

PRESENT: Herb Vadney, Chairman; Roger Sorell, Vice Chairman; Bill Bayard, Secretary; Bob Flanders, Selectmen’s Rep.; John Dever, III; Ed Touhey; Lou Kahn; Liz Lapham, Alternate; (not sitting); Angela LaBrecque, Mary Lee Harvey, Adm. Asst.

Kahn moved, Dever seconded, THAT THE MINUTES OF MARCH 10 AND MARCH 24, 2009, BE APPROVED AS PRESENTED. Voted Unanimously.

ELECTION OF OFFICERS

Kahn moved - THAT THE 3 EXISTING OFFICERS BE REAPPOINTED FOR THE COMING YEAR. Dever seconded. Voted unanimously

HERB VADNEY, CHAIRMAN
ROGER SORELL, VICE CHAIRMAN
BILL BAYARD, SECRETARY
CIP: BILL BAYARD AND LOU KAHN

APPLICATION SUBMISSIONS

- 1. **GCJP, LLC** – proposed two-lot subdivision, lot sizes of 10,972 sq. ft. and 10,974 sq. ft., Tax Map U15, Lot 28, located at 9 Morrison Avenue in the residential District.

This is a 2-lot subdivision located on Morrison Avenue. The subdivision plan, checklist and abutters list are in file. Application fees have been paid. Recommend application be accepted as complete for the purpose of proceeding to a public hearing this evening.

Sorell moved, Kahn seconded, THAT WE ACCEPT THE APPLICATION OF GCJP, LLC FOR A TWO LOT SUBDIVISION AND PROCEED TO PUBLIC HEARING THIS EVENING. Voted unanimously.

- 2. **MEREDITH CROSSPOINT SHOPPING CENTER HOLDINGS** - Proposed Site Plan Amendment to add 2 handicapped parking spaces and reduce the width of 16 regular spaces, Tax Map U15, Lot 1A, located at NH Route 25, in the Central Business & Residential District.

The applicant proposes to add 2 HC parking spaces in front of the Hannaford main entrance as well as re-stripe the entrance. The Site Plan, checklist and abutter list are in file. Application fee is paid. Recommend application be accepted as complete for the purpose of proceeding to a public hearing this evening.

Sorell moved, Touhey seconded, THAT WE ACCEPT THE APPLICATION OF MEREDITH CROSSPOINT SHOPPING CENTER HOLDINGS FOR A SITE PLAN AMENDMENT AND PROCEED TO PUBLIC HEARING THIS EVENING. Voted unanimously.

3. **WINNIPESAUKEE VETERINARY** – Proposed Site Plan Amendment to change hours of operation, Tax Map U06, Lot 144, located at 8 Maple Street in the Central Business District.

This Site Plan Amendment is only a revision to the hours of operation so a waiver is being requested for the actual site plan because nothing is really being revised. The site plan, checklist and abutters list are on file. Application fee has been paid. A waiver request for the site plan has been made by the applicant and due to the scope of the proposed amendment; it is recommended the requirement for an official site plan be waived. Additionally it is recommended the application be accepted as being complete for the purpose of proceeding to a public hearing this evening.

Dever moved, Sorell seconded, MR. CHAIRMAN, I RECOMMEND WE ACCEPT THE APPLICATION AS PROPOSED FOR THE PURPOSE OF PROCEEDING TO A PUBLIC HEARING THIS EVENING. Voted unanimously.

PUBLIC HEARINGS

1. **WINNIPESAUKEE PLAYHOUSE:** Compliance Hearing to determine amount of performance guarantee associated with conditional site plan approval granted on March 10, 2009, Tax Map S23, Lots 26, 27 and 28, located on Reservoir Road in the Lake Waukegan Watershed and Business & Industry District.

(Rep. Paul Fluet) - I think one of the conditions of approval was the site stabilization cost estimate which I've worked through the numbers and went back and forth with Mike Faller and I believe we've come to a consensus of \$148,474.34 as the figure. I'm pretty sure we're all on the same page with Mike and Angela now. LaBrecque – The summary of the proposal is the Winnepesaukee Playhouse Theater and associated improvements including extending the municipal water into the site and hooking up additional buildings to the sewer system. There is a significant amount of landscaping and work that will occur on the site. A conditional site plan approval was granted by the Planning Board on March 10, 2009. Condition #13 in the Notice of Decision requires a compliance hearing for the purpose of setting a performance guarantee amount. This hearing is limited to setting the amount of the performance guarantee. A unit cost estimate summary was submitted by Paul Fluet as he stated in March and comments were provided by staff. Mike Faller's recommendations were incorporated into the unit cost estimate and we received a revised number in April. The revised estimate amount is \$148,474.34. A performance guarantee is required under condition #13 to guarantee (1) site stabilization, (2) extend and connect to the municipal water system, (3) expand sewer service and (4) road restoration. Staff recommends the amount of \$148,474.34 for the performance guarantee be set by the Planning Board. The form of the guarantee shall be either cash or a letter of credit. The format of the letter of credit or cash agreement shall be approved by the finance Director.

Touhey moved, Dever, seconded, MR. CHAIRMAN, I MOVE THAT IN RELATION TO THE WINNIPESAUKEE PLAYHOUSE THAT WE SET THE PERFORMANCE GUARANTEE AT \$148,474. 34 FOR THE CONDITIONAL SITE PLAN THAT WAS APPROVED BY THIS BOARD ON MARCH 10, 2009. Voted unanimously.

2. **MARK MURPHY FOR MICHAEL & MICHELE MERRILL** – Continuation of public hearings held on February 10 & 24, 2009 and March 10, 2009, for a proposed Site Plan to construct a bank with related site improvements, Tax Map U15, Lot 14, located at 71 NH Route 25 in the Central Business District.

Applicants have requested a continuance to the next meeting in April.

Kahn moved, Dever seconded, MR. CHAIRMAN, I MOVE WE CONTINUE THIS HEARING TO APRIL 28, 2009. Voted unanimously.

3. **WOLAK REALTY TRUST, LLC** – Public hearing to review a amend Site Plan Amendment dated April 14, 1998, per Site Plan Review Regulations VII and XVII regarding traffic circulation, Tax Map U15, Lot 15, located at 55 NH Route 25 in the Central Business District.

