

PRESENT: Vadney, Chairman; Bayard, Secretary; Kahn; Finer; Dever, Alternate, Worsman, Selectmen's Rep.; Labrecque, Town Planner; Edgar, Community Development Director; Harvey, Clerk

Finer moved, Kahn seconded, THAT WE APPROVE THE MINUTES OF JANUARY 15, JANUARY 22 AND JANUARY 29, 2008, AS PRESENTED. Voted in favor with the exception of Worsman abstaining relative to 1/15 & 1/22/08.

APPLICATION SUBMISSIONS

1. **RAYMOND CARPENTER** – Proposed major subdivision of Tax Map R22, Lot 1, into four (4) lots (16 ac., 11.32 ac., 11.5 ac. and 36.2 ac.) located at 162 Upper New Hampton Road in the Forestry/Conservation District.

The application was submitted with abutters' list. Application fee has been paid. There is a waiver request for partial topography and wetlands delineation given the size of the parcels. Enough information was submitted to show compliant lot size. It is recommended that the application be accepted as complete and scheduled for the March 11, 2008, meeting.

Bayard moved, Dever seconded, THAT WE ACCEPT THE APPLICATION OF RAYMOND CARPENTER FOR A MAJOR SUBDIVISION AND WE SCHEDULE THE PUBLIC HEARING ON MARCH 11, 2008. Voted unanimously.

PUBLIC HEARINGS

1. **TOWN OF MEREDITH** – Pursuant to RSA:54 II, the Planning Board will hold a public hearing to review a site plan and building architecture associated with the proposed addition and related site improvements to the existing Fire Station, Tax Map U06, Lot 112, located at 286 Daniel Webster Highway in the Central Business District.

Chuck Palm, Fire Chief – The Fire Station Building Advisory Committee consists of 12 members: Wayne Bredvik, Jason Cornelissen, Robert Flanders, Carol Granfield, David "Bud" Larrabee, Steve Nedeau, Dave Parker, Carl Smith, Ann Sprague, David Sticht, Karen Sticht and Peter Brothers. The objective of the Committee was to recommend a Fire Department facility that does the following things. First, meets all the present and future needs of the fire service for the Town of Meredith. Part of that need to meet the present and future needs is to properly house present and future apparatus that we perceive we're going to need. In addition, provide for the needs of the volunteer staff keeping in mind that we are a volunteer department, with 41 total members of which I'm the only paid person. Anticipate the possible need to transition to a full-time staff. Another objective is to make sure the station conforms to all present standards for a fire department facility. Some of those

standards we talk about is that it conforms to the Life Safety Code and also conform to what is known as an essential building, i.e., if we have a major natural catastrophe around here like an earthquake, you don't want the bricks falling off the front of the station blocking the ability to get a piece of fire apparatus out. One of the big things we have to deal with is vehicle exhaust, they are all diesels and as we all know diesel fumes are a cancer causing agent. In addition, we need to be able to provide a facility that increases energy efficiency. Keep in mind that our present station was built back in 1954. When doing our structural analysis, we found there is no insulation in any of the walls and we've got single-pane glass in the front. We want to do is make sure we do something to assist with the manpower efficiency, again keeping in mind that we are volunteers, we want to get the folks down, have them do their job, get cleaned up, get out of there and go back to work or back to their families. We have designed a facility which we believe retains the historic and village character of the old building architecture. The process we used to go through this was first the facility need was first included in the CIP process back in 1998, 10 years ago. In 2003 the Town Meeting approved an Expendable Capital Fund, if you recall that fund was set up with the idea of providing a Safety Complex consisting of fire and police for the Town of Meredith. Shortly after that Town Meeting, 3 community groups have since confirmed the need for the facility and also the size. The first one being the Space Needs Committee which was done in 2003. They happened to (1) say yes there is definitely a need and (2) they came up with a proposed square footage just to get an idea of what should be built into the space needs and they were right around the 15,000/16,000 sq. ft. mark which is subsequently confirmed by an Internal Building Committee which was set up in 2005, spent about a year and a half looking and analyzing all the elements that go into a fire station and then the Select Board appointed a Building Committee in 2006 and that's the Committee that is presently serving the community. The building program we talked about, we went through and looked at everything we need within the Fire Department building and looking at it 25, 30, 40 years down the road. Total square footage was 14,561 sq. ft., the building that we are showing you actually has 15,243 sq. ft. Those numbers are all closely in agreement with the original space needs, the Internal Building and the present Building Committee. They have what is called a 94% efficiency factor, what the difference is between the ideal and the 14,561 sq. ft. are things such as additional hallways, stairways and things we haven't fully accounted for when we were putting the program together. For example, the last two items, stairs and hallways, you don't know what that looks like until you get a building designed. Apparatus Space – The new station is going to provide for 2 Engines, a Tanker, a Rescue truck, the Command Vehicle, Forestry Unit, an ARGO and those items are all presently housed in the existing station. We are providing a spot for an Aerial Truck which we will have fully funded hopefully by the end of this year's Town Meeting and would not be in here until after the station is completed which we're saying is 2009 and also provide for one Future Vehicle. Some people refer to that maybe as an Ambulance if we ever

