

PRESENT: Vadney, Chairman; Bayard, Secretary; Finer; Kahn; Worsman; Edgar, Town Planner; Harvey, Clerk

Finer moved, Bayard seconded, THAT THE MINUTES OF NOVEMBER 28, 2006, BE APPROVED AS PRESENTED. Voted unanimously.

### PUBLIC HEARINGS

1. **RAHEEGIE SAMAHA, EXECUTRIX FOR THE ESTATE OF PRISCILLA SAMAHA:** (Rep. Dean Clark) Proposed major subdivision of Tax Map U11, Lot 34, into four (4) lots (12,557 sq. ft., 10,178 sq. ft., 10,095 sq. ft., and 10,005 sq. ft.) located on Circle Drive and Greemore Road in the Residential District.

There's been some discussion with John Edgar, Bob Hill and Mike Faller about this project. There are a few things that have changed. I highlighted them on this plan because your plan is the older version. What Bob Hill wanted to see is a 20' wide easement down through the property for the sewer line. The sewer line that we're putting in is what they call a manifold system; it's only an inch and a half SDR 20. I've talked with Paul Fluett about looking into this and he's going to do a design for us. There is municipal water on Greemore Road currently. I've drawn it in on this plan so you can see where it ends. There's a hydrant here that exists and there's what they call a blow off on the other side right here. They requested that we extend that 120 feet down to this location which is at Ernest Townsend's property and then we would put a new connection for this lot and a new connection for the first lot. Everything's in place. I asked Bob how much it would cost to put this section of water line in and he quoted a \$5,000 number so it's not an expensive proposition. All of this land here is sand so we're going to dig a 250' long trench 5' down and put this manifold in at some point in time. We don't know what the Board's going to want to see, whether they want us to bond this or what, we're trying to get this house sold off so there will be monies to do all this other stuff so we don't know that approach. The other request from Mike Faller was that we have a shared driveway on these two lots here and we have a proposed driveway on Lot 4 which would be single access. We have a little corner right in this area. What we found when we did the survey was that the driveway from the Townsend property completely encroached over the lot line so we've supplied an easement area, we're just going to give them an easement and let them leave the driveway where it is and by doing that his house was closer than 10' to the property line so we've made it so it actually meets the setback and if at some point in time, we sized Lot 4 so that if they ever want to do a Boundary Line Adjustment, they could actually do the BLA and combine that with his lot if he decides to move forward with that. There was a survey done for the Circle Drive Association on the property which is now owned by the Town and was deeded from the Circle Drive Association. There's a little strip of land, it doesn't affect the subdivision, they showed this little point coming down through as being part of the Circle Drive Association, but in 1954 that piece was actually deeded to the Samaha's by

D'Amore, the original owner so we've shown that as separate from this. We have a note on the plan stating that this is to be deeded to the Samaha's at some point in time and I believe that has to come through the Selectmen in order to do that. We've already approached the Town Manager and that's in process. When that happens doesn't affect what we're doing here because we have plenty of frontage, we have 70' of frontage on this lot still, we'll end up with 140' of frontage when that's finalized but that's got nothing to do with this, but we showed that could be deeded away so it's a little parcel that's going to be added to the lot some other date. Bayard – Is the current house served by Town water right now? Clark – Yes, Town water and Town sewer are right in the street right here. I think they said at the end that's going to cause a blow off there. There is one currently and there will be a new one in effect. Clark – Yes, there's a blow off right here, we're going to take that blow off and that is going to become the service for Lot 3 and then we're going to put an additional blow off at the end of the 120' line so that blow off will clean that line. Bayard – Have there been any discussions with Bob Hill about looping that up to Circle Drive? Clark – No, this is all he wanted us to do. Vadney – When we did the site walk on that, I was interested in the elevations on Lot 4, are you going to be lowering that lot substantially? Clark – No, they are going to be building back in here. This drops off toward the driveway, they are going to be building up in this area here. Vadney – That driveway will still be OK? Clark – That driveway's going to be fine and our driveway is further up on the opposite side of the lot. Vadney – I didn't mean the Townsend driveway, I meant the driveway for Lot 4. It just seems that it was going to be very steep. It's going to come in at a grade, but yes it's going to go up and it's all sand in there so it's really not a major cut that they would be working with. Vadney – It will meet the grades. Clark – They will have to. I've had several discussions with John about this. Bayard – Is there any thought of leaving some of the green area near the Town recreation center, the park and all this. Clark – The setback follows that area right through there and this whole strip probably won't even be touched. I don't think anybody's going to be doing much of anything in there because the building setback area is in this area and in this particular zone, there's 40' setbacks from the lot lines so we've actually moved the lot lines up into here. This is the lot line even though the easement line is coming through down below there so that strip is not going to be touched. Once they put that line in that easement area would probably just stay greenery. Scott Knowles – I have concern with the subdivision. I think we're forcing the issue there to get 4 lots into that one acre territory. Some of the lots are only 5' above the minimum standards. The driveway on Lot 4 also concerns me. I walk that area all the time, it's about a 5 or 6 foot drop from where the road is presently to where the land is to put a driveway in there, it seems that you will quickly encroach on the 20' setback. I have a feeling it will definitely hurt property values that are around the subdivision, mine included. I'm sure when some of you have walked it, probably also felt that to put 4 lots in that one acre seemed very tight especially in a neighborhood which is already one of the more crowded neighborhoods in Meredith. I just wanted to voice my opinion that I definitely have some concern over putting 4 lots out of that one lot, it just seems forced. My other issue was with the Town having to give

