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## Shep Brown's Boat Basin scales back plans for new buildings, water use

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MEREDITH — After meeting with concerned neighbors and revising its original plan, the owners of Shep Brown's Boat Basin earned the approval of the Planning Board last month for improvements to the boat washing facility and storm water treatment systems at the marina. They agreed to build just one building instead of two, and improve water management.

The marina is located on 8.5 acres that reach from Lake Winnepesaukee to Meredith Neck Road and straddle Lovejoy Sands Road. The marina effectively encircles about an acre of town property that serves as a launch, dock and parking lot. A marina has operated at the location for more than half a century and was grandfathered in 1971 when the town adopted zoning. It is in the shoreline zoning district in the midst of a thickly settled residential neighborhood of waterfront and island properties.

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Originally, the firm proposed constructing two buildings. A 32-by-72-foot building with three bays for washing boats and connected to the existing maintenance building would be built on the footprint of a concrete pad where boats are currently washed. The second building, 32 feet by 82 feet, would have four bays for servicing and washing boats with racks to store boats overhead. It would be built on ground, where boats have been stored, as an addition to an existing boat storage building.

The project is intended to assure best management practices by collecting, treating and storing the waste water in a holding tank, which would be pumped regularly. Mitchell Locker of the New Hampshire Department of Environmental Services has said the agency supports the project , which "environmentally ... is an improvement" that will "reduce nutrients and sediment from entering surface waters."

In addition to the two buildings, a storm water treatment system would be installed on the site. Storm water collected from roofs and pavement would be directed to a ground water recharge system beneath an area which is currently filled with gravel but would be paved and ringed by a bioretention swale. Lou Caron, the town's consulting engineer, reported that "storm water runoff from the site to the lake will be reduced and the runoff that gets to the lake will be cleaner than today."

At two public hearings abutters and other neighbors voiced many concerns, most arising from the prospect of increased traffic and congestion in an area already under heavy pressure in the summer months. Residents claim that any expansion of activity at the marina will increase traffic on Lovejoy Sands Road, which bisects it. The frequent shuttling of forklifts and trailers, residents claim, poses risks to public safety. Some insist that the noise, traffic and congestion will have an adverse impact on their property values, while others fear the design of buildings fail to meet the standards of the architectural design review ordinance.

In response, the marina dropped the larger of the two buildings, which would have expanded capacity to store boats, from its proposal. Instead, only the smaller building, with three bays for washing boats, will be constructed on the footprint of the outdoor wash facility. In addition, dormers will be added to the front of the new building and the road side of the existing building and spruce-colored siding with brown trim and charcoal-gray roofing added to both buildings to enhance their appearance.

The Planning Board approved the proposals plans to manage the waste water and storm water, which chairman Bill Bayard called "a significant improvement."

Bill Littlefield, who acquired the marina in 2001, could not be reached for comment.

Bayard acknowledged the many concerns voiced by abutters, but noted they are not necessarily issues the Planning Board is authorized to address. He said that the proximity of the town facility to the commercial operation leads to "potential conflicts," but said there are for the town to resolve.