



LRPC Executive Board Meeting

Wednesday, November 10, 2021

9:00 – 11:00 AM

HYBRID MEETING

In-Person Attendance

LRPC Office, 1st Floor Conference Room
103 Main Street
Meredith, NH 03253

Virtual or Telephone-only Attendance

Online Access via Zoom Video: <https://us02web.zoom.us/j/81296029045>

Telephone-only Access: Dial 1-929-205-6099 and enter Meeting ID: 812 9602 9045

AGENDA

Seven (7) Executive Board members must be present in-person at the meeting location to establish a quorum. The quorum can vote to allow remote participation by other Executive Board members in conformance with RSA 91-A:2, III.

1. **Call to Order**
2. **Draft Minutes of October 13, 2021** *Attachment*
3. **Finance Report** *Attachment*
4. **Monthly Executive Report**
5. **Committee Reports**
 - a. Transportation Technical Advisory Committee (TAC) *Attachment*
6. **Old Business**
 - a. Annual Meeting Planning Updates
 - b. Annual Meeting Awards Timeline
 - c. Tentative Timeframe for Nominating Committee, Awards Committee, et al
7. **New Business**
 - a. Network Server Replacement
 - b. Meeting Location for December 8 and April 13 Executive Board Meetings
8. **Roundtable**
9. **Adjourn**

91-A:2 Meetings Open to Public. –

- III. A **public body may**, but is not required to, **allow one or more members of the body to participate** in a meeting **by electronic or other means** of communication **for the benefit of the public and the governing body**, subject to the provisions of this paragraph.
- (a) A **member of the public body** may participate in a meeting other than by attendance in person at the location of the meeting **only when such attendance is not reasonably practical. Any reason that such attendance is not reasonably practical shall be stated in the minutes of the meeting.**
 - (b) Except in an emergency, a quorum of the public body shall be physically present at the location specified in the meeting notice as the location of the meeting. For purposes of this subparagraph, an "emergency" means that immediate action is imperative and the physical presence of a quorum is not reasonably practical within the period of time requiring action. The determination that an emergency exists shall be made by the chairman or presiding officer of the public body, and the facts upon which that determination is based shall be included in the minutes of the meeting.
 - (c) Each part of a meeting required to be open to the public shall be audible or otherwise discernable to the public at the location specified in the meeting notice as the location of the meeting. **Each member participating electronically or otherwise must be able to simultaneously hear each other and speak to each other during the meeting, and shall be audible or otherwise discernable to the public in attendance at the meeting's location. Any member participating in such fashion shall identify the persons present in the location from which the member is participating.** No meeting shall be conducted by electronic mail or any other form of communication that does not permit the public to hear, read, or otherwise discern meeting discussion contemporaneously at the meeting location specified in the meeting notice.
 - (d) Any meeting held pursuant to the terms of this paragraph shall comply with all of the requirements of this chapter relating to public meetings, and shall not circumvent the spirit and purpose of this chapter as expressed in RSA 91-A:1.
 - (e) A member participating in a meeting by the means described in this paragraph is deemed to be present at the meeting for purposes of voting. **All votes taken during such a meeting shall be by roll call vote.**

Source. 1967, 251:1. 1969, 482:1. 1971, 327:2. 1975, 383:1. 1977, 540:3. 1983, 279:1. 1986, 83:3. 1991, 217:2. 2003, 287:7. 2007, 59:2. 2008, 278:2, eff. July 1, 2008 at 12:01 a.m.; 303:4, eff. July 1, 2008. 2016, 29:1, eff. Jan. 1, 2017. 2017, 165:1, eff. Jan. 1, 2018; 234:1, eff. Jan. 1, 2018. 2018, 244:1, eff. Jan. 1, 2019.

Latest News

PDF and hardcopy in meeting packet:

- [**Sidewalk Planning**](#) *(co-authored by LRPC Principal Planner Susan Slack)*
November 1, 2021
- [**There's trouble ahead if New Hampshire doesn't solve the housing crisis**](#) *(Susan Slack quoted)*
October 27, 2021
- [**Revitalizing downtown through housing, piece by piece**](#)
October 23, 2021
- [**Blame the housing crunch on decades-old rules**](#) *(Susan Slack quoted)*
October 15, 2021
- [**Bristol's Historic Mills: A Public-Private Effort**](#)
October 6, 2021

Online only:

- [**New Hampshire Town and City – November/December 2021**](#)
November 1, 2021
- [**Tech Insights - 5 legal financial & operational penalties municipalities not addressing cybersecurity risks**](#)
November 1, 2021
- [**Executive Council approves marketing contract for former Laconia State School property**](#)
October 27, 2021
- [**NH Preservation Alliance Publishes 2021 Seven to Save List**](#)
October 26, 2021
- [**Net metering, community power measures go into effect in New Hampshire**](#)
October 26, 2021
- [**Tax Structure Key to Affordable Housing in NH**](#)
October 23, 2021
- [**How CEDRS can help implement broad state economic development strategies in NH**](#)
October 21, 2021
- [**Sununu reverses course on State School property**](#)
October 19, 2021
- [**Senator Shaheen announces \\$45.6M more for key NH projects in FY22 Senate Appropriations bills**](#)
October 19, 2021
- [**New Hampshire receives federal climate change funding**](#)
October 18, 2021
- [**Laconia prevails in pausing hasty process to market Laconia State School**](#)
October 13, 2021
- [**Study: Local land use regulations drive New Hampshire's housing shortage**](#)
October 12, 2021
- [**New Hampshire employers face another pandemic hiring challenge: housing**](#)
October 12, 2021
- [**State to Add EV Stations on Highways**](#)
October 8, 2021
- [**What's Blocking an ADU Boom?**](#)
October 7, 2021
- [**Committee Prepares Recommendations On Virtual Meetings**](#)
October 6, 2021



LRPC Executive Board Meeting

DRAFT Minutes of October 13, 2021

PRESENT John Ayer (Chair), Mardean Badger, Bill Bolton (virtual), Pat Farley, David Katz, David Kerr, Robert Snelling, Steve Wingate (virtual)

ABSENT Dean Anson, Steve Favorite, Tony Giunta, Jean Marshall

STAFF Jeff Hayes (Executive Director), Dave Jeffers (Regional Planner), Tracey Ciriello (Meeting Recorder)

PUBLIC None

LOCATION Hybrid Meeting: LRPC Office, 1st Floor Conference Room, Meredith / Zoom Conference

1. Call to Order

The Chair called the meeting to order at 9:03 AM and stated a quorum was present with six Executive Board members in person and the seventh (B. Bolton) virtually via Zoom due to emergency circumstances (COVID exposure and the need to approve HHW appropriations and proposed bylaws amendments in order to send both to the Commission for approval). B. Bolton attended via Zoom due to exposure to COVID-19 so was unable to attend in person as planned. D. Katz motioned to allow remote participation per 91-A:2. B. Bolton seconded the motion. ROLL CALL attendance by the Chair: Badger—present; Bolton—present via Zoom; Farley—present; Katz—present; Kerr—present; Snelling—present; Wingate—present via Zoom due to a personal meeting overlapping with this meeting. There was no one else present at B. Bolton's and S. Wingate's locations. **SO VOTED**

2. Approve Minutes of September 8, 2021

D. Katz moved to accept the minutes of September 8, 2021, with the following corrections: change Bolt to Bolton throughout and under item 6.b, FY23 Dues Appropriations: change 'approve' to 'accept' in motion language; insert P. Farley as the person who seconded the motion; and make corrections accordingly in the MOTION SUMMARY section. M. Badger seconded the motion. ROLL CALL VOTE by the Chair: Badger—yes; Bolton—yes; Farley—yes; Katz—yes; Kerr—yes; Snelling—yes; Wingate—yes; Ayer—yes. **SO VOTED**

3. Finance Report

The monthly finance report was not available when the meeting materials were sent, so was handed out before the meeting began. J. Hayes explained it was a little late and not as complete as usual due to staff illness coupled with September being a 3-payroll month. He described how income was being captured, was being watched carefully, and that he is expecting a strong financial year. He noted that later in the agenda HHW cash donations would be discussed as a possible way of covering dumpster expenses for host towns. The host towns, which benefit from higher participation, get the bills for the dumpsters then send them to LRPC. D. Katz asked if they could do a quarterly look ahead; J. Hayes agreed that was a very reasonable request. The Chair asked whether there was a need to formally accept the report; J. Hayes indicated no since it represents unaudited financials.

4. Monthly Executive Report

J. Hayes noted that staff was very busy and praised the report content and format, noting it represents selected highlights of staff activities. He announced that the Lakeshore Redevelopment Planning Commission returned the \$1 million dollar grant to NBRC for which LRPC was grant administrator. He reported that LRPC was over budget on Hazard Mitigation Plans (HMPs), so he remains concerned about it, indicating it would have to be decided whether to continue subsidizing HMPs. He noted at least \$30K in losses this year due to HMP updates, and that the issue contributed to lost operating costs last year. D. Katz proposed adding HMPs on the next agenda. J. Hayes will need time to talk with staff about the issues and gather more information. LRPC received a new Solid Waste Management Grant for FY22; an intern is working with Solid Waste Planner Paige Wilson on social media content. It was agreed the report was well done and the photos especially liked.

5. Committee Reports

a. Transportation Technical Advisory Committee (TAC)

D. Kerr reported that a quorum was not present at the TAC meeting a week ago, so the election of officers could not be held and proposed revisions to the standing rules of the committee could not be voted on before sending to the Executive Board for approval. He described significant problems with remote access/connectivity and that the virtual guest speaker, NHDOT Active Transportation Engineer Nick Sanders, could not be heard at times and there was no video.

J. Hayes remarked on New Hampshire's percentage of GDP related to outdoor recreation, noting the state ranks as one of the top ten outdoor recreation economies. NHDOT also hired an outdoor recreation director; the lakes region is home to whitewater in Franklin and mountain biking in Northfield. He suggested maybe having Mr. Sanders back to speak at a Commission meeting, since it would be relevant to LRPC updating our bike/ped plan which has not been updated since 2012. D. Kerr announced that dates have been set for GACIT hearings with Executive Councilors; J. Hayes noted that he and Susan Slack (LRPC Staff) met with Executive Councilor Cinde Warmington yesterday. There was general discussion about hybrid meetings, types of technology/equipment, technical meeting set-up, and COVID safety measures given that Belknap County is still listed as high transmission.

6. Old Business

a. FY23 HHW Appropriations

J. Hayes introduced LRPC Regional Planner Dave Jeffers, who has been running LRPC's HHW program for 19 years, to give an update on HHW collections. D. Jeffers showed PowerPoint slides with photos, infographics, and data. He described the collection process and cost breakdown, and cited some of this year's numbers/stats, including:

8 collection sites | 24 participating communities | 1,721 households | 5 meetings for HHW Coordinators | about 80 local workers and volunteers in addition to the contractor personnel | 25,000 feet (4.5 miles) of fluorescent tubing | 2,200 CFLs | 78,000 pounds—or 39 tons—of household hazardous waste.

He described the 3-year, fixed price contract with HHW vendor TRADEBE for \$99,000, adjustments the vendor has made the past two years when some members did not participate due to COVID, and the resulting impacts. He summed up additional costs (such as \$4,000 for universal waste, dumpsters for the 8 collection sites, volunteer T-shirts, advertising) and explained the funding sources, primarily local appropriations from participating members; about \$16,000 from an NHDES reimbursement grant which LRPC applies for annually; and resident donations of about \$2,500.

Regarding appropriations, which are based on each community's proportion of Total Housing Units out of the total participating members, the costs to participating members for HHW disposal have not changed for the past 3 years and were based on 2010 Census data. Now that the 2020 Census is complete, appropriations have been calculated based on the new data. An anomaly/discrepancy was discovered in Freedom where the 2010 Census apparently missed a campground of about 400 units but has been corrected in the 2020 Census.