back part of the Circle Drive Park that was gifted to the Town, I wasn't sure if that's already been deeded to the Samaha's or if the town would have to deed that back to the Samaha estate. I know it's an inconsequential piece of property and it doesn't affect the aesthetic value of the park, my concern was that when the Circle Drive Association gifted that Park to the Town, one of the issues was the Town would never use that for residential purposes and it's a questionable precedent to be set in order to give this sliver of land if it hasn't already been deeded to the estate in order to get 3 lots which definitely seems to define residential purposes. As I understand, that's not required to make the 3 lots. You were just doing it to clean up the situation? Clark – The Samaha's already own it. The Samaha's were deeded that in 1954. When the survey was done, they inadvertently included that piece. Knowles – That's what I wasn't sure of because the note on the survey doesn't specify that was already deeded, it said the Town will have to deed. Clark – They will have to quitclaim because the Circle Drive Association deeded that but they couldn't deed it because they didn't own it and when the survey was done, they included that in the survey and I've spoken with Carl Johnson about it and Carl's under the same opinion after he read the deeds again that wasn't part of the Circle Drive Association, it had already been deeded to Samaha's. Knowles – That was a question I had again I thought it had been answered because it had already been deeded, but I just want to make sure that is the case, because it sets a bad precedent. Vadney – As far as the lot size goes, there's not much we can do there if it's a 10,000 sq. ft. area, it is legal. It is as you pointed out an area of relatively small lots and more crowded than most parts of the Town but that's what the zoning is. Kahn – If you read John's staff report, he suggests that the common driveway be shifted over between Lots 3 and 4 to avoid the grade to the extent possible. That looks like it makes sense to me, have a single driveway for Lot 2 and share the driveway between Lot 3 and 4. Clark – The only comment that Mike Faller made to me was that he would give us two access points and yes we could switch it if the Planning Board wants us to switch that it wouldn't be a problem. If you look at the contour lines on the street as you come in from there, there's only a 6' change in grade from the street to the lot. Vadney – There's a culvert that comes out right there, that wouldn't be a problem to put a driveway there. Clark – That I'd have to talk to Mike about, but if we had to, we could still have the driveway to the right a little bit and then still come across. It doesn't have to be dead on the lot line. Vadney – The other thing, the one that you had it on, I just walked it looking at the center lines and doing a little guessing, the one you're proposing as a shared driveway, Lot 2 and 3, it appeared that was somewhat driven by the small area you have to go in there and the building envelope for a house in order to get in and turn into a driveway. It would work better if we switched it, I don't disagree with that. Clark – If we put the shared one at the other end. The only reason I put that down there is to only have a single driveway, but if you wanted a double driveway on Lot 4 because Lot 4 is a little bigger than Lot 2. Vadney – And the vertical curve at that point won't bother you because it's starting to drop off into that culvert. Clark – No, that doesn't bother. Hearing closed at 7:17 p.m.

I wish there were some way we could put a no-cut zone in here but I'm not sure how we could handle it. Vadney – We could tell the Selectmen's representative that the lot bordering it is Town property. Worsman – (inaudible, no mike). Bayard – I would tend to agree with you, I think the little problem you might have if they are going to put a sewer easement and sewer in obviously you can't tell them they can't cut or else you're going to have a mighty strange way of putting in a sewer. They did say they would probably leave it green after they did it anyway, clearly they are not building on it, but I do sort of think that it might make some sense to put no-cut in the setback area at least on Lot 2, I'm not sure if they would have an objection to that. Vadney – You're talking about just this little area right here. Bayard – I was thinking all the way along. Keep in mind this is a pretty small lot and people have a right to own and use, if you look at the scale of this, you're talking a couple of feet effectively that you could take away from them and put into a no-cut zone. That little point is extremely small. Worsman – (inaudible-no mike).

Kahn moved, Bayard seconded, I MOVE WITH RESPECT TO THE SAMAHA 4-LOT MAJOR SUBDIVISION, TAX MAP U11, LOT 34, THAT WE GRANT CONDITIONAL APPROVAL, SUBJECT TO THE FOLLOWING:

- (1) FINAL PLANS SHALL SHOW THE EXISTING SEWER SERVICE;
- (2) THE PRIVATE SEWER WILL NEED TO BE DESIGNED;
- (3) FINAL PLANS SHALL INDICATE THE EXISTING WATER LINE AND SERVICE ON CIRCLE DRIVE;
- (4) FINAL PLANS SHALL SHOW WATER SERVICES FOR LOTS 2, 3 AND 4 AND SPECIFICATIONS FOR THE WATER MAIN EXTENSION SHALL BE IDENTIFIED, DESIGNED AND CONSTRUCTED AS A FUNCTION OF THE PROPOSED SUBDIVISION;
- (5) FINAL PLANS SHALL SHOW PROPOSED ELECTRICITY, CABLE AND TELEPHONE UTILITIES FOR LOTS 2-4;
- (6) DRIVEWAY PERMITS ARE REQUIRED FROM DPW AND SHALL BE REFERENCED ON THE FINAL PLANS;
- (7) THE PROPOSED COMMON DRIVEWAY SHALL BE BETWEEN LOTS 3 AND 4 AND SHALL BE INDICATED ON THE FINAL PLANS. THERE WILL BE NO COMMON DRIVEWAY SERVING LOTS 2 AND 3, IT SHALL BE A SINGLE DRIVEWAY ON LOT 2;
- (8) A UNIT COST ESTIMATE PREPARED BY THE DESIGN ENGINEER SHALL BE PROVIDED FOR STAFF REVIEW. THE PLANNING BOARD SHALL DETERMINE THE AMOUNT OF THE GUARANTEE REQUIRED FOLLOWING A COMPLIANCE HEARING. THE FORM OF THE GUARANTEE SHALL BE EITHER CASH OR LETTER OF CREDIT. THE FINANCE DIRECTION SHALL APPROVE THE FORMAT OF THE GUARANTEE;
- (9) THE SEWER EASEMENT DOCUMENT SHALL BE REVISED TO SPELL OUT THE PRIVATE MAINTENANCE RESPONSIBILITIES OF THE SHARED LINE AND PROVIDE FOR 20'.

- (10) DRAFT DRIVEWAY EASEMENT LANGUAGE SHALL BE SUBMITTED WITH A PROVISION FOR SHARED MAINTENANCE AND FINAL PLANS SHALL DEPICT THE DRIVEWAY EASEMENT AREA FOR LOTS 3 AND 4;
- (11) ANY APPROVAL SHALL BE MADE SUBJECT TO EITHER THE EXECUTION AND RECORDING OF THE QUITCLAIM TOGETHER WITH THE SUBDIVISION MYLAR, OR THE PLAN SHALL MAKE NO REFERENCE TO THE PROPOSED QUITCLAIM AND SIMPLY IDENTIFY THE BOUNDARY CONFLICT AND RELATED CONVEYANCES;
- (12) THERE SHALL BE "NO-CUT" ZONES INDICATED ON THE FINAL PLANS EXTENDING 80' ALONG GREEMORE ROAD FROM THE WESTERN END OF THE PROPERTY AND EXTENDING PERPENDICULAR TO GREEMORE ROAD ACROSS THE LOT LINE. THE OTHER "NO CUT" ZONE SHALL BE THE SEWER EASEMENT AFTER WHATEVER CUTTING IS DONE TO PUT THE SEWER IN AND THE PORTION OF LOT 3 ON THE NORTH SIDE OF THE SEWER EASEMENT;
- (13) THE SURVEYOR SHALL VERIFY THAT ALL LOT CORNERS AND ANGLE POINTS HAVE BEEN SET PRIOR TO RECORDING THE MYLAR; AND
- (14) THE FINAL LEGAL DOCUMENTS AND PERFORMANCE GUARANTEE NUMBERS SHALL BE CONSIDERED AT A COMPLIANCE HEARING.