had to go that route. This is our first engine, the Wameset Handtub, it's an 1895 and right behind it is a modern day fire truck trying to meet the needs of what the community is, so past and future apparatus. Continuing with the process, Site Selection – Some of the criteria we used in determining the best site was, it had to be central to the population and building density. The next item we looked at or one of the other ones is central to responder's homes, keeping in mind that up to 40 people can respond at any point in time when we have a fire call, for example, a month ago on Wednesday night, we had a fire call down on Cattle Landing and within 9 minutes we had a total of 29 firefighters down there and all major pieces of apparatus which is not a bad response. Land availability and cost was part of our site analysis, known physical characteristics of the site and accessibility to and by the public. It's amazing the number of people that stop by the fire station either seeking some type of help which might be just a simple how do I get to a certain point or like I had a week and a half ago, somebody was having a heart attack and needed emergency care right away. Those are a few of the major criteria, there you'll see we analyzed a total of 8 sites, the current site being the far one on the left, Wickes Lumber area, Burlwood, the Robertson land which is up near the roundabout, Upper Ladd Hill, that's the one that was located up behind MacDonald's (part of the Meredith Harley land), Keytown, which is the former Irving Gas Station just down the road. It was suggested to us by certain people that maybe Scandia Trailer Park might be a place or even the municipal parking lot on Plymouth Street. We had a few other sites that we also looked at but we did not go through the formal documentation for various reasons on the others. You can see our present site far exceeds the other sites that we had looked at so that's the reason we stayed with that one. Continuing with the process, our next maneuver was to locate and select an Architect and put out RFP's, we had a number of them and I believe we were very fortunate to have the architect that we have which is Sheer McCrystal Palson Architecture, Inc. out of New London and we also put out an RFP for a Construction Manager using the same program we used when we built this facility and the Police Station and we were lucky that Andre and Bauen Corporation were the ones selected to represent us on the Fire Station. We sought public input, we did open houses and did a charrette. We ended up coming up with a design along with the site analysis that we did. Some of the design criteria included utilization of existing land, blending the building into the neighborhood, construction phased to maintain department operability. That's a key issue because it would be very easy to go in and just blow out the building and put up a new building but what do you do with a couple million dollars worth of fire apparatus. Some of the suggestions that were made when we were looking at it was to store a couple up at Public Works, maybe Ambrose Construction would house one, maybe put one down at W.F. Richards, some kind of a big facility where you could bring it inside and keep it warm. The trucks have water in them, you can't leave them outside because they'll freeze. Stop and think about it if we had a fire, people would be running all over the place to get into the trucks. You might get a whole series of trucks

