

**SWANZEY PLANNING BOARD MINUTES
NOVEMBER 16, 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 16, 2006 meeting of the Swanzey Planning Board was called to order at 7:05 p.m. by Chair Glenn Page. Members present: Glenn Page, June Fuerderer, Victoria Barlow, Charles Beauregard, Jr. and alternates Steve Russell, Jeanne Thieme and Dave Osgood. Town Planner Sara Carbonneau was also present. Thieme was seated for Scott Self. Osgood was seated for Richard Lane. The agenda for the evening's meeting was read and the following matters were addressed:

Regional Impact – Board members considered whether any items on tonight's agenda could "reasonably be construed as having the potential for regional impact." Motion by Barlow that no items on tonight's agenda could be reasonably construed as having the potential for regional impact. Seconded by Fuerderer. Vote: All in favor.

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. Continued from November 2, 2006. Alan Lehtola appeared before the Board. No abutters were present. Public hearing opened.

Carbonneau noted that Lehtola has obtained the approvals needed to obtain his certificate of occupancy for the existing building.

Lehtola noted that there have been no changes to the plan since the time the application was accepted. Barlow reminded Lehtola that changes to the site plan, such as the paving of the lot, need to come before the Planning Board for review and approval before the changes are made. Public hearing closed.

Motion by Barlow to grant the site plan review application. Seconded by Beauregard. Vote: All in favor.

2. Modifications to Previously Approved Site Plan Review

Application & Sign Applications – Rountree Real Estate, LLC wishes to demolish a portion of the existing building and construct a new addition consisting of 5,280 s.f. The property is situated at 119 Monadnock Highway and is shown at Tax Map 18, Lot 87-2 situated in the Business Zoning District.

In addition, Kia of Keene wishes to replace the existing free-standing sign with a new sign consisting of 41.95 s.f., as well as replacing the existing attached signage with new attached signs totaling 186 s.f. Kevin Thatcher and Paul Ziffer appeared before the Board on behalf of Kia of Keene. No abutters were present. Public hearing opened.

Thatcher reviewed the plans, noting that the newly constructed addition that will house the new showroom is scheduled to open within the week. Thatcher stated that during the construction of the new addition, it was discovered that there were structural problems with existing building. Kia decided that it was better to tear down the old structure and replace it with a new one, versus trying to make repairs. Thatcher stated that the proposed addition (that will house the service department) will have a smaller footprint than the existing old structure, but will have a slightly different footprint.

Thatcher noted that the revised plan will have 3 less parking spaces, but that the number of customer parking spaces will remain the same. Thatcher also stated that the requirement for parking spaces was reduced, as the square footage of the building was reduced.

Thatcher stated that the drainage on site will be essentially unchanged and may be improved as the building surface area has been reduced. Thatcher also noted that the flow of the drainage will remain the same.

Barlow inquired about vehicle flow through the property. Thatcher stated that there are designated parking spaces for customers. In addition, vehicles will also be able to drive directly into the service area if their vehicles are scheduled for work at that time. Thatcher stated that there are three ways for vehicles to enter or exit the property – via the southerly exit onto Suburban Acres; via the easterly exit onto Route 12; or via the northerly exit onto the Effendi's convenience store lot. Barlow expressed concern that traffic was being routed through another lot, but the improvements on the adjacent lot were not shown on the plan. Thatcher stated that the applicant has a deeded easement over the Effendi's lot. Page stated that he did not feel that the discussion regarding traffic flow and parking was appropriate, as he felt that this was a simple modification to an approved plan. Barlow disagreed, noting that the pending plan changes the parking configuration and traffic flow.

Thatcher noted that the employee parking spaces on the northerly property line were new. Ziffer stated that he preferred that his employees utilize the spaces to the south of the building and noted that the parking is "dynamic," and that customers will park where it is convenient.

Carbonneau questioned whether one handicapped accessible parking space meets ADA requirements. Thatcher stated that it did and that it was based on the number of parking spaces.

Barlow inquired if the concrete shed to the rear of the property would be removed as part of the reconstruction, noting that the shed does not meet the setback requirements. Thatcher stated that it would not be removed. Public hearing closed.

Motion by Beauregard to grant the application to modify the previously approved site plan. Seconded by Fuerderer. Vote: All in favor with the exception of Barlow who voted against the granting of the application.

The Board members addressed the sign applications. Ziffer stated that the square footage of the proposed signage is slightly smaller than currently exists. Motion by Beauregard to grant the free-standing and the attached sign permit applications. Seconded by Osgood. Vote: All in favor.