Voted 5-0 in favor of the motion.

### **PRE-APPLICATION REVIEWS**

1. **MICHAEL DIBITETTO:** (Rep. John Dibitetto) Pre-application conceptual consultation to discuss possible development of Tax Map S17, Lot 2, located on Upper Ladd Hill road in the Central Business District.

John Dibitetto – I'm the Manager of Land Acquisitions, LLC. We currently maintain a Purchase & Sales Agreement for this parcel known as Lot 2, Tax Map S17. The property is located off of Upper Ladd Hill Road and Upper Mile Point Drive and possesses frontage on both roads. The parcel also abuts the Harley-Davidson dealership as well. The parcel is zoned Central Business, it is served by municipal sewer and water that exists in both the Upper Ladd Hill Road and the 18 Mile Point Road developments. We've engaged Vanasse, Hangen and Brustlin Engineers to perform both topographical surveying and wetlands mapping of the site. Their study determined that the site does not lie within the Waukegan Watershed Protection District so as a result the underlying zoning district prevails which is the Central Business District. Since that time, we've engaged the nationally renowned firm of Matarazzo Land Planning Associates to conduct conceptual planning for us on the site and with us tonight is George Matarazzo. Tonight what we want to do is present to you a concept for this parcel of land. It's about 19 acres as John pointed out. I've got several drawings here, one is a site

analysis, another is the site plan and then I have 4 drawings or boards that show the character of some of the architectural designs that we've come up with. You have in your package the site plan and then 4 drawings showing again the architecture. The most important views you see is the village, you see the church steeples and some of the architecture in the village itself. There are some wetlands on the site. This one sort of dwindles out at the property line, the other one just goes up the property line itself. Those are very important because we really need to try to do a site plan that respects those wetlands and setbacks and design around them. Here's the water tank that's adjacent to the site and here's the easement that goes across the site. You will see on the site plan, we're going to use that easement for driveway access into the site. We go through a process when we're doing a development, the first thing is to walk the land, next we sort of look at the area in terms of what marketable products there might be out there. We work with several different people to get input into the site. When we looked at some of our neighboring land uses, especially Mile Point Drive, there are some significant homes there as you all know. We thought that this is zoned commercial now; it's sort of in a transition zone. You've got multi high priced homes in this area and then you've got commercial uses, the Volvo Dealer, Hart's Turkey Farm, etc., abutting the land. Our first reaction was to do something like a townhouse community. We did a site plan showing that, but the more we did the site plan showing it, the more we felt that was not the product that should go on this site. In fact, it should be a product that goes between a grand single-family house and a townhouse and so we came up with what I like to term as a detached townhouse concept and call them cottages. I'm a little reluctant to throw out cottages because we immediately jump to what we used to think of cottages along the lake, but we're talking about a cottage that is a lot more upscale, it's a cottage in the range of 1,500 sq. ft. on up maybe even a little less. The character of these cottages would be something similar to what you see in this sketch. Each one would be individually owned; we'd come with several different footprints or floor plans. Basically, they are a 24' x 32' footprint and they are cottages because we're not intending these to be for permanent residence although they are year-round houses, but they are cottages in that they have a living room, dining room and kitchen on one level, a master suite on the upper level and two bedrooms down in the lower level so in that respect I know every one is concerned when you see this size house if they are going to have a lot of school kids and by designing it in this way, families are not attracted to this, it's more for resort second home markets. Our feeling is that the character of the cottages has to be a wonderful character, it's got to have an open space in the center, it's got to have screen porches, decks and beautiful details that would attract this buyer and also attract the price range that we're potentially looking at. In the layout of the cottages, the site plan is to bring the entry road in just where the water line comes into the site, if you go up Ladd Hill Road, it's basically across from MacDonald's and comes in the site, follows the waterline easement, loops up around the hill and as you go up the hill there's some nice views back toward the village, we are proposing a little clubhouse with an outdoor swimming pool so that these cottages look out over that. We are then siting the balance of the units basically on the

upland, wherever those points of land go down through between the wetlands, we're showing 50' setbacks from the wetlands. Obviously, if there's a stream there, it's got to be 75' and we had a long discussion with John this week about all of the parameters that we're looking at. We are looking at the wetland as almost being an amenity to us that's going to be the view over the wetland to the distant view. In fact we showed on the land and all of this has to be engineered so I do want lots of comments if we can get them back, but in dreaming which is what a land planner is supposed to do initially, we're thinking of retention ponds that would capture the runoff, but do them in an aesthetic way so that they don't just become gullies, but they could be wildflower meadows or detention areas. A community we did several years ago in Manchester called Straw Hill, we used these and planted them in wildflowers. It won a national design award, not for the architecture or the site plan but because of the wildflower use of the detention areas so I'm a great believer of developing those. We're talking about a walkway system that would go through the site. Notice I'm showing something across the wetland there with even a gazebo in the middle of the wetland. Whether we can do that or not, you know how Conservation Commissions feel about some of that. We even showed a pond there because in some cases if we respond to a wetland and try to even enhance it with certain things, we are allowed to do that. It may be blue sky looking at that wetland right now, but we'd like to propose that idea. We think that this site is very convenient to the village and we're showing a trail system, walkway system throughout the site and even have a walkway that will link some of the commercial uses. Why not be able to walk to Hart's Turkey Farm if you want to go for dinner or maybe some day with an agreement with our neighbor, we can link through their property and down to the pedestrian trail and the railroad track that will eventually become an open space system to the village. Our thought is that this really would, especially these streets right in here, feel like a little village. The houses, basically when you see these sketches, that's how far apart they are too, they are around 20' apart and the way they're designed is you can get lots of nice views out, but also you can eliminate side windows wherever possible so you create the privacy of the units. We've tried to show as much variety on the plans as possible. Here again, some elevations where you're seeing 2 and 3 stories, 2 story but different floor plans, some with decks and gazebos or hot tubs, so it becomes a recreational market but it also has its own amenity built into it with the spaces and the character of the floor plans. I really love the elevations. We have 2 site conditions that exist on the site, one is a site condition where you come in the house, the land drops off, you have a lower level with rooms that face out to the view and of course a loft upstairs. In other situations, right along this property line these homes would be set into the slope, the road would be lowered and we would have driveway and parking under and in those we showed this concept with a one-car garage that goes under the unit and then even stairways that go up onto the deck and into the screen porch and then up into the upper levels of the house. In this case, we're probably going to have a garage, family room, upstairs living room, dining room and kitchen and then 2 master suites up at the upper level. The next concept is to get up into the house a little bit more and do a cupola, a big enough cupola that you can get up into and

