



**COMMISSIONERS:** Nat Lowell (Chair), Fritz McClure (Vice Chair), Matt Fee, Jack Gardner, Wendy Hudson, David Iverson, Bert Johnson, Leslie B. Johnson, John Trudel, Maureen Phillips, and Judith Wegner

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## MINUTES

Thursday, February 20, 2020

PSF, 4 Fairgrounds Road, Community Room – 6:00 p.m.

**Purpose: Regular Meeting:**

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**STAFF IN ATTENDANCE:** Andrew Vorce, Director of Planning; Leslie W. Snell, Deputy Director of Planning; Mike Burns, Transportation Planner; Eleanor W. Antonietti, Land Use Specialist

**ATTENDING MEMBERS:** Nat Lowell, Fritz McClure, Matt Fee, Bert Johnson, John Trudel, and Wendy Hudson

**REMOTE PARTICIPATION<sup>1</sup>:** Judith Wegner, Leslie Johnson

**ABSENT:** Jack Gardner, David Iverson, Maureen Phillips

**PUBLIC PRESENT:** Paula Leary; Taylor Hilst, Mary Bergman

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### I. Call to Order:

6:08 p.m.

### II. Establishment of Quorum:

LOWELL announced that Judith Wegner and Leslie Johnson are participating remotely, by conference telephone, due to geographic distance.

### III. Approval of Agenda:

ROLL CALL of those participating:

1. Wendy Hudson Aye
2. John Trudel Aye
3. Nat Lowell Aye
4. Fritz McClure Aye
5. Bert Johnson Aye
6. Matt Fee Aye
7. Leslie Johnson<sup>by phone</sup> Aye
8. Judith Wegner<sup>by phone</sup> Aye

Agenda adopted by **UNANIMOUS** consent.

### IV. Approval of Minutes:

- January 23, 2020

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<sup>1</sup> PER 940 CMR 29.10

**NP&EDC Minutes February 20, 2020; adopted April 28, 2020**

The **MOTION** was made by Matt Fee and seconded that the NP&EDC does hereby vote to approve the NP&EDC minutes for January 23, 2020.

**ROLL CALLVOTE:**

1. Wendy Hudson Abstain (was not present at January meeting)
2. John Trudel Aye
3. Nat Lowell Aye
4. Fritz McClure Aye
5. Bert Johnson Aye
6. Matt Fee Aye
7. Leslie Johnson *by phone* Aye
8. Judith Wegner *by phone* Aye

The Motion passed by a **MAJORITY** vote 7 in favor and 1 abstention.

**V. Public Comments:**

Paula Leary thanks Mike Burns for his years of service to the Town.

**VI. Action / Discussion Items:**

**A. 3C Programming Documents:**

**1. FFY 2020 Unified Planning Work Program (UPWP) – Authorize public review to amend Task 3.1 to include the Conceptual Review of the Milestone Rotary**

BURNS (refers to Page 29 of Packet) The Director was authorized by NP&EDC to sign a contract. Request was approved by MassDOT to fund work but NP&EDC will need to amend the UPWP to include the recently initiated task to evaluate the Milestone Rotary conceptual plan, as recommended by the Federal Highway Administration. Evaluation of the conceptual plan is necessary to better understand right of way impacts to the abutting Land Bank properties in preparation for the Town Meeting article to authorize an acquisition of these areas through an Article 97 process. To amend the UPWP, the NP&EDC will need to hold a 21-day public review from February 21<sup>st</sup> through March 16<sup>th</sup>. At the March 16<sup>th</sup> meeting, the NP&EDC will need to close the public review period and take action to approve the amendment.

LOWELL In case members of the public ask, is this going to be a TIP (Transportation Improvement Program), something that the State will pay for, or are we paying for the design?  
BURNS when you get to formal engineering of intersection, you would participate with DOT on those design but the construction would be through state/federal sources. This is a TIP project. The NP&EDC approves the regional TIP. The State has the Statewide version, or STIP. That includes all their projects on roads that they own. Safe Routes to School is funded through STIP. We would not include that in our local TIP because the State is doing it with their money. This is more of an early stage planning related activity, so we can use some of our \$20,000 budget for this task.