out in some semblance of time. Existing conditions – Here is our engine, it's a 2001, looking at it a little bit closer, side clearance on it is under 12", we also have an ouch factor as we refer to it if you get 29 people running in and trying to get in trucks, you have to take a number so you don't open the doors 2 at a time. We also have overhead clearance issues, for example, right there you can see we have under 6". We can get in and get out with 6" but it costs the Town of Meredith a little over \$30,000.00 more for that first engine I showed up there because we had to have it specially designed to keep it low enough to get it inside the building because we have certain requirements and we're a rural community, we carry a thousand feet of 4" hose and approximately 1,000 gallons of water on board. When you pack all that in there, all of a sudden you've got a big truck and a standard truck is higher than the ones we can fit in the station. Also, we have a problem with the inside, all the maintenance work is done by tipping up the cabs on them, it's a little bit hard to see this but where the blue arrow is there's a drop cord and that's about how much space you have to get in there to adjust the fanbelts, we have to pull them out on the pad. Location – Everybody said we have a small piece of land. You're absolutely right, we did a survey, had Dolan Associates provide a detailed survey of the lot so we knew exactly what we had, we plotted in the buildable area, we have been to the Board of Adjustment and have all of the setback variances approved. Design Implementation – The architects come up and say that's what you have, one possible approach is demolish and build so you could vacate the bays, move the trucks to other locations, tear it all down, build up a new facility or don't demo just add to the North. We started with a plan laid out by the architects, we did a charrette that I mentioned earlier and every one of those items in that building program designed a little block if you will, got all the people in from Town that were interested in coming down during the open houses and the chartered and said OK here's your map, here's all the spaces now you put it all together and see how you can fit it there. They actually did a very good job, there's a picture of 12 different possible layouts and a lot of them show expansion up to the North side or towards the Century 21 location. We went from the model to the plan and came up with 2 semi-finalists, we refer to it as build everything to the North and put a little bit of display area on the South side or one of the things on here you will notice that these are 3 stories in height and that came to be a major item we wanted to work on as we went along because we didn't want a facility that was quite as large as one of our neighboring towns. Another alternative is to make it straight across there so what we ended up with is we're going to take a floor out of there, narrow it down, shorten it up and make it look more like something that would fit into the area. At the top is the view you would see if you're coming down the road from Hart's. The second slide down is a conceptual drawing of what our neighbor in the back would look at, that's going to be the business side where the public will come in. If you're headed towards Hart's, you'll see an outline of the Century 21 building in there so that will give you an idea how much sticks out in front of the Century 21 building, most of it is back in the woods and against the brook behind and the bottom 2

are a couple perspectives in looking at it from the front of the station. Overhead View – We've got the sloped roofs which help tie the whole building together and looking at it a little differently, we have what we call our Professional Zone and that's where most of the emergency response will be, they'll be coming into the front of the station. As far as the back of the station goes, we've designated that to be our Public Zone. That's where, if you needed to bring in a set of plans to get them reviewed, get your fire permits or what not, you'd approach it from the back of the station. The part that's in blue is the existing station. By retaining that existing building which is structurally in good shape, it's a savings of between \$700,000.00 and \$800,000.00 as opposed to tearing it down and replicating that at today's cost. You'll see that we're building into the ground, the spot elevations down here on the lower right-hand side which is existing grade where the fire truck is parked is 514, the back side up there where the people are walking around up on Oak Street that's 524 so we've got a 10' elevation differential which allows us to build it into the ground and make the back look a little lower and keep the building set down into the ground a little bit. Up on the right-hand side near the top are the bunk rooms. We are providing for bunk space, we're doing it for several reasons, some day we may end up having to go full-time but what we're looking at right now is an attempt to provide a place like a lot of the other towns, Laconia, Gilmanton, Gilford, Alton just to name a few, where they attract students from the Vocational School in Laconia which has a Fire Sciences Program and they will bring the folks on Board, you go through an interview process and that type of thing and most of them that come on board are already certified firefighters, they are going to get their more advanced fire education down there and you give them a place to live and a place to cook the meals. As a tradeoff for that, they are required to work hours; the hours that we're looking at are daytime hours. The average kid going to college down there per the fellow in charge of it is about 12 hours a week so out of a 40-hour work week if you will, they are out for 12 hours and they are there for you to make use of so they can do the heavy lifting so to speak so myself or one of the other guys can get the truck out there, pump the water, do the scene work so that's for the bunkhouse. Also, rather than get into things like you see in a lot of fire stations having a ladies locker room and a men's locker room, how big do you make each and all those kinds of things. We are building 3 full bathrooms in there right around the bunkroom with showers, commodes and sinks so you can go in, close the door and do whatever you have to do. One of the items we have in here so we can expedite having folks get cleaned up and get back to their work, connecting the apparatus bay with the locker area, you'll see a section that says decon, that's a place when you come back from a fire and you're all covered with blown-in insulation, soot and the rest, go in there and it's kind of a shower type facility where you can hose the clothes down and get all that stuff off of it and then put it down into the dry room so the gear can be drying. Again, on the fire apparatus that's there, the only one that is new in there is that aerial truck which is the center long one, the other trucks we already have in place. All but two of the trucks shown are

