

Board Of Selectmen

September 17

Condensed from approved minutes

Present: Chairman Dennis Fenton, Selectmen Roger Godwin and Andrew Gup-till, and Town Administrator Mark Stetson

Under old business, the Board acknowledged receipt of the wetlands permit for the work at the dam. After review and a brief discussion, the Board authorized Fenton to sign a contract with Dubois & King to provide the additional information required for the wetlands and dam reconstruction permit applications by the New Hampshire Department of Environmental Services (DES).

Stetson informed the Board that an issue with the placement of the relocated utility pole at the dam had been resolved earlier in the day. The contractor had told Stetson that the planned location would interfere with the equipment needed to place one section of culvert box, so the contractor and a representative from the power company devised an alternate plan to locate a temporary pole. Stetson also told the Board that it's

likely that the power company will invoice the Town for the time involved to set the temporary pole.

The Board then met with Police Chief Glenn Laramie who told the Board that his department responded to 262 calls for service during the prior 30-day period. There was a general discussion about the dramatic increase from the previous month. Laramie noted that six of those calls were to provide assistance to other town departments or the state police. After a lengthy discussion, the Board approved Laramie's request that Currier Road be posted with a 25 mile per hour speed limit.

Back under old business, Stetson reported that the camper has been removed from the property located at 777 Raccoon Hill Road.

The Board authorized Fenton to sign an agreement with the New Hampshire Department of Transportation whereby the Town accepts management responsibility for the Transportation Enhancement grant that the Friends of the Northern Rail Trail solicited to upgrade approximately 8.4 miles of the rail trail.

This agreement contains the language that the selectmen had sought that relieves the Town of maintenance responsibilities once the construction is complete.

Under new business, the Board decided no comment is needed regarding a notice from the New Hampshire Liquor Commission about a beer and wine liquor license application submitted by Irving Oil Corporation for that company's planned purchase of the Foodstop convenience store.

The Board signed a letter of thanks to be sent to Carroll Gautreau acknowledging his donation of a porta-potty for the Transfer Station.

The Board entered non-public session to discuss welfare cases 07-11 and 07-12. The Board voted not to publish the minutes of this non-public session.

Back under old business, Godwin relayed renewed complaints about the expanded scope of operations at the Main Street Garage without benefit of planning or zoning approval and suggested that he and Planning Board chairman Don Gould would soon meet to review previous approvals to best determine what enforcement action to recommend to the Board. Fenton commented that vehicles appear to be parked within the Town and state road rights of way. Gup-till suggested the Town seek assistance from the state enforcing the setback from Main Street.

Godwin also relayed a request from the Planning Board that applicants requesting special exceptions from the Zoning Board complete the part of the process that requires them to go to the Planning Board first in order for that Board to determine if the site is appropriate for the proposed use. Members of the Planning Board opine that this change would improve efficiency of the process.

September 18

Special Meeting convened as the Pre-Construction Meeting for the High-

land Lake Dam project.

Condensed from approved minutes

Present: Chairman Dennis Fenton, Selectmen Roger Godwin and Andrew Gup-till, Town Administrator Mark Stetson, Road Agent John Thompson, Robert Durfee from Dubois & King, and Bruce Coleman, Dave Stroud, and Adam Oleson, all from Alvin J. Coleman & Son present.

Stetson provided Stroud with a copy of the wetlands permit. The permit was signed by the Town and by Coleman. A copy will be posted at the site.

Durfee informed Coleman that some of the references checked had come back very favorable and some less than favorable. Because all of the references for the jobs that he was responsible for were very positive, on behalf of the Town, Durfee asked that Stroud see this project through to completion.

Coleman confirmed that Stroud would be in charge of the contractor's responsibilities and noted that Stroud had estimated the job on behalf of his company. Coleman went on to express concern that his firm would be held responsible for delays caused by adverse weather conditions, late delivery of the concrete box culvert, or other factors beyond his control.

Durfee outlined provisions in the contract that address those types of scenarios. On the question of communications among the owner, engineer, and contractor, he said that engineers from his staff were required by New Hampshire Department of Environmental Services (DES) to observe certain construction procedures (e.g., concrete pouring and compaction of gravel fill), anticipated frequent visits but not constant attendance at the project site otherwise, and expected to send out weekly summaries to the owner and contractor for comment and correction as needed.

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Master Plan Update Committee

By Paul Currier

Co-Chair, Master Plan Update Comm.

Almost two thirds of the households that responded to last spring's survey said "rural character" is what they like most about Andover. But what makes up rural character?

At its September meeting, the Master Plan Update Committee explored the idea that small village areas are a main ingredient of rural character, and another main ingredient is relatively open space in between villages. A good village area should have a variety of buildings and uses – single family homes, apartments, offices, shops, restaurants, services, and public buildings – all within easy walking distance.

Andover has four village districts on our current zoning map – how well do they function now, and what would we recommend in the Master Plan for changes to preserve rural character? Here's a summary of what the September meeting came up with.

- Andover Village – A fairly complete village area: a store, restaurant, garage, town office, post office, school, and offices all within an easy walk. The designated village area is too small, though, and should be expanded somewhat in all directions
- East Andover Village – Not as complete a village as Andover Village, but not bad. The designated area is about the right size and can accommodate future growth.
- West Andover Village (on Rt. 4 toward Danbury) – What village? There's nothing there, and it's postage-stamp small. This village district should go away.
- Cilleyville (along Cilleyville Road from the rail trail to Mountain Road) – No real village character-

tics now, but the area has possibilities. More work is needed to recommend boundaries.

What do you think defines rural character? Are walkable village areas with a mix of buildings and uses a big part of it? Where and how big should they be?

Now's the time to give the committee your opinions. All Andover residents are invited to participate in the Master Plan Update Committee's work. We usually meet the fourth Monday of the month at the Town Hall. Our next meeting is November 26. Please come. You can contact committee co-chairs Doug Boisvert at 735-5218 or Paul Currier at 735-5280 for more information.

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