One of the vendor's requests last year was that LRPC extend the contract when the current 3-year contract ends, for the same price, which means the vendor assumes the risk. The Executive Board discussed the contract and insurance and asked questions such as what happens to the HHW when it leaves the lakes region, how is it handled, and what historical trends have been. J. Hayes noted the handling and transport was governed by federal law as "cradle-to-grave custody". LRPC will be doing outreach to participating members, including Northfield, for next year's collection. The vendor has been providing good service, and while HHW Coordinators may have a few items to suggest for improvement, LRPC has been happy with them. With one more year left on the contract, for the FY23/summer 2022 collection, LRPC will start working on a new contract a year from now. D. Katz recognized LRPC Solid Waste Planner Paige Wilson for her efforts for the HHW program and asked that D. Jeffers extend his appreciation on his behalf. P. Farley moved to recommend the FY23 HHW Appropriations to the full Commission for approval. R. Snelling seconded the motion. ROLL CALL VOTE by the Chair: Mardean—yes; Bolton—yes; Farley—yes; Katz—yes; Kerr—yes; Snelling—yes; Wingate—yes; Ayer—yes. **SO VOTED**

b. **John Cotton Update**

J. Hayes confirmed that the Kim Ayers Award will be presented to John Cotton at the Peabody Home in Franklin where he is currently residing after being diagnosed with Parkinson's. John's wife Tina sent a summary biography to LRPC staff for use in documenting the award presentation and plaque certificate. Mr. Cotton has been told of the award, as planned, by his wife who reported how deeply pleased he was to receive the news. Based on strict visitor rules with a limit of 2 guests due to the pandemic and after discussing ideas for the presentation, consensus was for J. Ayer and J. Hayes to present the award in person at the Peabody Home and document the visit based on John's and Tina's comfort and discretion.

c. **Proposed Bylaws Amendments**

The amendments proposed in writing at the last meeting were discussed at length and in detail. Discussion included clarifying terms and roles such as member, representative, and commissioner; what constitutes our voting membership—the towns or the commissioners; and who/what constitutes a quorum. Every commissioner has a right to vote unless they are an alternate, in which case an alternate may only vote in the absence of the regular commissioner for whom they are appointed alternate. A quorum was defined as a majority (51%) of member municipalities in good standing (dues-paying) with at least one appointed commissioner (representative). Once a quorum of the membership (the municipalities) is present (counted, based on attendance), all commissioners and/or alternate commissioners are allowed to vote on matters before the Commission.

D. Katz asked if we were having a legislative event this year, but there is none planned for 2021; he suggested that RSA 91A should be an agenda item the next time we host a legislative forum.

The original proposed amendments were edited down to the following proposed changes, to be marked with strikethroughs for deleted text and all deletions, changes, or additions highlighted in yellow, to be sent to the full Commission for review and comment:

- 1) Page 1: Insert **PROPOSED BYLAWS AMENDMENTS 2021**, before Article I.
- 2) Page 6: Strike (delete) entire paragraph under 9.6.1 Commission/and Area Meetings:

~~Commissioners from 50% of the member municipalities, which have voting privileges and which have appointed at least one Commissioner, shall constitute a quorum. In circumstances when a quorum is not present and when Commission action is essential, the Chairman may declare a quorum upon the unanimous approval of those Commissioners present.~~
- 3) Page 6: Insert new sentence under 9.6.1 Commission/and Area Meetings:

A quorum consists of 51% of member municipalities in good standing with at least one appointed Commissioner.
- 4) Page 7: Strike (delete) second sentence under 9.6.2 Executive Board:

~~In circumstances when a quorum is not present and when Executive Board action is essential, the Chairman may declare a quorum upon the unanimous approval of those Executive Board Members present.~~
- 5) Page 7: Add new section—insert section 9.8 after section 9.7:

9.8 Electronic Participation in Meetings

Pursuant to RSA 91-A:2, III, remote participation in meetings is permitted.

D. Katz moved to accept the proposed bylaws amendments as edited. M. Badger seconded the motion. The proposed amendments will be submitted to the full Commission for a period of comment not less than 30 days. ROLL CALL VOTE by the Chair: Mardean—yes; Bolton—yes; Farley—yes; Katz—yes; Kerr—yes; Snelling—yes; Wingate—yes; Ayer—yes. **SO VOTED**

d. **Annual Meeting Planning**

Plans for the annual meeting in June 2022 were recapped to date and discussed in detail concerning tent rental to be done now/soon, number of people per table if social distancing is used, buffet vs. plated,

etc. The venue is planned in Franklin at the Mojalaki Country Club, which is donating use of their space. Consensus was for a plated dinner outdoors under a tent for roughly 150-250 people. Staff will follow up on tent rental, finding a caterer, and determining site logistics such as if there's a kitchen that can be used. It was further agreed to speak with Mojalaki about how many people/tables/people per table, then back into the total numbers needed for invitations and tent size since the seating/siting logistics will determine the actual number of people that can attend. Due to a conflict with the Monday, June 27, 2022 meeting date for the Chair, Wednesday, June 29 was agreed as the replacement date, provided that the venue and invited guest speaker are both available on June 29 instead of June 27. If they are not, the meeting will default to the original date of June 27. J. Hayes indicated that more admin support is needed for this endeavor, and how difficult it has been to find qualified people. Because another part-time position is already in the budget, the consensus was to hire a meeting/event planner or part-time consultant just for the 2022 annual meeting (planning and event).

7. New Business

a. Annual Conflict of Interest Forms

The annual conflict of interest disclosure form and policy was distributed with the meeting materials. Hardcopies must be signed and returned or mailed to the LRPC Admin.

b. Nominating Committee

Consensus was to appoint the Chair and Vice Chair as the members of the Nominating Committee. The committee will draft a memo to email to Executive Board members inquiring whether they wish to be renominated for election in June 2022.

8. Roundtable

The next Commission Meeting will be at Moultonborough Public Library on October 25. Both the Chair and Vice Chair will be out of town for the November 29 Commission Meeting as well as a potential alternate date of November 22, so a consensus agreed that the November meeting should be cancelled. P. Farley moved to cancel the November 29th Commission Meeting. R. Snelling seconded the motion. ROLL CALL VOTE by the Chair: Mardean—yes; Bolton—yes; Farley—yes; Katz—yes; Kerr—yes; Snelling—yes; Ayer—yes. (S. Wingate left the meeting prior to the vote.) **SO VOTED**

D. Katz, New Hampton—Finally pushed through the memorandum with NHDOT, with the Planning Board and Board of Selectmen both signing off on the letter to DOT. Thanks to everyone on the TAC. Also, the Planning Board will be hearing 14 proposed zoning changes and hopes to get through them all before the holidays.

M. Badger, Ashland—Finally have a court date regarding the Planning Board's denial of a site excavation, where it denied both the initial application and a rehearing.

B. Bolton, Plymouth—A new committee, Plymouth Trails, has been created under the Conservation Commission.

D. Kerr, Barnstead—The town will have a working session next week on Short-term Rentals, a sore issue in one area of town, in order to come up with something to put to voters.

J. Ayer, Gilford—Short-term Rentals are still being looked at and the ZBA will look at an appeal.

9. Adjourn

The Chair declared the meeting adjourned at 11:58 AM.

*Respectfully Submitted,
Tracey Ciriello, Meeting Recorder*

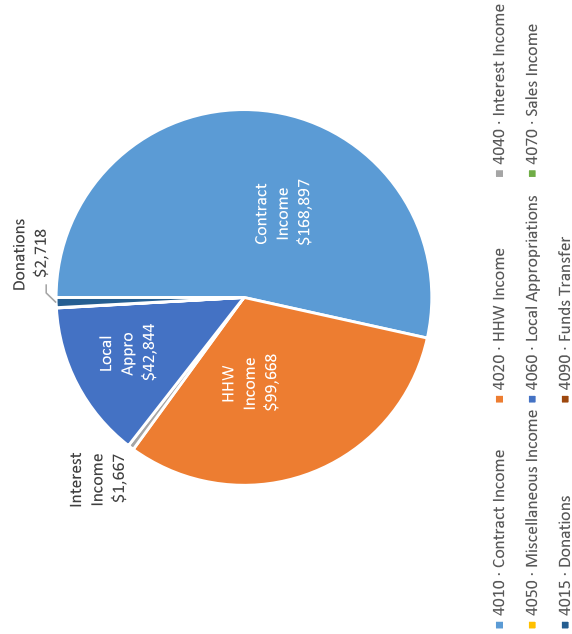
MOTIONS SUMMARY MOTIONED / SECONDED / RESULT

- | | |
|--|----------------------------|
| 1. Allow remote participation for this meeting | Katz / Bolton / passed |
| 2. Approve September 8, 2021 minutes with corrections | Katz / Badger / passed |
| 3. Recommend FY23 HHW Appropriations to the Commission for approval | Farley / Snelling / passed |
| 4. Accept/approve proposed bylaws amendments, as edited, for submittal to Commission | Katz / Badger / passed |
| 5. Cancel November 29 Commission Meeting | Farley / Snelling / passed |

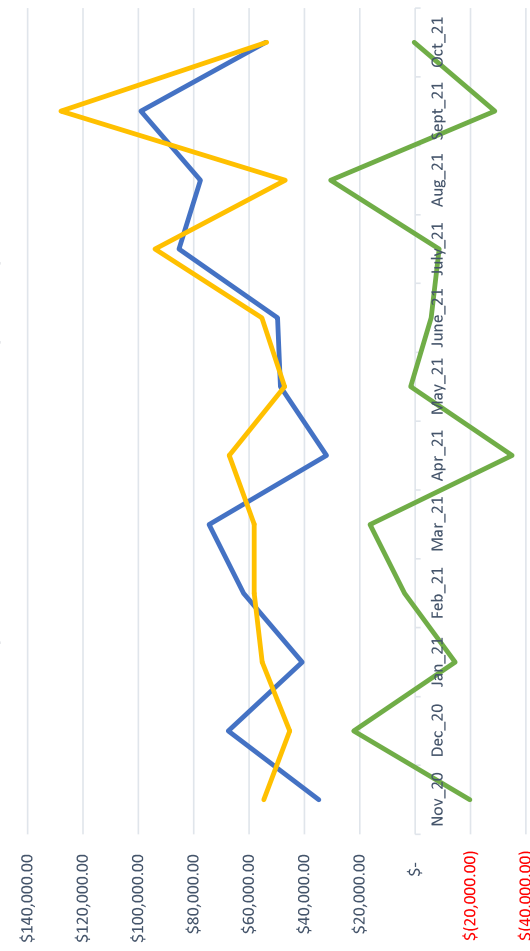
Additional materials: Finance Report through September 30, 2021 (hardcopy distributed before start of meeting)