3. 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. and attorney Barry Faulkner. Numerous abutters and interest citizens were present. Charles Beauregard, Sr. stepped away from the table due to a possible conflict of interest. Steve Russell was seated. Keith Pratt from Underwood Engineering, Inc. was present on behalf of the Town. Public hearing opened.

Hitchcock reviewed his letter dated November 16, 2006 in response to Underwood Engineering's plan review letter. Hitchcock stated that the plans have not yet been revised, as they are awaiting further guidance from the Board regarding the road design. DPW Director Lee Dunham was present and stated that he would prefer a modified cul-de-sac (tear-drop design), as it appears that this roadway will never be extended. Hitchcock stated that the applicant is agreeable to constructing a modified tear-drop design, but does want the ability to situate 2 driveways off of the cul-de-sac. Dunham stated that his concern with driveways off of cul-de-sac is where to put the snow. It was noted that Dunham has the final say as to where driveways are permitted.

The width of the roadway was extensively discussed. Carbonneau noted that the current roadway is proposed to consist of 2 11-foot paved travel lanes and a 4 foot paved bike path. Carbonneau noted that the Town does not typically stripe local roads and expressed concern the 26 feet of unstriped pavement would promote higher speeds. Russell and

Osgood both felt that the 26 feet of pavement was adequate; with Russell noting that the 4 foot bike shoulder could be considered a “tradeoff” for the length of the roadway. Barlow suggested that a crushed stone pathway separate from the roadway be constructed, in lieu of the paved bike path. Hitchcock suggested that instead of a paved bike path that a 4 foot grassed area (outside of the 2 foot shoulder) be provided. Board members did not come to any consensus regarding the width of the roadway or the configuration of any pathway.

Drainage was discussed, with Hitchcock noting that the Town’s subdivision regulations state that the storm drainage system shall be designed to handle a storm of two inches per hour for the duration of one hour for the drainage area. Hitchcock noted that this refers to an older method of calculating run-off, stating that it is greater than a 10 year storm but less than a 25 year storm event. UEI’s report recommended that the detention ponds shall be designed for the 50-year storm (“in accordance with the ‘Stormwater Management and Erosion and Sediment Control Handbook for Urban and Developing Areas in New Hampshire’”). Hitchcock stated that the State requires a design for a 10 year storm, but agreed that they would design for a 25-year storm event, as the Town’s regulations are in excess of a 10 year event. It was noted that the Homeowner’s Association would be responsible for maintaining drainage devices.

Hitchcock stated he did not feel that detention basin #4 needed to be fenced in due to the fact that it was not a very dense development, that it was near the end of the development on private property and that the water would be standing at a significant depth for only a few hours at a time.

The length of the roadway was also discussed. Hitchcock noted that Fire Department has been trained to deal with clearing roadway obstructions in the event of an emergency. Hitchcock also noted that neither the Fire Chief nor the Police Chief expressed concern about the length of the roadway. Russell stated that dead-end streets should be of concern to the Board and that consideration should be given to extending Talbot Hill Road through to East Shore Road or to Christian Hill Road. Interested citizen Grace Lilly had provided Board members with information regarding dead-end roads and the reasons why various communities establish a minimum and maximum length for roadways. Keith Pratt from UEI stated that written consent from the DPW Director, Fire Chief and the Police Chief should be obtained regarding the length of the dead-end road and that the applicant should submit a formal waiver request regarding the length of the street.

Board members discussed future roadway connections. Hitchcock stated that the connection suggested by UEI between lots 22 and 23 was not feasible due to the topography, but understood the concern and would evaluate other possible connections. Ownership of the connector piece was discussed, with Carbonneau noting that the Town typically has

ownership of the parcel. In addition, the location of the right of way benefiting the Bells was discussed. It was noted that the right of way is in a wetlands area and appeared to be of limited value to the Bells. Hitchcock stated that the right of way was situated where the Bells asked it to be located.

G. Lilly inquired as to the DPW Director's opinion regarding the condition of Talbot Hill Road. Dunham stated that this was addressed in the traffic study provided by the applicant. However, he noted that work needs to be done on Talbot Hill Road, but that he is waiting until the building on the road subsides. It was noted that the catch basins are the responsibility of the State.

With reference to Item 7 in Hitchcock's letter, Pratt agreed with Hitchcock's suggestion regarding removing the rock to the bottom of the gravel layer only and fractured only to 2 feet below the bottom of the gravel layer. In addition, it was agreed that underdrains would be installed whenever required by the Town Engineer or the DPW Director. A note indicating this will be included on the plan set.