actually see the view. Some of these we might be exceeding some of the height requirements as you get into big cupolas and high roof pitches. I think one of the things we want to add to these sketches are more front porches so as you walk along the street, you have that very pedestrian feel to the community so I guess the best way to describe it, we use the word cottage although don't jump at me that cottage is not a good term. I'm talking about a new flavor of cottage, a contemporary cottage. These are single cottages or detached townhouses so you've got 4 walls, you have landscaping, you have views, you have nice open space and you have wonderful streetscape of a pedestrian way that leads us into the village and it's not townhouses, that I think is the most important thing. It really is a fun little land use in our opinion and we think it's going to fit the marketplace wonderfully. Vadney – I realize this is notional at this point, but what's your best guess as to this style number of units. The number of units on the plan, actually if you count up the number on the plan, it's 84. If you do the arithmetic, I think it comes to 83 so we're one unit off. When we take the total acres of about 19 acres, turn it into square footage, divide it by 10,000, it comes out to 83 units. Dibitetto - We have not completed the survey of the site so that 19 acres is a rough number; it may be a little more or a little bit less. Obviously, we'd adjust for that. Vadney – We have rules on when and where you net out wetlands and the like as far as what can qualify as justifying a unit. Matarazzo – This is on water and sewer as you know and I know John was very concerned about the wetland intrusion and we can't just put buildings anywhere we want, we have to deal with the wetland. As I said, I meant it somewhat in fun but I think using the wetland as a creative area would be a nice thing to try to do. Dibitetto – And the wetlands you see on that plan have been delineated. Bayard – I know you're talking about this parcel, Lot 2. Do you expect this to be Lots 1, 2 and 21 or is this just.. Matarazzo – Right now we are expecting just Lot 2. We may look at that but for right now this is the only land that the Dibitetto's have under agreement. Bayard – So currently there's no expectation of boat slips, beach rights and stuff like these properties. Matarazzo – No unless this owner decides that there's some kind of value in doing something together. I'm trying to get my geographical bearings on this. That odd shaped lot up there on the left, that's the one that is currently for sale, 11 acres or something like that. No, this is only 2 acres. Lot 2 is 19 acres, that's 2, which one is for sale for 11 acres? Dibitetto - Originally we were only offered 11 acres. The seller had intended to subdivide 11 acres off of the 19; it didn't work because it prevented us from tying into the sewer here, etc., so we made our offer subject to buying the entire parcel and our purchase agreement includes the entire lot so that everything you see here is 19+ acres. Vadney – That 2-acre piece, what's on that now? Dibitetto – A single-family home. Vadney – And then as you go north from there, the next thing you encounter is what? Dibitetto – I believe that's Hart's. Kahn – It looks to me like you've got kind of a straight shot down the hill on your roadway once you get to the... what kind of a grade have you got there. Matarazzo - It's not a bad grade at all. The grade the contours are all sloping off to the north and in fact you can see the contours \_\_\_\_\_ in here so you're sort of going side slope along the contours, so it's not a bad slope at all. This area is perfectly flat and the best way to see this is when you go walk the site, there's a



clearing that comes right down through here which I guess is the water line or sewer line. Dibitetto – It's the water line that feeds the tower. Matarazzo – The grades seem to work very nicely there. Dibitetto – Again, we had topo'd the site as well before engaging Mr. Matarazzo. Vadney – What is currently on that lot, U02 – 21, there's a house right here isn't there? Yes. As far as I know that's the only structure on that lot, this is all open and it's all wooded. Matarazzo – It's all wooded although you can see through the site very nicely. Our site by the way has been cut, I don't know if you've been up there, but there's a logging road up here. This has all been cleared except for one area. There are some nice big pine trees. It's clear behind the motorcycle dealership back to this line but part of our concept is to do a landscaped buffer in that area and then to leave some of this open space to save some of these pines that are in there so there's no houses in that area and then also we thought that some kind of buffer would be developed at this point because it's right behind Hart's at that point and you know most likely there's going to be some expansion of those uses at some point toward the property. Bayard – I assume the notional trees, would that be something you'd be expecting to plant? It is a fairly intensive use of the property and I guess you do have water and sewer up there, but I don't know if that's going to end up being an issue or not. Vadney - You should get decent water pressure. Kahn – Are these individual house lots? Matarazzo – No, these would be, they are individual homes but this would be a condominium structure. There would be a homeowner's association, condominium association that would maintain the exterior, the houses would be all built probably most likely by one builder with strong architectural controls. You wouldn't let this kind of development go out to the public to choose their own. They'll have a choice of several house types and facades, but they'll all be predetermined as to what they are going to look like. Kahn – In effect, what we're doing is maxing out the property like a cluster, but it's not a cluster, it's a condo without the 50% open space. You really are maxing out this lot. Matarazzo – There's no question, it's a matter of the formula we use and I'm not going to admit that we haven't... Kahn - You can see that we have big road problems on Upper Ladd Hill Road. The road is in lousy shape, the intersections are terrible and you're going to be putting 160 cars through there? Matarazzo – Well, whatever that comes out to be translated from 83. Vadney – A lot more than that, but. Matarazzo – But you are doing a rotary up at one intersection. Kahn – And I think that my own reaction would be to feed more traffic directly into that rotary from Ladd Hill Road would not be a good idea. Vadney – The intention is for everybody that doesn't know this is that Upper Ladd Hill will be extended about 200-300' beyond Pemi Glass, that large paved area that now enters on Route 3 in front of Pemi Glass will go away and all the traffic, to get to Pemi, you'll go up to this new roundabout, enter and then come back about 300' so this traffic would use that roundabout. We've looked at that a number of times particularly the lower end of Upper Ladd Hill where it comes out between MacDonalds and Harts and both the vertical and acute angles make that a problem and I expect there would have to be some traffic studies if you were going to deal with that intersection because I know in the past when we've looked at it just from normal traffic, the State at one point wanted to eliminate that

