

**SWANZEY PLANNING BOARD MINUTES**  
**JUNE 14, 2012**

[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 regular meeting of the Swanzeay Planning Board was called to order at 7:00 p.m. by Chair Glenn Page. Members present: Glenn Page, Scott Self, June Fuerderer, Joe Smith, Gus Lerandeanu, Selectmen's Representative Nancy Carlson and alternates Jane Johnson and Paula Miller. Miller was seated for Jeff Goller. Town Planner Sara Carbonneau was also present. The agenda for the evening's meeting was read and the following matters were addressed:

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

**A. PUBLIC HEARINGS -**

**1. Modification to Previously Approved Site Plan -** Monadnock Humane Society wishes to install a temporary storage unit consisting of 320 s.f. to be used by the Canine Agility Training Society (CATS). The property is situated at 101 West Swanzeay Road and is shown at Tax Map 52, Lot 27 situated in the Commercial/Industrial District. Heidi Konesko appeared before the Board on behalf of CATS. Abutter Frank Buffum was present. Public hearing opened.

Konesko stated that CATS seeks modification to the original site plan to permit a 320 s.f. storage container to be placed on the Humane Society's property off Route 10. The container would be used to store supplies and equipment for CATS. The container would be set on the back side of the property, near an existing tree line. Konesko noted that there would be no other changes to the site, including traffic patterns, number of customers, hours of operation, etc.

Feedback received from department heads indicated no objection to the proposal. Buffum stated that he had no objection, but questioned why they even needed to ask as it is supposed to be a "free country." Public hearing closed.

Motion by Fuerderer to grant the request to modify the previously approved site plan. Seconded by Lerandeanu. Vote: All in favor.

**2. Subdivision Application -** Stephen & Joan Pappas propose to subdivide Tax Map 72, Lot 51 into 2 lots. The subject premises are located off W.

Swanzey Rd., Cobble Hill Rd. & S. Winchester St., situated in the Business District. Tax Map 72, Lot 51 currently consists of 6.474 acres. The proposed lots will be 1.637 acres and 4.837 acres.

*See Item #3 below.*

**3. Site Plan Review Application** - Zaremba Program Development, LLC, wishes to construct a 9,100 s.f. building to be used for retail sales. The property is owned by Stephen & Joan Pappas and is situated off W. Swanzey Rd. & Cobble Hill Rd. and shown as proposed Lot 51-2 on Tax Map 72, situated in the Business District.

*Note: Items #2 and #3 were combined for public hearing purposes.*

Jeff Merritt, P.E. from Keach-Norsdstrom, Matt Casey from Zaremba Group, Attorney Silas Little and Heather Monticup, P.E. from Greenman-Pedersen were present on behalf of the applicant. Property owner Steven Pappas was present, as well as numerous abutters and interested citizens (who will be identified in the minutes as they spoke). Public hearing opened.

Merritt first reviewed the Subdivision Application. Merritt presented the Board revised plans (change being the inclusion of the Planning Board signature block). Merritt noted that Pappas's property currently consists of approximately 6.5 acres on the east side of Route 10. It is proposed to subdivide the lot into two parcels - the parcel to be retained by Pappas will consist of 4.837 acres and will retain road frontage on Route 10, Cobble Hill Road and South Winchester Street; the parcel to be conveyed to Zaremba will consist of 1.637 acres, with 220.53 feet of road frontage on Route 10 and 219.7 feet of road frontage on Cobble Hill Road. The subdivision plan also shows a proposed access easement at the southwest corner of proposed lot 51-2, for the benefit of the remainder of Pappas's property (Merritt later noted during the site plan application review that this easement was not required by NH DOT) and an easement over Pappas's property to the east for sewer and water utilities. Merritt noted that the entire parcel is fairly flat, with the exception of a small area adjacent to the wetlands located at the southerly end of Pappas's property. Wetlands were delineated by Peter Schauer, CWS.

Merritt then reviewed the proposed site plan, again noting that revised plans were being presented this evening in accordance with requests made at the Planning Board meeting held on May 24, 2012. Merritt stated that a 9,100 s.f. retail store is proposed for the site (130 feet by 70 feet) to be occupied by Dollar General. A total of 39 parking spaces are proposed - 28 spaces to be located to the front (front of building faces Route 10) of the building and 11 spaces to be located to the south of the building. Proposed access is off of Route 10, essentially across the street from Knotty Pine's (Tax Map 72, Lot 93) existing northerly access. The access will be 30 feet wide, with 30 foot turning radius. Customer access will be at the front of the building; deliveries will be made to the side (towards the rear) of the building. There will be no loading dock - only delivery doors.

