

**SWANZEY PLANNING BOARD MINUTES
NOVEMBER 2, 2006**

[Note: Minutes are not final until reviewed and approved by the Board. Review and approval of minutes generally takes place at the next regularly scheduled meeting of the Board.]

The November 2, 2006 meeting of the Swanzey Planning Board was called to order at 7:00 by Chair Glenn Page. Members present: Glenn Page, Scott Self, Richard Lane, Victoria Barlow, Selectmen's Representative Nancy Carlson, June Fuerderer and alternates Jeanne Thieme and Steve Russell. Thieme was seated for Charles Beauregard, Sr. Town Planner Sara Carbonneau was also present. The agenda for the evening's meeting was read and the following matters were addressed:

Regional Impact – It was noted that there are no new items on tonight's agenda. A determination that none of the following items have the potential for regional impact was made previously.

A. PUBLIC HEARINGS –

1. Site Plan Review Application – Alan Lehtola wishes to construct a 720 s.f. building to be utilized for cold storage of new automobile parts for the existing business. The property is situated at 594 Monadnock Highway and shown at Tax Map 3, Lot 1-2 situated in the Business Zoning District. Carla (on behalf of Alan Lehtola) appeared before the Board. No abutters were present. Public hearing opened.

Carbonneau noted that Lehtola submitted a revised site plan showing the extent of the existing pavement, as requested by the Planning Board at its October 19th meeting. Carbonneau also noted that the concrete pad for the proposed building was installed prior to the parking area being paved.

Page stated that it appeared that the proposed storage building would not be visible from the road. This was confirmed by Carla.

Russell questioned the location of the vehicles being parked on the premises. Carbonneau noted that at the last meeting, Lehtola stated that the parts vehicles are parked in the remote parking area and that the remaining cars on site are those awaiting work.

Code Enforcement Officer Jim Weston stated that Lehtola does not have a certificate of occupancy for the original building constructed circa 2002-2003.

Motion by Fuerderer to continue consideration of the matter to November 16, 2006 at 7:00 p.m. in order for the applicant to resolve the issue of the outstanding certificate of occupancy. Seconded by Self.
Vote: All in favor.

2. Subdivision Application – Marty Reyes wishes to subdivide Tax Map 43, Lot 11 into 25 lots. The subject premises are located off Talbot Hill Road and situated in the Rural/Agricultural Zoning District. Tax Map 43, Lot 11 currently consists of 213 acres. The property is owned by Mirle Cross. Rob Hitchcock from SVE Associates appeared before the Board on behalf of the Applicant. Also present on behalf of the applicant were Marty Reyes, Charles Beauregard, Jr., Attorney Thomas Hanna and traffic engineer Laurie Rauseo. Numerous abutters and interested citizens were present. Public hearing opened.

Hitchcock reviewed the plans, noting the general location and layout of lots, open space, roadway and detention basins. Hitchcock noted that each lot can sustain a septic system that meets all state and local regulations, a well that has its 75 foot protective radius entirely within the lot and a house. Hitchcock noted that test pits and perc tests have been completed on each lot, with satisfactory results. In addition, Hitchcock stated that wetlands have been delineated on the property in accordance with guidelines established by the Army Corp of Engineers.

Hitchcock stated that permits will need to be obtained from NH-DES, EPA, etc, and that a listing of these permits is included on Sheet N1.

Hitchcock stated that water cisterns (total capacity 30,000 gallons) will be installed in accordance with specifications provided by the Fire Chief. This water supply will also serve the rest of Talbot Hill Road and surrounding area.

Hitchcock described the proposed roadway, noting that there are 11 foot travel lanes, a paved four foot bike lane (for a total of 26 feet of pavement) and 2 foot shoulders. Hitchcock stated that side slopes will be 3:1 and that the culverts will range in size from 18” to 24”. Hitchcock stated that lots 12 and 20 may be difficult to site driveways and may end up with shared driveways. Page stated that driveways should be shown on the road engineering plans, demonstrating that each can have a driveway that meets the Town’s driveway regulation.