intersection because of interference. You're talking 80 houses; you're looking at probably 600 cars/day something in that range. We wouldn't want all those or a large percentage of them going through the lower end of the Upper Ladd Hill intersection. This might require something like a restriction to force all the traffic up to that roundabout. I'm just guessing. Based on some of the other things we've done. Matarazzo – John had brought that up with our meeting with him and he was saying it might be a right-hand turn off of Upper Ladd Hill if you're going into the village and if you're going the other way, you have to go up to the roundabout. Vadney – I don't want to get any design details tonight but just so you know that will be a concern and some of it which will be a little bit beyond our control because the State will weigh in too, probably on those two access points for something this size. Matarazzo – We're definitely going to have to do a traffic study and look at the impact on those roads and what needs to be done. You're right about the density, it is the density based on square footage so I'm not going to say anything more than that. We worked it backwards to do the site plan and figured if it's that number of units, what kind of unit fits that kind of land and we came up with this footprint. This is basically a 24' x 32' unit and it fits nicely on the land. If you come in here with 40' x 40' Townhouses, it doesn't fit the land. Vadney – Conceptually, I think the layout and the design are very nice. As far as the density, you've got a right to get as many as you can get as long as you're aware that we will be looking at wetland offsets and netting out certain kinds of land that wouldn't have qualified for a house because of buildability. Have you done any studies as far as underlayment there, how much ledge? Matarazzo – No, no test pits yet and I'm sure we're going to find some funny things under the ground. Bititetto – And that's not necessarily a bad thing, ledge is good. It's as solid as you get. Vadney – You can probably learn a little bit by talking to the people on Mile Point. They've already investigated some of that. Kahn – I was wondering if we had cluster which we don't have, we'd have a 50' buffer along that southern line between your proposal and the house lots on Mile Point. What kind of a buffer are you proposing? Matarazzo – Right now we have that road, obviously we have two wetlands to cross so our instinct is to push it as far as to the property line as we can to minimize the impact of crossing these wetlands. In this case, right now we don't know. Where we put the road, we felt that the road should be in that buffer area or part of the buffer rather than putting houses up against houses so that's part of it, but obviously that's part of our design development.. Kahn – What I'm thinking is that you've got something that's sort of vastly different in terms of character from what's on the other side of the line from you and that there ought to be a pretty decent size buffer there, even if it means that your road gets pushed to the north. Matarazzo – I think we can look at that, I would argue that it is vastly different but it's not as different as it could be and that's why I talked about that transitional land use, but obviously buffers, it works both ways. We want to be buffered as well. There is an existing house right here that's very close to the property and we need to concern ourselves with that location. Vadney – I would agree with your comments though, give the two this is the better option than townhouse multi-unit buildings. Kahn – Another subject, you said you're going to bring your sewer connection in down at Upper Mile Point

Drive at the far east end of the property. Matarazzo – We didn't say we were going to bring it, but we know there's sewer at Mile Point and also here so whichever the Town. Kahn – Is that where the water is as well? Matarazzo – Both places, both sewer and water. Kahn – I have some recollection that we've also got water problems on Upper Ladd Hill Road, I'm not sure of the nature of them. Matarazzo - I would think with the tank being right there, it should be able to feed this in many directions, but we really are thinking that we could have some loop systems in this plan by attaching in both areas. Vadney – Depending on how much ledge you find. Matarazzo – Exactly, the other issue John brought up is what's the length of this road and my comment was first of all, it's not a dead-end road, it can connect even though a private road, I would assume that the Fire Chief or the Public Works would agree that this is another way in to the site even though it's through a private driveway. In most situations where we deal with private driveways, we have access to those. Vadney – Did John talk to you at all about cisterns or have you talked to the Fire Chief? Matarazzo – We haven't talked but he talked about what happened with the dealership right down below us with cisterns, but you mean for fire protection, no we haven't gotten into that. Vadney – Because on Mile Point we do have one just about at that bend, just uphill from that. Matarazzo – Is it large enough to take care of us? Kahn – We have had some recent very, very bad experience with respect to construction and erosion during the construction process and we will not want to repeat that experience. Dibitetto – Nor would we, that's not good for anybody. Kahn – It may not be good for you, but we don't want your land going down the hill. We would expect to very, very seriously structure your construction in such a way that there will not be any erosion. Dibitetto – That's exactly how you do it, you stage the construction and you phase the construction in a logical way. Kahn – Obviously, Laconia has also had maybe an even worse experience with sending Aqua Vista or whatever it was down into the lake. Carol Parker - We're not an abutter, we live at 10 Lower Ladd Hill Road. We are affected by all development up there. We have a brook that runs under the middle of our house and it has become larger. Matarazzo – We spent about 20 minutes on that discussion about your basement and that brook. Parker – There is no basement, the brook goes right under. Matarazzo – We are very aware of that. Parker – I just want to make sure that this is a proactive solution to this problem, not reactive because we have had an inordinate amount of water that has come down since there has been development of the Harley shop and the parking lot because there's no place for that water to go. Vadney – We are aware of that and I know John's been dealing with it but keep reminding us. Dibitetto – He made it perfectly clear and as George said, he spent a lot of time explaining that we should not be increasing either the rate of runoff or the volume of runoff which is unusual quite frankly, usually it's the rate of runoff but in this case he said it is the volume as well so our engineers will have some work to do. Vadney – Frequently, we do these things and we don't have anyone there to monitor whether the volume and frequencies change, but in this case we have a human weir right above it so we do get pretty good information on it. Bayard – I'm sure John has made you aware of this but frequently when we have a lot of traffic