Merritt reviewed the traffic flow on site, noting that the site is designed so that delivery trucks will not need to back out onto Route 10. Tractor trailer deliveries are made generally once during the week during normal hours of

operation (8 a.m. to 9 p.m. seven days a week). In addition, there are also smaller delivery trucks (such as Coca Cola, Hostess, bakeries, etc.) that will deliver - these trucks can park in regular parking spaces.

HVAC system is located to the rear of the building. In addition, the dumpster will be located at the southeast corner of the building enclosed by a solid cedar fence. Snow storage areas were also depicted on the plans.

Water will be provided by the West Swanzey Water Company, a community water supply. Sewer service will be through the municipal sewer system. Both water and sewer lines will come from the back of the property via a proposed sewer/water utility easement over property to be retained by Pappas. Details requested at the May 24th meeting regarding the sewer lines were added to the plans and reviewed with the Board.

Architectural renderings were presented - structure is a 130 foot by 70 foot building with a black seamed metal gable roof; gable end to face Route 10. The front of the building will have an overhang/canopy. Siding will be horizontal white vinyl siding. An attached sign is to be located above the canopy.

Drainage was reviewed. Merritt noted that the soils on site have excellent drainage. Merritt stated that an open drainage system has been designed. The majority of the drainage will be directed to an infiltration basin located to the north. The bottom elevation of the basin will be at 468 feet - the ff elevation of the store will be approximately 472 feet. Also, gutters on the building will direct runoff from the south side of the roof to the northerly infiltration basin. The remainder of the runoff will be directed to a storm water bioretention system (rain garden) located along the southerly boundary. The rain garden will also serve to landscape the property.

Landscaping plans were reviewed, with Merritt noting that the existing vegetation along the north side of the property was to be protected during construction and that the landscaping on the north side was to remain and be maintained as a natural buffer.

Lighting plans were reviewed - 7 pole mounted lights will be installed. 4 20 foot poles would be installed to the front of the building, 3 shorter poles (15 feet) will be installed to the south side of the building. Merritt stated that there will be wall mounted lighting on the south side of the building.

Merritt described the process of obtaining the driveway permit from NH DOT. Merritt noted that NH DOT did not require a formal scoping meeting; however, NH DOT Bureau of Traffic did provide parameters for a Traffic Impact Study (the memorandum from NH DOT was dated October 27, 2011 and is included as an appendix in the TIS). Merritt noted that a meeting was held at NH DOT District IV on January 19, 2012, to which the Town was invited to attend. At this meeting, the Applicant asked where DOT preferred the curb cut to be located and was informed that DOT preferred the curb cut to be aligned with the northerly curb cut to Knotty Pine. From January 19 through March 2012, representatives from Greenman-Pedersen, Inc. conducted the traffic impact study and design plans were prepared. On March 27th, plans were submitted to NH DOT and on April 13, 2012 the driveway permit was issued. Merritt noted that the proposed access meets the State regulations, the Town's access management regulations, as well as standards established by AASHTO.

Monticup reviewed, in detail, the Traffic Impact Study with the Board. Two copies of the TIS were provided to the Town, as part of the application

submission. Monticup noted that the original concept plans had the proposed access closer to the Cobble Hill Road intersection to the north - the plans presented and approved move the access further to the south to align with the northerly access to Knotty Pine. Monticup stated that the scope of the study included the intersection of Cobble Hill Road and Route 10, as well as the proposed driveway access and Route 10. Monticup reiterated that NH DOT's standards, the Town's access management regulations, as well as AASHTO's standards were all met, noting that the intent of these standards is to ensure the safety of the public.

Page opened the meeting to questions from the Board and the public.

Johnson inquired as to the potential impact on traffic should the remainder of the property to be retained by Pappas is developed. Merritt and Monticup both replied that they were not asked by the State to consider future development on the adjacent lot. Merritt also noted that any discussion regarding future use on the adjacent lot would be purely speculative.

