

COMMITTEE ON INFRASTRUCTURE

OCTOBER 25, 2023

A meeting of the Committee on Infrastructure was held Wednesday, October 25, 2023, at 7:00 p.m. in the Aldermanic Chamber.

The roll call was taken with 5 members of the Committee on Infrastructure present:

Alderman-at-Large Michael B. O'Brien, Sr., Chair
Alderman Richard A. Dowd
Alderman Alex Comeau
Alderman Tyler Gouveia
Alderman Ernest A. Jette

Members not in Attendance:

Also in Attendance: Matt Sullivan, Community Development Director
Tim Cummings, Administrative Services Director

ROLL CALL

PUBLIC COMMENT - None

COMMUNICATIONS

From: Wayne R. Husband, P.E., Senior Traffic Engineer
Re: O-23-061 Traffic changes on Woodward Avenue

From: Sam Durfee, Planning Manager
Re: Referral from the Board of Aldermen on proposed Resolution R-23-163, authorizing the granting of an Easement to Public Service of New Hampshire d/b/a Eversource Energy for Tax Map 43, Lot 105 and 106

There being no objection, Chairman O'Brien accepted the communications and placed them on file.

Without objection, Chairman O'Brien suspended the rules to accept a communication that was received after the agenda was prepared.

From: Wayne R. Husband, P.E., Senior Traffic Engineer
Re: O-23-063 Charlotte Street and Beauview Avenue – 3-Way Stop

There being no objection, Chairman O'Brien accepted the communications and placed it on file.

UNFINISHED BUSINESS - None

NEW BUSINESS – RESOLUTIONS

R-23-163

Endorsers: Mayor Jim Donchess
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Thomas Lopez

**AUTHORIZING CITY TO GRANT AN EASEMENT TO PUBLIC SERVICE OF NEW HAMPSHIRE D/B/A
EVERSOURCE ENERGY FOR TAX MAP 43, LOT 105 AND LOT 106**

MOTION BY ALDERMAN GOUVEIA TO RECOMMEND FINAL PASSAGE

ON THE QUESTION

Matt Sullivan, Community Development Director

Thank you Mr. Chair. Good evening Committee members. Matt Sullivan, Community Development Director for the City of Nashua. Here this evening not on behalf of Eversource obviously but to explain the context of this easement and hopefully answer any questions the Committee might have relative to it. Donald Stokes from Eversource was not able to join this evening but did present the easement to the Planning Board last week which received a favorable recommendation from that body.

Specifically involved, and we did pull up the GIS map and I've also included a print out in front of you, and I'll talk through why the two tax maps involved but this provides an easement by the City in favor of Eversource over two specific tax maps. However, these are unusual tax maps. The first of which shown on the piece of paper in front of you Lot 43-105 is a small triangular parcel that is primarily made up or constituted by a portion of the Riverwalk or the Kathy Hersch Riverwalk if you will. Adjacent really to the north of Margarita's and the hydroelectric dam that I know many members of this body have heard so much about. If you haven't had a chance to walk the river walk, I highly encourage you to do so. It's a beautiful section of Nashua and one that we hope will be improved in the future but this small triangular plot of land exists and in the adjacent area, there is Eversource infrastructure and there are plans to improve that Eversource infrastructure into the future as well.

The other tax map in question that an easement will be granted by the City in favor of Eversource on is actually the small linear tax map that you see pulled up on the GIS on the computer before you. I don't know the precise size of this and frankly, I'm not sure that we really know exactly what the square footage is but this represents Lot 43-106. The second parcel over which an easement would be granted.

The reason for the easement is a request from Eversource to make Infrastructure upgrades in this area that will ultimately result in undergrounding of the existing electrical utility infrastructure that's here. The current condition and the lack of Eversource access over these two small lots makes that upgrade in the future very challenging. It also makes maintenance and operation of the existing infrastructure that's very close by challenging for them. So Eversource came to us as part of really I guess with both of those challenges and has requested for us to offer an easement in favor of them.

There's been a significant staff review of this over the past years. There's also the added benefit I think here of the result in aesthetic impacts when the line is ultimately undergrounded adjacent to the riverfront but ultimately, I think I can speak on behalf of staff that we do recommend that this body provide a recommendation in favor of granting the easement. This is an improvement by Eversource both now and in the future that will enhance the riverfront and frankly it's, I think, an obligatory piece of maintaining the infrastructure that's already there and I'd be happy to answer any questions that you might have about it.

Chairman O'Brien

Questions by members of the Committee? Alderman Gouveia.