(Rep. Bob Wolak, owner of Dunkin Donuts in Meredith). I did meet with John Edgar quite some time ago regarding Hannaford's opening up and I met with Herb and Angela a week ago regarding any questions they had regarding the queuing line at Dunkin Donuts. We have made some changes over the last couple of years. Dunkin Brands introduced and mandated that all Dunkin Donuts use team service. Team service involves adding crew members in the busy parts of the day which would be in the morning and buying new equipment to speed up the service inside the store and at the drive-thru window so instead of having a person at the window ringing in your order, giving you the change and your product and another person pouring coffee, we now have the order taker which is just somebody in front of a microphone with an order taker taking your order, another person is just there to make sandwiches in another area of the store and we have 2 other people at the drive-thru window, one will take your money, give you change and the other person will pour the coffee and get the donuts and you're out of there. With the economy the way it is, I haven't seen a problem with the drive-thru queuing. I know I'm here today basically because of Hannaford and we want to make sure that's not a problem in the future which I understand. We have dramatically increased the flow at the drive-thru window and its getting better day-by-day. Also, per my Franchise Agreement I'm supposed to remodel my store every 10 years. Anyone that can afford to remodel with today's economy, Dunkin Brands is actually offering an incentive which is extra franchise term so I plan on taking advantage of remodeling not only this store but one other location in New Hampton early, probably in September or October of this year. I had reviewed the plans concerning the parking and basically the 3 options I came up with either will take an act of God with the DOT or actually makes things worse in my parking lot. One option was to ask for two curb cuts, one for enter and exit only for the drive-thru and the parking lot and a

curb cut where the traffic would back out of the drive-thru by the window and I believe that added about 80 feet to my queuing which would increase the stacking by 4 cars. Right now I can stack 12 cars from the window to the road. From the order menu board to the road, 8 cars because there's a 4-car stack up from the window to the order board. The other option was to change the parking and queue the traffic around the parking spots. Basically, all this did was rotate the traffic as soon as you enter the store, bear to the right and start queuing around where the parking spots are in the middle. It looks good on paper and it adds 4 additional cars to the queuing line, the only problem is it creates problems especially in the busy time of the year in the summer with people that are parked in the middle, if its backed up near the road, they are not going to be able to get in and out. Those are a few of the options I looked at prior to this meeting. I'm open for any suggestions or comments. Vadney – It would appear that queuing thru the parking lot would affect every one of your spaces because if you had a queue that went all that way, everybody would be backing into a queue. Wolak - It only adds 2 to 3 cars but I think it creates a worse situation in the parking lot than what we have now. Vadney – I would be particularly concerned about the 4 that are right along Route 25 although they are supposed to be going slowly as they enter there, a lot of people will be going more rapidly and turning right in and turning right into backing cars, that seems like it would be troublesome. Touhey – We're very concerned about the safety in this particular area as you know and we did receive some information from our Police Chief regarding the number of accidents along the stretch of road there so we're very much concerned about safety and getting any queuing vehicles off of Route 25 which does happen in the summertime and is a concern and has been an existing concern long before Hannaford's came into the area. The stacking of snow is another concern particularly at the entrance, Visibility coming out of Dunkin Donuts during this past winter, particularly to the left as you would be exiting or going west was absolutely terrible and was a very serious situation. I would hope the Board would consider at some point that snow might have to be removed from the site and not stacked up like it was this particular winter. Wolak – Which I did, I had that taken away about 4 weeks ago, there were mounds on both sides. Touhey – It was there quite awhile before it was taken down. Vadney – In effect what Mr. Wolak is saying is they've made some internal operational adjustments where they've sped up their production line and their pass-thru rate and he thinks to a large degree the queuing will be lessened simply because they can process more cars coming and going but they can handle them a lot better. He has also just described the options of another curb cut or cycling through the driveway as we discussed some 10 years ago when they were first building, coming in turning right toward Cross Insurance and then around the back side of the parking lot. Bayard – One suggestion that's been brought to my attention is to change the curb cut to along the Cross Insurance side and that would give you maybe 2 or 3 extra cars stacking and would provide a little better access to the front parking lot because that could kind of bleed off there and maybe prevent at least some of the stacking into the highway which I've seen at times. Vadney –Bill, you're saying put a curb cut if you're heading east toward the school, as soon as you get to this property, put the curb cut there and all traffic would enter there plus the ones headed east? I guess there are

different options, one would be to close off the current one and have all traffic enter and exit with the exception of the drive-thru can exit. Vadney – The drive-thru still comes around the building and goes out at the same place or you could just have a drive-thru lane and that would require a DOT permit for the drive-thru only. That's been suggested to me and seems to make some sense to move the entrance and exit to right along Cross Insurance side and then you could pick up 2 or 3 in the stacking. Wolak - That might ease the issue but I don't know about the traffic flow with just the curb cut on that part of the property. I think the best solution would be to do as you described but with a second curb cut for "exit only" further east down through the drive-thru lane where they exit only left or right. Vadney – Does that mean your existing curb cut would be closed so your parking lot people who come inside and don't go through the drive-thru instead of going around the building, they would head out, turn in front of your building to take that new exit. Wolak – Close the curb cut that's existing now and open up two curb cuts, one to the east and one to the west. Vadney – Are they both in and out. Wolak – No, only the one nearest Hannaford's curb cut would be in and out and only the one at the drive-thru would be exit only. The reason I say that is if the curb cut by Hannaford's is "enter only", then its going to back the traffic up that's leaving the parking lot. If everyone is exiting one way around that drive-thru exit, that's going to back up and then we'll have the same situation we have now. I have 164' from my menu board. If I had a curb cut by Cross Insurance, that new curb cut would increase the queuing to 225' so about 60' or 3 extra cars. Flanders – We've got to be careful what we do there because if we bring all the traffic that's entering down to the side by Cross Insurance, then people traveling west, their stacking lane is going to interfere with the stacking lane for the people going east into the shopping center, you can't do that so the people that are coming west and want to turn into Dunkin Donuts are going to have to make that turn before they collide head-on with the people that are stacking waiting to turn into Hannaford's that are traveling east. If you look at the site over there, you're going to see that Crosspoint entrance or the property line, the entrance if it were changed to that location, would be further west than where the traffic turns into Hannaford's so you've got two stacking lanes that are just bumping into each other so then you've really created a disaster. Vadney – It's almost the same as we've been looking at up the street at the Murphy property, where their westbound stacking lane would be sitting at the same point as the Citizens eastbound stacking lane and that has caused us consternation over the last few weeks and you're saying we'd be duplicating it here if we make all the traffic enter on the western end by Crosspoint. Kahn - We'd be duplicating it with a lot more traffic than banks generate. Wolak – I do believe every solution has a consequence, but I do believe that the improvements we've made over the past couple years and adding fewer queuing cars is certainly going to make a difference. One other solution that Herb, Angela and I talked about was to see how the year goes with Hannaford's and see how the year goes with the improvements we've made and see how the traffic flows for this year. I'm certainly willing to bring my sketch to Steve Smith in Gilford, who I've used for an engineer in the past to see if he can come up with another solution prior to my refurbishment this fall or something else we had talked was about Hannaford's possibly having an officer out there on busy weekend days which if

