Call to Order/Introductions
Chairman Bayard opened the meeting at 7:10PM
Present: Bayard Chairman, James, Kreitler, Butler, Gerken, Touhey, LaBrecque Town Planner, Fortin Recording Clerk.

Review/Approval of Minutes
Mr. Chairman, Gerken moved, Touhey seconded to approve the minutes of 8/11/2015 and the minutes of 8/25/2015.
Voted unanimously.

Board members Touhey and Kreitler recused themselves for the following application submission and public hearing.

Application Submissions
J & B MARINE ENTERPRISES, INC.-Proposed Site Plan to construct two (32 X 72 & 32 X 82) boat service and wash facilities, pave and install water quality improvements. Tax Map U35 Lot 8A at 31 Lovejoy Sands Road in the Residential District.
Voted Unanimously.

J & B MARINE ENTERPRISES, INC- Proposed Architectural Design Review for two (32 X 72 & 32 X 82) boat service and wash facilities, pave and install water quality improvements. Tax Map U35 Lot 8A at 31 Lovejoy Sands Road in the Residential District.
Voted Unanimously.

Public Hearing
Ed Jansury on behalf of J & B Marine Enterprises, INC- The proposal is basically a redevelopment of the existing developed area. There are two additions proposed. An addition on the existing building B2 (wood frame building), it's their maintenance building right now. The proposal is to rip out the concrete pad and put a fully enclosed building in its place. That building would allow them to do their washing inside; we are proposing to have a trench drain inside the building that will catch the wash water that will then be directed to an oil/water separator which is on site, which will then go into a holding tank. That holding tank will be periodically pumped. The idea behind this is to be more environmentally sensitive to the area and trying to improve their situation. The second building (metal frame building) addition is also going to be a wash bay and maintenance facility. This building will be an open front, with a few (up to 12) stored above and then the maintenance area located on the bottom. There will also be a trench drain in this building, this one will go to a separate oil/water separator, and then onto the common holding tank. The roof lines will match the existing buildings, as will the color of the buildings. There will be a concrete apron on the outside of this apron (10 foot apron), and we are proposing to pave the gravel area from the retaining wall up to the building. We are proposing to put a bio-swale (storm water treatment device with filter media), that the water will go through the closed drainage system. Both of these areas are going to be run into an underground chamber system, some of the water will be then infiltrated into the ground and some of it will be detained so that we can make sure we are not increasing the peek flows that are going through the current drainage system offsite and down to the lake. It should be

mentioned that back in 2009 a new septic system was put in, all buildings are tied into these tanks and have pumps, and they all pump sewage into the new leach field that was installed in 2009. One other thing that is being proposed is a small dug out area which will be a concrete bin that a waste oil tank (1,000 gallon, double wall) will be stored in. The reason for this is that it gives a second method of containment should something happen to the double wall tank. Bayard- Could you briefly go over the Architectural Design? And give the elevations of the existing buildings. Jansury- the B2 Building roof will tie into the current peak that's out there right now; it won't be any higher than the existing building. It will have wooden siding, and match what is out there right now. The other building will go from the existing ridge line and continue down with the same slope as the existing building. Gerken- would you explain the open character of one of the building versus the closed one? Bill Littlefield- The open bays will be used for oil changes, maintenance etc. and some storage, no cleaning of boats. The closed bays are for washing because you have to be able to capture all the water. Both buildings have the exact same treatment system. The enclosed building will be heated so we can work during the winter time. One of the things we do with our yard, is try to keep our guys on year round, and keeping people on year round means we need to work indoors, and that becomes the area to do all the work. Gerken- what are you required to do with the disposal of the oils? Littlefield- it's going through a water/oil separator, and then it's going into 5,000 gallon containment. It will also be alarmed and the unit will be pumped every time it gets to 4,000 gallons and will go to the septic system. Butler- I noticed when I went out there the grade is fairly steep from the oil change section to the boat launch section, is that a pump system that sends it up to the holding tank? Littlefield- we have a very steep grade that's on the concrete apron now, and that is going to be ripped out and leveled off, so it will drop down about 2 feet on the front side of the building. The drainage will all be gravity fed. Butler- are you using standard pavement or porous pavement? Jansury-We are proposing standard pavement. Sometimes with porous pavement and doing a lot of turns on it with forklifts and other kinds of trucks it doesn't stand up that well. Where we are treating the water in the bio-swales were technically getting the same type of treatment as we would through a porous pavement system. LaBrecque- when you are going from gravel to porous pavement the tendency is to get clogged up with gravel easier, and that requires continues maintenance. LaBrecque- I think we have a good idea of what the plan is. In terms of zoning, obviously the use remains the same-Marina. The zoning administrator did take a look at the plans and determined that the activities that are happening (maintenance areas and wash bays) are things that are currently happening and are an accessory use of the marina, it's just they would be done in a facility rather than outside. The maximum allowed lot coverage in the district is 30%, and with this proposal it would be at 28%. Both additions would be within the setbacks (noted on the plan), thereby not making the buildings non-conforming. One building is in the setback already, that's preexisting, so the addition will be within the setbacks. All utilities are on site, no lighting has been shown on the plans, should there be any exterior lights, and they should be cut off light fixtures, as to direct light in a downward manner. Our technical review is done by Lou Carron and he is still working on the report, he is currently reviewing the drainage calculations, but he has reviewed the plans already and doesn't see any major issues at this point. He did conclude that post project would be an improvement to storm water run-off. It's typical of the planning board to require all the maintenance documents of all the storm water facilities and probably