The **MOTION** was made by Bert Johnson and seconded that the NP&EDC does hereby **authorize the advertising of a public review to amend Task 3.1 – Livable / Sustainable / Complete Streets Planning of the FFY 2020 Unified Planning Work Program to add language for land surveying and engineering design services for the conceptual review of the Milestone Rotary from February 21, 2020 to March 16, 2020.**

**ROLL CALLVOTE:**

1. Wendy Hudson Aye
2. John Trudel Aye
3. Nat Lowell Aye

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- 4. Fritz McClure Aye
- 5. Bert Johnson Aye
- 6. Matt Fee Aye
- 7. Leslie Johnson<sup>by phone</sup> Aye
- 8. Judith Wegner<sup>by phone</sup> Aye

The vote was **UNANIMOUS**.

**2. Public Participation Plan – Authorize public review for amending the Amendment and Adjustment procedures per MassDOT.**

BURNS (refers to Page 31 of Packet) Explains that MassDOT has provided more description guidance and thresholds for adjusting and amending the 3C program documents – Long-Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and Public Participation Plan. These adjustments are small level threshold. An Amendment is little more significant than an adjustment – adding a project or task to one of these programming documents. Our public participation plan does not get to that level of detail, but it needs to. The Plan will incorporate the definitions for adjustments and amendments. This is a slightly different process. To add this language to the NP&EDC’s PPP, the document will require a 45-day public review beginning February 21<sup>st</sup> through April 23<sup>rd</sup>. The NP&EDC can take public comment at the March 16<sup>th</sup> and April 23<sup>rd</sup> meetings. At the April 23<sup>rd</sup> meeting, the NP&EDC will need to close the public review and take action to approve the amendment.

The **MOTION** was made by Matt Fee and seconded that the NP&EDC authorize the advertising of a public review to amend the Public Participation Plan to add updated descriptions to the adjustment and amendment requirements of 3C program documents from February 21, 2020 to April 23, 2020.

**ROLL CALL VOTE:**

- 1. Wendy Hudson Aye
- 2. John Trudel Aye
- 3. Nat Lowell Aye
- 4. Fritz McClure Aye
- 5. Bert Johnson Aye
- 6. Matt Fee Aye
- 7. Leslie Johnson<sup>by phone</sup> Aye
- 8. Judith Wegner<sup>by phone</sup> Aye

The vote was **UNANIMOUS**.

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FEE asks to address item # 24 on Page 22 of the Packet, Newtown Road. Design proposed involves a path on right side and speed humps. Thinks on street parking and sidewalks are more appropriate. Design as an urban environment. DPW Director has said they do not want speed humps. For the record, he asks for that at the beginning of the process.

BURNS points out this is not on the agenda and we will need to take up under other business.

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**3.2019 Title VI Report – review of report submitted to MassDOT**

BURNS (refers to Page 39 of the Packet) This report has to be submitted annually. The 3C Title VI and Environmental Justice programs require Staff to update mapping and correlate the use of transportation funding for studies and projects in the areas of the island with relatively high proportion of low income, minority, elderly, and disabled or otherwise protected populations.

**NP&EDC Minutes February 20, 2020; adopted April 28, 2020**

No action is needed from the NP&EDC. Staff will submit the report to MassDOT, and the report should be used by decision makers to better understand existing and future impacts of transportation investments on protected populations.

LOWELL asks if this is like environmental justice.

BURNS that goes further than Title VI. This is more simple. This is just informational and interesting to track.

LOWELL could the Data Platform help with this?

BURNS explains we get our information from the Census and American Community Survey.

