I. Call to Order/Introductions

Touhey called the meeting to order at 7:02pm
There will be no votes taken tonight, this is a pre-application review. The formal review is scheduled for September 28th at 7:00 at the Community Center.

Present: James, Nedeau, Martin, Gerken, Touhey and Butler
Staff Present: LaBrecque, Town Planner; Maltais, Administrative Assistant

II. Pre- Application Review

Meredith Real Property, LLC (Goodhue/Shep Brown) - Preliminary Site Plan Review for renovations and redevelopment of Marina property. Tax Map U35 Lots 8A, 11, 12 & 14 located at 31 Lovejoy Sands Road in the Shoreline District.

LaBrecque- the purpose of tonight is to go over the proposal for the site plan application. This is a non-binding discussion to gather input prior to the formal application being submitted. The proposal includes renovations and remodeling of the marina. The marina is a preexisting non-conforming use, however the applicant will be requesting a Special Exception from the Zoning Board for that proposed use. There are other applications which have been submitted to the Zoning Board for some variances that are required prior to submittal of a site plan to the Planning Board.

Christopher L. Boldt, Esq. of DTC Lawyers on behalf of the applicant, also present tonight is Cody Gray from Goodhue and Will Davis of Horizons Engineering- we have provided copies of the plan set for the public tonight, we have also provided copies of the artist renderings that give the general flavor of the nature of the buildings being proposed.

The overview plans were presented to the board and public to give an overall reference to the properties. Boldt- The parking easement (upper lot) with the town has some loose language because it says that the area of that lot used for parking is not to be counted against lot coverage calculation. Building B.1 is intended to remain the same. The waterfront half of the property where the fork lifts load the boats in the water has been requested to be removed from lot 11 and moved up to the northeast quadrant of lot 8A. The intention is to remove the forklift traffic going up and down Lovejoy Sands Road. The access for that is an additional driveway that I will discuss further in a bit.

Part of the proposal includes removing the old cottage that is on the waterfront of lot 12. The lot coverage proposal for the whole project that we are asking for relief for from the Zoning Board is not to exceed 45%, the maximum allowed is 30% in the Shoreline District and we are already in excess of that. Parking is being increased. There are currently 46 spots for the marina use, we are adding enough spots to conform to the required parking of 1.5 spots per wet slip.

There is a proposed improvement of the driveway at Turtle Lane with an interception at Lovejoy Sands Road along with a parking area to the west of Turtle Lane. With this part of the proposal we are impacting the buffers of the wetland & the wetland with the two proposed boat storage rack buildings. That is being mitigated with swales that surround the structures and a drainage structure in the middle of the two lots. They will conform to the height limitation by the zoning ordinance and will have three tiers. There will be parking spaces around the buildings. We are increasing parking by 102 spaces from what we have now. Part of that increase will be 30 additional spots along lot 14 in the lower quadrant for the town's use that is increasing from 66 spaces to 96 spaces. The intention, again is to keep the traffic off Lovejoy Sands Road by creating the internal driveway parallel to Lovejoy that goes along the back of the property to the new proposed negative well. We currently have 102 wet slips and we are retaining them, but they are being reconfigured.

The proposed showroom that is the new showroom is one of the variances we are asking for- a 15 foot setback from the water, which is moving back from the water in comparison to today. That building will have rear access for the show boats along with some parking in the back. It does meet the rear setback requirement. There will be a pervious patio to handle some of the water flow coming off the roof. There will be a drainage trench along the eastside of the building. This building will connect to building B.5, which will get a face lift but will not change in its location.

The pergola that is proposed is close to building B.5, the edge of a corner of the pergola will be within the 65 foot setback and we are seeking a variance for that.

There is a traffic circle that will interface with the town parking lot. We are intending to have some landscaping on the town lot side. Maple trees will be added around the showroom. Around other buildings there will be hemlocks and maples. Coming further on the north we have a new septic system on the property.