currently housed in the station. One of them is my command vehicle which does not get housed there. Come up a level, that's our meeting room as you now know it. In the back we have a small section so we can put the first mechanized piece of fire apparatus the Town of Meredith ever acquired that's our 1929 Model AA Ford, it's all been restored. You can walk up to it and see it from outside during the day or night. Financing Considerations – We are in a very favorable bonding market, we're using a 4½% rate so that's probably 1 point too high today, construction bids look like they are coming in very favorable which shouldn't surprise anybody because we are in a slump in that area and the bids are out right now. Town wide annual debt – Within the next 4 years you'll see the debt requirements for the Town of Meredith will have dropped off about half a million dollars so this isn't a bad time to start bringing this thing on board. There's another wrinkle that a lot of people have difficulty understanding but we have been putting aside around \$175,000.00/year in a capital reserve for truck replacement. That was primarily to get enough money in to buy the aerial truck and hopefully the balance of that will be funded at this Town Meeting. It does not look as if we are going to have to put another piece of apparatus on line for at least the next 5 years so if this bond issue gets passed this year, that \$175,000.00 we've been accustomed to including in our tax rate, disappears but it gets substituted by the bond which is about \$190,000.00/year so about a \$15,000.00 increase. The estimated cost to the taxpayers for debt service on a 2½ million dollar bond and the way the article is written is it's not to exceed 2½ million dollars, hopefully, we are going to come in under that when all the bids are received and analyzed, we used a bonding rate of 4½%, that translates to about 10 cents per thousand of current property valuation for a 20-year bond, the annual tax increase is about \$20.00 on a property that's assessed in the \$200,000.00 range.

Peter Blakeman – The property is about half an acre in size. The existing building is 41,020 sq. ft. and that was located 14 feet off Route 3, 13 feet off of Oak Street and about 50 feet from Corliss Brook. The total impervious area of the existing site right now is about 55% and that's the parking, the pavement and the building itself. There is an 8 inch sewer line that runs through the property parallel to Corliss Brook and that serves one or two houses up along Oak Street. The addition and that existing building is just the darker gray and the addition is the lighter gray on this schematic and the proposed footprint is 10,580 sq. ft. (+/-) and that is about 3 feet from the Route 3 ROW, 4 feet from Oak Street and about 10 feet from Corliss Brook and as Chuck mentioned we went to the Zoning Board and did receive the zoning permits for setbacks for encroachment into the buffer of Corliss Brook and, of course, was a 75' for that Brook. The impervious area has increased up to about 68% and that's actually an increase in the building but there's been a decrease in the pavement of about 43% on-site from 7,700 sq. ft. paved right now to about 4,400 sq. ft. and that's the actual on the Fire Department lot not including the pavement in the ROW of the highway. The public entrance along Oak Street has 13 parking spaces and has the ADA access in one spot which is van