**4.FFY 2021-2025 Transportation Improvement Program – review of development schedule and draft project list**

BURNS Page 51 of the Packet shows table / draft schedule of funding with a listing of federal aid eligible projects that could be included in the TIP. Nantucket targets fluctuate between \$400,000-500,000 each year. Currently there are no projects programmed in the regional TIP, but a Safe Routes to Schools project is programmed in the STIP for crosswalk/path improvement along Surfside Road between Vesper Lane and Anna Drive. The roundabout project at Surfside Rd. has been initiated. List of other projects that could be eligible for federal funding on Page 52.

MCCLURE when you look at Nantucket budget how does it relate to total program funds.?

BURNS \$200 million is distributed throughout the entire Commonwealth / 13 regions. Our slice is .22% of that, based off of 1990 census, employment, and road miles. We cannot fund too much with \$400,000. The cost of these improvements exceeds the regional target (annual budget for improvements) available to Nantucket. We will need to coordinate with MassDOT to program projects based on availability of statewide funding, dependent on contingencies

VORCE that is why projects that are shovel ready are more attractive. They are easier to fund.

LOWELL so the \$441,821 is not really factual.

BURNS Boston gets \$86 million.

HUDSON what is rationale for using 1990 numbers?

BURNS Boston and Springfield would be greatly impacted if we make those adjustments because of our relative growth. It's not population but ratio of growth of the population. Our target would not increase a lot. Might double but still not enough. If we adjust to make our number bigger, that makes someone else's number smaller.

LOWELL we have not touched the excise tax since it started in 1981. Having everything ready to go gets you to front of the line even if you don't have the money.

BURNS For information only. The NP&EDC will need to prepare a draft TIP for public review by May 2020 and approve a final TIP in June 2020. TIP needs to be developed before June. Draft needs to be out for public advertising in May and finalized and approved in June.

**5.FFY 2021 Unified Planning Work Program – review of development schedule and draft list of tasks**

BURNS The budget available to Nantucket for transportation planning activities in FFY 2021 is on Page 54 of the Packet. In addition to the costs for staff salary and operating expenses, staff will recommend the use of professional services funding for expenses that align with the Select Board's Strategic Goals. This could include modeling of island wide traffic conditions, mode split analysis, and/or study air traffic to Martha's Vineyard and Cape Cod via the Airport. The NP&EDC will need to prepare a draft UPWP for public review by May 2020 and approve a final UPWP in June 2020. Need to discuss what tasks to include and what to invest in. Next agenda item could potentially be included. Budget is actually going down. This is for information only but wants Commission to be aware for scheduling.

**B. Potential Study of Travel Trends to Cape Cod/Martha's Vineyard via Nantucket Memorial Airport – review of NP&EDC coordinated study scope and participates**

BURNS Cites Item #6 in his Report on Page 17 of Packet but Page 17 of packet. There have been rumors about travel activity. Staff has met with representatives of the Steamship Authority, Airport, and NRTA regarding a potential evaluation of passenger travel to the Cape and Martha's Vineyard using the Airport and the regional service providers, such as JetBlue and United Airlines. A quantified evaluation of these trends will help justify additional service to the island and could be used to improve services for travel to the mainland, which aligns with the goals of the LRTP. Potential stakeholders in this evaluation include the Chamber of Commerce, NRTA, MassDOT, ferry providers, Airport, and Select Board. Funds for this evaluation could provide through the UPWP, Airport Commission, and other local sources. Doesn't think airport should lead this. Use NPEDC as forum to discuss with various stakeholders. Also aligns with LRTP goals.

FEE are you studying people going through this airport to get elsewhere?

BURNS yes, we are more of a regional airport now. People who want to get to MV will fly here and take boat over there.

LOWELL United and American do not fly to MV. We have 3 interisland trips per day. They are losing money but there is a market for it.

BURNS big potential is extending season for air service to cover holidays or to shoulder season. Better for our economy.

**DISCUSSION** about travel trends and how to get people to use this as more than a layover and make it an attractive hub. How do we incentivize airlines to serve longer than just peak season?

