Restoration Plan is for the consultant to perform a Lake Loading Response Model for the Pleasant Lake. This model is an Excel-based model that uses environmental data to develop a water and phosphorus loading budget for lakes and their tributaries. Water and phosphorous loads (in the form of mass and concentration) are traced from various sources in the watershed through tributary basins and into the lake. SNHPC has been assisting the consultant in collecting and providing detailed and accurate information about the watershed, including the extent and number of sub-basins draining to the lake, the types and area of land uses within those sub-basins, water quality data for the deep spot and tributary outlets, lake volume, septic system loading estimates, etc.

The results of the Lake Loading Response Model provide important scientific information for the PLPA and the towns to use in identifying important water quality goals for the lake and how to protect and restore the lake from potential sources of impairment in the future. The results show that the larger drainage areas have naturally higher-stream flow and will contribute more phosphorous than smaller tributaries. The Direct Shoreline sub-basin was found to contain the highest total phosphorous (TP) mass exported to the lake at 46.1 kg/yr. This is expected given the development around the shorelines and the proximity of phosphorus sources to the lake. The sub-basins with the next highest TP loadings are Route 107 inlet, Clark Brook, and Loon Cove (see following map of TP by Sub-Basin). Overall watershed runoff (65 percent) was the largest loading contribution across all sources, followed by septic systems

(15 percent), atmospheric deposition (14 percent), internal loading (4 percent), and waterfowl (2 percent).

It is interesting to note that the model is predicting lower-than-observed Chl-a concentrations and higher-than-observed mean water clarity. This suggests that other factors aside from phosphorus may be controlling observed water quality. Over the next month or two, the PLPA and FB Environmental associates will work together to identify and set target water quality goals for the lake. These goals will be translated into action recommendations as part of the Watershed Restoration Plan. To find out more about this water quality modeling effort, see the DRAFT May 2016 Pleasant Lake Watershed Restoration Plan Project Lake Loading Response Model on the SNHPC website at: [www.snhpc.org](http://www.snhpc.org).

For more information, contact Jack Munn, AICP, Chief Planner, at 603-669-4664, or [jmunn@snhpc.org](mailto:jmunn@snhpc.org).

## Complete Streets

On May 6, a group of legislators, planners, and community advocates came together for a unique event, the purpose of which was to introduce all involved to Complete Streets, and give an informal tour of Manchester by bicycle, bus, and on foot. Participants gathered for a presentation by Transport NH and Bike-Walk Alliance of NH, and then embarked on a one-hour tour to see for themselves the "good, bad, and ugly" of Manchester's transportation network from a user's perspective.



After the tour, participants returned to the Chamber of Commerce for an enlightening discussion of findings, from both pedestrian and cyclist perspectives. Many connections were made, and transportation issues brought into sharper focus.

Overall, it was a productive and unique opportunity for stakeholders to increase their awareness of Complete Streets, and how Manchester commits to keeping streets safe for all users.

For more information, contact Sylvia von Aulock, Deputy Executive Director, at (603) 669-4664 or

## I-293 Exits 6 and 7 Environmental Assessment

SNHPC staff is currently participating as a member of the Technical Advisory Committee (TAC) for the I-293 Exit 6 and 7 Environmental Assessment being conducted by NHDOT. SNHPC served on the TAC during the first part of the study (Part A), which was completed in December 2013. Part A evaluated potential broad transportation system changes and established a range of practicable alternatives aimed at addressing capacity and safety-related deficiencies along I-293 and at the Exit 6 and Exit 7 interchanges. The study also considered relocating and reconfiguring Exit 7 into a full directional interchange.



The current phase of the study consists of the completion of preliminary engineering and environmental documentation that will be used to further develop and refine the interchange alternatives identified during Part A. Tasks in this portion of the study will include: 1) the use of a context-sensitive solution approach to determine a preferred alternative; 2) identification of all impacted natural and cultural resources with identified potential minimization/mitigation; 3) completion of an Environmental Document for the preferred alternative; 4) preparation of a public hearing plan of the preferred alternative and 5) implementation of the results of a sustainable highway screening and decision-making process.

The I-293 Exit 6 and 7 TAC held its third meeting on May 18, 2016. It is anticipated that this portion of the study will be completed in approximately 18 months. The final portion of the study will consist of the preparation of final design plans for the selected alternative.

Information on the Environmental Assessment is available at: <http://www.293planningstudy.com/>, or contact David Preece, AICP, Executive Director, at 603-669-4664 or [dpreece@snhpc.org](mailto:dpreece@snhpc.org).

## Intelligent Transportation System (ITS) Architecture Update

The Southern New Hampshire Planning Commission (SNHPC) has completed the update to the ITS Architecture for the SNHPC region to fulfill a Federal requirement and adopted the Architecture during April 2016 MPO meeting. The updated Architecture can be found on the SNHPC website: [http://www.snhpc.org/pdf/ITS\\_SNHPC2016.pdf](http://www.snhpc.org/pdf/ITS_SNHPC2016.pdf).

The Architecture was completed according to "Regional ITS Architecture Guidance" published by USDOT. The ITS Architecture provides a tool for the planning and implementation of various transportation projects for this region. Additionally, the Architecture represents a framework for projects that regional stakeholders wish to complete. It ensures the projects are accomplished efficiently, proper coordination is obtained and institutional and funding issues are resolved in a timely fashion. Most importantly, the ITS Architecture for the SNHPC Region enables stakeholders to plan ITS projects that support regional goals and maximize the integration of projects.



The Architecture has been updated to conform to the National ITS Architecture, Version 7.1. To update the ITS inventory, an ITS inventory survey was conducted by sending questionnaires to police, public works, and fire departments, as well as emergency management centers, and public transit providers to gather ITS elements/projects in the region.

Collected ITS elements/projects were incorporated in the Architecture. The update also incorporated the Town of Franconia. The update includes refinements to the ITS needs and associated services, ITS inventory, functional requirements of the ITS subsystems, interface requirements and information exchanges, interagency agreements, ITS standards, and project sequence.

For more information, contact Julie Chen, Ph.D., Senior Transportation Planner, at 603-669-4664 or [jchen@SNHPC.org](mailto:jchen@SNHPC.org).