Lakes Region Planning Commission - Dashboard

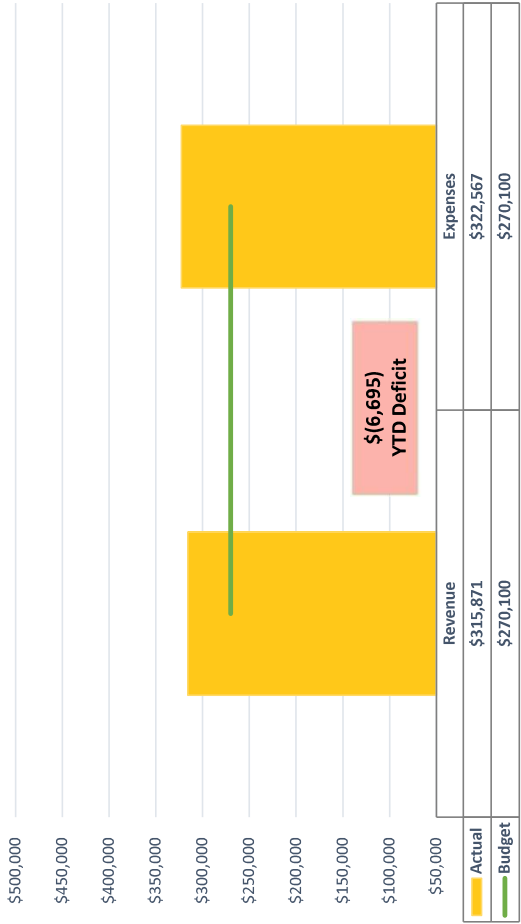
Revenue by Source Type



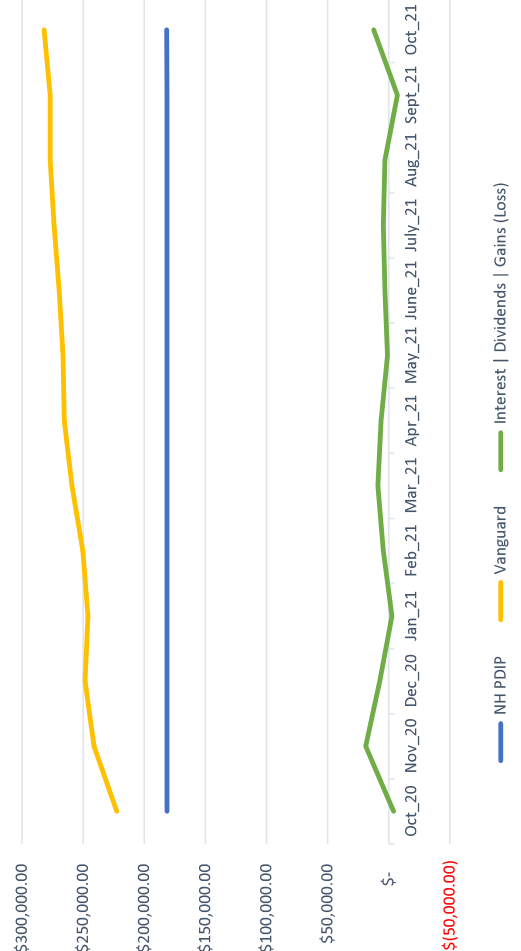
Income, Expenses, and Deficit/Surplus by Month



YTD Operating Results



Vanguard and NH PDIP Investments



DRAFT

Lakes Region Planning Commission
STATEMENT OF FINANCIAL POSITION
As of October 31, 2021

	Oct 31, 21
ASSETS	
Current Assets	
Checking/Savings	
1011.00 • Operating Account	1,848.54
1040.00 • Petty Cash	150.00
1070.00 • Cash Management	174,269.89
1071.00 • Savings	865.93
Total Checking/Savings	177,134.36
Accounts Receivable	
1110.00 • Accounts Receivable	127,126.67
Total Accounts Receivable	127,126.67
Other Current Assets	
1451.00 • Prepaid Postage	309.35
1452.00 • Bulk Mail Permit 98	30.46
1510.00 • Vanguard Investments	281,915.44
1580.00 • NH PDIP	181,547.82
Total Other Current Assets	463,803.07
Total Current Assets	768,064.10
Fixed Assets	0.00
TOTAL ASSETS	768,064.10
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
2010.00 • Accounts Payable	98,796.80
Total Accounts Payable	98,796.80
Other Current Liabilities	
2120.00 • Accrued Vacation Payroll	17,432.85
2130.00 • Payroll Liabilities	
2134.00 • FSA	284.61
2135.00 • 401(k) Contribution	269.23
Total 2130.00 • Payroll Liabilities	553.84
2350.00 • Deferred and Unearned Revenue	
2351.00 • Deferred Town Assessment	87,514.00
2353.00 • Deferred Other Income	6,350.00
Total 2350.00 • Deferred and Unearned Revenue	93,864.00
Total Other Current Liabilities	111,850.69
Total Current Liabilities	210,647.49
Total Liabilities	210,647.49
Equity	
3110.00 • Unrestricted Net Assets	553,393.05
Net Income	4,023.56
Total Equity	557,416.61
TOTAL LIABILITIES & EQUITY	768,064.10



Lakes Region Planning Commission
FY22 Budget Performance
October 31, 2021

	Fiscal Year (22)-to-Date			
	FY22 Approved Annual Budget	FY22 YTD Actual	Difference (Budget v Actual)	% of Annual Budget
Income				
4010 · Contract Income	\$ 562,470	\$ 168,897	\$ (393,573)	30.03%
4020 · HHW Income	\$ 103,000	\$ 99,668	\$ (3,332)	96.77%
4040 · Interest Income	\$ 4,000	\$ 1,667	\$ (2,333)	41.68%
4050 · Miscellaneous Income	\$ 6,000	\$ -	\$ (6,000)	0.00%
4060 · Local Appropriations	\$ 128,530	\$ 42,844	\$ (85,686)	33.33%
4070 · Sales Income	\$ 3,800	\$ 77	\$ (3,723)	2.03%
4015 · Donations	\$ 2,500	\$ 2,718	\$ 218	108.73%
4090 · Funds Transfer	\$ -	\$ -	\$ -	
Total Income (est.)	\$ 810,300	\$ 315,871	\$ (494,429)	38.98%
				Target: 33.33%
Expense				
6030 · Custodian	\$ 4,160	\$ 1,350	\$ 2,810	32.45%
6050 · Education and Training	\$ 1,000	\$ 425	\$ 575	42.50%
6060 · Equipment Maintenance	\$ 11,650	\$ 8,147	\$ 3,503	69.93%
6070 · HHW Expense	\$ 103,000	\$ 102,247	\$ 753	99.27%
6080 · Insurance - Bonds and Business	\$ 3,000	\$ 2,739	\$ 261	91.30%
7010 · Publishing/Memberships/Meetings	\$ 18,275	\$ 645	\$ 17,630	3.53%
7020 · Miscellaneous Expense	\$ 758	\$ 1,544	\$ (786)	203.68%
7030 · Office Improvements	\$ 500	\$ 864	\$ (364)	172.79%
7040 · Office Expense	\$ 10,000	\$ 2,947	\$ 7,053	29.47%
7050 · Payroll Expenses	\$ 590,299	\$ 178,117	\$ 412,182	30.17%
7060 · Postage and Printing	\$ 1,000	\$ 298	\$ 702	29.76%
7069 · Allowance for Direct Grant Expenses	\$ -	\$ 3,482	\$ (3,482)	
7070 · Professional Services	\$ 27,461	\$ 9,234	\$ 18,227	33.63%
7080 · Rent	\$ 9,672	\$ 3,224	\$ 6,448	33.33%
7090 · Traffic Equipment	\$ 4,125	\$ 343	\$ 3,782	8.32%
7095 · SADES Equipment	\$ -	\$ -	\$ -	
8010 · Travel Expense	\$ 5,000	\$ 1,358	\$ 3,642	27.16%
8050 · Utilities	\$ 15,900	\$ 3,384	\$ 12,516	21.28%
8060 · Vehicle O&M	\$ 4,500	\$ 2,220	\$ 2,280	49.33%
Total Expense	\$ 810,300	\$ 322,567	\$ 487,733	39.81%
				Target: 33.33%
Net Ordinary Income¹	\$ -	\$ (6,696)		
Realized Gain (Loss)²		\$ -		
Unrealized Gain (Loss)²		\$ 10,719		
Net Income		\$ 4,024		

¹Net Ordinary (Operating) Income is as of October 31, 2021.

²Realized and Unrealized Investment Gain (Loss) are as of October 31, 2021.



Lakes Region Planning Commission
FY22 Budget Performance
 October 31, 2021

	Fiscal Year (22)-to-Date			
	FY22 Approved Annual Budget	FY22 YTD Actual	Difference (Budget v Actual)	% of Annual Budget
Membership	128,530	42,844	(85,686)	33.33%
Local Contracts				
PRLAC	\$ 2,700		\$ (2,700)	0.00%
Energy Aggregation			\$ -	
Other Traffic Counts			\$ -	
Northfield Circuit Rider	\$ 4,000		\$ (4,000)	
Bristol Master Plan Development			\$ -	
Center Harbor Circuit Rider	\$ 4,000		\$ (4,000)	
Plymouth Circuit Rider		\$ 2,207		
NBRC Bristol		\$ 1,504	\$ 1,504	
NBRC Laconia Area Community Land Trust			\$ -	
CDBG Wolfeboro GALA	\$ 10,000		\$ (10,000)	0.00%
NBRC G.A.L.A. Community Center			\$ -	
NBRC LR Community College		\$ 1,213	\$ 1,213	
Lakeshore Redevel Laconia State School	\$ 10,000	\$ 3,027	\$ (6,973)	30.27%
CDBG Grafton County Micro Enterprise		\$ 10,114	\$ 10,114	
CDBG Grafton County Micro Enterprise	\$ 12,000			
CDBG Grafton County Micro Enterprise	\$ 35,000			
NBRC State School	\$ 14,000			
RSMS Project Hebron	\$ 6,000	\$ 3,250	\$ (2,750)	
RSMS Project Plymouth	\$ 5,000		\$ (5,000)	
CCDS Project Plymouth	\$ 5,000		\$ (5,000)	
Additional NBRCs	\$ 10,750		\$ (10,750)	0.00%
Subtotal	\$ 118,450	\$ 21,314	\$ (38,343)	17.99%
State / Federal Contracts				
NCCRPC Coordinated Public Transit	\$ 1,350	\$ 481	\$ (869)	35.65%
NRPC NH Geodata Portal	\$ 1,375		\$ (1,375)	0.00%
USDA CF Disaster TAT Streetscaping	\$ 30,000	\$ 11,961	\$ (18,039)	39.87%
DOS HSEM - Center Harbor		\$ 1,500	\$ 1,500	
DOS HSEM - Sanbornton			\$ -	
DOS-HSEM - Bridgewater	\$ 3,000		\$ (3,000)	0.00%
DOS-HSEM - Tilton	\$ 3,000	\$ 3,000	\$ -	100.00%
DOS-HSEM - Tuftonboro	\$ 2,000		\$ (2,000)	0.00%
USDA Solid Waste Management FY21	\$ 34,000	\$ 38,159	\$ 4,159	112.23%
EPA Composting & Gardening			\$ -	
APR Regional Housing Assessment		\$ 4,939	\$ 4,939	
USDA Solid Waste Management FY22	\$ 74,999		\$ (74,999)	0.00%
DOT UPWP FY 22 / 23	\$ 267,185	\$ 67,706	\$ (199,479)	25.34%
OEP Targeted Block Grant	\$ 11,111	\$ 3,474	\$ (7,637)	31.27%
DES HHW	\$ 16,000	\$ 16,362	\$ 362	102.26%
Subtotal	\$ 444,020	\$ 147,583	\$ (296,437)	33.24%
Other Income				
4020 - HHW Local	\$ 103,000	\$ 99,668	\$ (3,332)	96.77%
4015 - Donations	\$ 2,500	\$ 2,718	\$ 218	108.73%
4040 - Interest & Dividends	\$ 4,000	\$ 1,667	\$ (2,333)	41.68%
Land use book sales / GIS	\$ 3,800	\$ 77	\$ (3,723)	2.03%
Other/Misc Income/Annual Meeting	\$ 6,000		\$ (6,000)	0.00%
Fund Balance			\$ -	
Subtotal	\$ 119,300	\$ 104,130	\$ (15,170)	87.28%
TOTAL	\$ 810,300	\$ 315,871	\$ (435,636)	38.98%
			Target:	33.33%