there's a backup queuing problem at my site, it's on a weekend between 6:00 a.m. and 10:00 a.m. After 10:00 a.m., my business is done; I do 70% of my business prior to 10:00 or 11:00 in the morning. We had suggested or talked about the possibility of coning an area along Route 25 in case that happened. Vadney – I do think that some experimentation might be wise, whether you could use cones or on-site guards just for a few hours to see if they could expedite traffic. Flanders – Hannaford's wasn't open last year and there were stacking problems out into the road on weekends and the idea of just waiting to see what happens has no attraction for me at all. If we know we have a dangerous situation and we don't take positive action to eliminate it, then we're not doing our job as a Planning Board so if you want to take the wait and see approach, be prepared if it's a problem of having your site plan revoked and I'm not sure that's a consequence that you're willing to accept. Wolak – No, I'm not. Like I said, I'm open to any suggestions that the Board has. If we did some wonderful things and improved the flow through there, maybe a whole wealth of people that want to go to Dunkin Donuts and have been passing it up, maybe that 3 in the road queue is what tells people to drive on and if we eliminated it, it would be 3 more that would come and queue up so you never know where you're going with that kind of a perturbation. One thing we did discuss is we could put all of the exit traffic, in other words if everybody went around the building, all of your parking lot business and your drive-thru business had to go around the building as the drive-thru does now and then put that driveway straight out, that would be the exit for everybody, a left and a right and then it might be you could bring everybody in down near Cross Insurance although I'm not sure the state would go along with the idea of another curb cut that close both to Cross and the other one. Flanders – One thing I think would help some, make everybody drive around the building, put a curb cut down there by the drive-thru window is and make it right-turn only, that would facilitate traffic getting through your site and get out. It would put the burden on the people wanting to go west, they'd have to go down the road a ways and turn around. That's not uncommon in high traffic areas. Vadney – I agree with you Bob, I think there might be a problem since we don't have a way to put a jug handle in for reversing traffic, common sense tells you what would happen, they would pull out of his place and either pull into Etc. and make a U-turn or go in one entrance and out the other one at Circle K and there were already 18 accidents at Circle K in the last 3 years. Flanders – I think the important thing is something has to improve there this year so I think we're all intelligent enough to realize if we don't change anything, nothing's going to change out there and last year that was a failed situation. I don't know what the silver bullet is but the onus is on you to flow the traffic through your site in a safe manner and not create hazards to public health and safety. Wolak – As I mentioned, the only alternative I can see with this site plan and my drawing I came up with, is to have an engineer look at maybe angling the parking or whatever might be necessary, angle that curb cut, take out the island, reduce the island at the curb cut or whatever it takes. I might lose 4 parking spots along the road to get the traffic to swing around the parking lot but again, it's a small site and the way it looks on paper as I've drawn it, probably causes more problems than they take care of, but he might have an answer. Either way, rather than a quick fix, I plan on refurbishing my store in September or October and I would rather do everything the

right way the first time, than twice in one year. Vadney – Do either Angela or Mr. Wolak have the numbers for required parking for a store that size? Wolak - I believe I have 23 spots. Vadney – Does experience show that they ever get totally full? Wolak – Not in the off seasons, certainly in the summer. Flanders – One of the things that bothers me about this is that John tried to facilitate some dialogue a year ago to get this thing moving and here we are in April of this year and I don't believe that's the Board's fault. I feel the blame for that rests squarely on you. Wolak – Wait a minute, I disagree. I met with John Edgar about 8 months ago prior to Hannaford' opening. We reviewed everything we're reviewing tonight and he was satisfied that we did not have a problem and I told him at the time I was going to remodel my store in 2010 and he had no issues with nothing being done until then so I disagree that when he left that meeting, we were all on the same page. Vadney – Bob, I have to agree, I don't think we can blame John but I do think the issues are as Mr. Wolak said. Kahn – We keep talking about Hannaford's and how Hannaford's opened and this is really not a Hannaford caused problem. Last year when Hannaford wasn't there, you were stacking traffic on Route 25, the only thing was there was room for the eastbound traffic to get around them. Now that you have that shopping center back in operation and that shopping center was there before you were there, it just ceased functioning for a while. Now that you have the shopping center back in operation, they have a stacking lane and if you're queuing traffic out on Route 25 between their stacking lane and your queue, traffic going east can't go so why don't you put an office out there and if you have traffic stopping on Route 25, tell them they've got to go. Tell them they've either got to go into your parking lot or they've got to go. Wolak - When we had our meeting in the fall, John had agreed that the queuing hadn't been as much of a problem this past year as it had in the past because of the things we had done. Kahn – What I'm saying to you is from our standpoint, if you're backing up traffic on 25, it's unacceptable, come up with a solution, figure out a way that you're going to prevent that from backing up because if you back up, we're going to have to do something to you, you're forcing us to do something. It is unacceptable for you to be queuing traffic on Route 25. Vadney – The real estate is probably not going to solve this issue. With the DOT curb cut issues, the stacking for both Hannaford and Cross Insurance all along there, the real estate just isn't big enough to solve the problem and I think much of the problem will be operational. I think your speed up in your line hints that it will be better unless it drags in more customers to your favor but to the traffic's disfavor. Something operational may be the solution, it won't be real estate driven. I understand the theory behind making your changes in the parking lot at the same time you do your renovations, but we also have to get through this summer and its not acceptable to be stacking traffic as you have in the past, it just isn't and its not going to happen on a prolonged basis or you're going to have to change things in there or close down or whatever. One thing you might try, if it works it might buy us this summer, if it doesn't, you've got a huge problem and that would be to have an officer out there during your peak times on weekends and holidays. That expense I would think would be pretty minimal compared to a lot of the other solutions that may be forced on you if this condition continues to exist. Touhey – I'd like to offer another option on the short scheme of things here. I certainly sympathize with the