even the water/oil separators, the maintenance documents for these things should be kept by the owner and a copy should be given to the town so that we are aware of what the maintenance should be and when. For the architectural design review, it appears the dark green and dark grey will not be used, the colors will match the existing building. Bayard opens the meeting up for public comment. Jocelyn Wuester raised concerns/questions on behalf of residents on Bear Island:

As you know, Shep's operates as a marina within a Residential District of Meredith. The business was `grandfathered' when the town adopted zoning ordinances in 1971.

This created certain restrictions to the conduct of the operations and construction on the property. From 1971 until 2002 several additions were made to the structures and business activities without application for a Special Exception as should have been required. These additions were granted building permits. Gravel and concrete `coverage' may not have been permitted. The remainder of the neighborhood, comprising waterfront property along the Bear Island Channel and island residents accessing their property from neighborhood marinas or Meredith Public Docks, recognized that additions to the business at Shep's were having an impact on their mainland access, parking and property values. When further significant additional building proposals were brought to the Planning Board in 2003, the neighborhood became alarmed and objected. These objections were transmitted to the Board by residents from Pleasant Street to Cattle Landing Road as well as Bear and Pine islanders. Many spoke at the public meetings. Ultimately, that proposal was withdrawn. A later proposal to restructure an existing building to create a recreation facility was withdrawn also after similar opposition. The requirement that this business conduct itself with special considerations due to its location remains very important to the neighborhood. While a portion of the proposal will improve the impact of the business on the quality of the lake itself and would likely be applauded by most, the addition to an already enormous and unsightly boat storage building would not. As you can see from the application, the addition to a building that is already out of scale to everything else on the property, will exaggerate an existing eyesore.

It also indicates an expansion of the business. The exact description of that expansion is the issue. Architectural drawings of the proposed additions are incomplete as to the dimensions of the existing structure as well as the addition. Elevation drawings are scant particularly as related to the interior of the boat storage facility.

Questions:

- *In a 32' deep, 82' long, three story shed, how many boats will be stored?*
- *Will the first level of that building be used for storage in the off season?*
- *Will any of this storage be used as 'In and Out' storage in the boating season?*
- *If so, how many more boats will be accommodated with this service than are currently? How many additional parking spaces are required for this possible use?*
- *Should these changes to an operation that is already a 'non-conforming' entity in a residential zone be required to seek a Special Exception from the Zoning Board?*
- *Should the additional 'Coverage' require a Special Exception from the Zoning Board?*

Should there be additions to a building constructed without proper Special Exceptions be allowed without seeking a Special Exception now?

Conclusion: *Public parking and dockage is scarce. The happenstance of a Marina in such close proximity makes it impossible to separate the two properties. Some overlap is*

impossible to prevent. Property values for those residences within view and the character and enjoyment of the neighborhood are also a consideration.