Lakes Region Planning Commission
FY22 Budget Performance
 October 31, 2021

Expense Account	Fiscal Year (22)-to-Date			
	FY22 Approved Annual Budget	FY22 YTD Actual	Difference (Budget v Actual)	% of Annual Budget
6030 · Custodian	\$ 4,160	\$ 1,350	\$ 2,810	32.45%
6050 · Education and Training	\$ 1,000	\$ 425	\$ 575	42.50%
6060 · Equipment Maintenance	\$ 11,650	\$ 8,147	\$ 3,503	69.93%
6062 · Equipment/Computer Maintenance	\$ 11,650	\$ 7,089	\$ 4,561	60.85%
6061 · Equipment Purchases	\$ -	\$ 1,058	\$ (1,058)	
6070 · HHW Expense	\$ 103,000	\$ 102,247	\$ 753	99.27%
6080 · Insurance - Bonds and Business	\$ 3,000	\$ 2,739	\$ 261	91.30%
7010 · Publishing/Memberships/Meetings	\$ 18,275	\$ 645	\$ 17,630	3.53%
7020 · Miscellaneous Expense	\$ 758	\$ 1,544	\$ (786)	203.68%
7030 · Office Improvements	\$ 500	\$ 864	\$ (364)	172.79%
7040 · Office Expense	\$ 10,000	\$ 2,947	\$ 7,053	29.47%
7043 · Copier Lease	\$ 5,000	\$ 1,607	\$ 3,393	32.15%
7041 · Supplies	\$ 5,000	\$ 1,340	\$ 3,660	26.79%
7050 · Payroll Expenses	\$ 590,299	\$ 178,117	\$ 412,182	30.17%
7051 · Salaries and Wages	\$ 452,118	\$ 130,595	\$ 321,523	28.89%
7052 · Health, Dental, Disability, Life & Unemp	\$ 60,839	\$ 22,520	\$ 38,319	37.02%
7055 · Retirement Fund	\$ 42,755	\$ 14,077	\$ 28,678	32.92%
7057 · Payroll Taxes	\$ 34,587	\$ 10,925	\$ 23,662	31.59%
7060 · Printing & Postage	\$ 1,000	\$ 298	\$ 702	29.76%
7069 · Allowance for Direct Grant Expenses		\$ 3,482	\$ (3,482)	
7070 · Professional Services	\$ 27,461	\$ 9,234	\$ 18,227	33.63%
7071 · Audit	\$ 7,000	\$ 6,600	\$ 400	94.29%
7072 · Contracted Services	\$ 19,661	\$ 2,568	\$ 17,093	13.06%
7074 · Legal	\$ 500	\$ -	\$ 500	0.00%
7075 · Payroll Service	\$ 300	\$ 66	\$ 234	22.00%
7080 · Rent	\$ 9,672	\$ 3,224	\$ 6,448	33.33%
7090 · Traffic Equipment	\$ 4,125	\$ 343	\$ 3,782	8.32%
7095 · SADES Equipment		\$ -		
8010 · Travel Expense	\$ 5,000	\$ 1,358	\$ 3,642	27.16%
8050 · Utilities	\$ 15,900	\$ 3,384	\$ 12,516	21.28%
8051 · Electricity and Propane	\$ 6,000	\$ 441	\$ 5,560	7.34%
8052 · Telephone and Internet	\$ 9,900	\$ 2,944	\$ 6,956	29.73%
8060 · Vehicle O&M	\$ 4,500	\$ 2,220	\$ 2,280	49.33%
Totals	\$ 810,300	\$ 322,567	\$ 491,244	39.81%
			Target:	33.33%



Transportation Technical Advisory Committee (TAC) Meeting

Minutes of October 6, 2021 (Zoom and In-Person)

Members Present	LRPC Staff
Malcolm (Tink) Taylor - Holderness, Chair Bob Letourneau – Ashland David Kerr – Barnstead Rick Ball – Belmont (Zoom) Steve Favorite – Bristol Bill Dowey (alt) – Bristol Jeff Haines – Center Harbor Seth Creighton - Franklin Meghan Theriault – Gilford Sheldon Morgan (alt)- Gilford Krista Larsen – Laconia Rob Mora (alt) - Laconia Chris Theriault (alt) Moultonborough (Zoom) Robert Pollock - New Hampton John Gotjen – Tamworth (Zoom) Lee Anne Moynihan – Tilton (Zoom)	Jeffrey Hayes, Executive Director Susan Slack, Principal Planner Jessica Bighinatti, Assistant Planner Reed Silvers, Intern
	Guests
	Nick Sanders, NHDOT, Active Transportation Engineer Patrick Wood, City of Laconia Resident Jane Wood, City of Laconia Resident

Non-Voting Members
Bill Watson, NHDOT, Bureau of Planning and Community Assistance Lucy St. John, NHDOT, Bureau of Planning and Community Assistance Chris Turgeon, NHDOT District 2 Cindy Yanski, Belknap Merrimack CAP Jan Collins, Newfound Pathways

1. Welcome and Introductions / Call to Order

Chairman Taylor called the meeting to order at 2:00 p.m. Attendees and guests introduced themselves. The Right to Know Law requires a quorum of the membership of the Transportation Advisory Committee to be in-person in order to vote on motions and take official actions. It was determined that there are 24 filled positions on the TAC, with 6 vacant positions, and that 13 members are required to

attend in person in order to establish a quorum for conducting business. With 11 members in attendance at the location of the meeting, a quorum was not achieved.

2. Election of Chair and Vice Chair

Chairman Taylor said the election of a chair and vice chair would be postponed to the November 3 TAC meeting because a quorum was not available to vote on new officers.

3. Approval of Draft June 2nd TAC Meeting Minutes

Chairman Taylor said a vote on approval of the June 2 minutes would be postponed to the November 3 meeting due to a lack of quorum. He asked if the members present wanted to propose any changes or corrections that would be voted on at the next meeting. There suggested changes were made.

4. Amendment of TAC Standing Rules and Procedures

S. Slack spoke on proposed amendments to the TAC's Standing Rules and Procedures, most of which are intended to bring them into compliance with the current provisions of RSA 91-A, the Right to Know Law, which requires a quorum of the membership to attend in person at the physical location of the meeting.

Members discussed the proposed changes and suggested additional amendments

At the request of the Chair, a motion was made by K. Larsen, seconded by R. Letourneau, to amend the Standing Rules as follows:

Article IV, 2nd paragraph: ... Appointing authorities are permitted and encouraged to designate an alternate for each voting representative, *who may vote in the absence of the representative.*

Article IV 4th paragraph: *Members appointed by municipalities shall attend all regular meetings of the TAC. In the event a member misses three (3) consecutive regular meetings, the appointing authority shall be so notified in writing by LRPC's Executive Board.*

Article IV, B: *Delete from the list of non-voting members NH Department of Transportation, Bureau of Public Transportation and Railroads and Add NH Department of Transportation, Division of Aeronautics, Rail and Transit.*

Article VI, 1st paragraph: ... All meeting notices shall include an agenda which will be *sent* to all voting members at least fourteen days prior to the meetings.

Article VI, 2nd paragraph: *Delete paragraph and replace with: TAC members from 51% of the member municipalities that have voting privileges and have appointed a TAC representative shall constitute a quorum. Meetings will be conducted in accordance with RSA 91-A and normal parliamentary procedures. Formal recommendations from the TAC*

on any issue brought to a vote will include which voting members were in attendance for the vote, the actual vote count, and any major objections or dissenting opinions that the minority wishes to be forwarded.

Article VI: Add the following section:

The TAC shall allow one or more members to participate in a meeting by electronic means of communication for the benefit of the public and the TAC, subject to the provisions of RSA 91-A:2, III.

Except in cases of emergency as defined in RSA 91-A:2, III (b), a quorum of the TAC or any subcommittee shall be physically present at the location specified in the meeting notice as the location of the meeting.

To follow the provisions of RSA 91-A:2, III, if any municipally appointed TAC member participates in a meeting by electronic means, the following must occur:

- 1. Each member participating virtually must articulate for the minutes why they cannot physically attend the meeting (i.e., the member cannot participate due to work, health, or personal reasons):*
- 2. Each member participating virtually must identify other persons present in the location from which the member is participating:*
- 3. Each part of the meeting must be audible "or otherwise discernable" to the public at the location of the meeting; and*
- 4. All votes taken during the meeting must be roll call votes recorded in the minutes.*

Article 7, Subarea B: Add *Plymouth*

Article 7, Subarea C: Delete *Brookfield*

No further action was taken on the motion.

5. Active Transportation/ Bicycle and Pedestrian

Nick Sanders, the new Active Transportation Engineer from NHDOT, introduced himself to the committee and described his position as Active Transportation Engineer in the Safety Section of the Highway Design Bureau. Before assuming his new position six months ago, Sanders worked for more than four years in the Traffic Bureau.

He described his goals and priorities for Active Transportation:

- Completing the new Statewide Pedestrian and Bicycle Plan: A draft of the new plan was shared with the Complete Street Committee, Regional Planning Commissions, and others. More than 600 comments were received, which pushed back the original September release date, and NHDOT is working to integrate those comments into the plan before the final version is published. Sanders said the plan includes recommendations for improving active transportation throughout the state.
- Becoming a subject expert on bicycle and pedestrian issues, conducting research, and collaborating with others. He said the Federal Highway Administration (FHWA) is assisting with training.
- Hiring an Active Transportation Specialist at NHDOT to increase capacity and expertise.
- Developing and maintaining NHDOT's Active Transportation website, reorganizing and updating its content.
- Gaining a better understanding of bicycle and pedestrian demands throughout the state Sanders said he plans to coordinate with Regional Planning Commissions and local trail groups on data

collection and analysis. Having a big data approach will help NHDOT, planning commissions, and the public know where people are using active transportation infrastructure and where investments can be highlighted.

- Working to change the culture of Active Transportation to promote it throughout the state.

Sanders offered to return to a future TAC meeting to discuss the Statewide Pedestrian and Bicycle Plan once it is completed.

B. Dowey asked to coordinate with Sanders on bike-ped projects planned in Bristol (project # 41579 and 40636. Sanders shared his contact information with TAC (also available on NHDOT website): (603) 271-1668, nicholas.b.sanders@dot.nh.gov.

S. Slack asked if bicycle safety could be the focus of a Road Safety Audit. Sanders said that he would check with Mike Dugas, NHDOT's Highway Safety Engineer. He said there would need to be some level of crash history involving non-motorized vehicles.

6. Transportation Updates

Road Safety Audits

S. Slack said that Road Safety Audit applications can be submitted to NHDOT and are due on December 1. Applications require the signature of the Regional Planning Commission as well as the District Engineer. The application form is available on the NHDOT website, and municipalities can contact Lakes Region Planning Commission for assistance in completing and submitting the application.

J. Hayes said that one of the requirements for a successful RSA application typically is the need for crash history of fatality and/or serious injury at the location proposed. S. Slack suggested asking John Edgar, Meredith's TAC member, to describe the town's RSA application process following the pedestrian fatality on Main Street, the results of the RSA, and the short- and long-term recommendations being implemented by the town.

Ten Year Plan (TYP)

J. Bighinatti discussed the 2023-2032 TYP schedule of Governor's Advisory Commission on Inter-modal Transportation (GACIT) public comment meetings, three of which will be held in the Lakes Region:

- **Monday, October 18, at 7 p.m. Franklin City Hall – Opera House, 216 Central St.**
- **Monday, October 25, 2 p.m. Plymouth Town Hall (upstairs), 6 Post Office Square**
- **Wednesday, October 27, 7 p.m. Armand A. Bolduc City Council Chamber, 45 Beacon Street East (hybrid meeting, visit NHDOT's website for Zoom information).**

- **ADDED MEETING: November 3rd at 7pm All Virtual Meeting**

An all virtual GACIT meeting will be held on November 3 at 7 pm. See NHDOT's website for Zoom link. The purpose of the GACIT meetings is to take public testimony and questions on transportation projects proposed for the 2023-2032 State Ten Year Plan.