fact that you're talking about doing some significant work there in the fall; it's a matter of getting through this summer that we're talking about. The sheet you handed out to us here, if we could sacrifice 2 parking spaces here and you queued the traffic around that center block of parking for the summer, you'd be able to get perhaps 3 more vehicles into your queue line off of Route 25, am I correct? Wolak – That's what my rough figures show, yes. Touhey – And that would be minimal investment on your part to take out those 2 parking spaces, realign things and direct the traffic around that way might be a compromise. Vadney – Which 2 are you talking about, Ed? Touhey – The 2 in the center section closest to Cross Insurance. Vadney – I agree with that when you do that because we know there's going to be some fellow in a 36' motor home that tries to get around there. Wolak – Are you talking about the 2 closest to Cross or the 2 closest to the island near the curb cut? Wolak – The 2 closest to Cross> Touhey - So you route the traffic just as you have in your handout and they enter at the curb cut, they head toward Cross, then they go around that center section. I know you're tight for parking in the summer, but it's a safety factor and I'd rather see 2 parking spaces go than have the safety issues continue on Route 25. - The 2 closest to Cross. Wolak – This is eliminating parking spots that I have now, the only thing this doesn't do is have a pass lane between the painted area and Cross Insurance. I'm thinking more of having a turning radius where that island is as you come into the curb cut to help the queuing and get it further away from the 10 spots in the middle to turn. Again, my plan was to give this to Steve and have him take a look at it and go from there. Vadney – We certainly can't tell from this sketch and hand drawn curves, I think we do need someone to put templates on it to see what the turning radiuses are. I think both of those issues, the one that Ed has brought up and the one as you enter could cause radius problems so an engineer needs to put the templates on and check the radius. Flanders – What I'd like to get here tonight is a commitment from you to have an officer out there, you can make some of these changes but have an officer out there to begin with, if there doesn't appear to be an issue, then you don't have to have them there all summer but I honestly don't believe its not going to be an issue. If you're not willing to do that, then I'm not going to have a warm fuzzy feeling where this meeting is headed. Wolak – I'm up for anything, I'm concerned with the queuing here, that's why I'm here. I'm perfectly willing to take and run with any suggestions. Flanders – So you would be willing to commit to having an officer out there in your peak periods this summer? Wolak – Herb had mentioned that Hannaford was toying with that idea for 8 hours a day, maybe we can get an officer and split the expense, that's what I'm talking about. Flanders – I still haven't heard you say "yes", you would commit to do it. Wolak – I would commit to it. Bayard – I just want to add I think it might be good for safety concerns because I think some people, at least in the past, have parked in what I'll call the Hannaford parking lot and cross the street to get over to Dunkin Donuts when things are rather busy. With the additional traffic that's likely this summer, I think it would probably help considerably. Kahn – Something has to be done, if it's not done, we will do something. What we will do, you will not like. From a real estate standpoint, getting someone to look at those radiuses and see what will work and what won't work would tell us and then from an operational standpoint, you streamlining the

inside of the operation and managing the parking lot and then possibly having the officer whatever hours, that's another operational consideration. LaBrecque – I just want to let you know that according to the number of seats in the building and employees, 14 parking spaces are required and 28 are provided. I did speak to DOT and he didn't say the site could not have 2 curb cuts, but it would be very difficult to get 2 curb cuts permitted here in this location but they would require some sort of a meeting and rough plan to see if that would even work. I did talk to the Police Chief and in your packet (pages 57 thru 65) are the accident reports in front of the site and really there isn't anything very significant, most of the accidents happened in the parking lot so there really aren't any accidents to be reported out on the highway due to the backup of the queuing. Kahn – Commenting on what Angela said, we recognize there is a safety issue with respect to the existing curb cut because of the way it interfaces with the Hannaford curb cut but that's not what we're talking about, what we're talking about here tonight is traffic queuing on Route 25 and the fact that we haven't had accidents in the past is irrelevant because Hannaford's wasn't open. We didn't have people trying to get around your queue so it seems to me the Police Chief's report on accidents is irrelevant from our standpoint. What is relevant is there is to be no traffic queuing on Route 25. We have a potential nightmare there and you will make it worse if you've got traffic backed up from your place so you cannot have traffic backed up. You can do whatever you like but there will not be traffic queuing on Route 25 or you will be shut down. (Audience participation - inaudible) Vadney – The back side of the building right about where you start at the order board and go around to the pick-up window, the wetland comes in pretty close there so if we put all the traffic around the building, we would have to widen those lanes a bit and it would probably create some encroachment toward the wetlands either a retaining wall or a steeper slope or whatever would work. (audience participation - inaudible) Vadney – You've made some good operational changes inside and I think we need a year to really see how those go and you're going to be streamlining them some more. You've told Mr. Flanders you'll be happy to put an officer out there as needed to try to prohibit queuing on Route 25. Wolak – My busiest times of the year are actually July 4th weekend and Memorial Day weekend. Motorcycle week is far from the top. Flanders – I want to make one thing clear, Herb said have an officer out there as needed, my expectation is you're going to monitor this and make adjustments as necessary. Wolak – I will have an officer out there on July 4th and Memorial Day weekends this year in the mornings from 7:00 a.m. to 10:00 a.m. Flanders – You may want to get a traffic engineer involved in this. Vadney – (inaudible – no mike.) If it becomes an issue, we will have to take action immediately. Hearing closed at 8:10 p.m.

4. **SATCHELS REALTY TRUST** – Proposed major subdivision of Tax Map R07, Lots 49 & 50 into 9 lots (ranging from 1.69 ac. to 9.07 ac.) located on Meredith Center Road in the Residential District. Application accepted on March 24, 2009.

(Rep. Carl Johnson)- This property is a 40-acre piece of land located on Meredith Center Road. Collins Brook flows through the southern portion of the property and Mill Brook flows to the northwest along with the associated Mill Brook Prime Wetland. We have done extensive work on this property in the past, we've done detailed topographic mapping. The primary topography was produced by Eastern Topographics, they flew the property. There were some obscure areas that they were unable to produce contours and we did a detailed filling. Ames Associates provided additional topography in that area and then Associated Surveyors did a detailed topography of the roadway for engineering purposes. There was a team of soil scientists that worked on the property to produce the site specific soils map. From that site specific soils map and in coordination with the topographic analysis, we came up with the lot sizing for the property and the available upland lot sizing allows 16 units on the 40 acres. This property is residentially zoned so the density factor essentially falls back to the soils and slopes so you can have a minimum lot size, the minimum that the soils and slopes would allow you to have and as you can see in the chart and the application, some of the lots are a little bit over an acre and the largest lot is about 9 acres. I've highlighted the lots on the plan. There are 9 lots, we're allowed 16 units, some of the lots are big enough to be able to support a two-family dwelling and so we're allowed to at our option have two dwellings on those lots that have sufficient land area and soils available to do that. What I've highlighted also on the plan is what's called the buildable box for each lot. You can see the roadway has frontage on Meredith Center Road and that is a roadway cut that was approved by NH DOT. We have a driveway permit already in hand for that location for 16 units so Mr. Fluet designed this roadway. Angela has distributed the engineering plans to you and it's a very simple roadway, it does exceed the 1,000 feet in length so it will require a waiver from the Board of Selectmen and we're also going to ask for a slightly reduced roadway standard. The box is built to the Town's specifications but the pavement is actually a little bit narrower so that you don't have this huge road that ultimately is going to lead to nowhere. You can see based on the positioning of this road that there would be no future access to go anywhere else so it will be a dead-end road. I'm going to briefly describe the layout of the land and then Mr. Shuey is going to talk to you about the functions and values of the wetlands that are associated with this project. I've prepared an impact plan and this plan shows the direct wetland impacts on constructing the road and also the buffer impacts. Wetland impacts are highlighted in red and there are only 3 direct wetland impacts to constructing this road. One is at the entrance, one is here slightly beyond and one crossing a very narrow wetland area located just before the hammerhead turnaround. There is a driveway that accesses one of the lots that goes in between a non-designated wetland and a non-designated exempt wetland to access one of the buildable areas on Lot #7. As you can see we have a fairly large lot on either side of the road coming into the development, kind of an unusual shaped lot that has frontage both on Collins Brook Road and the new road and then the other lots proceed around the hammerhead turnaround and you can see, each area has a buildable area, each of the lots has a test pit and a designated 4,000 SF area suitable for septic disposal. Lots 4, 5, 6 and 7 all have frontage on Mill Brook and Lot 4 actually has limited frontage on Lake Winnisquam. One of the other