accessible and it has the sidewalk that meets the ADA requirements to the entrance. The Fire Department entrance along Route 3 has 9 spaces that will be marked out for a total of 22. The Fire Department can stack up quite a bit more in that area so they actually can fit more than 9 cars and trucks in there but they will have 9 that are actually striped out. The sewer line which runs along Corliss Brook will actually have to be rebuilt and that will be put underneath the building itself and the water line is also going to be redone and a larger 6" line is going to be put into the building so it can be sprinkled and a new domestic line also and these things have been discussed with Bob Hill of the Sewer and Water Department. He's OK with the way we have everything but would like a few more details as far as the technical details. The drainage on the site is along Oak Street, we have a series of small catch basins to pick up the runoff off the roof. We're also talking with Public Works and they would like to replace the catch basin and the pipe along Oak Street so we will be doing that as well and tying these small catch basins into that. On the Route 3 side we just had that sheet draining onto the pavement and down and it all of course ends up down towards the Brook. Based on the comments we've gotten back from the staff review, we have taken a little more aggressive approach as far as picking up the roof drainage so it doesn't go out into the paved area and we're going to add a couple catch basins in here and actually instead of piping it all the way down to the Brook, we will put a small drywell into that grassed area so that the roof drainage can go into that and then the runoff from the pavement will still go down towards Route 3 and towards the Brook itself. The erosion control on the site, we had some hay bale backed silt fence along the whole Brook side and again based on comments from the staff review, we're going to add a little bit more to that due to the sensitivity of the Brook and they make some erosion control logs that are pretty heavy and about 8" thick and we can lay that out also parallel to the Brook. We're also going to be looking for an area to put in a temporary sediment basin. One thing too is staging the whole construction area; this wall along here will be built as soon as can be early in the project, that's also going to act as a barrier and everything will be directed towards where we can put in a small basin. As far as snow storage on the site, it's really in the same general locations as you have now there just won't be quite as much room on the Brook side but it will be pushed wherever they can get it, Oak Street will be pushed over the parking here and also along the Brook. I think the net result of losing that area is that Public Works will probably have to remove some of the snow more often than they might have to now. The utility poles, right now there's a pole on Oak Street and a pole along the Brook and that pole serves the Century 21 building. Those will be replaced and there will be a new pole set on the Fire Department side of the Brook and then another one up towards the corner of the building and the utilities for the Fire Department itself will come in through there so there won't be a need for an easement for setting a pole on the Century 21 property. We have talked to NHDOT and had a meeting that the Town was well represented at and discussed the whole corridor widening and what implications that might have on the Fire Department down the road and

we have submitted the application to DOT for the changes in the entrance. We've made a few accommodations to that and they've come back and asked for a couple more minor items, one of which is reflected on this plan which they wanted 3 spaces right along Route 3 taken off and made into green space for their own snow storage. Bayard – Do they do some vehicle maintenance on these trucks, changing oil and things like that? Palm – The maintenance type things that we do are more adjustment type things, checking fan belts, battery levels, fluid levels, all of the maintenance is done outside. We do not do any oil changes, grease jobs or that type of thing inside. Bayard – I assume then there is no need for traps inside. Blakeman – There are floor drains inside just because the trucks will be going in wet and they will be dripping in there. They will go out into an oil/water separator which is right outside the building and that will tie into the sewer and that also has been discussed with Sewer and Water. Worsman – As a follow-up to that, the maintenance schedule is all part of the plan for the oil/water separator, the catch basins, all those are going to be part of some kind of maintenance schedule. Blakeman – I will put something together and that was one of the questions from Sewer and Water and from the staff review as far as what maintenance is involved for that oil/water separator and I will add that to the plan. Palm – I'd like to follow-up on that because I think that's a very important point, I raised it myself and that's a result of a project we had down the street when they had an oil leak down there, come to find out the oil separators that we requested them to install never included any form of maintenance and who was responsible for it so we ended up with about 3' of silt at the bottom of each of those separators which was not containing the oil spill they had. You're absolutely right, that's going to be well documented so nobody has any questions as to what you do. Bayard – I just want to compliment Chief Palm on keeping the CIP Committee well informed on what was going on with this project, I think he's done a good job and frankly I'm pleased they are reusing the building for the savings. Despite what he does say about the savings on the bond and all, we have spent quite a bit on bonding lately and certainly keeping that down is very helpful. Vadney – I would say also that I'm glad to see it stay downtown where it's always been. I think some of the outlying sites would have had a number of problems and I've always felt it belonged right there and I don't mind squeezing it onto that lot to make it work. We just need to pass this on, we don't really have to approve it. We review this as more of a policy, we don't actually say yes or no. This is a public hearing and the Board will issue non-binding comments because this is a governmental land use according RSA 674:54. Worsman – I want to reiterate a thank you to all of you, there's a lot of hard work and effort that has gone into this and certainly a cohesive effort from everybody in the Fire Department, you've done a spectacular job and hopefully taxpayers in the community will feel so as well. Thank you.