Lakes Region Planning Commission will be attending all Lakes Region dates and giving a 5-minute presentation on regional priorities:

- Tilton – Main St/School St Improvements (roundabout) (42600)
 - **added to the 2021-2030 Ten Year Plan**
 - **exceeded available allocation by \$619,123**
 - **#1 priority for this year's TYP is the \$619,123 from last round**
- Meredith – NH 25
 - **Improvements to four intersections east of the village**
 - **NHDOT project estimate - \$2,813,515**
- Plymouth – Tenney Mountain Highway (NH 25)
 - **Roundabout at Smith Bridge Road intersection**
 - **NHDOT project estimate - \$2,835,819**

Transportation Alternatives (TA)

J. Bighinatti said the project proposed by Laconia ranked No. 6 out of 34 applications received by NHDOT for Transportation Alternatives funding and has been selected for inclusion in the Ten Year Plan. K. Larsen explained that Laconia is looking forward to receiving funding and has been in contact with Tom Jameson at NHDOT on the timing of the funding and project completion. K. Larsen is hoping to expedite the schedule in order to have a faster completion date of the project. The Laconia TAP project includes construction of a multi-use trail on Elm Street as well as reconstruction of the sidewalk to ADA standards. It was the top-ranked TAP project by LRPC.

Transportation Implementation Plan Update (TIP):

J. Bighinatti discussed the TIP update that includes information on the TYP and TAP projects that are in the Lakes Region and as well has information on the projects not chosen for TYP or TAP funding that could be utilized for future projects or funding. The plan has not been updated since 2019 and will be posted to the Lakes Region website and sent to TAC members to view.

7. Regional Updates

T. Taylor said late summer heavy rainfall had resulted in the washout of the recently completed repaving and ditching on NH 175. S. Slack said that Samantha Fifield, an engineer with NHDOT District 3, had agreed to discuss the state's ditch maintenance policy at the November TAC meeting.

S. Favorite and B. Dowey from Bristol discussed the new drag shim coating on state highway in Bristol. S. Favorite said the town was not notified of the work in advance. J. Hayes said NHDOT publishes a

pavement schedule in advance. B. Watson asked for information on the location of the work -- downtown to the Rite Aid. He said he'd look into the concerns that were raised.

K. Larsen said Laconia's Court Street Bridge received State Aid Bridge funding and is scheduled to be closed for 30 days starting on Oct. 18.

Jan Collins from Newfound Pathways said there was new paving in Hebron, where lanes had been narrowed to 10 feet when NH 3A was paved previously to provide wider shoulders for bicyclists. Line restriping this time failed to accommodate the 10-foot lanes and needs to be corrected. She said Newfound Pathways is contacting Bill Lambert at NHDOT about this issue.

B. Pollock said New Hampton had submitted a draft access management memorandum of understanding to the District 3 Engineer, who didn't seem to be aware of it. B. Watson said the town should have submitted it to him so that he could bring it to the Commissioner's office first and they will handle communication with the District. He asked the town to send him the signed documents.

J. Hayes said that the Moultonborough Select Board had recently let LRPC know that the town supports widening of NH 25 to improve bicycle safety. He said there are opportunities to combine NHDOT resurfacing projects with restriping narrower travel lanes to enhance wider shoulders for bicycle use. Municipalities are encouraged to contact LRPC to inquire if highway segments would be a good fit narrower travel lanes and bike lanes. N. Sanders said NHDOT is willing to evaluate highway sections to determine if bike lanes/wider shoulders for non-motorized transportation are appropriate. He explained that resurfacing projects do not widen the highway, but resurfacing presents opportunities to readjust the lines.

B. Letourneau said Ashland's TAP funded sidewalk reconstruction project has been completed. Sidewalks are now ADA compliant and highway repaving will begin soon.

C. Yanski said the Next RCC (Regional Coordinating Council) meeting is October 12th at 2 pm and is open to the public. FTA 5310 funding will be discussed. She also said volunteer drivers are needed for senior transit routes (Concord Area Transit and Mid-State Transit). Volunteers can contact her or the Belknap-Merrimack Community Action Program.

8. Other Business

Next TAC Meeting, November 3, Gilford Town Hall - Hybrid

9. Adjournment

The meeting adjourned at 3:36 pm.



FY22 Meeting Calendar

July 1, 2021 – June 30, 2022

Lakes Region Planning Commission

103 Main Street, Suite 3

Meredith, NH 03253

603-279-5334 | www.LakesRPC.org

July – December 2021

Executive Board	September 8, 2021	Wednesday	9–11 AM	1st Floor Conference Room	FY21 Audit Presentation
COMMISSION	SEPTEMBER 27, 2021	MONDAY	6–8 PM	Meredith Community Center	Wake Boats Presentation FY22 Budget Vote • FY23 Membership Appropriations Vote
Executive Board	October 13, 2021	Wednesday	9–11 AM	1st Floor Conference Room	
COMMISSION	OCTOBER 25, 2021	MONDAY	6–8 PM	Moultonborough Public Library	Updates on Solid Waste Legislation and Recycling Markets FY23 HHW Appropriations Vote • Draft Bylaws Amendments
Executive Board	November 10, 2021	Wednesday	9–11 AM	1st Floor Conference Room	
COMMISSION	NOVEMBER 29, 2021	MONDAY	6–8 PM	CANCELLED	
Executive Board	December 8, 2021	Wednesday	9–11 AM	Location TBD	

January – June 2022

Executive Board	March 9, 2022	Wednesday	9–11 AM	1st Floor Conference Room	
COMMISSION	MARCH 28, 2022	MONDAY	6–8 PM	Tentative Location: Plymouth	Transportation: Streetscaping, Bike/Ped, Active Transportation Manager, Electric Vehicle Permitting & Regulations Approve Proposed Bylaws Amendments
Executive Board	April 13, 2022	Wednesday	9–11 AM	1st Floor Conference Room	
COMMISSION	APRIL 25, 2022	MONDAY	6–8 PM	Tentative Location: Tuftonboro	LRPC Regional Housing Needs Assessment FY23 HHW
Executive Board	May 11, 2022	Wednesday	9–11 AM	1st Floor Conference Room	
COMMISSION	MAY 23, 2022	MONDAY	6–8 PM	Tentative Location: Gilford	Route 11 Planning Study – NHDOT Update
Executive Board	June 8, 2022	Wednesday	9–11 AM	1st Floor Conference Room	
Annual Meeting	June 27, 2022	Monday	5–8 PM	Franklin	Annual Dinner Meeting • 50th Anniversary Celebration FY23 Budget Vote • Election of FY23-24 Executive Board

NHARPC CORNER: Sidewalk Planning

Jay Minkarah, Executive Director, Nashua Regional Planning Commission; Susan Slack, Principal Planner, Lakes Region Planning Commission; and Scott Bogle, Senior Transportation Planner, Rockingham Planning Commission

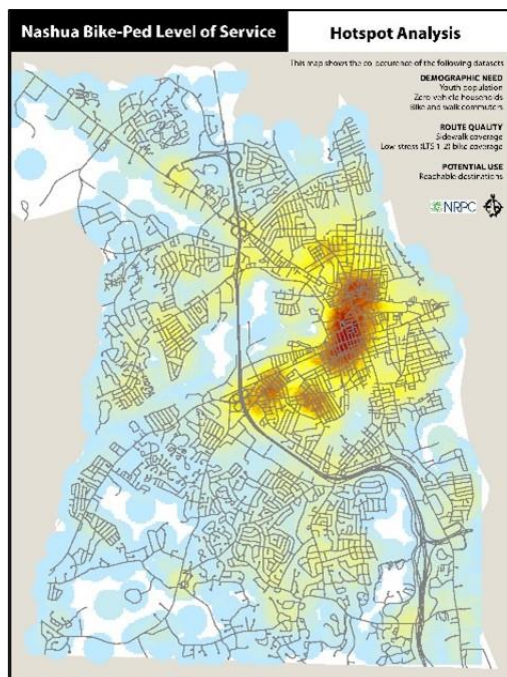
Is your Select Board or Planning Board hearing more from residents about desire for safe pedestrian accommodation than in years past? The COVID-19 pandemic has led more people in New Hampshire and around the country to seek their exercise outdoors, in some cases leading to a realization that they don't feel as comfortable walking on local roadways as they'd like. Regional Planning Commissions can often help municipalities assess their non-motorized access and safety needs, whether for sidewalks, simple shoulder widening, or separated paths where right of way doesn't exist for on-road improvements. The following paragraphs offer snapshots of several local and regional pedestrian planning initiatives, resources for facility design and considerations around funding and maintenance. Examples range from large cities to small towns to multi-town regional efforts.

A Network Planning Approach for Nashua

In the fall of 2019, the City of Nashua engaged the Nashua Regional Planning Commission (NRPC) to characterize areas with the greatest potential for expansion of its pedestrian transportation network with an emphasis on routes to high demand destinations, especially in areas of high transit dependency. The goal of the project was to gain a greater understanding of current conditions and areas where improvements are needed most so that City resources can be allocated equitably and efficiently. The project involved extensive data compilation and outreach activities including a public outreach survey, two public participation sessions, a GIS-driven hotspot mapping exercise, and targeted field work.

To help assess current conditions and guide future planning efforts, the project team compiled an inventory of the bicycle and pedestrian infrastructure in Nashua, including sidewalks, bike lanes and trails, together with bike/ped-involved crash data over a four-year period. NRPC then completed a high-level GIS "scan" and data review of existing conditions to help identify areas with both a high potential demand for pedestrian travel and a need for infrastructure improvements. To determine demand and need, Census blocks were scored according to characteristics that quantify the relative quality of the walking experience together with factors that are likely to generate pedestrian activity. These included the presence or lack of sidewalks, proximity to key destinations such as parks and schools, public transit usage, and demographics factors such as households lacking access to a personal automobile. The sum of these inputs formed the basis of a

cumulative level of service (LOS) index score for each census block illustrated on a Hot Spot Map that visually depicts areas of highest need and demand.



The next phase of the project involved an assessment of the sidewalk network in the high demand/high need areas previously identified which, not surprisingly, were concentrated around Nashua's urban core. For this analysis, NRPC used the Statewide Asset Data Exchange (SADES) framework and ArcGIS mobile technology to collect field data on sidewalks, crosswalks, curb ramps, and pedestrian signals, all of which were compiled into a geodatabase that includes the presence or absence of relevant features, their relative condition, and associated physical barriers. Between spring and fall 2020 NRPC surveyed approximately 17 linear miles of pedestrian assets around downtown Nashua and adjacent neighborhoods.

Of the 17 miles of sidewalk assessed, approximately 57% were rated as being in good condition, 35% were rated fair, and 8% were deemed poor. The curb ramp assessment revealed that approximately 68% of the 350 curb ramps assessed were in good condition, another 25% were Fair, and 7% were in Poor condition. Of the crosswalks assessed, 70% had markings in good condition and 80% featured adequate ambient lighting and a minority of crossings had additional pedestrian amenities. Approximately one-third were equipped with pedestrian-actuated buttons, 15% had pedestrian-specific signage, and there were five crosswalks with raised humps. These findings were then compiled and mapped to allow the city to prioritize improvements based on areas with the highest need and potential demand. Though much of the sidewalk network in Nashua's core area is in good condition, several gaps in the network and areas where improvements are needed were identified.

Finally, the project suggested a series of strategies for implementing improvements to the City's pedestrian network. The overall analysis was also informed by the extensive public engagement undertaken as a central part of the project. The result of this analysis provides a foundation for the community to develop a comprehensive plan for improving its pedestrian transportation network in an efficient and equitable way that maximizes public benefit and return on public investment.

Sidewalks, Streetscapes and Economic Vitality in the Lakes Region

Taking a regional approach in a more rural part of the state, the Lakes Region Planning Commission (LRPC) is working with a handful of its member towns (list them?) to provide information and training on implementing streetscaping concepts designed to improve pedestrian safety while also enhancing downtown economic vitality. The work has been funded through a USDA Rural Housing Service grant.

