

PRESENT: Vadney, Chairman; Sorell, Vice-Chairman; Bayard, Secretary; Dever, Kahn; Touhey; Flanders, Selectmen's Rep., Harvey, Clerk

Dever moved, Sorell seconded, THAT WE APPROVE THE MINUTES OF JULY 24, 2009, AS PRESENTED. Voted unanimously.

APPLICATION SUBMISSIONS

1. **LRGHEALTHCARE FOR BELKNAP FAMILY HEALTH CENTER** – Proposed Site Plan Amendment to replace existing medical building with a new one related site improvements, Tax Map U02, Lot 35A, located at 238 Daniel Webster Highway in the Central Business & Residential Districts.
2. **LRGHEALTHCARE FOR BELKNAP FAMILY HEALTH CENTER** – Architectural Design Review of a proposed new medical building, Tax Map S02, Lot 35A, located at 238 Daniel Webster Highway in the Central Business & Residential Districts.

Edney – Applicant proposes to replace the existing health care facility with a new facility, 14,200 sq. ft. in size. Site Plan, checklist, abutters list and Architectural Design Review application are in file. Application fee and technical review fee have been paid. Recommend application be accepted as complete for purposes of proceeding to public hearing this evening.

Touhey moved, Dever seconded, THAT WE ACCEPT THE APPLICATIONS OF LRGHEALTHCARE FOR SITE PLAN AMENDMENT AND ARCHITECTURAL DESIGN REVIEW FOR PUBLIC HEARING THIS EVENING. Voted unanimously.

PUBLIC HEARINGS

1. **LRGHEALTHCARE FOR BELKNAP FAMILY HEALTH CENTER:** (Rep. Steve Smith; Surveyor; Peter Howard, Project Engineer; Ward D'Elia and John Otte, Architects; Tim Jordan, Landscape Architect; Mike Rogers from Stabile Company; and Mitch Jean and John Dunleavy from LRGH).

Steve Smith - We are here tonight for Site Plan review for the Belknap Family Health Center at 238 Daniel Webster Highway. It's a 3-acre parcel located on the Daniel Webster Highway and the intersection of Lower Ladd Hill Road. I have an existing conditions plan up on the board. This property is in the Residential and Central Business Districts and is represented on this plan by the red line. We have 328' of frontage along U.S. Route 3 and we have approximately 506' along Lower Ladd Hill Road. There is a single-family residence on the property accessed off Lower Ladd Hill Road. We currently have a 6,000 sq. ft., two story medical office building fronting along Daniel Webster Highway (Route 3) which has two points of access from Route 3, there are northerly and southerly access points to the site. We also have one point of access from Upper Ladd Hill Road. There are currently

66 parking spaces on the site and back in 1998, we came before the Planning Board for redevelopment of this site where we were granted Site Plan approval and went to the ZBA for two Special Exceptions, one was for construction within a non-designated stream buffer and that is the blue area which has a 75' buffer requirement so we needed to get a Special Exception to build within that buffer. Additionally, we needed a Special Exception at that time for a medical clinic use within a Residential District. At that time, this was 3 parcels of property and there was another residence which was removed. The approval was to make an addition to the existing building which is roughly 6,000 sq. ft. of an additional 6,380 sq. ft. for a total of 12,380 sq. ft. of office space. With approval to construct an additional entrance off Lower Ladd Hill, we tore down the building that was here in order to put this entrance in off of Lower Ladd Hill and then we expanded the parking. From that approval, we constructed the new entrance off Lower Ladd Hill, expanded the parking, installed the detention pond and put in a closed drainage system to collect water and treat it to protect the surrounding sites and removed a residential house. We did not do Phase II, as the hospital decided it didn't make sense to put a 6,000 sq. ft. addition on a structure with the issues they have with maintenance of that structure, the age of the structure, the type of construction and the architecture so it was decided not to go any further in that direction. Our proposal tonight would be to construct a freestanding 14,000 sq. ft. medical office building. In order to do that, we would have to remove that last residential house. We propose to expand the parking in parking lot #3 and because they didn't do the extension, they didn't add that parking. We'll have to relocate the dumpster. The new location of the dumpster is shown. We found out today there's a load limit on this road for about 6 weeks in the spring and Waste Management wouldn't be able to get in there to pick up trash so we're proposing to turn that so they can come in from Route 3, pick it up, back up and go back out Route 3 so we won't have any issues with the load limit as it relates to the dumpster. Vadney – Will they also be able to come in off Ladd Hill as far as radiuses go at some times of the year? Yes. They won't be able to pick it up from Ladd Hill because we have to have it one direction or the other but you can get in from that direction. We are proposing to continue with some emergency access off from Ladd Hill. This is the location of the existing driveway into the house and working with the Fire Department, they asked us if we could keep a 12' area of a drive in there for emergency uses only. We're proposing to do that with some pavers that grow grass so it looks like its grass but it will support fire equipment and we've reviewed that with the Fire Department. We propose to construct new parking in the area of the existing medical office building. This thing will have to be staged so they can keep the medical office open while constructing the new building. When we make the transfer, our proposal is to take that area and do additional parking. This works better for us because we can build the new building completely away from the existing building and still provide safe access and use of that building during the construction. As part of this overall proposal, we are proposing to eliminate the southerly access drive from Route 3 which is located here and accesses this upper parking lot which is currently the parking lot they use for handicap access and we're

