

PRESENT: Vadney, Chairman; Bliss, Nardone, Finer; Flanders, Granfield, Kahn, Edgar, Town Planner; Tivnan, Clerk

Finer moved, Flanders seconded, THAT THE MINUTES OF May 25, 2004 BE APPROVED AS PRESENTED. Voted unanimously.

APPLICATION SUBMISSION

1. **AMBROSE BROTHERS INC.** – A proposed Site Plan to construct a 100' x 30' pole barn and create construction storage areas on adjoining property, Tax Map S15, Lot 50, located at 405 Daniel Webster Highway in the Central Business District. *

Finer moved, Flanders seconded, THAT WE ACCEPT THE APPLICATION OF AMBROSE BROTHERS, INC. FOR PUBLIC HEARING THIS EVENING. Bliss recused herself. Voted unanimously.

2. **TOWN OF MEREDITH** – A proposed Site Plan to construct a municipal parking lot with related site improvements, Tax Map U07, Lot 88, located on Plymouth Street and Daniel Webster Highway in the Central Business District. *

Finer moved, Flanders seconded, THAT WE ACCEPT THE APPLICATION OF TOWN OF MEREDITH FOR PUBLIC HEARING THIS EVENING. Granfield recused himself. Voted unanimously

PUBLIC HEARINGS

1. **AMBROSE BROTHERS, INC.:** Bob Ambrose

Applicant merged what, at the time was Lot 54, with Lot 50 resulting in the current configuration of lot 50. Applicant proposes to expand a construction yard for storage of materials and vehicles and build a 100' x 30' pole barn, similar to the one already on the property. We will use this as a construction office and yard. Not sure exactly when we will build this.

It is our understanding that this Lot is Commercial. Bill Edney pointed out that the majority of the lot lies in the Central Business District, therefore the lot shall be considered to be in the Central Business District.

We will continue the berm down the side of the road. In one of John's notes, he mentioned that it might be in the right of way. I think that the berm is further out than it shows on the plans, but if it is, we will move it.

Edgar- Bill Edney is looking into the permitted uses in the district. A variance from the ZBA may be required to expand the non-conforming use.

The property will be accessed via an internal driveway with the existing yard.

There does not appear to be any wetlands on site or within proximity of the site.

Utilities for Lot 50 are municipal sewer and water. No utilities are proposed in relation to the proposed yard expansion. There is no proposed lighting.

The site plan identifies an existing earthen berm placed over a stone barrier. The berm located on the existing yard was planted with red pine trees.

The proposed yard expansion abuts residentially zoned property (Lot 55). Site Plan Regulation 15-D requires a landscaped buffer area wherever a zone or use other than residential abuts an adjacent residential property. Tree lines on the site plan suggest a 30' deep existing buffer adjacent to Lot 55. It appears that the lot has been cleared to the shared lot line with only a minimal tree line remaining.

Lot merger occurred in 1999. A lot consolidation deed was recorded. On the right hand side of the site plan a note says "it is a condition of the merger of these lots that the property will be considered Central Business for Municipal Planning Purposes" The text in the deed says that it is a condition of the merger "The sole purpose of this deed is to consolidate the premises described in this deed into one piece or parcel of land for taxation, planning and zoning purposes." This is how the deed actually reads.

The property lies above a stratified drift aquifer. Bob Ambrose said there will be no outside storage or otherwise uncontained storage of hazardous materials, chemicals, waste oil etc.

Justin Polar: I am looking into putting a house on the abutting lot. I don't want a construction site in my back yard. If the dump trucks are stored in the pole barn in the winter, at what time will they be starting up to leave?

Bob Ambrose: The trucks are not going to be stored there. What goes inside for storage will stay in there for the winter. There will be no increase in activity over what is currently happening on the site.

Vadney: Let me remind you, that the Board has the right to review and amend any approval.

Justin: What would be the buffer?

Vadney: That is to be determined and up for discussion.

Bob Ambrose: We are open to whatever works. As far as the tree line, we did not want to cut trees.

Flanders and Finer suggested vegetation on top of the berm instead of a fence. It is more natural looking and diverts noise the best.

Justin Polar: I would prefer a fence.

Ambrose: I agree that vegetation on the berm would be the best.

Flanders: I suggest we approve this with the guidance that the berm would be the best way to go, and allow John to handle this administratively.

Vadney: For the abutter, who prefers a fence, if the berm does not work out, you can re-contact the Board.