Johnson also inquired about turning lanes. Monticup stated that this was discussed in the TIS and that the conclusion was that under 2023 build-out conditions, turning lanes would not be warranted.

Resident Christine Kennedy asked about sidewalks and pedestrian access. Merritt stated that the site plan was not designed for pedestrian access, as most customers would come via automobile. Merritt also stated that NH DOT would "probably not be excited" about sidewalks on Route 10. Kennedy further stated that crossing Route 10 is very difficult and expressed that she opposed the curb cut in the proposed location.

Resident Theresa DiLuzio expressed concerns about the existing and increased traffic on Route 10; the fact that the customers and the tractor trailer delivery would share access and vehicle flow within the site; and that she felt that roof gutters were ineffective in dealing with storm water management. DiLuzio elaborated that she felt that the intersection of Route 10 and Cobble Hill Road was a very dangerous intersection, noting that there are many competing visual cues along that stretch of road, including the number of curb cuts and the vegetation (including trees and shrubs) along the road that restricted line of sight. DiLuzio also noted that the speed of the traffic is quite fast. Monticup noted that the 85% percentile speed is 48 mph in a 40 mph zone. Casey addressed the co-use of the driveway and parking area by customers and delivery trucks, noting that smaller delivery trucks use regular parking spaces; when the tractor trailer deliveries are made during business hours once a week, the delivery driver usually calls ahead and sections of the parking lot will be cordoned off with traffic cones by the Dollar General employees.

Resident John Boudrieau asked that the Police Chief provide his opinion regarding the proposed access. Police Chief Thomas De Angelis was present and provided feedback. De Angelis prefaced his comments by noting that he has been Chief since December 2011, but has over 20 years of service as a police officer with the Town of Swanzey. De Angelis also noted that he spent approximately 10 years working as an accident reconstructionist with another Police department in the State. De Angelis stated that he was concerned about the location of the proposed curb cut. He stated that in the area, there are a number of curb cuts and competing visual cues. He noted that reaction time to a stimulus is generally 1.5 seconds. If a vehicle is traveling at 30 mph, there

vehicle moves at least another 50 feet before the driver can react to the threat. He stated that vehicles traveling at a higher rate of speed have an even greater travel distance before the driver even reacts to a threat. De Angelis noted that Gomarlo's Market (located just north of the Cobble Hill Road and Route 10 intersection) attracts a number of older customers who have slower reaction times, which results in even greater travel distances before the driver reacts to the threat. De Angelis stated that another distracting visual cue in the area are the trees located along property owned by Michael Faulkner on Route 10 (Tax Map 72, Lot 55). These trees result in shadows on the road, distracting drivers with light and dark areas along the road. De Angelis stated that it would be beneficial if these trees were removed. Attorney Little noted that NH DOT did not require that these trees be removed. Casey stated that he would speak with the State of NH (as it appears that these trees are located within the State's right of way) about removing these trees and represented that the Applicant would remove these trees if permission is granted.

De Angelis also suggested that a turn lane heading southbound in front of Dollar General may be a potential solution or exiting the traffic off of the site via Cobble Hill Road. Monticup stated that there is approximately 195 feet from the center line of the Cobble Hill Road/Route 10 intersection to the proposed driveway, noting that 200 is minimum area in which to construct a turn lane pursuant to NH DOT's standards.

Merritt noted that the concerns regarding the intersection and existing traffic were not a result of the Dollar General proposal and that the proposed driveway meets all regulations.

Board member Carlson stated that she travels through the Cobble Hill Road/Route 10 intersection quite often, as well as traveling on Route 10. She noted that when traveling south on Route 10 she hesitates on putting on her directional signal to turn right onto Cobble Hill Road until she gets past the curb cuts for Gomarlo's Market, so that other vehicles will not be confused by her intention and cut in front of her.

Little stated that the 1% increase projected by Dollar General is "not a big deal"; Little also noted that "if I can see them, they can see me." He noted that the standards established by the State and AASHTO are based on studies and science and that the proposed driveway meets all of the standards.

Resident Stephanie Hunter expressed concern about vehicular safety, noting that she often drives in the breakdown lane to turn right onto Cobble Hill Road (heading southerly), due to fears of being rear-ended making the turn.