Part of the plan along the rear of the showroom is to remove the existing underground storage tank which is of unknown age and quality. It is roughly 50 feet away from the water at this time. There is parking proposed on lot 12 that is associated with the private docks.

The project removes a number of things the town has found objectionable over the years. It removes the negative well and relocates it. It removes the non- conforming storage tank adjacent to the showroom. We also are removing the cabin from lot 12 that is right on the waterfront. We are removing a portion of the existing showroom and retaining part of it. We are removing the non-conforming red storage building on the waterfront. There is a redesign of all boat slips and parking. The internal driveway proposed will take the boat storage traffic away from Lovejoy Sands Road and moved to within the property. We do create additional parking spaces on the town easement lot 14. Building B.5 will have a new façade along with the pergola as a gateway.

We have to get a variance for the showroom and pergola location along with a variance for lot coverage. Those cases will be heard this coming Thursday at 7pm at the community center. We will then come to the planning board for the formal submission and then back to the ZBA for the Special Exception for the Marina Use (even though it's been in use since 1919, we are making it official), we also need two special exceptions for the wetland buffer encroachments and actual wetland encroachments for the two storage buildings.

We are amenable to vegetation recommendations from the Planning Board. We will also need approval from NHDES for an Alteration of Terrain permit for the amount of disturbance, Shoreland permit and septic permit. The EPA will require a general construction permit. This will be a multi-year project, we are probably looking at 2-3 years.

LaBrecque- you mentioned trees being planted, whatever is being proposed should be illustrated on the plan. Boldt- yes we can do that, NHDES may have specific requests for types of plantings. LaBrecque-is the stormwater management facilities just for the new proposal area or are you retrofitting some of the old? What is the design intent? Will Davis- NHDES will require us to treat all new impervious surfaces so that is the intent of the plan. LaBrecque- on the shoreline will there be stormwater management in front of the showroom? Davis- yes, the area that goes down to the launch is proposed to be impervious which has a treatment filter underneath it.

Touhey- questions from board members? James- what size tank will be replacing the underground tank? Boldt- 10,000 gallon tank and 12,000 for the other one at the lower right corner of building B.5.

Nedeau- why is the deed references in the narrative for Carrol county? Boldt noted that was his typo error.

Butler- since people are going in and out during the weekends, how will this change help to alleviate that traffic? Boldt- you won't have the forklift traffic during those times that you have today. Butler – the 24 private slips have private parking spaces? Boldt- yes, in the northeast corner of lot 14. We are required to have 1.5 spaces per dock slip space.

Touhey opened the meeting up for public comments.

The following residents spoke at the meeting- Jerry Whiteleather, Jean Blanco, Wendy & Michael Bourque, Jude Sperling-Newton, Barbara Clark, Joe Crawford, Maureen Soley, Bette Higley, Frank McCarthy, Martin Smith, Richard Tjaden, Jonathan Sistare, Dianna Goddard, Kenneth Twombly, and Mr. Higley. Collectively their concerns are as follows:

Environment-

- Puts great pressure on the shoreline and water quality of the lake

- Increases the demand on resources
- Overuse of the area
- Threatens wildlife, air quality and water quality
- Increase in noise

Neighborhood-

- Adverse effect on property values
- Intrusion into the privacy of adjacent residents
- Destroys the character of the neighborhood
- Detracts from the quality of life
- Disrupts neighbors waterfront views
- Targeting nonresident customers is contrary to the spirit of the original intent of the marina.