peculiarities of this situation, if you remember this appeared before you as a two-lot subdivision, one lot on the lake and the balance of the property that's being developed now and the access to that lot down on the lake actually comes down through an existing roadway which winds down through, comes underneath the power line, travels down through to the house is an alternative temporary access allowed for that property and comes down Sanctuary Lane and crosses the bridge. The agreement is when this new roadway is built, there will be a new accessway available for this property and that is to be located along an easement that's located on the property line between Lots 2 and 3 so the long driveway that comes down essentially will be discontinued at that portion as an access to the house and they will have a new access that will come down that easement, connect with the existing roadway and continue down through to their house which was formerly subdivided. In terms of the construction of the road, it's a very simple road that Mr. Fluet will get into but first Randy Shuey will explain a little bit about the wetlands that are associated with this property and their general functions and values. Randy Shuey – We assisted with the wetland delineation over the past couple of years and we've been working on this on and off and Nicol Roseberry and myself did the soil survey here also. We've been out there in the past couple weeks working on the formal functions and values report that will come before the Conservation Commission and the Zoning Board. That report is still in its preliminary stages so, in general, Collins Brook is a very narrow steep banked brook and very little floodplain on either side of it and pretty fast flowing, whereas, Mill Brook is a very wide flowing emergent and scrub shrub wetland area that all drains down to the top of Lake Winnisquam. The rest of the wetlands on-site are mostly forested wetlands with small independent drainages that head down to Mill Brook. The exceptions are the two areas at the end of the cul-de-sac which are actually old borrow pits. If you go out there and look at those now, you'll see about 40 or 50 year old poplars that have about reached their lifespan and there are some hemlock growing in there, some younger grey birch and red maple coming up there in very marginal wetlands. If you go out there right now, you'll see some standing water in this larger of the two wetlands as you head towards the northern end of it or the lower section, that's actually dropped pretty considerably even from last week. These are gravel borrow pit areas that are not going to hold water for very long. We are checking the entire property for vernal pools as required for the NH Wetlands Bureau but we don't believe that any of these areas on-site are vernal pools. Actually, there are more standing larger water areas up here on this wetland to the east of the property than this smaller area and the non-designated exempt wetland has no standing water in it right now. Functions and values, obviously, the prime wetlands, flood storage, wildlife habitat, water quality issues, they are all there and are functioning, very high value. Collins Brook is also a nice functioning wetland system, although it's a fairly narrow confined stream. The next area would be the larger wetland area in the upper reaches of it to the east where we've got some larger areas attached to that. There are some good water quality issues happening there, we do have some ponding water in there. There is nothing special about the rest of these areas. There's some flood storage in the borrow pit areas because they do trap some water in some of the other areas and then the drainage flows down through to connect to a wildlife

habitat's sell limited to the larger wetland areas. I'm sure there's some use as it traverses the property, but specific to any of the smaller wetlands I'm not really seeing that at this time. Fluet – Basically, Carl had given you an overview on the road itself. It's about 1,300 lineal feet, 10' wide and paved with 2' shoulders. I haven't designed too many roads like this where our maximum grade is only 6 1/2%, most of the grades are 1 or 2%, cuts and fills are averaging 3 or 4 feet. It's a nice piece of property and the road is very simple with a hammerhead at the end. I did walk the site with Lou Caron a couple weeks ago but I haven't heard anything back from him. The road itself will have 12 inches of bank run gravel, 6" of crushed gravel and 3 inches of pavement. What I've tried to show here is the existing pathway that goes around and down to the water. The yellow is the property lines. There's a hill in the middle here that somewhat divides the property flow going towards Meredith Center Road which gets picked up in a wetland that eventually travels down and that's our major culvert crossing just prior to the hammerhead and then there's a couple other minor flows but basically water flowing in this direction has not got a whole lot of area contributing to that flow so they are fairly small quantities, 1,2,3 cfs type of thing. There is a Public Service Company ROW and most of the water in the direction flows down toward the ROW and then flows in a northerly direction towards Mill Brook. Carl has indicated where his potential house lots are which I've shown in pink on this plan. The property lines are in yellow and he's got his other 4K areas also shown on this plan. The major crossing of water is collecting water from Meredith Center Road, which eventually comes in this direction, crosses under our road at the end and makes its way towards Mill Brook. We are not disturbing 100,000 sq. ft. so we're not required to get an Alteration of Terrain Permit, but we will have to do a storm water pollution prevention plan. On this plan I do have one spot that we're going to provide a small detention treatment area just outside the buffer area and other than that most of the water that comes off here is not going to cross an abutter's property prior to reaching its destination of Lake Winnisquam so we don't really have a detention issue. Flanders – (inaudible) Johnson – The shape of the ROW is round, what's constructed inside of it is a hammer head. Flanders – Has the Fire Department signed off on this as far as trucks turning around down there? Johnson – That's something I think we'll address in the review in terms of the Fire Chief's comments. As I mentioned this would have to go before the Board of Selectmen for a couple of reasons, one of which are the reduced standards, one being not a cul-de-sac, a hammerhead, the other being the general width and then the other being the length so it will be reviewed by the Selectmen on those 3 components. There is one slight change and that is the retention area that Mr. Fluet is speaking about based on a comment by Lou Caron, we did actually move that away from the wetland a little bit so my plan shows that further towards the wetland than the engineering plans and that will be a revision I'll make as we go along in plan development. We are required to go before the Zoning Board and we'll be filing an application with the Conservation Commission for their review. It will then be forwarded to the ZBA for a special exception regarding the issues in crossing the wetlands and the buffer impacts as well as that storm water treatment area. The lots that may possibly be duplexes are 1, 6, 7, 8 and 9. One thing to remember as we look at the 4,000 sq. ft. area that's required for subdivision purposes, after the state