DPW Director Lee Dunham was present. Dunham stated that he was unable to attend the meeting at NH DOT District IV on January 19, 2012, as he was called away to a structure fire. Dunham stated that he had expressed concerns about the location of the proposed curb cut to NH DOT District IV before and subsequent to the meeting, but the permit was issued anyway. Merritt stated that DOT has sought other input from the Town, but none was received. Town Planner Carbonneau noted that while DOT had sought feedback from the Planning Board, the Board was unable to provide feedback as there was no application pending before the Board at that time. Carbonneau stated that she asked NH DOT to defer its decision until an application was before the Board and the public hearing was held, but it did not do so.

Dunham stated that Route 10 was built in the 1950s. The intersection with Cobble Hill Road is a skewed intersection and that drivers from the east

approach to Route 10 need to look behind their right shoulder to see to the north. Dunham stated that to add a driveway for a business approximately .03 miles south of the intersection would add another visual distraction to an already difficult intersection. In addition, he noted that cars attempting to exit from Cobble Hill onto Route 10 would also have to be concerned about cars exiting from the Dollar General Store. Merritt stated that the problems with the intersection were not created by the Dollar General Store proposal.

Chairman Page suggested that a redesign of the Cobble Hill Road easterly approach to Route 10 could be done (making the roads intersect at a 90 degree angle). Initial reaction from the DPW Director and abutting property owner Michael Faulkner was that this was not a feasible solution as it would offset Cobble Hill on the west side. A signalized intersection was also suggested - Monticup noted a traffic light was not warranted.

Resident Gale Burgess suggested moving the proposed store and curb cut further to the south on the existing property.

Resident Beth Phippard noted that all of the standards cited by Monticup and Merritt are minimum standards and expressed that the Board could impose additional requirements should it be determined necessary to ensure the safety of the public.

Board member Lerandeau asked if the Applicant would be willing to assist financially in improving the intersection. Little stated that was the Town's and the State's responsibility.

Abutting property owner Faulkner provided the Board with an annotated plan of the project, noting that the plans presented by the Applicant did not have the residence on his property shown in the correct location. Faulkner noted that the house is approximately 30 feet from the property line, whereas the Applicant shows the house being approximately 60 feet from the property line. Faulkner expressed concern about pedestrians cutting across Cobble Hill Road in the proximity of his existing driveway, posing a hazard. Faulkner asked that the northerly side of the proposed Dollar General site be fenced to prevent pedestrians from existing the site in proximity to his driveway. Casey and Merritt stated that they would prefer to provide a landscape buffer. Merritt suggested some sort of thorny bush/shrub, such as thorn apple.

Resident Lu-Anne Smead expressed that she has safety concerns with the proposed project, specifically relating to the curb cut. Chairman Page stated that he did not want to put the Town in the position where "we could get sued again," noting that the State has control over the location of the curb cut and that the opinions of the citizens do not matter when dealing with challenges to curb cuts.

Fire Chief Norm Skantze was present. Skantze stated that based on his experiences with getting fire apparatus through the Cobble Hill Road intersection, he stated that the intersection was extremely difficult and that he shares the concerns of the Police Chief and DPW Director.

Skantze discussed water supply for the proposed project. Board members were in receipt of his report dated June 13, 2012. Skantze noted that the proposed development is classified as a Class B Mercantile occupancy. As such, the project requires a minimum of 2000 gallons per minute for a two hour duration to be available. Skantze stated that the Swanzey Fire Department has the capability of providing one-half of the required fire flow by tanker shuttle while operating at a 3rd alarm with mutual aid from surrounding towns.

Skantze noted that while West Swanzey Water Company has apparently agreed to provide water to the site, it is his understanding that the West Swanzey Water Company was not designed for and cannot supply all the water that is required for fire protection purposes. Casey stated that he received the Fire Chief's letter earlier in the day, but expressed willingness to work with the Chief in developing a plan for fire protection.

Interested citizen Brenda Cutler expressed her opinion Dollar General should locate in Keene where there are a number of vacant buildings. Casey stated that market research conducted shows this to be the best location.

Lerandeau inquired if the Board was interested in conducting a site visit. Motion by Lerandeau to conduct a site visit on June 28, 2012 at 5:30 p.m. Seconded by Carlson. Vote: Carlson, Page, Lerandeau, Fuerderer, Miller and Smith in favor. Opposed - Self. Motion carries.