proposing to eliminate that. We have submitted applications to the State Highway Department and they have approved our request for a driveway upgrade eliminating that point of access along Route 3. We're proposing to upgrade again the existing drainage system on-site to capture the storm water drainage and direct it to the detention pond. We propose to capture all this new drainage and the intent of this design is to actually lessen the storm water drainage that's going into this non-designated stream which will protect that stream and direct that into a closed captured system into the detention pond and release it. We still have some more work to do on the detention upgrade. Vadney – That's the water that currently is landing on the building and going toward that stream. Smith – That's correct, the water is going to that stream and with the new parking area and none of this water will go into the stream. Flanders – These, I've seen these grass pavers installed and after the grass gets well established, you can't really tell where they are and where they aren't, how are you going to delineate that for emergency vehicles? Smith – We could put up some markers on both sides. We're going to build that so the shoulders are strong enough for the size of the equipment being used. We worked that out and reviewed that with the Fire Department. We're going to be providing a new water service. We have met with the Water Department and talked about the water usage and talking about the water connection and have gotten a letter back from the Water Department relative to sewer and water but they've asked us to core underneath Route 3. There's a water line on the other side of the street and we would tie into that, bring that line across, put a fire hydrant and a connection into the building so a brand new water service. The sewer service is still functioning fine, we're actually going to have less water use with this building with all the new technologies and we will be proposing to tie in with a new line discontinuing it as it comes up to this building here but tying into the parking area for the sewer. A new electrical service from across the road to a pole and then underground into the building and then underground out of the building to the lights that we have in the parking area and we do know when we first did this, we thought we were going to be putting in the same lights that were there before because we had been to the Planning Board and they approved it. Apparently, there have been some changes in your lighting. I've talked to John and we're going to pick out a different picture for the new lights and meet that standard. We have some underground LP tanks in the buried in the back with bollards around them and a line that will come up into the back of the building in this location. Overall, our proposal is to reduce the storm water that's running into the non-designated stream and actually reduce the storm water that leaves to below the predevelopment levels based on the design and retention we're talking about. It's our understanding we will need to update, amend if you will, the original Special Exception for the wetland buffer and the Special Exception for the medical use in the residential zone. They had to be filed by yesterday so I have taken the liberty of working with Bill to file in anticipation of a conditional approval this evening. We are providing a total of 96 parking spaces, the requirement is 95. We do have the ability if we need to extend some more parking that was originally approved but we don't believe we'll need that and our overall lot coverage is under the allowed