going out into roads that are not optimized for that, we do require that the builder look into assisting with some ways of helping to alleviate the problems and stuff like that. Dibitetto – We want a nice entrance to our development as well. Kahn – Going to the water issue, I wonder what the standard is in terms of the event for which you structure ponds and things like that. I hear things about 10-year events and things; I think we've had about 25 10-year events in the last six months. Matarazzo – It's more like a 100-year event that they're designed to but in the last couple years, last year over in the New London area we had 2 100-year events within one year. The engineers will design these basins and detention areas for a specific that the State requires or that the Town requires and they are substantial and we have to meet those requirements and again we are very aware of this problem of the amount of water going down this slope. Vadney – You really can't design for any flood that might come along. The 10 and 25-year flood you kind of design on those to prevent inconvenience as much as anything, what you do want to do though is whatever you design, make it so that it fails gracefully when you do get the 100-year flood, it doesn't become a catastrophe, you've still got channels and stuff. Dibitetto – The State's become a lot more creative too in how they allow us to deal with floodwater and runoff. They have been conducting a lot of studies at UNH and it has changed a lot of the ways they thought over the last 10 years so it's an evolving process but we're all getting smarter, we now understand a little bit more how the earth should absorb the water rather than runoff. Vadney – To summarize that whole event at UNH, they've got a 9-acre parking lot draining into an engineering experiment with some high tech methods and some low tech methods. With minor exceptions, I think I can fairly summarize it to say Mother Nature works best and the grassy swales work better than some of the designed manholes and things like that so the fact that you've got the wetlands and you're maintaining those in the middle is probably in your favor. Matarazzo – I think it will be and I think this smaller retention area scattered about again referring to a project we did in the Manchester area, it was wonderful it was the smaller pockets so that you didn't worry about one catastrophe, if one failed at least you've got 5 others that would back it up and aesthetically they became beautiful, they really became focal points of the neighborhood so that's the concept here and then whether we can use the wetlands for other kinds of retention or runoff, we don't know yet, we have to investigate that. Vadney – To close it up here tonight, I think we would all prefer that the land just stay there and grow trees but that's not our option to have, but that not being our option, this looks like a good attempt to make something nice so I don't think we would oppose it on any philosophical level so to speak, we will be scrubbing the numbers in accordance with our ordinances and the like so you had 84, 83 or something like that, the order of magnitude is right but whether it turns out to be 62 or something we can't say but we'll scrub that. Worsman – There is potential for some off-site improvements and John I'm sure probably has made you aware of the capacity of sewer and water and things like that as well. Matarazzo – We're excited about the design, we think whether it's 84 or 83, we do think this is a great product that would be wonderful for the community and be a lot different than anything you've seen.

2. **BOB REALS FOR LACONIA AREA COMMUNITY LAND TRUST** – Pre-application conceptual consultation to discuss possible development of Tax Map U11, Lot 63, located at 31 Boynton Road in the Residential District.

Bob Reals, Housing Development Director at the Laconia Area Community Land Trust and I'm joined this evening with our Executive Director, Linda Harvey, who will be introducing the Land Trust to the Planning Board and then I will go on to explain some of our conceptual ideas for bringing permanently affordable work force housing to Meredith. Linda Harvey – We have been working for a number of years in partnership with the City of Laconia to develop as Bob indicated housing that is permanently affordable to people of modest means. Our target is really focused on working families, working people, 70% of the jobs in this area pay under \$14.00/hr. which is not enough to afford the average rent in the area and so our focus is really on the workers who make less than that probably targeting primarily people that are roughly, depending on family configuration, making about \$10.00/hr. or so, which represents as you know a large portion of the service and retail jobs that comprise certainly the City of Laconia. So in partnership with them for about 12 years, the City there has written support of us into the master plan and has been a tremendous partner to figure out ways to create affordable housing and doing it in such a way that we really were able to target neighborhoods and do neighborhood revitalizations. The need in Laconia was family housing and that might be a little bit different in Meredith, but it was family in Laconia so we focus on family, larger size units, neighborhood revitalization and that through new construction, gut/rehab., adoptive reuse and infill projects and we've completed 105 units in 38 scattered site units with another 32 in the pipeline with probably a spring construction start so we've done great work there. Vadney – Roughly what's the rent? Harvey – It truly depends on the financing of the units and whatnot but probably average in the \$600.00/month range so that's been our focus. I need to note that it's an absolute fundamental priority for the Land Trust, it's a fundamental driving value that we're about supporting communities so even though we would be exempt from paying property taxes, we always pay our full share of property taxes. In December we'll be paying our one millionth dollar in voluntary property taxes to the City. Vadney – You say voluntary because these are established as (inaudible). Depending on the finance view, some of it's actually owned entirely by the non-profit, some are held in limited partnerships in which the non-profit is a sole general partner so as affordable housing, much of that would be exempt from property taxes, but we pay them in full, our fair share. It's important to us to do that. A couple of years ago, all of our work had been in Laconia because that's where the largest need was and quite frankly a lot of opportunity there, but a couple of years ago in response to some other neighboring communities including Meredith, our membership voted to change our by-laws to expand amongst the region a little bit more. Meredith was the first to come to us and ask us to come do some work here. Peter Russell was the Town Manager, there were a group of citizens who comprised a committee working on the housing portion of your Master Plan and

then it was members of the Latchkey Group. It was Rusty McLearn, Chris Williams and Bill Beyer in particular that were saying my employees cannot find or afford housing, whether it was Rusty and his service hotel workers or Bill at the bank and his bank tellers, people were saying we need housing that our workers can find and afford to live in so we started a couple of years ago our first round and I'm sad to report we were ultimately unsuccessful at that time. The City had a very large tract of land that they actually had us look at first and even if they had donated it to us because of the location, the ledge and the infrastructure that would have to be brought in, we couldn't make that piece work and then we worked closely with people in Town to find some other sites and looked hard at a bunch of them including the one you just heard about, a very different use they were talking about than we would have talked about. Ours would look real nice but I think the price might be a little bit different. We looked and really got close on probably 3 or 4 parcels of land but ultimately it was, there was some infrastructure issue but basically it was the price point that made it such that we couldn't make the numbers work and make it affordable to the very people we're talking about and wanting to serve. At that point, Laconia had this huge project and was asking us to come and work with an old factory building so we said to Meredith, we're sorry. We are back and determined to make a project work with you. The Board of Selectmen and the Main Street Community have issued formal letters of invitation and support and are working with us to try to find a site and Bob Reals of our shop has been working with people in Town to do that and we've found a site and it's really early but looks like it has potential. Obviously, there's a lot of feasibility analysis and due diligence and negotiating a sales price with the owner who is going to be very generous, but there's a lot of work to do but we're about partnership so we wanted to come and introduce ourselves to you and get your, even though it's really early, to invite your expertise and feedback and questions you might have on a site that appears like it might be something we'll be able to pursue. Bob Reals – Basically, I've been with the Land Trust for a little over a year now. I've been in Plymouth for 10 years and I've worked with Bill Bayard at the NH Electric Coop for 6 years running the energy conservation program, but in working with John Edgar and Bob Hill in Town, they suggested 3 or 4 properties that I look at and I've talked to 3 of the owners and Will Starace is one of the owners, he owns the property at 31 Boynton Road and it's currently a 12 1/2-acre Crestview Mobile Home Park and it currently has 11 mobile homes and one stick-built home. That was one of the properties that John and Bob suggested we talk to the owner about so that's the one we're going to discuss today. Maps were distributed to the Board. One of the things that really attracts us to this site is its proximity to the Community Center, the downtown and to the schools. We're looking for permanently affordable work force housing and one, two and three bedrooms so that area would be convenient to that. Basically, we have to compete with for-profit and non-profit developers in this State for Federal tax credits as a way of funding the property so we have less debt on the property so one of the extra points we get if we have municipal sewer and water. This property is currently served by Town water but it's not served by sewer. Sewer is out at Route 3 so one of the