Page explained to the members of the public who were present that they are welcome to attend the site visit, as it is part of the public hearing process, and that at the conclusion of the site visit the meeting would reconvene at the Town Hall.

Page stated that he would like DPW Director Lee Dunham and Town Planner Sara Carbonneau to meet with the NH DOT-District IV to discuss the possibility of a turning lane.

Motion by Lerandeau to table the sign applications to the June 28, 2012 meeting. Seconded by Smith. Vote: All in favor.

**4. Boundary Line Adjustment** application for boundary line adjustment between Tax Map 2, Lots 5 and 1. Tax Map 2, Lot 5 is owned by Gemica Properties, LLC; Tax Map 2, Lot 1 is owned by James Kendall. The boundary line adjustment seeks to add a total of 2.2 acres to Map 2, Lot 5. The properties are situated on Monadnock Highway and located in the Business District. Dave Bergeron from Brickstone Land Use Consultants was present on behalf of the Applicant. Abutting property owners Joseph & Peg Antosiewicz were also present. Public hearing opened.

Bergeron reviewed the plans before the Board. It was noted that the intent of the boundary line adjustment was to add 2.2 acres to Map 2, Lot 5 in order to allow the existing automobile dealership located on the property to expand.

Bergeron stated that in addition to the proposed boundary line adjustment, a boundary line agreement between the parties was being worked on. Bergeron stated that there is disagreement/lack of definitive evidence as to where the existing boundary is located. Carbonneau noted that boundary line agreements do not need to come before the Planning Board. Public hearing closed.

Motion by Lerandeau to grant the boundary line adjustment subject to the condition that the deed and the plan are recorded contemporaneously. Seconded by Smith. Vote: All in favor.

**5. Site Plan Review Application** - Nissan of Keene wishes to construct an addition of 3,850 s.f. to the existing building and expand parking. The property is situated at 544 Monadnock Highway and shown at Tax Map 2, Lot 5 (as configured after a proposed boundary line adjustment), situated in the Business District. The property is owned by Gemica Properties, LLC. Dave

Bergeron from Brickstone Land Use Consultants was present on behalf of the Applicant. Also present were abutters Joe and Peg Antosiewicz. Public hearing opened.

Bergeron presented revised plans to the Board, noting that comments from the Fire Department review were incorporated into the revised plans. In addition, comments from the May 24th meeting regarding landscaping were incorporated into the revised plans.

Bergeron reviewed the plans, noting specific modifications to the front of the property. Based on further review of the premises, it was determined that removal of some of the pavement at the front of the property would alleviate some of the concerns regarding drainage and road flooding. In addition, Bergeron noted that the removal of the most easterly island, as well as modification to the westerly island would improve drainage in the area.

Bergeron discussed the northerly area of the property and described that that area would be graded and improved for additional parking. He noted that this area would remain gravel. Bergeron stated that the areas to the south and east of the dealership would be paved.

Bergeron noted that a wetlands permit will need to be obtained from the State; the proposed impact is approximately 18,000 s.f. Bergeron stated that the application has been submitted, but the permit has yet to be issued.

It was noted that an application for a revised driveway permit will need to be obtained from NH-DOT due to the anticipated increase in vehicle traffic to the site.

Bergeron reviewed the lighting plan, noting that shorter poles will be installed on the southerly side to reduce the impact on Michael McGrath's property. Further consideration to reduce the impact on McGrath's property includes the installation of a 6 foot high vinyl fence.

Bergeron stated that while space has been dedicated to a vehicle wash system, the applicant has not determined if this will be built immediately.

P. Antosiewicz expressed her appreciation at the attention devoted to the existing drainage problems. Public hearing closed.

Motion by Lerandeau to approve the Site Plan Review Application.  
Seconded by Smith. Vote: All in favor.

**6. Site Plan Review Application** - Farrell Building Co. wishes to construct a 7,200 s.f. hangar and associated taxiway. The property is situated off Airport Road and shown at Tax Map 37, Lot 36 situated in the Business District. The property is owned by the City of Keene. Dave Bergeron from Brickstone Land Use Consultants was present on behalf of the Applicant. Abutting property owners Ann Shedd, John Boudrieau and Terry Perkins were present. Public hearing opened.