Hearing closed at 7:55PM

Flanders moved, Finer seconded, I MOVE THAT WE GRANT CONDITIONAL APPROVAL FOR AMBROSE BROTHERS INC. FOR A SITE PLAN AMENDMENT TO CONSTRUCT A 100' X 30' POLE BARN AND CREATE CONSTRUCTION STORAGE AREAS ON ADJOINING PROPERTY, TAX MAP S 15, LOT 50, LOCATED AT 405 DANIEL WEBSTER HIGHWAY IN THE CENTRAL BUSINESS DISTRICT AND THAT THE CONDITIONS WILL BE (1.) LOT COVERAGE CALCULATIONS BE PROVIDED FOR LOT 50 AS A WHOLE, INCLUDING THE PROPOSED GRAVEL YARD AND POLE BARN (2.) THAT THE BUFFER WOULD BE A BERM WITH VEGETATION ON IT BETWEEN THIS LOT AND THE RESIDENTIAL LOTS. DETAILS TO BE WORKED OUT BETWEEN BOB AMBROSE AND TOWN PLANNER, AND TO BE CONSISTENT WITH THE DISCUSSION WE HAVE HAD TONIGHT. (3.) THE FINAL PLANS SHALL INCLUDE THE ASSOCIATED CROSS-REFERENCES TO THE BELKNAP COUNTY REGISTRY OF DEED RECORDING INFORMATION (4.) THAT THE PLAN NOTE BE CHANGED IN REFERENCE TO THE CONSIDERED CENTRAL BUSINESS BECAUSE THAT IS NOT APPROPRIATE FOR THE PLAN. THAT IS DRIVEN BY THE ORDINANCE. (5.) FINAL PLANS SHOULD INCLUDE PLAN NOTES THAT RESTRICT OUTSIDE

STORAGE OR OTHERWISE UNCONTAINED STORAGE OF HAZARDOUS MATERIALS, CHEMICALS, WASTE OIL, ETC., AND/OR CROSS-REFERENCE APPLICABLE BEST MANAGEMENT PRACTICES; (6.) IF THE CODE ENFORCEMENT OFFICER DETERMINES THAT A VARIANCE IS NECESSARY, THAT THE VARIANCE BE OBTAINED AND NOTED ON THE PLAN; (7.) THAT THESE CONDITIONS COULD BE ADMINISTERED ADMINISTRATIVELY BY THE PLANNING OFFICE; (8.) SUBJECT TO THE RIGHT TO REVIEW AND AMEND. Voted unanimously.

2. TOWN OF MEREDITH: Mike Faller, Public Works Director:

Applicant proposes a 30-space parking lot. The Board of Selectmen held an informational meeting with abutters on May 10, 2004. Abutters expressed concern about possible thru cutting from Route 3 and related traffic safety. The property fronts on both Plymouth Street and US Route 3 North. Vehicle access to the parking lot is proposed at two locations. There will be a one-way entrance from Plymouth Street and a full two-way driveway off Route 3. Signage will be there. A curbed island has been created, which will have landscaped shrubs. Trees will be placed along the lot frontage on Plymouth Street and Route 3. There will be two cut-off light fixtures on the center island. It is going to be a paved parking lot with granite curbs. The lot will be striped, with a total of thirty spaces; two spaces will be handicap accessible. There will be a crosswalk across Plymouth Street.

Bliss: Does this fall under the parking ordinances that Meredith has now? I do not want overnight parking.

Keith: Meredith Police: The parking lot near Aubuchons has trailer parking and a 24-hour limit.

Flanders: This parking lot is for vehicles only.

Finer: Will it be signed for that?

Faller: The spaces are 10' x 20', with 24' aisles and will be right angle parking. A special exception is required from the ZBA because it is within the setbacks.

Bliss: I would like this to be for cars only.

Flanders: That is the intent. It will be for vehicles only. You can't say just cars, because some people drive pick-up trucks.

Bliss: I meant no trailers, campers, RV's, etc.

Edgar: Parking lots are governed by ordinances that are under the jurisdiction of the Board of Selectmen. You don't want to be establishing a bunch of conditions. It is the Selectmen's prerogative on how the parking lot is regulated. It is appropriate that either through me, or Mike, that these issues are brought to the attention of the Board of Selectmen, so perhaps there needs to be an amendment to the parking ordinance to specifically refer to the Plymouth Street lot. There are two special exceptions. One is for lot coverage, and one for parking setbacks. Driveway permits are required from Meredith DPW and NHDOT. A NHDOT excavation permit will be required prior to construction. Lighting should be projected down. Meredith Harley Davidson and St. Charles Church are a good example of this type of lighting and what has been accomplished with site plan regulations. Final plant selections should be appropriate to the location and intended effect, buffering of headlights, salt tolerance, aesthetics, etc. and could be handled administratively.

Schultz: We live across from the lot and are concerned about the lights from the cars.

Flanders: If we beef up the landscaping on the Plymouth Street side, at least down to the entrance into the parking lot, I think that will help substantially with the lights.