Hitchcock stated that there are 5 detention basins proposed, sized to accommodate at 10 year storm, ranging in depth and top surface area as follows:

- detention basin #1 – max. depth 2’ – 6000 s.f
- detention basin #2 – max. depth 1’ – 5000 s.f
- detention basin #3 – max. depth 3’ – 7200 s.f.

detention basin #4 – max. depth 5’ – 2500 s.f.
detention basin #5 – max. depth 2’ – 4600 s.f.

Traffic engineer Laurie Rauseo was present and reviewed her July 26, 2006 report previously prepared for the ZBA. Rauseo stated that she primarily focused on the Route 32/Talbot Hill Road and Route 32/Hackler Drive intersections. Rauseo stated that she viewed the site, noting items such as street width, land use, signage, etc.

Rauseo stated that this is considered a closed neighborhood – specifically, there is no through traffic – consisting of 62 homes. Rauseo estimated that 24 additional homes would approximately yield an additional 230 vehicle trips per day. Peak trip generation estimates for the 24 additional homes were estimated at 19 during the morning peak hour and 25 during the evening peak hour, noting that this is similar to existing traffic patterns.

Rauseo stated that the capacity of the intersections (both at Talbot & Route 32 and Hackler & Route 32) would operate at levels of service A or B in all cases, with and without the proposed Canyon Estates, noting that the addition of traffic from Canyon Estates does not affect the level of service and that there is sufficient roadway capacity to accommodate the proposed development.

Finally, Rauseo made 3 recommendations based on existing conditions, as follows:

1. The Town of Swanzey needs to install a stop sign on the right side of Talbot Hill Road at Route 32;
2. The Town of Swanzey should request NHDOT to consider relocating the start of the 40 mph zone along Route 32 to the south of Hackler Drive; and
3. The Town should request NHDOT to review the condition of a catch basin located in the northwest corner of Route 32/Talbot Hill Road/Sawmill Road and determine if the catch basin could be raised to more closely match the level of the existing pavement.

Carbonneau informed the Board that Rauseo’s recommendations were forwarded to NH-DOT District IV for review and comment. A letter dated October 20, 2006 from District Engineer Douglas Graham was provided to the Board. It appears that the stop sign issue and the catch basin issue are in the process of being addressed. Graham did not feel that the recommendation regarding the speed zone change was justified and that “no evidence (such as a speed study) was submitted to support the recommendation.” Graham stated that he would be willing to review speed studies, if they are conducted.

Interested citizen Wayne Lechlinder questioned whether the traffic study would yield different results if it was conducted during the school year. Rauseo stated that it would increase the numbers some, but not substantially. Interested citizen David Cairns stated that he finds the site distance at the Route 32 and Talbot Hill Road intersection to be very limited, noting that he had a “near miss” earlier in the day.

Talbot Hill Road residents questioned whether the school bus would pick up school children at the proposed new road to the development or would continue to pick up children near Hackler Drive. Chuck Beauregard stated that until such time as the development is built, the bus company states that it will retain the status quo.

Russell inquired if a turn lane might help on Route 32, similar to that serving Highland Circle. Rauseo stated that no turn lane is needed and suspected that one was installed near Highland Circle due to the traffic speeds in the area.

Interested citizen Grace Lilly inquired as to how vernal pools are delineated after they have dried up. Hitchcock stated that Russ Huntley (a certified wetlands scientist) conducted much of the field work in the spring – the survey plat indicates that the work was conducted in March.

G. Lilly stated that she had noted Goldie's fern on the premises and that it is considered a threatened species in New Hampshire. Hitchcock stated that he had received a report from the NH Natural Heritage Bureau dated October 17, 2006 and that there was no mention of Goldie's fern.

