

## ANTRIM PLANNING BOARD

November 1, 2001 Meeting

Members present:

Spencer Garrett  
Mike Oldershaw  
Ed Rowehl

Dave Penny  
Tom Mangieri

Members absent:

Fred Anderson  
Peter Beblowski

Bob Bethel  
Bill Prokop

Public attendees:

Jen Cunningham  
David R. Crane, PSNH  
Randy Billings, Maharishi Vedic School  
Bill Rist, Maharishi Vedic School  
Tad Schrantz, Cheshire Oil Co.  
Randall Bragdon, Souhegan Engineering  
Laurie Stevens

Chairman Rowehl called the meeting to order at 7:00 PM. He designated alternate member Mr. Oldershaw to sit for Mr. Bethel. The first order of business was the continuation of the request by Cheshire Oil Co. for a Major Site Plan Review for property located on 1 Concord Street, Antrim, New Hampshire, Tax Map 1A, Lot 190, located in the Village Business District. The applicant proposes to incorporate a Dunkin Donuts facility on the existing site of the T-Bird Market. However, since the representatives for Cheshire Oil were in a meeting with the Zoning Board, the hearing was delayed until the representatives would be available.

The Board reviewed the minutes of the October 18, 2001 meeting. There were some corrections and omissions. Approval was withheld pending the return of the Secretary who was currently in the Zoning Board meeting. Mr. Mangieri, Ms. Cunningham and Mr. Rowehl expressed their intention to attend the November 13, 2001 SWRPC dinner meeting. Ms. Cunningham will pay her own dinner charge. The Secretary will notify SWRPC. Mr. Rowehl presented the proposed budget for the year 2002. After some discussion regarding increases and decreases in the various line items the Board approved the proposed budget of \$13,500 to be presented to the Selectmen.

The next order of business was the continuation of the public hearing on the request of PSNH for cutting and trimming of trees along scenic roads as part of their town wide maintenance program to be conducted in 2002. Mr. Penny, ex-officio member from the Board of Selectmen clarified that the matter of cutting and trimming along non scenic roads was between PSNH and property owners. The Board of Selectmen is not empowered by the RSA's to oversee such work. Furthermore they do not have the manpower nor any interest in overseeing such work, however, should property owners have any problems dealing with PSNH the Board of Selectmen will assist them in

resolving the matter. Mr. Mangieri (who lives on a scenic road) felt that someone should be appointed to oversee work done on scenic roads. He referred to Mr. Oldershaw's previous experience cited in an earlier Board meeting wherein the subcontractors for PSNH had done a less than satisfactory job in clearing the debris resulting from the cutting and trimming. He asked if PSNH is given blanket approval to cut trees on scenic roads. Mr. Crane of PSNH stated that they often run into additional trees that require cutting after having obtained permission to cut specific trees from the Board. He felt PSNH did not want to get involved with a public hearing each time they encountered such a case. Mr. Garrett felt the Board should have more say in the cutting of trees in excess of that permitted by RSA 231:158. Mr. Penny felt that PSNH should obtain permission on each property as they had done for the recent hearing on Pierce Lake Road. Mr. Rowehl pointed out that RSA 231:158 gives PSNH permission to cut anything less than 15" in circumference and they only need permission from the Board to cut larger trees. Mr. Crane felt it would be feasible for the Town to designate someone to check the scenic roads periodically. Mr. Mangieri volunteered to take on such a role. Mr. Penny pointed out that the Board's responsibility for oversight was based on holding public hearings and he was concerned that appointing such a designee would bypass public input. Mr. Penny asked what would happen if PSNH and a property owner wanted to cut a tree down and the neighbors didn't? Mr. Crane said that the Planning Boards in most towns give PSNH permission to cut and trim whatever they need to. In the case of the Town of Sutton, he will be riding the scenic roads with a member of their planning board and deciding on what trees to cut. He pointed out the basic guidelines they follow for trimming is to leave a space of 8' to the sides of the lines, 15' over the lines and 10' under the lines. Mr. Oldershaw felt it would be good for PSNH to submit a plan and have a Board member go around with the PSNH subcontractor (probably Asplundh Tree Service) to look at trees proposed to be cut. Mr. Mangieri suggested that the trees could be flagged ahead of time and then another public hearing could be held. Mr. Crane pointed out that despite a pre-inspection, more trees are found that need to be cut as the work progresses. Mr. Mangieri felt PSNH should obtain written permission from the property owners. Mr. Oldershaw volunteered to be a back up volunteer to Mr. Mangieri. Mr. Penny suggested denying the application by PSNH. Mr. Crane asked that if that were to be done he would like a record of the denial and asked that the Board tell PSNH exactly what they want. He cited the case in 1996 when PSNH cut and trimmed without any public hearings because they were unaware that there were any scenic roads in Antrim. Mr. Oldershaw would like to have information that could be put on a work or solicitation form which would be given to the subcontractors. Mr. Mangieri made a motion to disapprove the work requested for routine maintenance in PSNH letter dated August 10, 2001. The motion was seconded by Mr. Penny and passed. Mr. Crane asked if the Board would approve the trimming of trees as proposed but not the removal of trees. After some discussion it was agreed that the Board would present a letter to PSNH outlining the guidelines to be followed by PSNH for future applications within the next sixty days.