coverage by about 200 sq. ft. Flanders – You stated the total water leaving the site is going to be less than it is now. Does that mean you're doing some recharge on this site somewhere? Peter Howard – It's the rate at which the water leaves. Post development rate of discharge will be less than the pre-development rate of discharge. Smith – We have some things to do we know. We received a letter from Lou Caron today. We are still working on the finalization on the detention pond itself and what might have to be done to upgrade that. We do have to select the light fixtures and we do have to work on signage. Our proposal is to keep the two signs at the locations we have on-site now and have some directional signs to direct people to where the HC parking is and the HC access and that kind of stuff. I think that pretty much covers the proposed improvements. I would like to have Tim Jordan talk a little bit about the landscaping. Vadney – Your most visible parking lot is the one where the current building sits, then you've got a lot of parking spaces on the back side and there will be an entrance from the back. Where will the processing in desk be, handy to both entrances or will one entrance tend to be the primary one? John Otte – There are two entrances up on top portion here and then the lower one. The way the building's divided up, there are different functions for the different entrances and therefore if somebody's coming to see a doctor, they can park up here, walk in on the upper main level. HC would park down below, come in and there's an elevator or stairs that take you up to that main level again. The other functions that are down on the lower level, people would just park down in this lower parking lot and we believe we'll be doing signage to help direct people. Tim Jordan – There are existing trees out there, buffers and so forth as we're coming down Route 3, that house you can't even see from the road. That house is sitting presently where the new building is going so there's going to be some thinning out of trees but that tree buffer will remain and the goal is you'll see the building through that buffer. There are some existing standing trees in this area between the parking lot, those will be staying as well but they're not really buffering. That parking lot will be visible coming in. This is the stream area and that area remains untouched except for the improvements of the crossing so we're saving all of that vegetation that's around that stream right now. Along the back, there are Hemlocks planted a number of years ago as far as the improvements that were done from the parking and those have filled in and matured very nicely and created a really solid buffer along here. We have another pocket of existing trees and actually what's not showing up on the plan is actually another pocket of existing trees on the back side of the detention area. As far as the new plantings, we're basically providing shade trees in the parking lot. We transitioned more to a flowering tree as you get closer and there is a mixture of flowering trees and evergreens in front of the building. Basically, the pallet of plants are set up so we're going have some color from basically June until fall when we start getting frost and that's being accomplished through the woody plants that flower as well as perennials. On the back side, we are adding two evergreens. As far as screening the dumpster, we're showing a potential patio out front. There are some existing stonewalls on-site and our goal is if we can reuse those, we'd like to create some new stonewall and a patio area in the lower terrace and entrance area. If that's not

a patio, it would end up being green. Bayard – Have you looked at doing any additional landscaping in front of the new parking lot? Jordan – Right now, we're not proposing any landscaping in that area. We have a number of large existing trees that will be saved. I think part of the goal obviously is to create some visibility here. Actually you can drive by the present building pretty easily right now and not even know its there so we are trying to create some visibility. The signage will reinforce that but obviously just to promote the visibility of seeing the site, parking and the building. The sign locations were pointed out on the plan, as well as the stream corridor. We do know that we have some things to do based on the 3rd party review, some of its just kind of drafting things and clearing things up, but I don't think its anything too serious. Kahn – Bill, are we in shape here, where if everybody's happy, can we give a conditional approval or is there something? Edney - There's nothing at this point that would rise to that level and I think that even with the issues that were raised by Lou Caron, most of that can be done administratively. Vadney – One question I have is the letter dated July 27, 2009, and it talks about some issues with the current existing detention pond and recommends some changes. I guess my questions are two different things: (1) Have you looked at that yourself as Code Enforcement? Edney – I've looked at it, we had a joint meeting with Lou Caron and the calculations as you recall at the last meeting had not yet been done and I think there's a clear understanding between Peter Howard and Lou that there are some issues that need to be looked at that remain. It doesn't appear to be a problem. Vadney – (2) All the things they talk about here are all things that you're comfortable with and in the future you'll be able to keep an eye on it? Edney – Yes. John Amabile – Is the lighting going to be on all night long or not? Smith - I think there will be a certain amount of security lights like anyplace but I don't believe the whole place needs to be lit up. We are going to be replacing the lights and have to have downcast lights to lessen impact. The new lighting is on the other side away from this area over here. Amabile – At the time of the original approval, it was stated the lights would not be on all night long, sometimes they are and sometimes aren't. They were very nice about shielding them at my request. The idea of the trees worked out good. Amabile – With the bigger building, where will the air conditioning unit be? Smith – They are going to be up here adjacent to the highway over in the back corner. It's as far away as we can get and right out by Route 3. I think you folks did a good job with the site. Smith - We'll work on the lighting for sure. Vadney – The air conditioners are probably another 150' further from his house than the old ones and the parking lot, you can have security lights on this building which will be much further from him than the old building was and the parking lot. Amabile questioned the dumpster location. Smith – Pointed out the dumpster location and noted it will be screened. Vadney – The cost of electricity will probably control the all-night lighting in the parking lot but would you be willing to add a note if it's not already there to have hours of operation for the outside lighting. Allen Parker – In regards to the water, you figure everything will stay away from where it is now. The open part of the brook by the building, that's staying, correct and as far as you know, our drainage will be taken care of to the detention spot, right:? We are not touching that brook