BURNS use Mobility data, anecdotal data (interview taxi drivers). You balance anecdotal evidence with the hard data to demonstrate that there is a dynamic there. Give that to airlines to justify additional service.

WEGNER Cape Air has such high prices during peak season. Do they run, are they on time, are they dependable? For those who need medical care in Boston, prices are a serious burden.

Leslie JOHNSON they took away those commuter books. Their prices discourage a lot of people. They are punishing their customers because they are servicing so many other regional airports.

FEE They were highly subsidized to start. FAA pays money to rural airlines and airports. They would run empty planes back and forth but after so many years, then it's cut. FAA is trying to grow more airports. When subsidy goes away it changes.

BURNS they asked that NPEDC lead this endeavor because so many stakeholders involved.

**C. NRTA Regional Transit Plan – review of goals and scope of plan**

BURNS project schedule for what AECOM has proposed Page 76 of Packet. This document is used to evaluate service trends, asset conditions, and recommend potential capital and service improvements. There is an outreach period in April and is supposed to be finished by summer. Planning on being at Daffodil event, teams of surveyors to ask what people think of NRTA. We want to better understand existing service, how it operates, how well it is used. Their goals mirror the LRTP. For information only. Future updates on this process can be provided by the NRTA.

FEE they are going to try and add service and add one bus on airport route.

BURNS the board had wanted higher frequency, but you need to add more buses to the system as we don't have those.

**D. CY 2020 Safety Performance Measures – Acceptance of MassDOT CY 2020 Performance Measures**

BURNS (Refers to Page 80 of the Packet). This annual federal exercise requires states and regions to set safety performance measures to track trends on crash rates and fatalities. You can accept DOT's performance measures or develop your own but we don't really have any traffic fatalities. Our trend is to accept their measures. Staff recommends that you take action to endorse MassDOT's CY 2020 target.

LOWELL we are approving their technical way of calculating this.

FEE they run them in 5-year bands. We are just accepting the state's number.

The **MOTION** was made by Matt Fee and seconded that the NP&EDC hereby endorses MassDOT's CY 2020 Safety Performance Measures as per staff recommendation.

**ROLL CALLVOTE:**

1. Wendy Hudson Aye
2. John Trudel Aye
3. Nat Lowell Aye
4. Fritz McClure Aye
5. Bert Johnson Aye
6. Matt Fee Aye
7. Leslie Johnson *by phone* Aye
8. Judith Wegner *by phone* Aye

The vote was **UNANIMOUS**.

**E. 2020 Census Complete Count Committee – Appointment of replacement member**

VORCE explains that Tom Dixon is leaving the Census Committee. Taylor Hilst has been Human Services director for about a month. This is a natural step to take his position. Asks Committee to appoint her with her tenure to begin when Tom leaves.

The **MOTION** was made by Bert Johnson and seconded that the NP&EDC hereby appoints Taylor Hilst to take Tom Dixon's seat on the 2020 Census Complete Count Committee when he ceases to serve, as per staff recommendation.

**ROLL CALLVOTE:**

1. Wendy Hudson Aye
2. John Trudel Aye
3. Nat Lowell Aye
4. Fritz McClure Aye
5. Bert Johnson Aye
6. Matt Fee Aye
7. Leslie Johnson *by phone* Aye
8. Judith Wegner *by phone* Aye

The vote was **UNANIMOUS**.

**F. Annual Town Meeting – review of articles of planning concern.**

VORCE Refers to Page 84 of the Packet for review, discussion, additions, changes. SB have not adopted their comments yet and FinCom is wrapping up next week.

FEE Select Board is going to develop our final comments March 3<sup>rd</sup> or week after.

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VORCE FinCom motions are lead motions on non-zoning articles. Planning Board (“PB”) is done with its comments on zoning articles. FinCom supported the PB except for on the pool article. Judith, Fritz and staff were there. Rare that they take an opposing position but would not reconsider.