Bergeron reviewed the proposed site plan. The proposed hangar will be 80 feet by 90 feet for use by a private party. The hangar will house a twin engine Beechcraft. It was noted that two FAA permits will be required (one for the building and the other for the construction phasing plan). In addition, approval for a septic system and an alteration of terrain permit will need to be obtained from NH DES. The Applicant hopes to commence construction this year.

Abutting property owner Ann Shedd expressed concern about an increase in noise and smell, as the existing trees provide a buffer. Page noted

that requirements for clearing of trees were established by the FAA. Bergeron stated that the building area would be landscaped (landscaping will need to meet FAA regulations) and should help provide a buffer.

Abutting property owner John Boudrieau stated that the City of Keene has plans to clear cut approximately 8 acres on the airport property and wondered if this clearing had anything to do with the proposed hangar project. Bergeron stated that it did not.

Abutting property owner Terry Perkins asked about number of flights. Bergeron stated that he anticipated that there may be flights by the Applicant a couple of times during the week. Public hearing closed.

Motion by Self to grant the Site Plan Review Application subject to the receipt of all required permits, including FAA permits and NH Department of Environmental Services. Seconded by Miller. Vote: All in favor. It was also noted that the Fire Department requires that both doors are to open outward.

**7. Site Plan Review Application** - L & G Berube, Inc. wishes to construct two 30,000 gallon above-ground propane storage tanks and associated filling station. The property is situated in the Business District and shown at Tax Map 3, Lot 3. The property is located on Forbush Lane and is owned by L & G Realty Trust. Lou Berube from L & G Berube, Inc. and Jody Pratt from Jody Pratt Ameden Energy Consulting, LLC were present. No abutters were present. Public hearing opened.

Berube presented the plans to the Board, noting that the project had received a special exception from the Zoning Board of Adjustment on May 21, 2012 for the use. A condition of the ZBA's approval was the Berube receive permission from the Board of Selectmen to maintain and repair the road. Berube stated that the Board of Selectmen have charged DPW Director Lee Dunham in facilitating an agreement regarding the Class VI portion of Forbush Lane.

Berube described the existing use of the premises and the proposed changes to the site. One of the changes will be to fence the premises (for security purposes) and to establish a more defined curb cut. Berube noted that an application for modification to the curb cut has been submitted to DPW Director Lee Dunham. Berube stated that the traffic flow on the site will be one-way and clearly defined - this is, in part, to the alleviate the need for trucks to back up which could present a safety hazard.

Pratt discussed the Fire Safety Analysis noting that the site was designed utilizing Vermont standards (a higher standard). Fire Chief Norm Skantze was present and stated that he was pleased with the attention given to this project, in addition to the fact that the Applicant agreed to provide 5 times the required amount of water on site. Skantze stated that water supply in this part of town is limited, and this is certainly a benefit from the project. Berube stated that the initial fill of the cistern is the responsibility of the Applicant; water used by the Fire Department will be replaced by the Fire Department. Public hearing closed.

Motion by Lerandean to grant the Site Plan Review Application. Seconded by Lerandean. Vote: All in favor.

## **B. OTHER APPLICATIONS -**

**1. Free-standing Sign Application** - Zaremba Program Development, LLC wishes to install a 96.5 s.f. free-standing sign on property shown as proposed lot 51-2 on Tax Map 72. The property is located in the Business District. *Tabled to June 28, 2012. See Item 3 above.*

**2. Attached Sign Application** - Zaremba Program Development, LLC wishes to install a 69 s.f. attached sign on property shown as proposed lot 51-2 on Tax Map 72. The property is located in the Business District. *Tabled to June 28, 2012. See Item 3 above.*

**C. DISCUSSIONS/OTHER BUSINESS -**

1. Other business as may be required.

**2. Minutes from May 24, 2012** - Motion by Fuerderer to approve the minutes from May 24, 2012 as submitted. Seconded by Miller. Vote: All in favor.

**3. Letter from Conservation Commission re Airport** - Board members acknowledged receipt of the letter from the Conservation Commission regarding tree cutting at the Airport.

Motion by Lerandeau to adjourn. Seconded by Carlson. Vote: All in favor.  
Meeting adjourned at 10:05 p.m.

Submitted by,

Sara H. Carbonneau  
Town Planner