and we're not touching any of the landscaping or the trees in there and we're not going any closer with any construction. We're taking the water that's draining in there now from the existing building and the surrounding area is going to be captured and be taken to the detention basin so it will lessen the water going through that which we had discussed at the design review. Peter Howard – There's a series of catch basins that are going to catch all the water that comes from the parking lot. We also have some catch basins outside of the parking lot along this swale that's going to catch roof water. Actually, it's something we've worked with Lou Caron on and there's going to be a headwall here instead of running this swale all the way to this basin. We'll catch the drainage (pointed out two locations) and that will be directed to the detention pond as well. There will be 6 catch basins in the parking lot itself and 2 outside it. Vadney – Since the old building is being used and from where you're putting the headwall and picking those new catch basins, you probably won't be able to put some of those in until the old building's gone? Howard – One of the things that Lou Caron, John and Bill and I have talked about was the construction schedule and we're working with Stabile on that so we'll have a complete construction schedule where things will be staged, the sequence of how this will all be take place. Vadney - When it's all finished, I don't see a problem but during the construction phase there may be problems. There is a fill area that is raised and will direct the water towards the pond during construction. Dan Muise – During Bike Week, what are their plans for next year because it was used pretty extensively this year for shuttle buses? Vadney – I'm confused; you're saying the Clinic parking lot was used for shuttle buses. I didn't realize that, you had better talk to the Selectmen about that. Flanders – Since Harley moved to their new location, they have made arrangements with LRGH during Bike Week to use that parking lot and they put people down there to direct traffic and make sure spaces are available for patients coming to the facility but they use that for people and I believe a lot of it's vendors but also people that are coming to look and they've managed it pretty well from what I could see. (inaudible) Is it a problem when the Clinic is not open? It just adds traffic. Is that a Special Permit from the Selectmen for those Craft Fairs? Bill Edney – We do a very extensive review of the Harley/Harts parking areas along with the individual lots that they encourage employees and vendors to use, people who are not coming and going from the event because we try to minimize the foot traffic across Route 3. The intent of the use of those spaces, both Upper Terrace and the Lower Ladd lot for the Hospital was for non-traffic, people that are vendors that are going to be at the shop throughout the day so they come in the morning and leave in the evening. If there are other uses, then we certainly would like to know that. This is all an event that takes place a month in advance of Motorcycle Week and there's a lot of pre-planning that goes into that and we take a very hard look at it. Vadney – As an aside here, later this evening after most of you have gone, one of the special subjects I plan to bring up to the Board is the traffic through Town this summer and some of the complaints people are making and the summer issue has basically mostly been focused on Hannaford's and Dunkin Donuts and downtown.