**DISCUSSION** about Article 36 and access and One Big Beach (“OBB”).

VORCE we are not voting concepts. We are voting to do something. Some things can be accomplished without an article passing. The OBB that we have been putting in place go from mean low water mark to base of coastal dune, which is how it is defined, and those move over time. We are going to run out of those opportunities, because those have been negotiated as part of paper streets.

FEE original idea of OBB is that we would publicize it and people would do it for tax credits and do it willingly. That part has not really caught on but doesn’t mean that it is not valuable. The Madaket situation resulted from having no beach advisory committee. The homeowner was complaining for years and nothing was done. It did not get moved up the chain and his only recourse was the police. Going forward – how do we ensure this doesn’t happen? His biggest problem was the dogs

Leslie JOHNSON Dogs have historically not been allowed on the beaches in the summer unless on leashes. The real problem is the nuisance of uncontrolled dogs and no enforcement.

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**DRAFT COMMENTS AS DISCUSSED AT THE 01/23/20 NP&EDC MEETING  
ON PAGE 84 of PACKET**

▪ **Article 36 (Legal Opinion for Beach Access)**

**NP&EDC COMMENT:** Public access to the shores and waters surrounding Nantucket have long been supported by the NP&EDC and voters, therefore if there are additional opportunities for public access they should be explored.

**FINANCE COMMITTEE:** Not to adopt.

▪ **Article 63 (Affordable Housing Requirements)**

**NP&EDC COMMENT:** The availability of affordable housing is a planning concern, however, the approach suggested in this article is illegal and impractical.

**FINANCE COMMITTEE:** Not to adopt.

▪ **Article 64 (Public Property Damage)**

**NP&EDC COMMENT:** Damage to public property is of planning concern, however additional consideration is needed to determine the best approach to protect public property. The Building Commissioner has very limited authority related to requirements that must be met prior to the issuance of a certificate of occupancy, and, there are many instances where damage to public property is unrelated to construction activity.

**FINANCE COMMITTEE:** Take no action. Comment is consistent with NP&EDC and they note that the to-be-hired Construction Supervisor at the DPW may be of assistance with tracking and enforcing compliance with existing or new regulations addressing this matter.

▪ **Article 78 (Outdoor Lighting)**

**NP&EDC COMMENT:** Outdoor lighting is a planning concern, however, we recommend that this article not be adopted. A Lighting Enforcement Officer, appointed by the Town Manager and supervised through PLUS, is authorized to conduct inspections as necessary to enforce the outdoor lighting bylaw. Further, issues related to pay and scheduling are subject to collective bargaining agreements that are not within the purview of Town Meeting.

**FINANCE COMMITTEE:** Not to adopt.

NP&EDC Minutes February 20, 2020; adopted April 28, 2020

The **MOTION** was made by Matt Fee and seconded that the NP&EDC hereby adopt the comments prepared by Staff for Articles 36, 63, 64, and 78.

**ROLL CALL VOTE:**

1. Wendy Hudson Aye
2. John Trudel Aye
3. Nat Lowell Aye
4. Fritz McClure Aye
5. Bert Johnson Aye
6. Matt Fee Aye
7. Leslie Johnson<sup>by phone</sup> Aye
8. Judith Wegner<sup>by phone</sup> Aye

The vote was **UNANIMOUS**.

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**LESLIE JOHNSON NO LONGER PARTICIPATING BY PHONE**

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▪ **Article 38 (Re-establish Parks and Recreation Department)**

**NP&EDC COMMENT:** The adequacy of public parks and recreational facilities is a planning concern, however, we do not take a position on whether or not the Parks and Recreation Department should be re-established. We agree with the proponent that some type of action that leads to more resources being dedicated to our parks and recreational areas is needed. Keeping play structures, benches, multi-use paths, and/or other amenities in a safe and attractive condition should be a priority. These amenities are important to the physical health of our seasonal and year-round community.