discussions we had with John and Bob Hill was to contribute to the extension of sewer up Boynton Road. Right now it's out in the future a couple of years in the Capital Improvement Program to do that and we could expedite that process possibly through a CDBG Grant for the County. It's about 1500 feet. On the flip side you can see that the zoning is residential so again we're looking at 12½ acres and one thought we had was to subdivide the land and the current owner would maintain his mobile home park, it's 11 mobile homes plus 1 stick built, I think I drew the stick built on my flip side of the tax map that's right near the entrance and then we would have an entrance between the "L" of the two mobile home groups into the back 7½ acres. Seven and a half acres with sewer and water would allow us a density of 32 units. Vadney – I was of the opinion that beyond that cleared area, it's fairly low with some wetlands out in there to the east. We're currently having a wetland study done as we speak, survey and environmental and there is a small stream about 9" wide that goes down the corner of the lot and empties towards the half crescent pond and then basically there's elevations here so you have groundwater coming through but you have no wetlands coming through the whole lot. Our current estimated demarcations are relatively small to the overall property. Vadney – What's the depth to groundwater there, it can't be very much? Will Starace – There's no groundwater other than that surface water that's in the corner by the power line. Reals – It's a lot of sand and tall pines. Vadney – We'll leave that to the Wetland Scientist. Reals – If you go to the left of the property into Ambrose's gravel pit that borders on the wetlands and the stream feeds into Winnepesaukee but our drainage goes away from the official wetlands. I think you can see that on the smaller map where you've got a stream running down that goes down into Winnepesaukee. Kahn – We're talking 30-32 rental units? Harvey – These are attached cottages. Vadney – You said there's 12½ acres but if you set aside the existing homes that leaves 7½ you could use and that would give you 32 units? Reals – Since the sheet I just passed out shows it, we're looking at basically single-story and two-story units, the single story would all be handicap accessible. On the flip side you can see the second floor layout, basically we have 4 buildings with 8 units each has a single story on both sides and you can see in the lower right-hand corner where we're proposing 3 one-bedroom accessible, 11 two-bedrooms, 2 two-bedrooms that are accessible, 14 townhouses, 3 bedrooms and 2 three-bedroom accessible for a total of 32 units. Thirty-two is a magical number for tax credit purposes. If we win in the round of competition that would allow us to get the maximum amount of Federal tax credits to the property for development which also allows us to distribute the expenses across more units. The property we just finished in Laconia was \$550.00 for the one bedroom and \$650.00 for the two bedroom. Vadney – This 12½ acres would be subdivided and you would buy 7 acres, you would own that and turn it over to one of the charity groups, is that the way you do it? Reals - We typically set up a limited partnership with tax credit funders, the partnership owns the land then is kept permanently affordable. Harvey – The non-profit is the general funder. Vadney – The way I look at this 12 acres, the existing mobile homes stick right there in the front of it, how would you carve your portion out of

that? We're still in the process of looking at different options but the one that seems to come to mind would be that the road would go down the middle of the two portions of the mobile homes and into the back 7 acres. Bayard – We can assume these will be energy efficient, right? Reals – Yes, the last building was 5\* plus, the highest energy stated rating. Because the rents need to be low in these cases, the owner would be paying the heat so we have an extra incentive to make it as low, but even when our tenants are paying; we keep it as low as possible. I'm hoping there will be solar hot water in these units and ground source heat pumps based on the Coop's encouraging people to use ground source heat pumps because we have a lot of sand in that area. Kahn – Can I ask how you came by the breakdown as to how many 2 bedroom, how many 3 bedroom because I remember you're saying in Laconia you were building family housing and have you made any assessment as to what's needed here in Meredith. Anecdotally, we haven't completed that, there's a lot more homework we would want to do, but anecdotally we're hearing in Laconia just pervasively across the board, its family housing, its people with kids. We were hearing somewhat differently here from employers and asked people like Rusty to do a survey of their employees, but we were hearing the need for ones and twos here so we've got more of those in. Kahn – Again, from what I'm thinking is in terms of the impact on the schools because that's sort the sense that I have that it's one and two bedroom apartments people are looking for here and that is certainly something from the standpoint of the impact on the schools makes us much happier because what we've been told is for every 3 bedrooms we get half a child, if we can keep it below 3, we get something that you round up to 1. Linda Harvey – Is it not true that your school enrollments are declining? Vadney – To a degree, yes. Kahn – To a degree and that's not such a bad thing. We did introduce a ratio of ones and twos anecdotally that's what we've gotten from your employers and feedback from the Town Planner. Reals – The NH Housing Finance Authority which distributes the Federal tax credits provides us with certain points that you get when you put together applications and the people with the highest points, of course, then win the Federal tax credits. Meredith is designated as getting extra points, it gets 15 points where Laconia gets zero as far as towns because the State wants to encourage affordable housing in Meredith as they do in Belmont. The 32-unit development... Vadney – The State wants to encourage it? Reals – Yes, the State and the Federal. Harvey – It's a formula based on how much rental housing you have and because Meredith has such little rental housing and such little rental housing that's perceived as affordable, then there's bonus points here. Essentially it's called hard to develop. Meredith has been designated as a hard to develop town so they would like to see you have some rental housing which is really reflective of what your employers are saying. Kahn – When we put forward with our blessing proposed amendments to the Zoning laws which failed, we were trying to encourage affordable rental housing. We were trying to increase the density for rental housing in the village; we were trying to encourage accessory apartments, all of that was leading in the same direction. We weren't asking what the people who were going to rent them would be able to pay. The State has sort of seen