Vadney – I think from our standpoint to say we've reviewed it, we think that it's the best plan available for the Town and we strongly support it. Moved and

seconded by Bayard and Dever. Voted unanimously. Hearing closed at 7:50 p.m.

PRE-APPLICATION REVIEW

1. **HARRY WOOD FOR CALVARY BIBLE CHURCH** – Pre-Application Conceptual Consultation to discuss a possible addition and renovations to the existing church facility, Tax Map U07, Lot 50, located at 6 St. James Street in the Central Business District.

Harry Wood – The Pastor and Administrative Assistant are here this evening representing the Church. We are coming before you for the purpose of considering providing better restroom facilities for the Church. At the present time, we have no facilities that are handicapped accessible from the Sanctuary. We do have a room on the ground floor which is unisex handicapped bathroom which also happens to be the men's bathroom but we only have 4 toilets in the entire building at the present time and none of those are accessible from the Sanctuary. In one instance we have one fellow in a wheelchair, we have to take him outside, around the building, in the front door and to the bathroom. Either that or somebody has to pick him up and lift him up several stairs to get to the one that's closest. Obviously, it's a highly undesirable situation but we are celebrating our 100th year at that facility this year and its time to do something. I've shown on here the green represents grass, the red indicates paving or buildings and the bright blue indicates the addition and then we're also here for one other purpose and that is to discuss the annex structure we have that houses a couple of classrooms and also our clothing center which together with our food pantry often benefits Meredith residents as well as members of the Church. The accessory building is the yellow one and we originally received approval for that as a temporary structure and its kind of gone by the wayside and the time is long past due when it should have been either renewed or whatever so we are asking that be allowed to stay on a temporary basis. We've had some discussions with the Town Planner and Community Development Director and there was a suggestion that maybe we make it permanent but we don't want to give the impression that we hope it becomes permanent, we'd like to change it ourselves but we haven't proceeded to the point where we can do without it at this point. It's relatively straightforward, I did pass out a building plan which shows this addition, it's a little hard to visualize but basically there's going to be a 10' wide structure at the ground floor which is 40' long that will hold all of the bathrooms, the men's and women's with a handicap stall in each as well as a couple of basins and basically the entrance will be centered and there will be one on each side together with some room for coats and whatnot in the hallway itself. This is being located exactly where the present side entrance or back entrance to the Sanctuary is at the present time and the new doorway/hallway will lead directly to that existing door. Vadney – What's there now, just a little portico? Wood – Yes, there's just a little roof right over