of New Hampshire approves the subdivision, that box goes away in terms of the available area you can use and then the actual septic system itself is considerably smaller than that. As you go through the site walk, you will see that most of these areas are quite gently sloping so there are no slope issues related to the buildable boxes. Bayard – For a duplex, the septic would be based on the number of bedrooms? Johnson – The lot sizing is based on the soils and slopes table and you would have to have 2.0 equivalence to have a duplex on soils and slopes. It's my understanding that it's a permitted use in the zone so there's no ZBA approval required. Right now we're looking at duplexes and reserving the right to do that and to go through the process should that become an option. Touhey – Lots 8 and 9, they appear almost to be fairly sizeable lots in comparison to Lot 6, what are we talking about in acreage on those? Johnson – Lot 8 is almost 3 acres and Lot 9 is 2.76 acres. Touhey – I was just thinking if you didn't have Lot 7 because that lot has a significant impact on those wetlands and the buffers and to see if you could get two lots or even a third lot out of the area that is now occupied by Lots 8 and 9 to avoid that impact. I think you'll gain a lot of knowledge on that crossing when you actually make the site visit because I don't think that's a significant crossing. That's very narrow, poorly drained swale that you're crossing and there is no impact after that crossing to get to the lot, it's a buffer only and there is a non-designated exempt wetland to the right, which there is no setback and the wetland area that was identified to the left is a borrow pit. LaBrecque – The application was accepted on March 24, 2009. Both single-family and two-family dwellings are permitted by the residential district. The proposed lots meet the minimum density of 40,000 sq. ft. in the Lot sizes meet the minimum standard based on soils and slopes calculations. Setbacks per the District are shown and noted on the plan. The site has several different wetlands. Paul reviewed Collins Brook and Mill Brook as well as the designated wetland. A special exception is required for 5,302 sq. ft. of direct wetland impacts and 34,556 sq. ft. of buffer impacts from the ZBA. The special exception shall be cross-referenced on the final plan. Prior to final approval, a wetlands permit from DES is required and shall be cross-referenced on the final plan. State subdivision approval shall also be cross-referenced on the final plans. Lots will be served by individual septic systems. Each lot is proposed to have a well; an acceptable well radius is shown for each of the lots in the subdivision. Final plans shall identify telephone, electricity and cable and they will be brought into the subdivision underground. The utility plan will be part of the packet for final approval. LaBrecque – As Carl stated, the new road being proposed would be accessed off Meredith Center Road. NHDOT did issue a driveway permit for that road back in June of 2007. The DOT Driveway Permit shall be cross-referenced on the final plan. The final road design plan should be revised to show the same lot lines that are shown on the subdivision survey plan. Similarly, the proposed driveway should be revised accordingly. The road design is being evaluated as part of the technical review so for our next meeting, we will have a report from Lou Caron. Lou Caron did state the grading, drainage and the road evaluation will be submitted sometime this week. Site stabilization – Silt fencing is being proposed as a temporary erosion control method. Following construction of the road and associated improvements, the disturbed areas will be restored with appropriate seed mix. The Fire Department

was given a copy of the subdivision plan to determine the need for fire suppression and adequate accessibility for emergency vehicles. The applicant did state that each residence will be sprinklered and there should be a note on the final plan indicating that. The hammerhead turnaround seemed adequate enough to accommodate fire apparatus. A Performance Guarantee will be required for satisfactory site stabilization. The design engineer shall provide a unit cost estimate on forms provided by the Town. Staff will review the estimate and make a recommendation to the Planning Board. The Planning Board shall establish the amount of the guarantee in a public hearing. The form of the guarantee shall be either cash or letter of credit. The format of the letter of credit shall be approved by the Finance Director. The surveyor of record shall provide written evidence that all pins have been set prior to recording the mylar. It is recommended that the Planning Board continue this item until we are able to review our Town Engineer's comments. It is also recommended that we schedule a site visit prior to our next meeting.

Johnson – In the Performance Guarantee development, I'm sure Mr. Fluet can come up with that fairly quickly and that's something we're hoping to incorporate into the conditional approval so we don't have to hold a subsequent hearing for that and would be available possibly for the continued hearing. Ralph Pisapia, representing the Conservation Commission – We just got this plan late last week and had a meeting today with our Committee. We have not made a site inspection yet, but just in reviewing the plan itself, we thought we should be here tonight to mention that we think we may have some concerns with the amount of wetland filling and the possibility to redesign some of the subdivision to avoid some of these crossings. The direct wetland impacts as well as the buffers. Until we go out and actually take a look, however, we can't make any further comment. LaBrecque – Did you say you're still working on the functions and values? Johnson – Randy Shuey is. Pisapia (inaudible). Johnson – Any conditional approval would be contingent upon the Zoning Board which has jurisdiction over the watershed, the wetlands conservation overlay district so that's primarily where you would make your comments because we'd apply for the special exception to the Zoning Board and whether or not their final decision would occur before the Planning Board, that's the venue for comments generally for the Conservation Commission. Mr. Chairman, if the Zoning Board in their review suggested any changes to the configuration of the road layout, we would have to come back to the Planning Board for a revision. Kahn – Mr. Chairman, let us wait and see, but let us consider that the Conservation Commission should get the data that they need and have an opportunity to go over the situation before we grant any conditional approval, despite Carl's wish that we not do that. Flanders – Certainly information should be provided to the Conservation Commission in a timely fashion and I certainly want to see what they have to say before I weigh in on our conditional approval. Bruce Vaal – The Conservation Commission was at that property two years ago. We started this in 1994, they walked part of the site and decided not to continue the site visit when they got halfway through and a couple of them didn't want to walk it so we were going to reschedule and that was over two years ago. This project has been in the works for 10 years, a lot of people have looked at this and reviewed things. I have been working on this, I've been bending over backwards to accommodate every little