**FINANCE COMMITTEE:** Not to adopt.

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FEE wants to talk about Parks & Rec. Article 38 and Mary Bergman is here to discuss Article 62. Thinks the proposed Article 38 comment needs refining. There has to be a responsible party. If we are making a recommendation, if we have a complaint who do we call. If we are not going to reconstitute it, we need to know who is answerable.

VORCE suggests avoiding a too broad action by recommending more dedication of financial and staff resources. Concerned that this Commission might step outside of its bounds. Has spoken to Rob McNeil as a colleague. He is putting time and effort through Master Plan. Do we need more support of a type of position, structure, clarity?

FEE need someone to be accountable

LOWELL we have a DPW Director who can figure out with help from others. Part of that department needs to focus on the things that people see.

TRUDEL accountability and budget are the issues. If we had the money to spend, we could reconstitute that department with a commission made up of the Chairs of the Boards of programs which use the facilities (Little League, Soccer, Lacrosse). The organizations that are using the facilities that we are talking about maintaining should have a vested interest.

FEE They are the ones who are contacting us. We need a liaison.

MCCLURE If we are concerned about the language, he proposes amending as follows:

The adequacy of public parks and recreational facilities is a planning concern, however, we do not take a position on whether or not the Parks and Recreation Department should be re-established. We agree with the proponent that ~~some type of action that leads to more~~ *financial and administrative* resources ~~being~~ *should be* dedicated to our parks and recreational areas ~~is needed~~. Keeping play structures, benches, multi-use paths, and/or other amenities in a safe and

attractive condition should be a priority. These amenities are important to the physical health of our seasonal and year-round community.

The **MOTION** was made by Fritz McClure and seconded that the NP&EDC hereby adopt the revised comments for Article 38.

**ROLL CALL VOTE:**

1. Wendy Hudson Aye
2. John Trudel Aye
3. Nat Lowell Aye
4. Fritz McClure Aye
5. Bert Johnson Aye
6. Matt Fee Aye
7. Judith Wegner<sup>by phone</sup> Aye

The vote was **UNANIMOUS**.

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▪ **Article 62 (Preservation of Historically Significant Buildings)**

**NP&EDC COMMENT:** Historic preservation is a planning concern, however we recommend that this article not be adopted. The proposal is at variance with HDC regulations and other administrative procedures. It contains a variety of concepts, some of which are already addressed in (1) the HDC enabling legislation, (2) Chapter 124 of the Town Code (Signs; Satellite Dishes; Rooflines), and (3) Chapter 139 of the Town Code (Zoning). In addition, the article as written would require a Home Rule Petition to implement. Significantly more consideration about what the proponent is attempting to accomplish as well as the most appropriate way to achieve it should occur prior to any action on either this or a future article.

**FINANCE COMMITTEE:** Hearing still open.

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FEE recalls discussion at last meeting.

VORCE needed to talk to staff of various departments that would be effected by this.

Mary BERGMAN states about 26 contributing structures approved for demolition in last 3 years. We have had several productive conversations with HDC in last 2 weeks. They recognize their own limitations in determining what a contributing structure is. Acknowledges that in order for it to be successful, it needs to be amended. Encourages NP&EDC to put a fine point on it and say that HDC has the ability to deny demolitions. They are not using the powers within their jurisdiction.

VORCE we are only community in Massachusetts since original act in 1955 that makes all structures subject to HDC approval. They are empowered to deny demolition outright. They have that ability. We are not voting a concept. We are voting an article. Has concerns specifically about the procedure. We do not want to take anything from Certificate of Appropriateness or weaken the HDC in any way. Concerned there is not a clear way to salvage this article because we have scope issues.

LOWELL asks if we can we amend our comment the way Mary.

VORCE yes

BERGMAN this coming back in a different form will depend on progress she makes with HDC and NHC (Nantucket Historical Commission) in next few months. A good outcome would be a process that can be codified under HDC jurisdiction without a by-law change. Things have changed a lot in last few months. They are willing to accept help.