As part of this work LRPC is undertaking sidewalk inventories in several of the communities. These data collection efforts follow NH Department of Transportation (NHDOT) protocols to assess the condition of existing sidewalk infrastructure, including crosswalks and curbs. The project has also engaged municipal planners, volunteers, and local businesspeople in roundtable discussions on Complete Streets concepts, streetscaping improvements, funding sources available and the planning process needed to access those funds.

Complete Streets are streets designed to support safe travel and accessibility for all users. A complete streets design approach isn't a one size fits all prescription, but rather a design process to ensure the safety needs of all likely users of a roadway are considered and addressed.

A lot of community outreach and planning is required before streetscaping projects can move into the queue for federal, state, and private funding sources. Locally adopted pedestrian and bicycle plans can harness a community's vision and goals for providing safe access for all users of the transportation network. A review of local transportation plans with an eye toward integrating land use regulations and transportation planning is part of the process.

Community planners can engage the public in some creative brainstorming to determine how effective a potential streetscaping infrastructure project may be. These demonstration projects, using readily available "pop-up" tool kits, can be used to involve

the public in planning infrastructure projects. These can be fun community events that allow town officials to gauge public support for project proposals.

Temporary crosswalks, curb extensions, or bicycle lanes can be established to show how such traffic calming devices can work to improve traffic flow and pedestrian safety. Other streetscaping infrastructure can be designed to enhance public gathering places with benches, greenery, and lighting using resources such as AARP's Pop-Up Placemaking Tool Kit. Providing music, food, and games are ways to attract public participation in these temporary project design events, which build energy, enthusiasm, and hopefully financial support for downtown improvements.

A healthy tourism economy is important to many Lakes Region communities. Sidewalks, pathways, and other transportation infrastructure that connect destination points can bring people downtown, spur economic vitality and enhance the attractiveness of a small town's commercial district.

Resources and Strategies for Smaller Communities

For small communities a good resource for planning safer pedestrian access, with or without their regional planning commission, is the Federal Highway Administration [Small Town and Rural Multimodal Networks Guide](#), referred to as the 'STAR Guide'. It summarizes physically separated facilities like sidewalks, side paths, separated bike lanes and shared use paths; as well as shared facilities like shoulder bike routes, pedestrian lanes and advisory shoulders. The guide discusses the importance of a network approach, as well as common challenges in small towns such as accessibility requirements, design solutions that don't require specialized sidewalk plows, and balancing safety and throughput when state highways serve as main streets.

A network approach is important in pedestrian planning to ensure that ultimately facilities connect people where they want to go, making walking a safer and more attractive option for short utilitarian trips (to school, to the library) as well as for exercise. How many neighborhoods within a half mile of your town's elementary school are connected to school by safe pedestrian accommodation? What other destinations in town would residents like to be able to reach on foot? In addition to travel along a road, are road crossings safe and pedestrian friendly? Are crosswalks marked only with paint or with advance warning signs and/or with pedestrian-activated beacons? Are crosswalk markings maintained annually so they remain highly visible to oncoming drivers?

A range of solutions are available to improve safety and accessibility for people walking. Each has its own advantages and disadvantages.

Sidewalks – Sidewalks are the standard pedestrian accommodation. They provide physical separation from traffic on the adjacent roadway through a curb or an unpaved buffer space. They are recommended for all but the most low-speed and low volume

roadways. Considerations though include their cost to construct and maintain, potential drainage impacts and expense if curbing is used, and right of way availability.

Multi-Use Shoulders – While lacking the safety benefits of separation by vertical curb or horizontal buffer, on low volume/low speed roads with tight right of way constraints a widened shoulder may work to accommodate people both walking and bicycling. A key consideration is whether there is enough room for both a sidewalk and shoulder bicycle route. A narrow shoulder on a busy road creates a high stress environment for bicycling or walking, but a narrow shoulder next to a vertical curb is even more dangerous as it leaves someone riding a bicycle little or no room to maneuver if forced over by a passing car.



Separated Paths - Sometimes pedestrian access can be provided outside of the road right of way. Multi-use paths (including rail trails) can provide important pedestrian connectivity, especially when they parallel a roadway such as the Salem Bike/Ped Corridor paralleling Route 28 in Salem. A multi-use path is typically 8'-10' wide and designed to carry both pedestrian and bicycle traffic. Much narrower paths can be suitable for people walking. When Stratham developed their Safe Routes to School Plan in 2018 it was clear that many of the roads connecting residential areas to schools had very constrained rights of way making sidewalks impractical without expensive land acquisition. What the town did have was a good deal of open space and an active trail-building program through their recreation department. With an easement from a landowner whose land abutted a key stretch of roadway in the school zone an off-road path was built at low cost to allow a safe walking route for kids off the road. Other path connections were identified to allow connections between cul de sac neighborhoods without using roadways.

A well-planned network of sidewalks and other pedestrian accommodations enhances the safety and livability of your community. The role of streetscape improvements in supporting economic revitalization in downtowns is well documented. Safer places to walk support recreation and healthy physical activity, and also create opportunities for

walking to replace driving for more short trips – whether to school, the library or the grocery store. Check out the STAR Guide as a starting place, and contact your regional planning commission for more resources and technical assistance.

Jay Minkarah, Executive Director, Nashua Regional Planning Commission, can be reached at jaym@nashuarpc.org or via phone at 603.417.6570 x6564; Susan Slack, Principal Planner, Lakes Region Planning Commission, can be reached at sslack@lakesrpc.org or via phone at 603.279.5337; and Scott Bogle, Senior Transportation Planner, Rockingham Planning Commission, can be reached at sbogle@therpc.org or via phone at 603.658.0515.

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There's trouble ahead if New Hampshire doesn't solve the housing crisis

'If you want a stable community you have to have home ownership'

October 27, 2021 by [Rick Fabrizio](#)

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There's trouble ahead if New Hampshire doesn't solve the housing crisis

'If you want a stable community you have to have home ownership'

October 27, 2021 by [Rick Fabrizio](#)



Rick Fabrizio

Since May, I have traveled to all corners of the state meeting with chamber of commerce leaders and learning about top issues facing their member companies. From Portsmouth to Colebrook, Nashua to North Conway, the answers were all the same: Lack of workers and lack of housing.

There may not be a greater long-term threat to New Hampshire's economy than the lack of a diversified housing stock. Employers are struggling to fill open positions and soon it will slow the overall economy. The lack of affordable housing within a reasonable commuting distance to work is one contributing factor adding to staffing difficulties employers face. The Business and Industry Association, New Hampshire's statewide chamber of commerce and leading business advocate, ranks the need for more workforce housing among its top issues.

BIA held its 2021 Forum on Workforce Housing: New Hampshire's Housing Crisis and the Economy Wednesday, Oct. 6 in Manchester, a well-attended in-person event featuring

expert panelists from across the state. Their message was clear: The lack of housing is impacting all areas of New Hampshire and a diversity of employers.

The stagnant supply of lower-cost workforce housing is a chronic issue, dating back at least 20 years. It's now showing up in the most pronounced way. **Employers can't find workers because workers can't find affordable places to live. They can barely find any place to live.**

What housing goes to market sells at record prices in days. The state's median home sale price rose above \$400,000 this summer. The vacancy rate for apartments is less than 1% (5% is considered a balanced market), drawing tens of applicants for those that are available and driving up cost. Businesses are doing the best they can, pushing the state's de facto minimum wage to and above \$15 an hour. Many manufacturing companies are offering around \$20 an hour or more. It's still not enough.

NH Housing's 2021 Rental Survey Report showed the statewide median gross rent (including utilities) at \$1,498 for two-bedroom units, up 6% over 2020. It's \$1,672 in Rockingham County and \$1,643 in Hillsborough County. Statewide, a studio costs \$876; a 1-bedroom unit costs \$1,118.

There's not much economy in a barren desert. People are the economy and declining populations lead to withering economies. New Hampshire is approaching that risk.

The state's population increased just 4.6% from 2010 to 2020, the lowest since 2.9% in 1910-1920. This followed 2000-2010 when New Hampshire saw 6.5% population growth, while 1990-2000 saw 11.4%. The 1960s, 1970s and the 80s, each saw increases of more than 20%. Population growth has largely ground to a halt in the Granite State, but its economy expands decade after decade. Thus, you get the problem we're seeing now, and it's getting worse.

Manufacturers can't fill orders in a timely fashion because they don't have full staffing. This is true in the state's populous southern tier and rural northern tier where an infusion of well-paying jobs would be a new economic lifeline. Many hospitality businesses can't open for full hours due to the lack of workers; some are even closing.

The 1960s in New Hampshire saw population increase 21.5%, followed by 24.8% in the 1970s and 20.5% in the 80s. That's the origin of the problem as residents moved to outlying towns that went from rural to "bedroom communities."

Claira Monier, executive director of New Hampshire Housing from 1988 to 2007, recently told me those decades of growth, particularly in rural towns, prompted the rise in land-use restrictions. These restrictions effectively eliminated starter-home subdivisions of the '60s and '70s, giving rise to larger, more expensive homes, and many fewer of them.

The state is seeing an increase in new market-rate apartments, particularly in its southern tier. It helps but there's a long way to go. New Hampshire Housing says the state needs 20,000 new single-, multi- and special-needs homes to achieve a balanced market. That should include a true mix, from affordable housing via local housing authorities, to market-rate apartments, to starter homes. If the state only sees new market-rate apartments, which is largely what's being built now, it's not solving the problem. Workers who live in apartments will want to move to starter homes as they start their families.

As Monier told me: **"If you want a stable community you have to have home ownership. That will foster community harmony. Homeownership is very important."**

Rick Fabrizio is director of communications and public policy for the Business and Industry Association.

CATEGORIES: [OPINION](#), [REAL ESTATE & CONSTRUCTION](#)

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Revitalizing downtown through housing, piece by piece

BY ROBERTA BAKER, THE LACONIA DAILY SUN
Oct 22, 2021



Ian and Mandie Hagan, in front of the Busiel Home, which they moved into earlier this year. They said they appreciate being able to walk from home to places downtown, waving at people they know. (Adam Drapcho/The Laconia Daily Sun photo)

LACONIA — When Brandon Borghi toured the new condominiums above the Colonial Theatre, he found an ideal spot to live and walk to work at FitFocus, the fitness center he owns. The condos were a masterful transformation of space in need of purpose and a facelift - and they offered a ground-floor investment in a reborn city center.

“I wanted to show people I was heavily invested in the community by living downtown,” said Borghi, 27, who relocated to Laconia from Boston in 2017. He recently bought one of the condos for himself and his brother, and another for their father. “If you’re going to have a true city, you’ve got to be able to walk to stuff,” he said. “I wanted to be in the thick of everything.”

It's a sentiment widely shared as Laconia springs to life with attractions for younger people, and some attractive places to live. Will there be enough?



With antique trim and restored wood floors, and views of Main Street from picture windows, the nine condos above the Colonial provide easy access to quality of life: a budding arts and music scene, a local coffee roaster, eateries that serve healthy food including sushi, a pub with vintage vinyl and craft beer, and places to work out. A juice bar opened last month.

Priced at \$260,000 for a one bedroom and \$280,000 for a two-bedroom unit, the condos also presented a rare opportunity for middle-income buyers - and for investors with cash.

All but two of the units above the Colonial went under contract in the first two months, said ReMax Bayside real estate agent, Warren Clement. Now all but one are under agreement. "Most of the people who looked at them bought one," Clement said. The condos were not posted on MLS, the online real estate listing service. Interest spread by word of mouth.

Developer Rusty McLear, who built the condos, is credited with shapeshifting Meredith from a factory town into to a thriving regional and tourist destination. "It's a good product lower priced than it should be," McLear, who built the units above the Colonial without making a profit, he said. "It will mean the city gets something pretty nice. What I hope we'll see is people who are 35 and just starting out, who will look at downtown Laconia as a place to plant their flag, or a place to start their career. If any downtown is going to be truly successful, the downtown living facilities need to be successful. You have to have people who add to the community by living downtown."