But it's the same issue as up at Harley Davidson during Motorcycle Week and we have put some stipulations on both locations for crowd control you might say and I'm going to bring up to the Board that it appears much of that special policing is favoring the site traffic rather than the street traffic. The emphasis is supposed to be on the street traffic, keep Route 3 and 25 traffic moving and the auxiliary things, Harley Davidson, Hannaford or Dunkin become the secondary thing and that's been one of the problems and I'm going to discuss that later if you want to stay for it. Flanders – If we have people on 25 or 3 that are going to Hannaford's or the Harley Shop, if you don't allow them to make turning movements then they block the whole road. Vadney – We'll get to this later. I've seen one car come out from Hannaford's and they stop traffic on 5 different segments to let that one car go and that's the kind of thing I think we need to get better policing on. Touhey – I am concerned that we're just getting this information from Lou Caron dated 7/27/09 and haven't had a chance to go over it. I'm concerned that he has not had a chance to review the drainage calculations at this time so I guess I am going to ask you folks if you have read all of this and are you willing to comply with each of these recommendations that he's mentioned here? Smith – We have read it and absolutely. We know what we have to do from conversations we've had with him, we've gotten additional information on a couple of improvements we may have to make to the pond, we're prepared to do that. Vadney - The questions on the headwall and that type of thing? Smith – Not an issue for us. We have no problem with that. My engineer's reviewed it and has no problem with it. Flanders – It's not uncommon to have an approval conditioned upon meeting all the requirements of the Town's engineer. Touhey – I just think there's a lot more here than we usually have in other approvals. Flanders – That's usually handled administratively. Edney – Just as a side note, the letter that Lou put together was a result of a 2-hour meeting that Peter Howard, John, Lou Caron and myself had in reviewing the plan set and the information that's pretty much been developed by Lou was the information we shared during that meeting. Smith – A bunch of that stuff we've done. Vadney – That's good but I think Ed makes a very good point since we can't get a final determination for tonight, if the applicant says he'll do everything Lou Caron asks for that would be the Cadillac situation so to speak so we're comfortable with that and the applicant has said they will do that and now administratively we can entrust that to Bill and John to follow up to see that it gets done if we go conditional. Smith – We've got a very good working relationship and have spent a lot of time with Bill, John and Lou Caron.

Kahn moved, Dever seconded, MR. CHAIRMAN, I MOVE WITH RESPECT TO LRGHealthcare SITE PLAN AMENDMENT AND ARCHITECTURAL REVIEW FOR BELKNAP FAMILY HEALTH CLINIC, TAX MAP U02, LOT 35A, LOCATED ON ROUTE 3 AND LOWER LADD HILL ROAD, THAT WE CONDITIONALLY APPROVE THE PROPOSED SITE PLAN AMENDMENT, SUBJECT TO THE FOLLOWING CONDITIONS:

1. A SPECIAL EXCEPTION FOR USE AND BUFFER IMPACTS AND A NON-DESIGNATED STREAM BE OBTAINED.

2. A NEW WATER SERVICE CONNECTION APPROVAL IS OBTAINED FROM THE WATER AND SEWER DEPARTMENT CONSULTING ENGINEER.
3. THE MATTERS DISCUSSED IN MR. CARON'S LETTER OF JULY 27, 2009, BE DISPOSED OF TO THE SATISFACTION OF THE PLANNING STAFF ADMINISTRATIVELY.
4. THE LANDSCAPING PER PLAN INCLUDE ADDITIONAL PAVERS THAT ARE TO BE POROUS.
5. THE LIGHTING IS TO BE FIXTURES THAT ARE NOT OF THE SHOEBOX COVER VARIETY BUT OF A CUTOFF VARIETY THAT WILL BE APPROVED ADMINISTRATIVELY.
6. THE SIGNAGE SHALL BE APPROVED ADMINISTRATIVELY AND THE ZONING ADMINISTRATOR SHALL BE INFORMED BY THIS MOTION THAT IF THE SIGNAGE GROWS TO ANY EXTENT, THE ZONING ADMINISTRATOR SHOULD BRING IT BACK TO THE BOARD.
7. UNDERGROUND FEEDS SHALL BE NOTED ON THE PLAN.
8. A PERFORMANCE GUARANTEE FOR THE WATER SYSTEM AND SITE STABILIZATION SHALL BE APPROVED BY THIS BOARD IN A SUBSEQUENT MEETING.
9. THAT THE LIMIT OF THE PAVERS BE IDENTIFIED IN SOME WAY SO THE FIRE TRUCKS WILL BE ABLE TO DRIVE THEIR TRUCKS ON THE PAVERS.
10. THE PLANNING BOARD RESERVES THE RIGHT TO REVIEW AND AMEND. Voted 7-0 in favor of the motion.

