

ATKINSON PLANNING BOARD
Regular Meeting
Atkinson, New Hampshire
Wednesday, September, 22, 2010

Present: Paul DiMaggio, Vice Chairman; Bill Bennett, Ex-Officio, Regular Members: Tim Dziechowski, John Wolters, Alternate Member: Mike Turell, Harold Morse

Others: Julie La Branche, RPC

The meeting was called to order at 7:45 pm by Mr. Dziechowski, due to Ms. Killam being ill.

Correspondences:

Incoming:

None

Outgoing:

None

Approval of Minutes:

Motion to defer the minutes until the next meeting made by Mike Turell. John Wolters seconded the motion. Board voted unanimously in favor to defer the minutes

Old Business:

None

New Business:

Julie stated that the next meeting for the Rockingham members was set for October 4, the 1st Monday

CTAP - Grant application was received - Julie will start looking at chapters

Tiger 2 Grant - deadline ended

MBTA Commuter rail for Plaistow Station and lay over yard

Discussion took place over the meeting that was held in Plaistow with regards to the new station that is to be built in Plaistow and the effects on Atkinson

- difference between a freight train vs. commuter train

- Tim Moore is the "planning guy" in Plaistow

- letter to Plaistow on the effects of noise, vibration and fumes
 - three new trains would be acquired as part of the deal
 - Plaistow meeting was packed with angry citizens
 - possible lay-over yard in the Hilldale area??
 - discussion on the 3 best sites
 - Bill Bennett stated that Sue is upset over noise and the smell
 - discussion on how the rails are kept warm
 - 300 or so fares are needed in and out of Plaistow to be worth having the station.
 - Zone 7 \$250/monthly Zone 8 \$280/monthly
 - Bill Bennett feels that the MBTA wouldn't spend their time doing this if they didn't think they could get the riders
 - discussion on the Lawrence station
 - Pan Am owns the tracks - Amtrak and MBTA share
 - concerns on size of tank 3,000-5,000 of diesel; malicious damages teenagers could cause leaks, soaking into wetlands
 - extending the noise wall
 - discussion on putting tracks in a building
 - soil analysis the proposed site
 - passenger locomotive is quieter than a freight train
 - discussion on Environmental DBA levels
 - 90 DBA- subway station = 90 DBA truck/traffic
 - 73 DBA for a locomotive built before 1980; stationary/idling
 - 96 DBA for a locomotive at cruising speeds
- but after 1979 levels drop
- 70 DBA for a locomotive; stationary/idling
 - 90 DBA for a locomotive at cruising speeds
 - the farther you are away from the tracks the more the sound level drops
 - Bryant woods section there are trees before the houses to buffer the sound
 - discussion on a "field trip" to Newburyport and back to get a better understanding of the concerns the Board members have.

Scenic Byway

Carol Grant resurrected the Scenic Byway application. These were lost for approximately 3 years and then found by DOT.

- looking into
 - reactivating application
 - if rules have changed
 - Board of Selectman has to okay the process

- discussion on the Historical Society has some really nice pictures and history on file
- the OEP never voted on then was shipped to DOT and the DOT never acted on passing the Byway before it was put aside.
- A new committee needs to be formed and sent to the Board of Selectman

Harold Morse made a motion to adjourn the meeting. The motion was seconded by Mike Turell and the Board voted unanimously to adjourn.

The Planning Board meeting was adjourned at 8:48 p.m.

respectfully submitted by Patty Power