VORCE we have been talking about a tune up of HDC enabling legislation. Wants to do in a comprehensive way. We need buy in from HDC. Doesn't want to do a one-off Home Rule petition. The Preservation Planner assistance is valued.

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BERGMAN agrees that the HDC values her opinion. We talked about having a separate application for DEMO which does not currently exist.

FEE Need to have these conversations. Would like to find a way to refine this comment.

VORCE will be at NHC meeting on Monday. Could work together to come up with a comment that satisfies. We will send out another draft after.

VORCE our comment could be adopted by SB or FinCom, because they are still open. Will send out a DRAFT comment with a deadline for Commissioners to respond.

**DISCUSSION** of suggested ways to edit the comment.

The **MOTION** was made by Matt Fee and seconded that the NP&EDC hereby approve the revised comments for Article 62 per the following criteria:

1. With the addition of language clarifying the HDC's existing authority regarding demolitions;
2. Staff will work with article's proponent to develop language based upon the discussion and general agreement of NP&EDC members;
3. Draft to be circulated to NP&EDC members for them to review and submit any revisions with a definitive response due date.

**ROLL CALL VOTE:**

1. Wendy Hudson Aye
2. John Trudel Aye
3. Nat Lowell Aye
4. Fritz McClure Aye
5. Bert Johnson Aye
6. Matt Fee Aye
7. Judith Wegner<sup>by phone</sup> Aye

The vote was **UNANIMOUS**.

**G. Director of Planning – performance review (continued to March 16, 2020)**

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**VII. Other Committee Reports**

MCCLURE He sits on Coastal Resources Advisory Committee. They will be sending out an RFP for the consultant to help write the report to be finalized in about 18 months. It is likely that the report will be suggesting action items. There is a concern – somebody should be in charge of overall planning or implementation of this report. This committee might have the authority to do this. Once the Advisory Committee is done with the report, we will be recommending assigning someone to implement.

FEE we have a Coastal Resiliency Director. There will be a lot of things that will come here, to PB, to Capital Committee.

WEGNER asks that we look at this when we do the Master Plan – the 9 elements.

VORCE in all of 9 elements there will be overlap. It will touch all of those elements in some degree or another.

FEE It may have its own section. When you do an RFP what you have to ask the question right and be specific. As a community we have to be thinking about resiliency all the time.

VORCE on implementation, there is the Coastal Resiliency Coordinator position which is housed in Natural Resources Dept. If it is going to move out of there, there has to be professional level staff support. Our Senior Planner position has not been filled. Need to discuss with Town Manager.

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LOWELL He is on the School Campus Committee. Asked Diane to get Ken involved. SSA member for long time did not re-up. Have a new appointment.

HUDSON Rural Policy Advisory Committee UPDATE – we released the plan. A recommendation was to make sure someone is in charge to implement and we said it should be staff at state level. Legislation did not move out of committee and it did not die. Rural Caucus Mtg. on 2/26 11am in State House. She is also on Retailers Assn. of Mass. (“RAM”) and has been put on Governors’ Merged Marketplace Subcommittee.

**VIII. Other Business**

FEE #24 on Page 22 of the Packet regarding Newtown Road. Talks about multiuse path traffic calming. Thinks we should develop this area as part of an urban zone. Good time to think about that as this is the design phase. Don’t want to be building raceways with a lot of trees and no parking so that we then have to install speed bumps. Density is going to keep increasing and we should be planning accordingly. Town areas should be urban. Streets should connect. There should be a lot of traffic calming through the whole area.

The Commission recognizes and honors service by Mike Burns who is leaving his position to take on a new job in Houston, Texas.

**IX. Adjournment**

**M/S/A to end MEETING at 8:20 p.m.**

The vote was **UNANIMOUS**

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Submitted by:  
Eleanor W. Antonietti