thing people wanted, I had no problem doing it, but the time delays have been going on and on. We were going for a cluster originally and the Town decided to change that. We were tabled 6 to 8 months, lost our engineering for awhile and puts me two years out again. There's been a lot of review over this and my comment is for 5,000 or 6,000 sq. ft. of direct impact for a piece of property that size, I'm trying to minimize more delays. Your job is to review stuff, but this has been reviewed over and over again. Flanders – If I understood Ralph's comment correctly, they were waiting for some kind of report from Randy. Johnson – We were hoping for the 28th. Vadney – I would assume there is no way Ralph can get his stuff done between now and the 28th. Johnson – I think at the very least, we will have Mr. Caron's comments. I don't want to waste that meeting and hopefully we'll have enough for a conditional approval. So when you take a look at what may be a significant crossing, you may have a different opinion and remember that the buildable box that's out there is over 40, 000 sq. ft., that's a huge buildable upland on this property that you'd be denying access to because of what I feel to be a fairly insignificant crossing. If you look at this impact plan, we have a 40-acre piece of land and we've got 16 available units and we only have 9 lots and the only direct impact is 5,000 sq. ft. and we've done a lot to try to minimize that. This is zoned residentially and if this buildable box was in the residential zone with water and sewer, that's a 40-lot subdivision so that's a big piece of good land that's out there that I would hate to have taken away from potential development, especially because we are preserving the integrity of this and there's nothing that's happening on this subdivision that's having any major affect at all to the prime wetlands or any major affect to the designated brook which is Collins Brook which we're trying to avoid. It would probably be easier and more beneficial to us had we brought the road closer down to Collins Brook. There's land there, the existing roadway you see goes considerably further south than our proposed roadway. There's a good area to build a road there, you would be impeding more and would be further within the 100 foot buffer to Collins Brook which is what we're trying to avoid by keeping it to the north. Hearing closed at 8:45 p.m.

Dever moved, Sorell seconded, I MOVE WE CONTINUE THIS TO THE 28TH OF APRIL AND WE SCHEDULE OUR SITE WALK PRIOR TO THAT ON SATURDAY, APRIL 18, 2009. Voted unanimously.

5. **GCJP, LLC** (Rep. John Rokey)

This site is located at the end of the existing Morrison Avenue across from the turnaround. There is an existing house with a driveway located right at the beginning of the property as exists today and it's actually a long piece of property that's a total of a little over 20,000 sq. ft. leaving us the availability of two lots at 10,972 sq. ft. for the lot with the existing house and 10,974 sq. ft. for the new lot. This lot is serviced by municipal water and sewer. I had Peter Schauer go out to the site and verify there were no wetlands on the site. I have met with DPW and picked out a driveway cut area off of Morrison Avenue and they've already agreed and written a letter to that effect. It's a pretty simple two-lot subdivision. LaBrecque – This is a fairly small easy subdivision. There is an existing single-family dwelling

there; it's permitted by the Residential District. Both lots meet the minimum requirements of 10,000 sq. ft. for the density as they both have Class 1 utilities. The existing lot coverage for Lot 1 is within the 30% allowed. Setbacks for the district are shown on the plan. As the applicant stated, there are no wetlands on the site. There is a municipal sewer main that runs down to the end right in front of the property. This was looked at by the Water and Sewer Department and hookups should be fairly straightforward. Connection fees and inspections will be required by the Water & Sewer Department prior to construction of a new dwelling for both water and sewer. Overhead utilities are all at the street and a driveway permit is required from the DPW and shall be cross-referenced on the final plan prior to the Planning Board signing and recording the plan. The surveyor of record shall provide written evidence that all pins have been set prior to recording the mylar. If the Board would like to add the 24-month requirement to the conditional approval for this subdivision, you may do so. The only thing that would be available on this lot is just a single-family house with the front and rear setbacks that exist on this lot. It is probably going to be like a 1,400 sq. ft. Cape style house with a garage to the side. We only have one location where we can do the driveway. It will be a side entry garage and a pretty small house. Touhey – It appears that these lots are pretty much cut down, its pretty much all grass with a row pine trees along the front of it. We'll have to take out a couple trees to construct the driveway. Hearing closed at 9:06 p.m.

Touhey moved, Kahn seconded, MR. CHAIRMAN, I MOVE WE GRANT CONDITIONAL APPROVAL FOR THE PROPOSED APPLICATION SUBMITTED BY GCJP, LLC, FOR A TWO-LOT SUBDIVISION LOCATED ON TAX MAP U15, LOT 28, LOCATED AT 9 MORRISON AVENUE IN THE RESIDENTIAL DISTRICT SUBJECT TO A DRIVEWAY PERMIT FROM THE DPW PRIOR TO FINAL APPROVAL. THE SURVEYOR OF RECORD SHALL PROVIDE WRITTEN EVIDENCE THAT ALL PINS HAVE BEEN SET PRIOR TO RECORDING OF THE MYLAR AND SUBJECT TO THE CONDITIONAL APPROVAL BEING VALID FOR A PERIOD OF 24 MONTHS AT WHICH TIME FINAL APPROVAL MUST BE OBTAINED FOR A PUBLIC HEARING FOR THE PLANNING BOARD TO GRANT ADDITIONAL TIME. Voted 7-0 in favor of the motion.

6. **MEREDITH CROSSPOINT SHOPPING CENTER HOLDINGS, LLC:** (Rep. John Hueber and Brian Furze)

We are here for the Meredith Community and those that are challenged physically. We have had a number of requests, complaints and otherwise that they would like some additional HC parking spaces more proximate to the front door of the supermarket. So that is what brings us here tonight. We want to respond to the needs of the folks that have requested that they have some additional HC spots. We've done a couple of drawings for you, one of existing conditions and one showing the installation of 2 HC spots that are most directly in front of the Hannaford Store and that really is the request in a nutshell. We understand it creates problems because we have to shave 14 spots in order to accommodate the 2 additional HC

spots. Instead of having 9½ ' wide spaces, they would be 9' wide. LaBrecque – Attached is the Notice of Decision and #7 on that Notice of Decision for the original approval, the Planning Board did grant a waiver for smaller parking stalls. The parking stalls as they are striped are 9½' wide and 18' long so they are smaller than what we typically allow, however, I believe in the motion that was made approving the site plan, the Planning Board pretty much said “The Board hereby approves a waiver to permit the stall sizes as proposed to the extent there are at least 263 spaces required for all retail and storage exclusive of shared cinema parking” so it was kind of a compromise, more spaces, smaller stalls. The applicant has called a couple times stating there have been a number of calls requesting additional HC spaces and I guess this is the solution without losing additional parking. Kahn – Mr. Chairman, I propose a simpler solution because I think the narrower spaces are a danger as someone almost took my arm off with his mirror as he went out of a 9½' space yesterday. I would suggest that we amend #7 of our conditional approval to say that there should be at least 262 spaces and that will give them enough footage to make two more HC spaces. Hueber – We have 4 van spots with the big unloading area. What if we just changed two parking spaces to HC spaces without the van unloading area. I don't know if this is legal. Kahn changed his proposal to make it 261 total spaces. Flanders – What we approved here originally was legal so we don't need to have van HC spaces in these two additional; you've already got enough van HC spaces to meet the requirements. The issue is not what's required by regulation but what the demand is out there and I believe citizens are calling up and saying I'm handicapped and I believe the applicant is here today because they want to accommodate the needs of the patrons at Hannaford's. The number of people that need a HC space that's van accessible is very minute. It probably represents less than 5% of the HC people. People are asking for HC spaces, they're not asking for van spaces. Vadney – Bob, is it required that they be van capable. Vadney – Every place I know of today where there's a HC spot, it is 3 or 4 feet wider in case a van pulls into it. Flanders - The number of van spaces you need are already on the site so we have no additional requirements to do HC van spaces. John Hueber – I'd like to make a suggestion, most of it has been ambulatory folks that are a little bit challenged with canes to get to the front door and would like to be a little bit closer. We could designate those 2 spaces as handicap spaces. We'll designate these 2 with the blue symbols and see whether that accommodates everyone's needs. If we find out for some reason we've transgressed into some ADA issue, we'll change it. We don't need to make a big deal out of it and I'd like to get there by Memorial Day weekend. If we find out it's a big thing, I'm more than happy to make whatever changes we need to make as we move along. Vadney – I do want to bring up one other issue though, a number of times I've passed through there and I've seen where you have one of your cart storage areas sitting on the line so its taking two parking places. Is it possible to put that between the lines and take one parking space? Hueber – It probably got hit by the plow. Vadney – Another issue is that it doesn't take many stray carts out there to take away the spaces that make you overcrowded. We do have folks from our company in Meredith and that responsibility is with Hannaford, however, we take it upon ourselves to police Hannaford in many regards and (1) to make sure