2. **LRGHEALTHCARE FOR BELKNAP FAMILY HEALTH CENTER: (Rep. John Otte)** – Architectural Design Review of a proposed new medical building, Tax Map S02, Lot 35A, located at 238 Daniel Webster Highway in the Central Business & Residential Districts.

We have revised the plan based on some comments that came earlier so we are trying to incorporate those. The building is similar to the one that's there that it's built into the hillside. The reason we have a larger program than what's existing there and this also helps to minimize the size of the building on the Route 3 portion of it and we take starting cues from downtown and also in the neighborhood, give it more of a residential appearance and we hip the roof to try to keep the building low and then we have decorated it with different types of textures to also break up the mass of the building. The Route 3 elevation was pointed out as you approach the building coming down Route 3 going south, we angled the building just a little bit so the elevation of the front was opened up and you could see the building a little more prominently and it took a little bit of the length of this building out by creating that angle so the focus is on the front of the building. The drawings you have call out some of the different materials that are up on the building on the north elevation. We have a type of hard board siding, beveled siding, standard trim, shingle siding here in the middle that breaks up the windows, continuing with a little bit more of the siding that's in a smaller exposure, 6" on the bottom, 4" on the top and then on some of the larger spaces we have broken that up with and applied panel systems, and then there's a decorative circle panel that if need be may become a louver

depending on what the mechanical requirements which may occur on the east and west elevations. We looked at colors in the area and right across the street is the Harley-Davidson Shop and its all white, up the street is the turkey farm and that's all white and the Volvo building is white with a grey trim. This building is on the other side of the street more in a residential neighborhood so we gave it a little bit more soft pallet and approached it with an off-white color for the trim and the lower siding and then into a type of sage for the upper shingle and the 4" exposure on the beveled siding. The window is also in a sage to darker green color to break up and pop those windows out a little bit. On the east elevation, decorative elements are used to break up the large roof area. The dormers that are louvers may also be used for air intake or exhaust for the building. The front entrance has a little bit of stone to accentuate it from the road and has a large truss system also over the entrance to catch the eye and let everybody know this is the front entrance. On the west side lower elevation, the main entrance there is again picked up by an entrance that has a truss with the stone and this lower level here is set out with a small roof to accommodate some of the interior circulation of the building. As you go into the main entrance, this portion stands out from the building 6' or 8'. The left-hand elevation is flush on this side. We have added a small roof again to break up the flat elevation of that plane. The decorative circle element up on the roofs here are clad with some type of metal roof to break up the roof and also accentuate that color. The roof is probably going to be Harbor Slate, kind of a medium brownish gray with little flecks of green in it and we think it will work well within the trees. Also, as one approaches and drives south on Route 3, because of the tree line here, you will be able to see the building through the tree lines because all those trees are staying. There may be some trimming back in here because of damaged trees or such but we want to maintain all of those trees through that area. Trees around the back will also be maintained. Flanders - I had originally raised concern about the east elevation roof and they have done a couple of false gables here, however, there is still a lot of mass there and the reason I'm most concerned about this elevation is the highway is actually above the building which makes that roof element jump out more. If these gables were expanded and made larger, the visual appearance would reduce the mass of that big plane and I think it would be a big improvement. I'd like to see some further elements here or enlargement of the existing elements to break that roof plane even more because you are going to be above it coming down the road. Otte - One thing we can look at is as you go through because of the tree line over there, that roof's up in the tree line as you come up through that portion of the building. We took a shot down from the Harley Davidson and the trees there are very thick and I doubt you would see that roof at all. Flanders - I'm concerned more about up beyond the Hart sign coming down in the winter time when these deciduous trees have lost their leaves, this thing is going to jump right at you and it's not going to look all that attractive. All of those trees that are going to be saved break the roof line. Dever - What is the height of the roof line? Otte - 30 feet. Dever - The house is 2 stories, we're looking at close to 30 feet. In my mind, there's not going to be that much difference as far as the peak, it will more mass but as it stands now you can't see that house any time of the year unless you drive by and look up the driveway.