A letter to the Meredith Planning Board in December, 2003 covering issues relevant to the current submission was also submitted, see file for copy of letter.
Jansury- the operations that are going on right now and what we are proposing is to enclose the current operations that are currently going on. There is no proposal to increase the use of the property. The existing concrete pads is where boats are currently washed, now we are proposing to wash the boats inside a building, there is no change other than it's being moved inside. The maintenance will be done in the other building; the boats that are currently stored in this area that are sitting on the ground are the boats that will go in the rack up above. There is no increase in boat storage, and there's no increase in use on the property. There are several accesses to the building with fork lifts with boats. Overall this is a grandfathered use, which makes it an allowed use, it's not an expansion of use and we are ultimately trying to make the situation better for the environment. Bayard- will there be boats stored on the outside after this new facility is built? Littlefield- We can either store boats on the ground or in a rack, if we store them on the ground we have to shrink wrap them, if they are inside of a building we don't. There is an expense to shrink wrap, there's waste, there is an environmental impact to shrink wrap. We are talking about storing 12 boats, this will not impact our business one way or another and we are not looking to increase we are looking to organize our current operations. Margy Kreitler- over the past few years since they have not been granted certain expansion, they have taken certain areas and put boats on them such as a parking lot. My question is this storage area that would accommodate 12 boats would it be 12 new boats or 12 boats that are currently on the ground? The other question I have is there is a lot of parking on the road going up to Meredith Neck Rd. from Lovejoy Sands Rd. this year, parking is really an issue. If you increase the boat storage there you are going to increase the cars that are trying to use that small parking lot. It doesn't seem to be enough to hold the parking demand. It makes it difficult for those of us to go up to Lovejoy Sands Rd. Littlefield- Parking is really bad, its trucks with trailers, but we have a public launch ramp that the town collects $20 from every person that uses it. There is no control over that; there are no limitations on that. It has nothing to do with Shep Brown's boat basin that needs to be clarified. I am not increasing any storage- again the boats can be on the ground or they can be inside. Those are 12 units that will not be shrunk wrapped outside. John Kreitler- I would like to compliment Shep Brown's, boats are up and down a public road on fork lifts which bisects the marina, in my experience the people driving the fork lifts are true gentlemen, they get out of your way, they stay off to the side when they see a car coming. However with a building being added, a fork lift with a boat on the end and make more than a 90 degree turn, I think that is going to be very difficult for the drivers of the fork lifts and people trying to use that road. I am very concerned about the street traffic. Littlefield- If you look at my facility right now and for the next 90 days I have a 3 boats parked exactly in the spot where the building will be, and there is room for the fork lifts to maneuver and get through. LaBrecque- there is a couple of questions that were left unanswered from earlier. There was a question about a special expectation, and if one is needed. They do not need a special exception for additional lot coverage. What is being described is the same thing that is already happening on the site, it's just becoming enclosed. Even pre-existing non-

conforming uses are allowed some type of natural expansion. Also with respect to the additional trailers, and trucks with trailers, that's for sure an issue. I think there is more pressure in general on all public boat launches that we have. There is more pressure on the lake and the shore line; more people want to launch their boats. It would be nice, yes to have more parking. Littlefield- I have in the past offered the town more land down there, to deal with their parking problem. I would certainly entertain that idea still if it's something they would like to talk about. I've also offered land for rest rooms in the past. A discussion between the board and abutters about portable boat storage follows. Bayard- closes the public portion of the meeting. Since we do not have the technical review report, and there is interest in a site visit it is suggested that this be continued to next month. A site walk will take place on October 1st at 5:00p.m.

Gerken moved, Butler seconded, Mr. Chairman I move that this meeting be continued to October 27, 2015 in order to give the planning board the opportunity to review some of the materials presented tonight and also the technical review as well as to allow the members of the board to do a site walk on Oct. 1st at 5:00p.m. Bayard- a site walk is open to the public, however it is a fact finding mission, and it is not a time when we are accepting public comment.

Voted unanimously.

Conceptual Discussion

Board member Touhey returned to sit with the board.

Rusty McLear for Hampshire Hospitality Holdings, LLC. - I am here to discuss a re-purpose of 10 Dover Street, which is the little white cape across the street from the original Inn at Mills Falls. The house is very old, approximately 1840. We are thinking of doing a restoration of the building. We have two separate groups interested in the building, one is a law firm and the other is a local business that wants to expand. Hopefully when we come back on October 27th we will hopefully have a site plan of what we would like to do, it will depend on which business goes in. An architectural discussion between board members and the applicant followed. There was also a discussion about the potential of moving the driveway.

Town Planner's Report

Angela LaBrecque summarized a previously approved Subdivision (5 Lots) on Gilman Hill Road and Old Center Harbor Road. Paul Eldridge will come in front of the board at the October 27, 2015 meeting; he is interested in executing the approval. They will also be going back to the selectman in October because it was agreed upon the D.P.W and the applicant that they would make a contribution towards additional gravel on Gilman Hill and some on Old Center Harbor Road. The selectman will accept the donation and re accepting the easement signed by the previous board. Since a lot of time has lapsed I suggested the applicant come before this board, and give us an update and where they are with the conditional approval. It will be a public hearing.

Plan Signatures

Meeting adjourned at 8:50

Minutes respectfully submitted by Stephanie Fortin

Minutes approved by the Planning Board on _____by

_____ Richard R. Gerken, Secretary.