The next order of business was another conceptual consultation for the Maharishi Vedic School. They were responding to the request of the Planning Board to present an overlay

of the entire 550 acre property showing what buildings were being demolished and the proposed new construction. Mr. Billings and Mr. Rist of Maharishi presented a plan titled "The Campus" of the Maruzen Hawthorn College dated 4/19/91. Ten buildings marked in red were in the process of being demolished and permits had been obtained to do so. Buildings marked in brown were to be subdivided into lots of 90,000 square feet and sold. The building marked in blue was the old chapel which has been sold and will be disassembled, moved to Temple and reassembled by May, 2002. Another drawing entitled "Maharishi Vedic School – Site Plan 04C Area" prepared by Maharishi Global Architects and dated March 22, 2001 showing the entire 550 acre plot and its proposed development were presented to the Board. The previous "Master Plan" for the property is being revised because of various "wetland" issues. Mr. Don Mellon is currently preparing a survey of the land. Mr. Mangieri asked what the Schools intentions where for future subdivision. Mr. Rist replied that there would be cluster housing around the office complex. Copies of both maps were left with the Board for their review.

Representatives of Cheshire Oil Co. were now available so Mr. Rowehl reconvened the public hearing. Mr. Schrantz presented the following documents:

1. A letter dated November 1, 2001 outlined the work which they proposed to do.
2. A letter from Mr. Quinn of Dunkin donuts giving an estimate of forecasted customer traffic
3. A copy of a traffic recorder report for Route 202 & Route 31 conducted in October of 2001.

Mr. Schrantz indicated that the 445 customers per day anticipated by Dunkin Donuts would probably consist of about 350 customers that were already patrons of T-Bird, hence the net increase in customers would be about 100 per day. A revised drawing of the site plan dated September 26, 2001 was presented to the Board. A number of changes were made over previous site plans which had been submitted. Mr. Randall Bragdon indicated that they had moved the majority of the parking back down the side of the lot. Places for employee parking was added to the back of the lot. They increased the landscaped area at the exit of the drive up window to provide a full car length before exiting traffic had to cross entering traffic. The landscaped area would also provide a good line of sight to incoming traffic. Changes were made so that no traffic would exit through the Granite Bank parking lot. Although regulations require 20 parking spaces they have provided 23 spaces. They propose to paint a double yellow line on the passageway to separate traffic to and from the drive up window. In response to Mr. Bragdon's comment that "you are going to love this", Mr., Mangieri said "I don't know if it's love, but I certainly like it better".

Members of the Board expressed concern about the parking that takes place between the gas pumps and Route 202. Mr. Bragdon said that the area in question was state property and they would try to work out something with the state to incorporate some sort of landscaped island to prohibit such parking. Ms. Stevens express her previous concerns about the increase in traffic, the unloading of fuel during business hours and the increase

in the amount of lighting. Mr. Bragdon said that the plan did not have such details such as lighting locations but they would be incorporated into the final plan. Mr. Rowehl asked if the lighting could be directed. Ms. Stevens was concerned about the headlights pulling out of the drive up window shining onto her house. She agreed with Mr. Penny's suggestion that a fence should be installed to block the light.

Mr. Mangieri asked that Chief Police Brown review the new map. He also asked if the Chief would provide a report of accidents at the intersection over the past five years. He also wondered what could be done to address the concerns of the Baptist Church. Mr. Rowehl still felt that there would be major traffic problems onto route 202. He read the application made by Cheshire Oil to NHDOT and was concerned that Cheshire made no reference to adding a Dunkin Donuts to the existing facility but only spoke of expanding the store and the addition of a drive through window. He felt that DOT might have made a different decision regarding the curb cuts if they were aware of the addition of a Dunkin Donuts. Mr. Oldershaw felt that Cheshire Oil had made a number of changes to address the safety problems.

Mr. Bragdon requested that the Board tell them exactly what they were looking for and he would prepare a final site plan incorporating as many of the features the Board felt were required that were possible. The Board said that any future site plans should take into account the following:

1. Fencing to block of lights from automotive headlights on the north side.
2. Specifying the times for fuel truck deliveries (preferably after hours).
3. Some sort of island or barrier to prevent parking between the gas pumps and Route 202
4. The shading of overhead lights so as to be of minimal disturbance to the abutters.

Based on the foregoing the public hearing for Cheshire Oil was continued until 7:00 PM on November 15, 2001.

Mr. Oldershaw moved to accept the minutes of the October 18, 2001 meeting as corrected. The motion was seconded by Mr. Penny and passed. A motion to adjourn the meeting was made by Mr. Mangieri, seconded by Mr. Garrett and passed. Mr. Rowehl adjourned the meeting at 9:23 PM.

Respectfully submitted,

Paul L. Vasques, Secretary  
Antrim Planning Board