Vadney – When you come down the hill, your eyes kind of naturally sweep to the northeast and look out over the Harley building and we didn't want air conditioners and stuff sticking up in the middle of it and that's why we did the simulation for that building. This building being across the road, this one will be invisible compared to the Harley-Davidson building. Otte – We could look at doing a cross-section through the highway from the building and see where we are. Vadney – I think that's what Bob was getting at. I hesitate to tell him that these false gables should be any bigger or smaller. Otte – The only thing that may change those is any information we get back from the mechanical that we've shown something, they are feeding us information what they need to pull air in and maybe they have to get a little bit taller and I'll know that later. Otte – We still need to get our mechanical venting in so I'll know whether or not they will need to be bigger and I'll do a hand sketch and shoot it over so you can look at that. Touhey expressed concern over the lack of screening to shade the entire parking area and could there be something lower like a rhododendron that could be used to screen the view of vehicles from Route 3. Jordan – Some of those trees are actually 40' and 50' tall and they've got a 40' canopy on them right now. That area was purposely left open because presently that building is very hard to see and we're not going to have the visibility coming down from the north and we're looking for the visibility traveling from the north to the south. The parking lot is lower than the road there so you're looking over the parking and focusing more on the face of the building. We do have to keep any plantings in that area outside the State ROW line.

Dever moved, Sorell seconded, MR. CHAIRMAN, I MOVE THAT WE ACCEPT THE ARCHITECTURAL DESIGN REVIEW AS PRESENTED AND IT MEETS AND CONFORMS TO THE STANDARDS ESTABLISHED BY THIS BOARD AND THEY TAKE A SECOND LOOK AT THE MASSING OF THE ROOFLINE FROM THE EAST ELEVATION. Voted unanimously.

Flanders – Mr. Chairman, I'd like to suggest that we add just a little bit to that in regards to the breaking up of the mass of that one roof. Vadney – It has to be a little more specific than that I think. Someone on the Board did not feel this was necessary. Flanders - We respectfully disagree on that. Kahn – That the Architects shall consider reviewing the east roof line and make an effort to consider making an effort to enlarge the dormers of that roof. Public Hearing closed at 8:20 p.m.

PRE-APPLICATION REVIEW

1. **DAVID DOBBINS** – Pre-Application Conceptual Consultation to discuss plans for Tax Map U07, Lot 135, located at 62 Main Street in the Central Business District.

Sonya Misiaszek – The applicant and Architect came before the Board to review some proposed revisions they plan to make to the above referenced property. A Boundary Line Adjustment is proposed between this property and the one next door owned by NH Meredith Properties, LLC. The transfer will include even amounts of

square footage to each property and not make Lot 134 more non-conforming. A small amount of parking is proposed on the site and will not be asphalt, possibly some grass covered pavers will be used in some areas. The maximum number of units now being proposed is 4. Tenants have not been firmed up at this time. AC unit will be at the back of the property and the lighting will be downward shining.

Vadney had some issues he wanted to discuss with the Board regarding the traffic control in the downtown areas and at the Harley-Davidson property on Route 3. After a brief discussion with the Board, it was decided that Bill and John would set up a meeting with the Police Chief to discuss some possible changes to help alleviate the problems.

Due to the slow down in activity before the Planning Board, beginning the month of September there will only be one Planning Board meeting held on the **Fourth** Tuesday of the month until further notice. All other requirements such as the 15-day submittal prior to a meeting will remain the same.

Respectfully submitted,

Mary Lee Harvey
Administrative Assistant
Planning/Zoning Department

The above Minutes were read and approved at a regular meeting of the Meredith Planning Board held on _____.

A. William Bayard, Secretary