Alderman Gouveia

Thank you Mr. Chairman. I think the easement makes sense but more of just a general question. How did we get to the point where we have a parcel of land so small that we can't really figure how big it actually is?

Matt Sullivan, Community Development Director

Well if I may Mr. Chair?

Chairman O'Brien

Absolutely.

Matt Sullivan, Community Development Director

We can certainly figure out how big it is. I don't believe we have an accurate estimate of that right now. There will be a way to calculate it of course but the answer to your question is it depends. Every parcel has a story. Some parcels like this and others adjacent to whether it be water or a roadway were actually created as land is subdivided, roads are moved, access ways are moved, and sliver parcels or remnant parcels are created and conveyed to an entity. In many cases, they're conveyed to a governmental entity whether that's the City of Nashua, or along the Everett Turnpike, the State of

New Hampshire. We've run into several of these on Dozer Road - a piece of infrastructure that's been in front of this Committee in the past as well. These remnant parcels are created and ultimately or in many cases an action is not taken to actually merge all of the lots which could of course be done. In many cases, that's because these individual pieces of land are actually encumbered by other easements and other rights of others and so merger while it may appear simple can actually be much more complicated. So that's why many of these remain as they are presented before you this evening but the bottom line is that they're often the result of infrastructure projects and that's why they exist.

Alderman Gouveia

Gotcha. Thank you.

Chairman O'Brien

Alderman Dowd.

Alderman Dowd

Two questions. Now who owns these two parcels?

Matt Sullivan, Community Development Director

City of Nashua.

Alderman Dowd

City of Nashua. Okay.

Matt Sullivan, Community Development Director

Yes.

Alderman Dowd

And I just want to ask there's no environmental conditions that these two pieces will put in the City of Nashua to get rid of?

Matt Sullivan, Community Development Director

No. Director Cummings is parroting my no behind me but yes, the answer is no.

Alderman Dowd

Alderman Jette and I being on the Conservation Commission will have an interest in it.

Matt Sullivan, Community Development Director

Yes this is within the shoreland protection exemption zone so it's actually not subject to the wetland permitting process that typically comes with doing work next to a river. In the event that undergrounding work takes place, they'll be a regular permitting process through the necessary bodies as part of that.

Chairman O'Brien

Alderman Jette.

Alderman Jette

I'm assuming that the answer is yes but I just want to confirm that we're granting an easement to Eversource that will not in any way impede our and the public's ability to use the walkway that's currently there. Is that correct?

Matt Sullivan, Community Development Director

That is correct.

Alderman Jette

Okay. Thank you.

Matt Sullivan, Community Development Director

Yup good question.

Chairman O'Brien

Any other questions from members of the Committee? The Chair does have one. Mr. Sullivan if you look at the picture that you have so provided, you see where some of the wires are coming across the river and you see the outfall there.

Matt Sullivan, Community Development Director

I do.

Chairman O'Brien

I'm assuming that that has to do with the storm drainage that may be in the Canal Street area and if in case it ever got plugged out, this easement does not impair us from maintaining it and keeping it open, correct?

Matt Sullivan, Community Development Director

So Mr. Chair I was just going to say that's what you're talking about I believe. The answer to the second part of your question is absolutely it no way impedes us from doing regular maintenance on that piece of infrastructure. That's the bottom line.

Chairman O'Brien

That's good enough for me. Thank you Mr. Sullivan. Seeing no further questions, I'll call for the vote.

MOTION CARRIED

NEW BUSINESS – ORDINANCES

O-23-061

Endorsers: Alderman Alex Comeau
Alderman-at-Large Melbourne Moran, Jr.

AUTHORIZING TRAFFIC CHANGES ON WOODWARD AVENUE

MOTION BY ALDERMAN COMEAU TO RECOMMEND FINAL PASSAGE

ON THE QUESTION

Chairman O'Brien

Alderman Comeau where you're the prime sponsor would you like to speak to this please?

Alderman Comeau

Absolutely. Thank you Mr. Chair. So I pulled it up on the screen. There is a small section of Woodward Avenue that is located between Early Street and Lewis Street. The roadway is very narrow. I think in some places it measured 12 to 14 feet across. Certainly not conducive for two-way traffic particularly in the winter when the snow banks build up. Because of the narrowness of the road, many of the residents have expressed an interest in making that section a one-way street going from Early to Lewis.

In addition, there is no stop sign at the end of Woodward where it terminates at Lewis Street. So we'd also be looking to

add a stop sign there. Finally because of the narrowness of the road, we would be looking to drop the speed limit down to 25 MPH. Again, these are all things that have been requested by the residents that live along Woodward Avenue and it did receive favorable recommendation from the Department of Public Works, specifically the Traffic Engineer.