the doorway to keep anything from landing on your head. We do have the same situation as other places in Town where you have fairly high steep roofs and you may at any given time have something come off of it and that adds a little bit of protection there. We do have some drainage wells on that side of the building and those have had covers put over those too in past years to avoid the same thing, to keep snow and ice from going into those wells. The plan for the building attempts to show it but without a view from the street, it does not show it real clearly. I'll try to describe this a little bit more and as I said the first 10' of the addition which is 24' wide if you look at the roof, the first 10' out will be enclosed at the ground floor. The second floor which is under the roof will actually come out a little bit further but it will be overhead. There will be a gable end on the structure facing the parking lot, the same as a gable end on this end of the building as well as here so it will fit in well with that, you can see the two gables on the drawing which I supplied to you. There will be a slight overhang of roof beyond that, a canopy and the purpose is to be able to drive under this second story and canopy with anything up to a small delivery van and unload underneath the roof. We've got a number of people as I say that are handicapped, we have some others that are quite elderly and it gives them a way to get into the building without going very far. If they go in the front door, they have to go upstairs and around the corner a couple of times in order to get to where they want to go. The structure we're putting up basically is covering existing pavement so there would be very little loss in green space but we will have to trim the edge of the large tree that's there and there will be a small patch of grass which will be kind of under the edge of the roof. There will be two supporting columns on the outside corners of the roof and those will have to have bollards next to them to protect them. We have also met with the abutters who cared to come. The one most affected by it did come in and talk to us and we had talked about putting in a fence on that side, that's what's represented by the red line and they felt that would be beneficial and they agreed that would be a good idea and if that was done, they would probably not have much objection to what we were doing. We also would be relocating our dumpster which would be enclosed in that same area and that's represented by the red box with the gate open on it as shown on the drawing. That will end up sitting on pavement so there is a pad underneath it. The exact placement of the fence will be determined once we talk more with the neighbor and see if they want that on their property or ours and the reason for that is the ground slopes rather steeply up towards the neighbor and if the fence isn't placed fairly high up, it won't do any good, they will just be looking over it so we'll have further discussions on that and have a better idea when we come back with the final plans. Vadney – You say that little red line is going to be the new location of the dumpster. Wood – Yes, at the present time the dumpster is over where it shows the little red box, it's hidden underneath the green. Vadney – Are you still going to have the depository where people leave things? Wood – That is about 2' x 3' and we've found that works very well when people come in and drop stuff off at all kinds of hours day and night and it protects what they drop off and keeps them from leaving stuff in front of

the Church. The depository probably gets emptied every day. Jim Rushton takes care of that and he keeps it unloaded and brings the stuff inside where it gets sorted and put out for recycling or disposed of depending upon its condition. Worsman – How big is the addition you're looking for? Wood – The roof itself which is the greatest measurement would be 24' x 40' coming out. Worsman (inaudible) Wood – There would be no roof connection there. The walkway which is there presently to access that temporary structure will be re-routed slightly in order to make it function better, that's all. Worsman – Why not make that building a permanent structure? Is it because you're not ready to build something permanent there? Wood – We've discussed a number of possibilities for the future of the Church and one of those is a major addition which would occur on the back of the building and if that were to occur, we would need the space where that building is now for additional parking. The only reason we have it there now is because we ran out of classroom space and we used to have the clothing center inside the fellowship hall and it required someone to go in and take everything out and put it on display and then pick it all up and put it away every time it was open. This provides us with a display area as well as a sorting room so it's worked out much better. When we came before the Board initially, we asked permission for a temporary structure. I guess the reason we don't want to say its permanent is I think that at least one of the abutters would probably be more upset if they thought it was going to be permanent than they have ever been in the past so with consideration of that, we would say temporary (minimum of 5 years, possibility of one renewal) and that's the way we decided to present it. This is the same type of building used for a temporary classroom that gets used at a school. The difference is this building was placed on a foundation and the frame of the structures are resting on the foundation and that's right down to ledge so it has been very stable and we haven't had the general problems that come from a flexible arrangement. Kahn – Harry, is this the only entrance/exit at Sanctuary floor level? Wood – This gets a little complicated, there are sort of some rabbit runs around and through the building. The original entrance into the Church was where this walkway is and it came straight into the Church and it used to go up a set of stairs and there was like a little porch there and at the present time that stairway goes inside and then there's a set of stairs that take you up to the Sanctuary level and you can kind of sneak in that way. There is also an entrance from this side which involves stairs and there is also an exit on the rear which involves stairs and there's a door that comes out in the corner but that's the main one. I will say that we did talk to Bob Hill and he's delivered a letter to the Planning Department indicating there's no difficulty with the flows that are anticipated here, we are not increasing the capacity of the Church at this time so presumably it will just be a little easier to get to the toilets rather than more being used. I'm not aware of the results but I understand that someone else has gone to the Fire Chief and Code Enforcement but I don't have the outcome of those discussions at this time. Vadney – This is only a pre-application review and I certainly wouldn't see any problems with those kinds of additions. Bayard – Is