the same light we've seen. Reals – Until we've done the survey we won't have a good sense of where to put buildings. We have some conceptual ideas of 4 buildings with a play area, it could be put anywhere and any which way of course, these are just some of the ideas that were kicked around so that's pretty much where we are at. We hope to have the survey done mid January and come back in March; our civil engineer is Nobis Engineering. Our architect currently is George Hickey and he has put together the elevation drawings for us and he has primarily been working with us in Laconia, he's out of Sanbornton. Vadney – As long as you meet the typical land use rules, I don't see any reason we would say no. Kahn – We encourage you to go forward. Bayard – I didn't realize you guys were able to do this kind of thing but it does sound like the way you retain it and do the rental stuff because the concern has always been when you build affordable housing in a town like Meredith, the next owner it's not too affordable because that's one of the reasons we're hard to build for affordable housing so it does sound like that would be a way to at least provide a little bit of work force housing in town for people who work here and are not high paid. Harvey – It becomes a permanent community asset for you because it's never going to be sold. Vadney – I don't know how we can say much more than that. The land's there, you've got a deal with someone and we'll have to wait until the numbers come in but based on what you've said if you're following formulas that come up with these 2, 3 and 1 bedroom kind of things that's again your business not ours. Kahn – There's no notice here so we don't have abutters noticed. We hope that all will work out. Bayard – The wetlands can be an issue. Reals – We'll be careful with the wetlands setback and we've already talked about the sewer coming in and the gravel storage area and Ambrose's trucks do pass on that road. Mike from Public Works talked about maybe a sidewalk on that road so we're just starting to talk to other department chairs and heads. Vadney – One of my concerns would be, good planning would say you wouldn't run the driveway between the mobile homes that exist there and everyone knows those aren't in the best of condition. You would have a much better project if you had the whole 12 acres and maybe you've pursued that and whatever, but I'm a little troubled from it from the standpoint of putting 30 units or 28 or whatever it figures out to be at the end out there. You need 32 though. Reals – 32 is the number that seems to work well. Vadney – That would probably require at least 8 acres and that's if all of that 8 acres is good land that qualifies so to speak and to leave that other 4 out there as is, is not what a typical planner would want to do but whatever you can work out. Harvey – We've been having this conversation (inaudible – no mike). Kahn – I quite agree that it's going to be much more attractive if you didn't run the access through the mobile home park. Vadney – I'm just thinking not only the access and look to it, I'm thinking if you've got, common sense says, if you've got a lot like yours is shaped out there, pretty much a square piece of land and you've got one corner cut off and you're running a driveway through that corner and then you're trying to fit your 3 or 4 buildings into that remaining part, it's going to make it kind of choppy so I would just be a little cautious there. Maybe that's all you can, but it just seems to me that it's a little choppy.

**CORRESPONDENCE**

Vadney – This is something that John received from Moultonborough, it's a letter to the Citizen and there's a couple of photos there showing big trucks going through the intersection downtown and I guess, there's nothing stated, but it's implied I guess that they want us to either as a Board or personally or whatever oppose the expansion of the old Castle Springs bottling plant and that is by the way the argument on that and I only get this from the newspapers. It is not a question of the environment and the water, it's a question of the trucking. Kahn – I try to stay as far away from the 3 and 25 project and the various committees as I can, but I tell you, I go out on Route 104 and if I'm going to get to town or to the interstate, I have to go out on 104 and I am just amazed at the 18-wheeler traffic that we have. Somehow we have I suppose one of the main east/west highways through central New Hampshire. I'm just talking about 104 because what I notice is the trucks going back and forth to Ambrose's pit in New Hampton and I figure that has to do with the construction business. You can hear them start at 6:30 in the morning, but the 18-wheeler traffic, where is it all coming from? Vadney – A good deal of it is oil trucks because a lot of you oil is coming out of Portland and it comes across 25 out 104 and then hooks up and goes off into Vermont. There's regular trucks too but a lot of them are oil trucks and if you look at the Federal highway system, you've got interstates, you've got the Federal system and the State system and a designated \_\_\_\_\_ route that they've designated as part of the Federal highway something or other, but 25 from Portland to Meredith and then Route 3 up to the turn and then 104 going out, that's part of a national highway system that's a little different, 25 does continue going the other way up through Rumney and off that way but the national highway system designates the east/west route to go out 104. Kahn – I was suspecting it was traffic out of Maine that was coming this way rather than going down 95. Vadney – Something that surprises me and you can sit down at the light any day and see this, how many cars from Vermont go through here? Apparently, people from Vermont wanting to get to Maine, this is one of their prime routes and we as a task force with the Fred Hatch Task Force for a dozen years and things we've argued with DOT, we've tried to push as much of that traffic as we can through Route 28 in Chichester to Wolfeboro to keep it off of this route. Kahn – I guess coming back to this proposal though, what fraction of the truck traffic that's passing through our intersection is coming from the bottling plant in Moultonborough, my guess is, it's miniscule. So essentially, we don't have a dog in this fight. We're looking at going to 100 tractor-trailers per day. Not all of them are going to come in our direction. Vadney – Some are going to go toward Portland, some are going to go down through Ossipee and that way and some would come this way but I would think not too many. A good deal of that bottled water stuff goes toward Massachusetts. All the stuff that comes out of the spring in Alton goes to Massachusetts. I agree with Lou that we don't have a dog in this fight. The percentage is not something that is going to change; it's not going to add too many cars to the queue at the light at the intersection. Kahn – Another thing that I

see on some of these trucks, I'm seeing a lot of garbage haulers, at least I think they are garbage haulers and I don't think they are ours because ours are new and spiffy. Vadney – There could be a couple of reasons for that. There's going to be more and more of the sites that end up being closed, they've already been scheduled. Kahn – There is a very large landfill up in Bethlehem and I suspect if you go out on 93, there's a sign for Exit 23, Mount Washington Valley. Have you ever been down to the turnkey facility in Rochester? If you want to see a landfill, go look at that one that's a big operation.

Meeting adjourned at 8:50 p.m.

Respectfully submitted,

Mary Lee Harvey  
Administrative Assistant  
Planning/Zoning Department

The minutes were reviewed and approved at a regular meeting of the Planning Board held on \_\_\_\_\_.

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William Bayard, Secretary