Chairman O'Brien

It does have Mr. Husband's blessing on this. I'll open it up for discussion. Any discussion from Committee members? Seeing none.

MOTION CARRIED

O-23-063

Endorsers: Alderman Richard A. Dowd
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Patricia Klee
Alderman-at-Large Melbourne Moran, Jr.
Alderman Derek Thibeault
Alderman-at-Large Lori Wilshire

AUTHORIZING STOP SIGNS AT THE INTERSECTION OF CHARLOTTE STREET AND BEAUVIEW AVENUE

MOTION BY ALDERMAN DOWD TO RECOMMEND FINAL PASSAGE

ON THE QUESTION

Alderman Dowd

This is one of many rounded intersections but this particular intersection has been an issue for the neighbors because there's a lot more vegetation that you can't - you can see through big trees but there's other vegetation on the private property that makes it a blind corner. People come speeding down Beauview, turn onto Charlotte Street, and it's narrower, and cars can be hit. Also coming up Beauview from the - I think that's the west - cars come up there and it's a blind curve especially onto Charlotte Street. The City's Traffic Engineer recommended a three-way stop to just calm that intersection to the point where it's not a problem because there are children that live in that area. They sometimes are in the street or walking down to the school and things and it's dangerous. So they recommended the three-way stop.

Chairman O'Brien

Again, this has the blessings of Mr. Husband, the Senior Traffic Engineer. I'll open it up for discussion. Any Committee members?

Alderman Jette

Yes, thank you. Whenever I see Charlotte Street and Charlotte Avenue, I wonder if there's any appetite to change the name of one of them to Dowd Drive or something.

Alderman Dowd

That's come up in the past over my number of years as an Alderman but one of the people that's vehemently against it is the Fire Department because Charlotte Street is so short. They recognize that if they get to that intersection, they're going to know where the fire is so there's no reason in their mind to change the name of the street. The neighbors - nobody on the street wants to change the name. I know it's when it was originally put together Charlotte Street/Charlotte Ave. Charlotte Ave. is wider, bigger, longer than Charlotte Street but that's the way it is. It's a very short street.

Chairman O'Brien

Alderman Comeau.

Alderman Comeau

Yes, thank you. Where I live Lake Ave. also intersects Lake Street and we have the same condition there.

My question is the stop sign that is going to be on Beauview for the traffic heading west toward Charlotte Street. It doesn't look on this image where we see the approximate location of the stop sign. It's very far from Burgess Street. Do you happen to know how far from Burgess Street that stop sign is going to be located and is there any concern?

Alderman Dowd

The lines on that map were drawn by an Alderman that is not in the Traffic Department. The final location of the stop lines and the stop signs will be directed by Mr. Husband.

Alderman Comeau

Okay. Well my question that I didn't get too yet was that - I'm not particularly familiar with Beauview particularly. Is that heavily travelled and is there any concern that with the stop sign that close to Burgess that the traffic stopping at that stop sign is going to back up onto Burgess?

Alderman Dowd

No. There's very little traffic on Burgess and Beauview, again, it's not heavy traffic. A little more in the mornings and afternoons but the thing that you can't see is that Beauview is a down hill. So the cars tend to get going. In fact, we reduced the speed from 30 to 25 at the request of the Police Department but they come down there and when they go around that corner, they're going a lot more than 25 mph. So this is also to ensure the safety of the people on Charlotte Street.

Alderman Comeau

No I understand that. I just was curious was if the traffic going west if you had. If I could just finish what I was going to say.

Alderman Dowd

There is never enough traffic where you'd back up the traffic.

Alderman Comeau

If I could?

Alderman Dowd

Yes.

Alderman Comeau

Thank you. So I'm just wondering if there's three cars at this stop sign are they going to be sticking out onto Burgess Street.

Alderman Dowd

Not according to the Traffic Engineer.

Alderman Comeau

Okay. Thank you. That was all I wanted to know.

Chairman O'Brien

Further questions? Alderman Dowd how close is this to Charlotte Avenue School so would that kind of assist in the traffic calming around the school?