Their appeal was nearly instantaneous, crossing age and income levels.

"We were the first ones in," said Mayor Andrew Hosmer, who, with his wife, Donna, contracted to purchase a pair of two-bedroom units and a one-bedroom unit above after viewing the plans in June, for themselves and their adult children, before any were built. "I really believe the city is on an upswing and it's an exciting time. It's where we want to be."

"Everybody feels the energy of Laconia," said Donna Hosmer. "I can't wait to go to a show at the Colonial in my slippers, then just walk back upstairs."

"Fridays if you go to Defiant Records, it's a bustling place with a large demographic of many ages," said Borghi. "Most of the business happening downtown occurs in coffee shops and gyms." Fitness trainers have rented apartments downtown, he said.

The allure is based on a desire to be in an active, walk-able downtown.

Last year, Emily Gaudet, 24, who works at Lovering Volvo in Meredith, bought a two-bedroom condo for \$263,000 at Landing Lane off Beacon Street West in the former Allen-Rogers building. "I wanted a place where I could walk, not drive to restaurants. I feel like downtown has a lot of hidden gems, like the antique store and the Jekyll & Hyde art gallery. What surprises me is how quickly downtown is turning," she said.

“Downtown Laconia feels energetic,” said Mandie Hagan, who moved downtown this year. “It feels powerful and there’s a great sense of community. You can feel the buzz. It feels purposeful and energetic. It has old architecture turned new and modern and bright.”

Hagan and her husband Ian, owners of Rowell’s Services, sold their home in Gilford. In April they purchased the Busiel House on Church Street, an 1865 Victorian with 10 bedrooms and a wide center staircase, and was for a stretch of time the church rectory next to Holy Trinity Catholic School. The family has posted footage of their remodeling efforts – which include restoring the original tin ceilings – and the community has tuned into watch a longtime landmark revitalized. So far their Facebook page, Downtown Hagans, has attracted roughly 2,000 followers, said Hagan, including one woman who dropped off a chair she thought was just right in the stately home - a place where the Hagans eventually hope to hold local fundraising events.

Hagan, who grew up in Franklin, used to spend Saturday afternoons with her siblings watching movies at the Colonial Theatre. In warm weather, she and her husband now sit outside at Defiant Records and Craft Beer, under the lights of the marquee, and wave to people they know. She said living around the corner from the heart of downtown has jump-started a lifestyle that’s engaging. “It’s been great to go out for a walk. We walk to the gym. We go to Local Eatery for a drink. We jump on the WOW trail,” she said. “Everything is just so spectacular.”

No one can dispute the value and draw of a revitalized city core, now a magnet for people who would like to live in a small, happening neighborhood surrounded by lakes and beautiful outdoors. The question is: Will there be enough reasonably priced housing to satisfy growing demand, especially from middle income buyers?

In order to survive, downtowns need to become active neighborhoods with a steady flow of pedestrians, day trippers, arts and culture seekers, diners, shoppers and business people, according to McLear and Stephen Duprey, who transformed Concord into a business, culture and day trippers' hub - with increased options for living. Desirable housing at prices that are affordable is part of the sensitive mix, Duprey said.

Will there be enough to keep downtown's engine going?

At the end of September there were only 13 condominiums for sale throughout the city, only two for less than \$300,000, said Frank Roche of Roche Realty Group. Seven cost more than \$400,000. The lowest price was \$235,000. The high fell just shy of \$900,000.

“Around \$200,000 is considered affordable for young couples and singles moving into the area,” said Roche. “That’s where the demand is. Unfortunately, there just isn’t many.”

That’s a stumbling block in an area that increasingly needs staff for restaurants, hotels, hospitals, banks and industry – a problem acutely recognized by business and city leaders, not just in Laconia.

“Now there’s an interest from younger people,” said Borghi. “I think there’s a lot of interest from younger people.”

“I definitely think there’s a need for affordable housing in the area,” said Mandie Hagan. “The city needs to determine what customers and clientele they’re trying to attract downtown,” and match the housing to that demographic.

Much of the housing currently available in Laconia is expensive, or in need of work.

Last year, Emily Moulton found her one-bedroom apartment on Pleasant Street, which costs just under \$800 a month for slightly under 500 square feet, when she mentioned her plight to a customer at Sunflower Natural Foods, where she used to work. The 26-year-old had been commuting from Bristol and living with her parents. "Looking before was fruitless. All the good properties aren't listed," said Moulton, who just started bartending at Defiant Records and Craft Beer and making smoothies at Good Natured Juice and Smoothie Bar - walkable jobs from a rare find: an affordable apartment downtown. "It was in my price range, and not a sketchy place to live," she said.

For people in her age and income bracket, the housing landscape is a desert, she said. "I have a couple of friends looking for places here. It's so slim. Most is in Manchester. Then when you find a good listing, most are gone." She believes most of her generation is stymied by lack of options.

In Laconia, will there be enough entry-level and affordably-priced homes now and in the future to support growth? Will downtown become gentrified? Will new housing be snapped up by investors who resell or rent it at a comfortable profit? Or will the new inventory supply the missing link for people who want to live and work here?



Does the "missing middle" in housing stock depend on who develops the former State School property?

"One of the things the city is struggling with is there's no shortage of high-end stuff," said Laconia city planner Dean Trefethen. Many of the people who work here earn too much to qualify for subsidized housing but too little to realistically rent somewhere else. "However you want to define mid-price range for a rental, there's very little available in the city," he said.

There's no overnight instant fix. It will require a pro-active approach that moves beyond preserving the status quo, according to housing advocates.

In the past three years, Laconia has made changes to local zoning and building regulations to allow more affordable housing to be built. The city combined different zones on Court Street, Main Street and Union Avenue with different codes into a single Urban Commercial zone with common, less restrictive rules. The zone now allows 20 housing units per acre instead of six, which drops the per-unit cost of building and remodeling, and the end price for consumers. In accordance with state law, the city can offer tax incentives on building projects that are considered economically beneficial to community, including workforce housing. So far, Laconia hasn't received the interest from developers it had hoped for, said Trefethen.

In contrast, allowing detached and non-detached accessory dwellings to be built for anyone (including renters and non-family members) has netted an encouraging response. Roughly 20 ADUs (also known as mother-in-law apartments) were built in Laconia in the last four years. On November 9, there will be a hearing on removing the requirement for Zoning Board of Adjustment approval for

accessory dwellings, and reducing the size required. Under the proposal, the process would be streamlined and handled within the planning department. “We’re trying to make it as user friendly as possible,” Trefethen said.

To increase housing creation throughout the city, a planning board subcommittee is currently working on revising the rules and regulations that apply to different zones. “We’re haven’t gotten there yet, but we’re working on it,” said Trefethen.

In any housing market, there is little control over selling price other than the tug between supply and demand, unless the government is subsidizing homes. Property owners are typically in the driver seat, able to charge what the market will bear.

“There are people who earn a good living who do want a nice place and don’t want to pay that high rent, but don’t have much choice,” said Trefethen. “So far, as a city, we’re not building enough apartments, condos or single-family homes in the middle price range. It’s either very high end or low-end and subsidized.”

Rocketing costs of land, raw materials and infrastructure mean builders can profit more by creating high-end housing. Converting industrial space or redoing existing housing is a less costly option.

In September, Raja and Samir Khanna of Londonderry bought Lakeshore Estates, a four-building apartment complex on Blueberry Lane, with plans to remodel 18 vacant units and more as tenants move.

“If they move, we renovate. If they stay, they stay,” said onsite manager Jessenia Mercure, who says the remodeled apartments will be available between the end of November and January, at prices from \$1,000 for a studio to \$1,695 for a three-bedroom apartment.

Within 36 hours of advertising an unrenovated one-bedroom apartment for \$1150 including heat and hot water, Mercure received six applications, and that unit was off the market.

The speed and number of inquiries speaks to the pent-up demand for rental housing, even at prices that may exceed 30% of one’s income, which is considered the threshold for housing that’s truly affordable. In reality most people pay much more, according to housing experts in New Hampshire.

Even options for wealthy people disappear quickly. All but one of 16 luxury condominiums in the first two buildings at Lakeside at Paugus, on the former site of Barton's Motel, were presold in three months, before any were built. Prices for a 2,240- to 3,300-square-foot condominium with a community beach and docks on Paugus Bay start at \$899,000, a far cry from the overnight rate at Barton's.

Finding the most auspicious mix of housing is a thorny problem, housing authorities and economists agree. It can stunt economic growth and the state's regional advantage if it's not balanced and sufficient for all income brackets - especially if it doesn't provide realistic options for essential workers to live and stay.

In the Lakes Region, prices are driven by the demand to live in vacationland, and recently by the pandemic, which reduced the number of homes for sale. Well-heeled retirees, vacationers and out-of-staters have been able to pay cash and outbid area residents, pushing prices higher, especially now that more people can work remotely and live where they choose.

At the end of September, the number of homes for sale in Laconia was leaner than it has been in decades, said Roche. There's a tighter supply at every level, he said, including starter homes. When wealthier buyers snap up bargains because they can move fast and pay cash, they often beat middle-income buyers who require financing, and are more limited by what they can afford.

At a recent forum on residential land use regulations in New Hampshire, Sarah Marchant, head of community development in Nashua, said that in order to create housing for middle income people, towns and cities either need to subsidize the "missing middle," or allow greater density in every place that makes sense - including in places where current residents may object. One effective strategy is requiring developers to include mid-priced housing when they're allowed to go up a floor or build closer to lot lines. For there to be adequate housing, people need to worry less about density, Marchant said, and more about appearance and whether a building is a plus for the neighborhood and the units are well-designed and built.

In downtown Laconia, the price of new housing remains unclear for projects underway, and for buildings that have recently sold. No one really knows how many housing units are needed here, now or in the future. This makes solving the problem harder.

In December the 2020 census data will give a clue to the current mix of renters and owners. The number of homes that are needed will come into focus when the Lakes Region Planning Commission, with federal funding, completes an updated housing needs assessment.

“We want our teachers and firefighters to live here. We want to figure out how to do that in today’s world,” said Susan Slack, principal planner at LRPC.

Meanwhile, new options are on the horizon in Laconia.

Builder Kevin Morrisette is planning to construct 12 to 14 apartments in the former Holy Trinity Catholic School building on Church Street, according to city officials. Trefethen said it’s unknown when those will be ready for occupancy, or how much they’ll cost. No building permits haven’t been applied for yet.

In recent years, Morrisette remodeled 111 Church Street, the former home of Lakes Region Mental Health Center, into condos priced between \$199,000 \$229,000, which did not sell, according to local real estate agents. He then converted them to one- and two-bedroom apartments which rented for \$1,400 to \$1,800 a month. In September the building was sold for \$2.42 million dollars, according to city records.

Lakeport developer Scott Everett recently remodeled the Lakeport Opera House, which is now a regional performance venue and an anchor for neighborhood growth. Everett is planning to build a mix of 12 condominiums and apartments above first floor stores on Elm Street near Union Ave. He said it’s too early to know how much the housing units will cost, but they should be available by fall. He has also purchased a large apartment building across a side street from his development site, and he plans to tear it down.

“I want to make it nice so people are safe there. The white building was a drug haven right downtown,” said Everett, a Laconia native who now lives in Dallas. “I would like to make it affordable. The apartments are intended for people who want to live local and work local, and the condos will help subsidize that.”

“If you’re going to try to redo any area, you need walk-in traffic and people to live there,” said Everett. “I think Lakeport can and should be one of the great towns around the lake. The goal is to uplift the area one situation at a time.”

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Blame the housing crunch on decades-old rules

By ROBERTA BAKER, THE LACONIA DAILY SUN

Oct 15, 2021



Randall Pelletier squints in the afternoon sun as he prepares to make his nearly two-hour commute home from Laconia to Berlin. He has been making the drive for three years as he searches for an affordable, closer place to live. (Adam Drapcho/The Laconia Daily Sun photo)

After three years of commuting to work in Laconia, Randall Pelletier knows his marathon by heart.