employees park in the employee spaces in back of the building and that's violated all the time and (2) another thing is collecting the carts. Flanders - Cart storage under the cover took up all the space so people have to walk out in the parking lot. Liz Lapham also had seen people having to walk out in the parking lot because the carts were in the way. Vadney - There are problems with the circulation, some of it may be learning but some of the locals haven't learned it yet and I'm afraid when the summer people get here, they won't get the clue either. It might be worth monitoring a bit. Flanders - Just a suggestion to you as you police the employees and try to keep them at the back of the building, you would probably get some interesting footage if you took some pictures around 7:00 AM because most of the parking spaces adjacent to Hannaford out against Route 25 are full of cars, and they are not customers. Hueber- We noticed that tonight. LaBrecque - What if there's a requirement for a handicap spot to be a minimum width? Flanders - What I was saying is, it's not a requirement for those HC spaces to be van accessible but the HC width is wider. Hearing closed at 9:32 p.m.

Dever moved, Bayard seconded, MR. CHAIRMAN, IN REGARD TO ITEM #7 OF THE JULY 24, 2007, CONDITIONAL APPROVAL FOR CROSSPOINT ASSOCIATES BY THE PLANNING BOARD, I MOVE WE CHANGE THAT WAIVER TO PERMIT THE WAIVER AS PROPOSED TO 261 SPACES AS OPPOSED TO 263 AND TO ALLOW THEM THE LATITUDE TO ADD THE HC PARKING SPACES AND TO MAKE WHATEVER MEASUREMENT CHANGES THAT NEED TO BE MADE WITHOUT NARROWING THE EXISTING PARKING SPACES. Voted unanimously.

7. **WINNIPESAUKEE VETERINARY:** (Rep. Rusty Bertholet & Jonna Fulton, owner of Winnepesaukee Vet Emergency Center and we're here to expand the hours of Winnepesaukee Veterinarian's business. We are proposing to have a veterinary surgeon come in one day a week to do referral specialized surgery for our hospital. It would be referral for the area hospitals to send like orthopedic surgery, etc. He would be one day/week and probably 2-3 patients per day would be the capacity as far as what he could do. Touhey - Any particular day of the week or will it vary? It would probably be a Monday or a Friday but we haven't worked that out yet. Probably either before or after the weekend. Vadney - There is an issue with it in that when we looked at this 3 or 4 years ago, the big issue was parking and we looked carefully at the hours of who's operating there so there wouldn't be conflict and when we put the part-time vet thing in that was a nighttime operation and weekends and would not interfere with other businesses. Now you're talking about the vet plus some assistants and it is a very limited parking area so I don't want you to get the idea this is a freebie, that's still a concern that we have to be aware of as there is very limited parking up there. Bertholet - Right now the Learning Center, when school's in session, they basically do not do business during the day until after school. Fastenal is there, they park in the lot across the street. The parking lot is never full and there has never been a parking issue there. They are talking about putting on a couple people who will park across the street. We have rights to use that parking lot as part of our parking lot. Vadney - I think we need to make this a motion that recognizes the reasons we had limits on it in the first place and what

we're actually authorizing here so they don't come back every 6 weeks and ask for one more day of the week. Dever – I think we've got to sort of nail it down that we're not really opening up a retail daily vet business. Again, a surgical business, you're not going to have cars pulling in and out, people will drop their animal off, go away and not come back until the surgery's over or a day or two later. Bertholet – The original plan was for retail or office space and that would have been a higher usage as far as the parking requirements are concerned. Vadney – I think we need to document it in some way that there has been some discussion on this in the past and its not an absolute that you can keep chopping it up into smaller little offices. LaBrecque – As far as parking goes, it looks like originally there were 13 spaces associated with the animal care facility for a total required parking of 68 spaces for all the units and the total provided appears to be 65 even though a waiver was granted for 12 so I just wanted to point that out that there are 13 spaces allocated for this particular business which seems to be pretty adequate for one specialty vet. Hearing closed at 9:53 p.m.

Kahn moved, MR. CHAIRMAN, I MOVE WITH RESPECT TO WINNIPESAUKEE VETERINARY PROPOSED SITE PLAN AMENDMENT TO CHANGE HOURS OF OPERATION, TAX MAP U06, LOT 144 AND 142, 8 MAPLE STREET, IN THE CENTRAL BUSINESS DISTRICT, THAT WE AMEND OUR SITE PLAN APPROVAL INSOFAR AS WE WILL PERMIT A CHANGE IN THE HOURS OF OPERATION FROM NIGHTS AND WEEKENDS TO INCLUDE ONE DAY PER WEEK BETWEEN THE HOURS OF 8:00 A.M. AND 5:00 P.M. FOR THE PURPOSE OF OPENING THE EMERGENCY VET CENTER ONE DAY PER WEEK FOR A SPECIALIZED SURGEON TO USE THE FACILITY WITH 3 STAFF MEMBERS ANTICIPATED TO BE IN THE CENTER FOR THAT DAY AND IN DOING SO, WE BELIEVE THIS WILL NOT HAVE A SIGNIFICANT EFFECT ON PARKING AND TRAFFIC AND IF THERE ARE FURTHER CHANGES, WE WOULD HAVE TO CONSIDER THE PARKING AND TRAFFIC ISSUES.

Respectfully submitted,

Mary Lee Harvey
Adm. Asst., Community Dev.

The minutes were reviewed and approved at a regular meeting of the Planning Board held on April 28, 2009.

William Bayard, Secretary