Alderman Dowd

Yes. In fact there was another rounded corner at the intersection of Charlotte Street and Charlotte Avenue that we square off because of the fact that another rounded corner a car went around and ran into the back of a school bus. So that has a stop sign there and that was to protect the school. The school right about where that blue thing is on Charlotte Street, you see that blue mark, Charlotte Ave. is right around there. There's Charlotte Ave. that we had restructured as part of a safe routes to school. You can see the stop line actually. It's a three-way stop there. That was to protect the students because that used to be a rounded corner and right about where the - that's an entry way into the school. Buses used to stop where those dashed lines are and one got hit by somebody going around that corner too fast. Also, the homeowner that lives right there where we squared that lot he didn't like people going around that corner at 40 mph either because his driveway goes right into that intersection.

Chairman O'Brien

And if I may to Alderman Jette, you should have lived in my world on the Fire Department when you have streets of Saturn and Satin and both are in mobile home parks. You have Russell Street and Russell Avenue, pretty much in the same neighborhood. Labelle and Lavelle and Williams Court is no where near Williams Street. So I don't know who went with the names around here but, you know, it's not like its normal in some. Yes, Alderman Dowd.

Alderman Dowd

In working with the Fire Department not as much as you but like when we changed Solar Lane, it used to be Old Harris Road but the Harris Road was down the south end. That creates a problem when they're that far away but when they're a lot closer, not a big issue.

Chairman O'Brien

Yeah we changed it to the Dowd-O'Brien Highway is it? You can take your limo on it if you want. All right. Any further discussion?

MOTION CARRIED

TABLED IN COMMITTEE

L Deerwood Drive – Lot H-103

- tabled at 6/28/23 meeting

GENERAL DISCUSSION

Tim Cummings, Administrative Services Director

Yes, thank you Mr. Chairman. If now is not the appropriate time, happy to come back up but I didn't want this meeting to adjourn without me asking for a few minutes of the Committee's time. I would like to give you a quick update on a new development that recently occurred.

Chairman O'Brien

Without exception, I think this a perfect time right now.

Tim Cummings, Administrative Services Director

Thank you Mr. Chairman. So for the record Tim Cummings, Director of Administrative Services. I just wanted to quickly make the Board aware, and I really didn't want to wait a month to have this conversation with you, in that I met with the Police Chief this afternoon. As you all know, we just recently wrapped up the Joint Board of Public Works Committee on Infrastructure Project with the completion of the new DPW office building. It is going to most likely be another Joint Committee process relative to 9 Riverside Street where the Police Commission this time and the Committee on Infrastructure is going to need to convene to move the 9 Riverside Project forward and whatever iteration that may be. But we as you know recently passed some money for architectural design on 9 Riverside Street. We still need to seek bond authorization. So by no means is this project definitively occurring but I anticipate over the next couple of months needing to convene that body and I wanted to make you all aware of that so we can plan accordingly. So thank you Mr. Chairman.

Chairman O'Brien

Thank you for the heads up. Always excited to build another building here so we'll see. Anything else on General Discussion? Members of the Committee? Seeing none.

PUBLIC COMMENT - None

REMARKS BY THE ALDERMEN - None

ADJOURNMENT

**MOTION BY ALDERMAN JETTE TO ADJOURN
MOTION CARRIED**

The meeting was declared closed at 7:21 p.m.

Alderman Alex Comeau, Committee Clerk



THE CITY OF NASHUA

*Division of Public Works
Engineering Department*

"The Gate City"

Memorandum

Date: October 24, 2023
To: Committee on Infrastructure
From: Wayne R. Husband, P.E., Senior Traffic Engineer
Subject: O-23-063 Charlotte Street and Beauview Avenue – 3-Way Stop

The Division of Public Works supports the proposed legislation to convert the intersection of Charlotte Street and Beauview Avenue to a 3-way stop controlled intersection, due to the lack of available sight distance. A motorist stopped at the intersection on Charlotte Street has inadequate sight distance looking west to Beauview Avenue. The same problem exists for motorists travelling eastbound along Beauview Avenue toward Charlotte Street. The proposed 3-way (all-way) stop would require motorists to come to a complete stop, improving visibility between motorists making conflicting movements.

The obstruction of sight distance at this intersection is due to a substantial amount of trees, bushes and brush, most of which is on private property. The sharp curve on the Beauview Avenue western leg of the intersection is a contributing factor to the poor sight distance. Removing the obstructions would offer limited improvement to the sight lines, due to the curved alignment of Beauview Avenue. Clearing the sight lines would require considerable impacts on private property and would be costly. The addition of three stop signs at this intersection offers a more practical and cost-effective solution to address the existing safety concerns.



CHARLOTTE ST PUBLIC

BEAUVIEW AVE PUBLIC

BURGESS ST PUBLIC

78

14

11

76

7

83

Eversource Easement



10/25/2023

Address Points Parcels - Aerials
Road Names Parcels