He wakes up at 3:45 a.m. at his home in Berlin. At 4:30 he drives south on Rte. 16, turning onto Rte. 2 in Gorham, then onto Rte. 115, passing the remains of Six Gun City, his favorite landmark in the dark. It is especially haunting when lit by glimmers of sunrise.

In Franconia he feeds from Rte. 3 into Rte. 93. By 6:30 a.m. he is standing behind the counter at Needham Electric on Union Avenue, ready to sell supplies to homeowners and contractors whose days start just after sunup.



Traveling 200 miles a day from Berlin to Laconia and back again is a choice Pelletier makes, he says, because it's more economical to drive roughly four hours a day than to buy or rent a place to live in the Lakes Region. When Needham Electric closed its Conway store in 2018, Pelletier transferred to Laconia. If he sold the two-bedroom house he owns free and clear in Berlin today, he'd have to take out a \$250,000 mortgage to purchase a similar one here. Apartments are no bargain either - \$1,200 or more a month for a one-bedroom, compared to \$800 in Berlin.

Pelletier is caught in a vise — a housing crunch that's been building for almost 50 years, ever since land use regulations were adopted to slow the pace of development in New Hampshire in the 1970s. Now, across the state and especially in the Lakes Region, where housing is increasingly priced for wealthier people, the shortage of affordable homes has reached the breaking point for workers who want to live here, and the employers who need them.

Some housing seekers wait years, hoping for options to pop up online or through word of mouth. As long as demand for housing exceeds supply, prices will go up — either by creeping or soaring - until something is done to boost supply, according to housing experts.

At this point Pelletier is hoping to find a seasonal homeowner who needs a caretaker, especially during winter.

"When we know we're getting a snowstorm, I leave a little earlier. With the radio and Mountain Dew as my coffee and a little breakfast I roll on," said Pelletier, who is 49 and has been selling electrical supplies for 23 years. "If I get really tired, I pull over." He goes to sleep around 8:30 p.m. so he can wake up and do it again the next day.

It's a routine that makes most people cringe. But commutes of an hour or more to work in the Lakes Region, including for entry level employees, are increasingly common.

For decades, economists and housing experts have pondered the causes and effects of the housing shortage in the Granite State, a problem that seems almost set in stone. It's a crisis that threatens growing or importing the necessary workforce for an expanding job market in southern New Hampshire and the Seacoast, as well as in the Lakes Region, where small manufacturing and technology-related openings are on the rise, along with vacancies in hospitality and health care. Restaurants are closed more days and hours because of staffing shortages. Potential new hires in almost any line of work contemplate the beauty of the Lakes Region, then ask the question that determines whether they take the job: "Where can I afford to live?"

For aging seniors who want to downsize, empty-nesters looking for right-size homes, families attracted by quality of life, workers who want to relocate and grow their careers, and young adults who want to move out of their parents' homes, there's a dearth of affordable places to live.

Last month the median price for a single-family home in New Hampshire was \$410,000, a 17% increase in one year, according to the New Hampshire Association of Realtors. In Rockingham County, where prices are highest, the median price for a single-family home hit \$515,000, which means half the homes sold for more. In Belknap County, the midpoint reached \$352,500. The state's median monthly rent for a two-bedroom apartment climbed to almost \$1,500 – a record.

"There's a pretty broad understanding that housing costs are high, and there's not enough housing to encourage young people to stay in New Hampshire or move to New Hampshire," said Susan Slack, principal planner for the Lakes Region Planning Commission.

The question is what can be done.

Housing creation is a complex problem, a gorgon's head of related factors. Lumber and steel prices are high, along with the cost of land and bringing water and sewer to rural parts of town. Tradespeople are overbooked, and building contractors are short on skilled help. Town planning boards staffed by volunteers try to keep up with the applications before them, but seldom have time to analyze or revamp decades-old regulations that stand in the way of more housing. Over time, many towns opt for the status quo.

According to a recent poll of registered New Hampshire voters by Saint Anselm College, 63% believe their communities need more affordable housing. And 71% support changing the local review process. But when it comes to individual projects, "Not in My Backyard" is alive and well.

"When we propose changes that are city-wide, they get through," said Dean Trefethen, Laconia's city planner. "It's when a proposal comes in that is affecting a specific piece of property" that people turn out to object. "It's reaction to the specific application and location, as opposed to a general concept. Most people realize that housing is hard to find, apartments are hard to find. But I don't want it next to my house."

"You have to allow denser development to make the houses more affordable – whether they're small single family homes or attached town homes. They don't have to be huge multi-story apartment buildings," said Slack. "We have to be more creative about how we design."

Jason Sorens, a political scientist and director of the Center for Ethics in Society at Saint Anselm College, recently completed a study, "Residential Building Regulations in New Hampshire: Causes and Consequences," published by the Josiah Bartlett Center for Public Policy, a free-market think tank. The long-term solution, Sorens says, is an about-face on municipal land use regulations. It's important to allow the state's population to grow naturally, he said – unhampered by outdated or unnecessarily codes, and layers of hurdles that make the approval process time-consuming, expensive and intimidating.



New Hampshire has some of the most restrictive land use regulations in the country, Sorens said, and they thwart needed and desirable housing.

"When you don't build enough, your prices go up," Sorens said.

For many residents of New Hampshire's cities, small towns and beautiful places, population growth is a discomfoting thought – especially for those who believe more housing will spell the end of open space, spoil the countryside or change the feel of quaint New England - or that more kids in school will mean property taxes will ratchet higher. Research shows that's a misconception, said Andrew Cline, executive director of the Bartlett Center and president of New Hampshire School Board Association. To keep taxes low in a state where school enrollment is dropping, the state needs more, not fewer kids in school, and more taxpayers moving in.

Across the country, surveys show that people are relocating from richer states to poorer states, segregating the country by income, Sorens said.

New Hampshire first adopted land use regulations in 1926. Cities such as Dover, Manchester and Nashua are creating moderately priced housing by increasing density, height or both. New Castle, Rye, Portsmouth, Newington, New London and Hanover are currently the state's most restrictive when it comes to building, followed by North Hampton, Moultonborough, Hampton Falls and Waterville Valley, according to Sorens' report.

Most town planning boards are run by volunteers who do things the way they've always been done. When changes are needed, they copy neighboring towns – which doesn't mean more housing gets built. Often the result is a regulatory "arms race," said Cline, with municipalities vying to preserve local property values by raising barriers to building, which further limits supply and slows growth.

Housing creation becomes an moral responsibility.

"When it comes to housing, we have an absolute duty to avoid preventing other people from trying to help. Restrictive land use regulations are a clear violation of the duty of non-interference," said Max Latona, a philosophy professor at Saint Anselm College and executive director of the Center for Ethics in Society.

The common barriers to housing are extensive: Strict requirements for road frontage, setbacks, density and height. View ordinances that demand that buildings be hidden by hedges or other privacy landscaping. Conservation easements on private land designed to preserve open space. Tax subsidies for non-development of land under current use. More acreage required for house lots when smaller parcels would suffice. Subdivision regulations. Prohibitions against all but single-family homes. building codes, including some related to fire safety and environmental protection. Limits on terrain modification. Excessive requirements for off-street parking.

Towns make the process easy or hard. Nationwide, residential building codes and land use regulations have been found to be least restrictive where counties, not individual municipalities, create the guidebook, Sorens said.

Curbing the ability to build housing cost-effectively has far-reaching effects.

“When you make it more costly to build housing, you’re going to decrease supply. That benefits current home owners. But it makes it more costly to hire workers,” Sorens said, which reduces the amount of workers, which drives down the country’s GDP. Gross domestic product, an indicator of the nation’s financial health, is estimated to be 10% lower than if exclusionary regulations weren’t in effect. Restrictive land use regulations drive away middle- and lower-income households most of all, and lead to racial and socio-economic segregation and education gaps.

What would help solve New Hampshire’s shortage – especially the scarcity of affordably-priced housing, including in the Lakes Region?

Easing overly-strict regulations and streamlining the approval and permitting process, said Ben Frost, managing director of policy and public affairs for the New Hampshire Housing Finance Authority. He likens the planning board decision process to “study purgatory.” For builders, homeowners and developers, getting a green light can mean a lengthy wait through an interminable review, with requirements and changes that are onerous or expensive or irrelevant. This delays or discourages housing, and can also drive up the final price.

Training is needed to make planning boards more efficient, says Frost, who has been a planner in New Hampshire since the 1990s. “Town after town, they’re all using the same formulas for 30, 40, 50 years. You don’t really need 200 feet of frontage to provide adequate access for a fire truck.”

Frost said many towns opt for spreading out housing, which “actually chews up the countryside and drives up municipal costs” especially when roads, and water and sewer lines need to connect to “house after house after house.”

The goal is to increase density without sacrificing neighborhood character.

Sarah Marchant, community development director for the city of Nashua, said municipalities can do this by relaxing requirements for frontage, setbacks and lot sizes, and instead enacting rules for overall appearance: what a building or development looks like, and whether it fits in with what is

already there. The goal is to make going home a pleasant, welcoming journey. The focus should be on public face - not on private space, she said.

“You’ve frozen your community in the 1970s” when regulations are outdated or overly strict, said Cline. “If we roll back some of these, it’s not going to turn us into Boston or New York City. It may let us get back to old New Hampshire in some cases.”





ECONOMIC DEVELOPMENT



Bristol's Historic Mills: A Public-Private Effort

October 5, 2021 9:00 am

Eugene Ianiciello was looking for a project in his own backyard. As someone who had been coming to [Newfound Lake](#) since he was a kid and made Bristol home in his 20s, Ianiciello had close ties with the community. He saw revitalization efforts in Central Square as a big opportunity, not just as a developer, but for all of Bristol.

Along with Jeff Goodrum, Russ Hertrich, and the Town of Bristol, Ianiciello has overseen the complete renovation of 16 and 20 Central Square, converting them to condominiums for rent. The project not only provides much needed housing for the area's workforce, but also makes the Central Square downtown area a true [live-work-play opportunity](#) for Bristol.

Old Buildings to New Apartments



A look inside one of the Central Square apartments

Converting older buildings that were once used for commercial and industrial purposes can be labor intensive projects, especially if the buildings are historic and in poor condition. Ianiciello said a number of people advised him to simply knock the buildings down and start over. But because of the historic nature of the buildings and the impact it would have to the look and feel of Bristol's downtown, Ianiciello and the team opted for a complete renovation.

"We gutted them to the bare bones," said Ianiciello.

The project includes converting the former mill buildings to one- and two-bedroom apartments. They include shared laundry facilities, repointed brick features and fireplaces, and even some apartments with decks overlooking the Newfound River. Construction on 16 Central Square is complete and the 20 Central Square project is expected to be finished in the coming months.

Part of a Larger Plan

Today, the buildings are just one piece of Bristol's downtown revitalization success. Upgrades and beautification in Central Square has improved the location for existing businesses and brought in new business as well. Investments in the riverside park and trails nearby are an added amenity for anyone living downtown.

"The town has been looking for ways to build stronger relationships with local businesses and developers in recent years and the historic mill project in Central Square is a great example of what can come of those efforts," said Bristol Town Administrator Nicholas Coates.

One benefit Ianiciello and the redevelopment team utilized is New Hampshire's 79-E **Community Revitalization Tax Relief Incentive**, which provides tax benefits for the redevelopment of buildings in downtown areas, particularly buildings with historic significance. These buildings are believed to have been built in the 1880s when they were used as a granary and a masonry manufacturing building.

"The program was a blessing and it was brought to my attention by the town," said Ianiciello. "It really helps the developer and should make more people want to start projects."

For more information about the Central Square revitalization project and redevelopment opportunities in Bristol, contact the Town Administrator's Office at (603) 744-3354 or visit the contact page.

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