Faller: I just want to make sure that it is not so beefed up that they drive by.

Vadney: I would recommend that as you are approaching it, particularly from the south, that there is a sign that says "Municipal Parking -200' on Right."

Davis: I think that if the landscaping is beefed up, there is going to be a visibility problem with cars coming out of there.

Flanders: There is no one coming out of there.

Davis: Oh, they are going to come out there. We already have issues on Plymouth Street that are not being addressed. We have noise issues coming from Cumberland Farms and other parking lots that are constant. We still have not found a solution for. This is just one more thing to find a solution for. One more thing to police and the things that need to be policed are not being policed now. Basically, I think people are going to come out of there and access Plymouth Street and you are going to have a visibility problem.

Vadney: She does bring up a good point. One of our big things anytime there is a driveway is site distance. This is a straight section of road, but we will have to be careful what we put there for visual barrier.

Bliss: While this may eliminate some of the traffic on Plymouth Street, we are talking about the direct abutters. This will impact them. I really think as a Planning Board we ought to think about closing that side off.

Schultz: When we had our informational meeting with the Board of Selectmen, anybody who was south, wanted that open. Anyone north did not want it open. My reason for wanting it open is that I don't have a driveway. This is just the best for us.

Vadney: This is a general parking lot for the citizens of Plymouth Street, for the citizens of the town and I think it needs to have reasonable access.

Davis: At the informational meeting, there were five of us that did not want the entrance on Plymouth Street and four that said they did. Then everyone said that it was even. Well, that is not even. The majority should rule. We got shut down at that meeting. Your viewpoint and my viewpoint are two different things. I don't think the Town of Meredith needs to supply anybody with a house on Plymouth Street with a parking lot for his or her vehicle.

Davis: I do believe that there has been some compromise.

Flanders: I believe the Planning Board over the years, has worked diligently to try and mitigate a lot of these things.

Vadney: This will be treated as a commercial property. From a site plan stand point, the Board has the right to review and amend.

Davis: I have lived in Meredith my whole life, and all the concessions seem to go to the tourists.

Flanders: By trying to resolve the problems of the tourists, those solutions make it better for the people who live here year round.

Hearing closed at 8:35PM

Finer moved, Kahn seconded, I MOVE THAT WE GRANT CONDITIONAL APPROVAL FOR THE SITE PLAN, TO CONSTRUCT A MUNICIPAL PARKING LOT WITH RELATED SITE IMPROVEMENTS, TAX MAP U07, LOT 88, LOCATED ON PLYMOUTH STREET AND DANIEL WEBSTER HIGHWAY IN THE CENTRAL BUSINESS DISTRICT WITH THE FOLLOWING CONDITIONS (1.) SPECIAL EXCEPTION REQUIRED FOR THE LOT COVERAGE AND THE ZONING. (2.) DRIVEWAY PERMITS FROM DPW AND NHDOT ARE REQUIRED. (3.) FINAL PLANS TO SHOW OVERHEAD AND UNDERGROUND ELECTRICAL SERVICE. (4.) POLE HEIGHTS AND FIXTURE TYPES SHOULD

BE SPECIFIED AND HANDLED ADMINISTRATIVELY. (5.) FINAL PLANT SELECTIONS FOR LANDSCAPING TO BE HANDLED ADMINISTRATIVELY AND (6) THAT THE SELECTMEN ADDRESS AT THEIR NEXT MEETING WHAT THEIR INTENT IS AT THIS PARKING LOT, AND THAT IT IS SPECIFIED THAT IT IS JUST FOR VEHICLES. (7.) SUBJECT TO THE RIGHT TO REVIEW AND AMEND. Voted unanimously.

TOWN PLANNERS REPORT

1. Lakes Region Planning Commission:

Annual meeting is on June 28, 2004. Anyone interested, please call, Marylee or Chris.

2. Lakes Region Planning Commission:

John Edgar is on a committee through the Lakes Region Planning Commission for the study of expanded transit service to Meredith. The Commission is looking for volunteers to survey residents for a transit study on July 9th and 10th. Anyone interested, please contact John.

3. Waukewan Watershed:

This is a sixteen person Committee that has started to meet regularly. All five surrounding towns are represented.

4. CIP:

CIP continues to meet. All department heads are interviewed for recommended actions. Bob Bayard represents Planning Board on the sub-committee.

5. Moving:

The Planning and Zoning Departments are moving to the Annex at 5 Highland Street on Friday, June 11, 2004.

Meeting adjourned at 8:55p.m.

Plan signatures: Lovering Volvo – Site Plan

Respectfully submitted,

Christine Tivnan
Planning/Zoning Clerk

The above minutes were read and approved by the Meredith Planning Board at a regular meeting on _____.

William Bayard, Secretary
Meredith Planning Board