there any statutory thing that we can deal with as far as having a semi-permanent building if you want to call it that? I don't have any particular problem with it, I just don't want to put the Board in any sort of bind. Edgar – What the issue was back when they offered for it to be temporary, they fully intended it to be there relatively short term and so we didn't get into landscaping, fencing and things like that. The expectation was that it won't be around very long. In the intervening years the Church has been looking at going out Route 25 or not, they acquired the two lots so now they are really kind of focusing back here and during those intervening years, we had an inquiry from an abutter who wondered what the status was of the temporary building so we've been working with the Church waiting for their plans to congeal a little bit so they can get it back in front of you admittedly with the fact that time has lapsed but nonetheless getting it back in front of you so then the question is what do we do with it when it comes back and as Harry indicated they'll be presenting it formally as a structure that they may remove in 5 years or probably certainly within 10. My comment to them when we met a couple of times on this was to treat it as though it is permanent for purposes of how the abutters are going to be impacted, whether it be lighting, the dumpster, landscaping, that kind of thing because we have a requirement that deals with non-residential uses and how they abut residential uses to make sure there's some consideration given between that interface between the two. I don't know which one's which in terms of who gets the fence but that was some of the guidance I gave them in trying to anticipate that setback area as being kind of a buffer area and be sensitive whether it be lighting or landscaping or that kind of thing and also suggested that they try to touch base informally before we get back into the more formal setting. Bayard – If we approve this as a temporary building, there was some thought that it's going to be there for a few years at least? I'm not familiar that we've approved other temporary buildings since I've been on the Board. Edgar – This was quite a while back and it did meet all setbacks and that type of thing, I don't think it was temporary because the Planning Board wanted it temporary; it was the applicant's intent at the time to not use it permanently. When we met last and I became aware that it was basically on a foundation as opposed to sitting up on blocks and if they wanted to not have a restriction present it that way and see how it goes, either way you're probably going to end up doing some buffering with those adjacent residential properties. If they're looking for a 10-year temporary use, you might as well think if there is lighting, noise or anything like that that would be a consideration to someone who might be living very close by, we should be addressing that under either scenario and those were my comments to Harry. The abutter was not aggressive or nasty, it's just that she had a particular understanding based upon the way the Board had left it years ago and the structure was still there. The time has lapsed and it's got to get back in front of you and we're just trying to dovetail that with the Church's plans, one element of which is this addition. Vadney – That might make sense to do it all at once but it seems to me the temporary building is a separate issue and all they are really doing is moving the dumpster and the abutter that is concerned is happy

with the fence. Edgar – We’ve got to give it some kind of blessing because I think if you really want to split hairs, we have a violation. We’re trying to rectify it amicably and the way to do it is we’re showing on a plan and try to move forward with it. If we didn’t bring it to your attention that there was a condition years ago, we wouldn’t be doing our job. Vadney – My only concern is that little building serves a very valuable function and apparently there’s no other place for it on that property or anywhere else in Town. Edgar – We are not recommending that it go away, we’re just recommending that we deal with it and give it a formal blessing. ?? – (inaudible).

Plan Signatures: BL A – Peter & Kyong Leech & Heald Family Revoc. Trust

Meeting adjourned at 8:13 p.m.

Respectfully submitted,

Mary Lee Harvey
Administrative Assistant

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

William Bayard, Secretary