The length of the roadway was discussed, noting that it is projected to be 3,800 feet. While the plans were prepared showing a hammerhead, Carbonneau noted that she had spoken with DPW Director Lee Dunham who indicated that he was considering a modified cul-de-sac. Thieme asked how one would obtain access to the open space without crossing private property. Hanna stated that either easements or some other means of access would need to be provided.

G. Lilly stated that many communities limit the length of dead-end streets and stated that she would make available information regarding this topic to the Board.

Questions were raised regarding a homeowner's association and the maintenance of open space, cisterns, drainage devices, etc. Carbonneau reviewed the conditions of approval set by the Zoning Board of Adjustment on July 26, 2006 regarding the open space. Attorney Hanna stated that the homeowner's association documents are in the process of being drafted and will set forth the rights and responsibilities of the association vis a vis open space, cisterns, drainage devices and so forth.

Reyes noted that they are in talks with two abutting property owners regarding a boundary line adjustment and asked Page when it might be an appropriate time to address this issue. Page suggested that it would best be accomplished during the current subdivision approval process. However, a boundary line adjustment application needs to be submitted, as well as appropriate notice must be given prior to consideration.

Motion by Fuerderer to continue the public hearing to a site visit to be conducted on Saturday, November 4, 2006 at 1:30 p.m. Following the site visit, the public hearing will then re-convene on Thursday, November

16, 2006 at 7:00 p.m. at Town Hall. Seconded by Lane. Vote: All in favor.

N. Carlson left the meeting.

B. OTHER APPLICATIONS –

1. Free-Standing Sign Application – JEMD Development LLC wishes to install a 31.5 s.f. free-standing sign on property shown at Tax Map 79, Lot 6 situated in the Rural/Agricultural Zoning District. The property is owned by Forest View Estates, LLC.

Carbonneau provided photographs taken by Code Enforcement Officer J. Weston showing the location of the proposed sign. Carbonneau noted that the square footage of the sign meets zoning requirements.

Motion by Lane to grant the free-standing sign application. Seconded by Self. Vote: All in favor.

Board members also discussed a poured concrete retaining wall that has been constructed on the premises. Carbonneau noted that the plans called for a stone wall. Weston stated that due to the grades, a stone wall would not work in this location.

Carbonneau also noted that the “recreation area” in the center of the project does not appear to have been constructed according to plan. Board members were asked to view the site on their own prior to the next meeting.

2. Attached Sign Application – Larry Cutter wishes to install a 36 s.f. attached sign on property shown at Tax Map 73, Lot 25 situated in the Business Zoning District.

Carbonneau noted that Cutter has stated that he will put a street number on the sign, once the garage has received a street number assignment.

Motion by Self to grant the attached sign application. Seconded by Fuerderer. Vote: All in favor.

C. DISCUSSIONS –

1. Zoning Amendments.

Board members discussed wetlands buffers. Page noted that he considers a 100 foot buffer surrounding wetlands to be a taking. Rob Hitchcock was present and stated that the Town of Hinsdale has a buffer provision that relates to wetlands consisting of 1 acre or greater.

Carbonneau stated that it was her opinion that not all wetlands are created equal and that the Board might want to consider designating prime wetlands and providing buffers around the designated prime wetlands. Fuerderer stated that in the late 1980s, the Conservation

Commission had looked at protecting wetlands and ranked the wetlands areas behind the airport, on the southerly part of Route 32 and on Route 12 behind the Swanzey Diner as the top three priorities.

2. Minutes from October 12 and October 19, 2006. Motion by Barlow to approve the minutes from October 12, 2006 and October 19, 2006 as submitted. Seconded by Self. Vote: All in favor with Fuerderer and Thieme abstaining on the minutes from October 19, 2006, as they were not present.

Motion by Fuerderer to adjourn. Seconded by Barlow. Vote: All in favor. Meeting adjourned at 9:20 p.m.

Submitted by,

Sara H. Carbonneau
Town Planner