Access and parking-

- Increased traffic/congestion
- Lack of boat slips and parking available to islanders
- Traffic study and Pedestrian study should be completed
- Boats being stored in town parking lot preventing the public access to parking
- Access to Turtle Lane is compromised with an increase of traffic
- Proposed new road adversely effects immediate abutters on Turtle Lane
- Proposed docking reconfiguration unsafe for abutting neighbors and swimmers

Marina Use-

- Financial gain to Marina with little benefit to the public
- Safety concerns for boat traffic, pedestrian traffic, increased vehicular traffic
- Lake is too shallow for proposed dock configuration
- Loading and unloading of boats is noisy with forklift's backing up
- Adverse effect to abutting properties with the two proposed storage buildings
- Should this proposal be considered for regional impact
- Unnecessary expansion-scale project back
- Proposal is not in keeping with the intent of the ordinance and the Shoreline District

LaBrecque read letters from the following residents- William Flather, Stephanie Flather Ross, Stephanie Schavone Sinclair and Donald Sinclair, Jr., Jean Blanco and James Crofts, Eileen Crofts, Lenore Crofts, Anne Crofts-Mead. The board requested that all abutter letters submitted be attached to the minutes, see attached.

Boldt offered clarification in regards to some of the concerns raised. The proposed parking is included in the lot coverage calculations. A traffic study was not intended. We have the same number of wet slips today as we will end up with. The docking proposal meets the 20 foot property setback required by NHDES that handles safety issues. In regards to boat storage we are increasing a total of 4

spaces. The total boat storage including valet is going from 746 to 750 spaces. We cannot increase the height of the existing boat storage buildings because those buildings were built when boats were small, you can just add height to those. Right now in the winter time you have boats shrink wrapped all over the place. The proposal is to illuminate the shrink wrap and put the boats in storage. We feel the proposed boat storage buildings while they have impacts to the wetland and the buffer they meet all setbacks from private properties and we feel that is an appropriate space for that use.

Touhey inquired about the road way parallel to Tall Pines. Boldt- The roadway to the negative well is about 50-60 feet from abutting property lines and the forklifts will be able to turn around and go back along the road rather than having to back up with the beeping. The road is intended for forklift traffic not the public.

Cody Grey noted the relocation of the fork lift drives can produce no extra money for the marina. Those kinds of changes are being done for the safety of the pedestrian traffic. In regards to the docks, there are a total of 102 slips of those there is about 70 or so that the marina currently rents out seasonally to individuals with an annual renewal. That number in the future would be 56 slips for seasonal rental. Some of those slips may be for sale in the future, but that will require other meetings and approvals, but it's a possibility. The parking that goes along with a seasonal slip may be a parking pass rather than an assigned parking space, we haven't determined that yet. Where the existing showroom is there will be some unloading and loading parking spaces. The dumpster access will remain in the same location.

LaBrecque- I spoke to the town counsel about this project and if we needed to address regional impact. She felt that this didn't arise to level of having a regional impact due to there not being an expansion of the Marina. Mr. Sistare noted the board may want to consider it since it impacts a body of water and that is one of the specific criteria for regional impact. The applicant offered to notify this project as having a regional impact and the Board accepted to move forward with that notice.

LaBrecque offered clarification in regards to the non-conforming use (marina). Prior to adopting the Zoning Ordinance, this marina was in place. The Zoning Ordinance was adopted and Marinas are permitted by Special Exception in the Shoreline District. They did not at that time go for a Special Exception because they were already established. At this point in time, they are wanting to request that Special Exception for the Marina use in order move forward and have that in place when they do their redevelopment.

LaBrecque- in my staff report I recommended that a site walk be scheduled and before we do a site walk certain things should be flagged. Probably having the dock area delineated with buoys as mentioned earlier, along with the proposed buildings delineated by the four corners, both on the shoreline (showroom) and the storage buildings. That will allow us to estimate parking around the buildings.

The board scheduled the site walk for September 16th at 10:00.

III. Adjourn

Touhey adjourned the meeting at 10:06pm.

Respectfully submitted by Stephanie Maltais,
Administrative Assistant
Community Development Department

Minutes approved by the Planning Board on 28 SEPTEMBER 2021 by
Richard R. Gerken
Richard R. Gerken, Secretary