Board members addressed the letter submitted by the Swanze Conservation Commission dated November 16, 2006. Conservation Commission Chair Steve Stepenuck was present and stated that a primary concern of the Conservation Commission was insuring that public access to the property is available. Reyes stated that it was his intent to allow public access with some limitation. Faulkner stated that such limitations might be a restriction against ATVs, hours of access, etc.

In addition, Stepenuck stated that the Conservation Commission strongly supports conservation easements being placed on the designated open space land. Also of concern to the Conservation Commission was insuring that a wildlife corridor of sufficient width be maintained along the westerly edge of the development. Finally, concern regarding access to the Mt. Caesar trail was discussed. However, it was noted that this access crosses the property owned by the Bells.

Access to the open space was discussed. It was noted that trail access already exists to the open space near lot 13. Hitchcock noted that access to the open space near lot 25 would be accomplished by bringing the open space to the end of the cul-de-sac.

Interested citizen Keith Thibault stated that he felt that Laurie Rauseo's recommendation regarding moving the speed zone on Route 32 should be actively pursued. Board members expressed concern about how much of the vegetation on the lot situated on the southwesterly corner of Route 32 and Talbot Hill Road was actually located within the right of way. Page stated that he wanted the applicant to map the property line, the limits of the right of way and the location of the vegetation.

Motion by Russell to continue the public hearing on this matter to December 7, 2006 without further notice. Seconded by Osgood. Vote: All in favor.

Russell steps down and Beauregard is re-seated.

4. Public Hearing on Proposed Amendment to Swanze Master Plan

– Motion by Beauregard to defer the public hearing on this matter to December 7, 2006 without further notice. Seconded by Barlow. Vote: All in favor.

B. OTHER APPLICATIONS – The following application is being reviewed for completeness only. Comments will be limited to the completeness of the application only.

1. Site Plan Review Application – Tand, Inc. wishes to convert the existing structure situated at 116 Monadnock Highway to professional office space. The property is shown at Tax Map 18, Lot 65 situated in the Business Zoning District. Tom and Birgitte Hastings appeared before the Board.

T. Hastings noted that the corporate name “Tand, Inc.” was not available, and that the name of the corporation has been changed to “Jungee, Inc.”

Board members reviewed materials submitted regarding the use of the property, noting that the required site plan had not been submitted. While Board members acknowledged that the proposed changes as outlined in the materials submitted were fairly straight-forward, they noted that a site plan was required.

T. Hastings stated that he is working with licensed septic designer Tom Forest to design a system that is adequate for the proposed use. However, T. Hastings stated that the water flow set forth by NH-DES appears to be high based on his existing water usage. Page inquired if they had considered connecting to the public sewer system. Hastings stated that it was considered, but was cost prohibitive.

Further consideration of the matter was continued to December 7th, pending the submission, review and acceptance of the site plan. Board members noted that if the application is accepted as being complete on December 7, 2006, the public hearing would be held on December 21, 2006.

C. DISCUSSIONS –

1. Ken Greatbatch – re condition of approval for property situated at 36 Denman Thompson Highway, Tax Map 72, Lot 40. Carbonneau noted that the approval granted on September 7, 2006 was subject to, in part, the following condition: “In the event that the wetlands permit

application is not granted by NH-DES, the applicant will install a cistern or cisterns as approved by the Fire Chief.” Carbonneau informed the Board that the wetlands permit had been withdrawn and that the Fire Chief and Greatbatch had come to an agreement to construct a fire access to the river that did not require a wetlands permit. A copy of the plan approved by Fire Chief Karasinski, as well as a letter from the Fire Chief dated November 8, 2006 was submitted to the Board. Osgood expressed concern that the rise and run would not be adequate to supply water to the site. Beaugard also echoed Osgood’s concern. Motion by Barlow to approve the modification to the condition of approval to permit the installation of the fire access as shown on the plan. Seconded by Beaugard. Vote: All in favor with Osgood voting in opposition to the motion.

2. Minutes from November 2, 2006 and November 4, 2006. Motion by Fuerderer to approve the minutes from November 2, 2006 and November 4, 2006 as submitted. Seconded by Barlow. All in favor, with Beaugard abstaining.

Motion by Beaugard to adjourn. Seconded by Osgood. Vote: All in favor. Meeting adjourned at 10:40 p.m.

Submitted by,

Sara H. Carbonneau
Town Planner