

PRESENT: Vadney, Chairman; Sorell, Vice-Chairman; Bayard, Secretary; Brothers, Selectmen's Rep.; Dever; Kahn; Touhey; LaBrecque, Town Planner; Harvey, Adm. Asst.

Bayard moved, Brothers seconded, MR. CHAIRMAN, I MOVE WE APPROVE THE MINUTES OF OCTOBER 26, 2010 AS PRESENTED. Voted unanimously.

APPLICATION SUBMISSIONS

1. **WOLAK REALTY LLC** – Site Plan Amendment to revise parking and circulation at Dunkin Donuts, Tax Map U15, Lot 15, located at 55 NH Route 25, in the Central Business District.

LaBrecque – This site plan amendment was provoked by the Planning Board under review and amend to evaluate the queuing at Dunkin Donuts to try to get as many vehicles on the site as possible so the owner and his engineer evaluated and came up with a plan. The application, plan and the abutters list are on file. The fees have been paid and it is recommend the site plan amendment be accepted as complete for the purpose of proceeding to a public hearing this evening.

Sorell moved, Dever seconded, MR. CHAIRMAN, I MOVE WE ACCEPT THE APPLICATION OF WOLAK REALTY, LLC AND PROCEED TO PUBLIC HEARING THIS EVENING. Voted unanimously.

PUBLIC HEARINGS

1. **NEW ENGLAND HERITAGE PROPERTIES:** (Rep. Carl Johnson) – Continuation of a Public Hearing held on October 26, 2010, for a proposed Major Subdivision of Tax Map U37, Lot 21, into 4 lots (3.81 ac., 5.46 ac., 6.33 ac. and 12.05 ac.), located on Powers Road in the Shoreline District. Application accepted September 28, 2010.

Because of the extensive presentation made on October 26, 2010, Johnson proceeded to address the issues that came up during the site walk and a couple of minor changes that were added to the plan regarding the entrance in working with the DPW. This is a 4-lot subdivision, an existing home on the lake and we had discussed the entrances and primarily the original application involved a double driveway, 1 each for Lot 1 and Lot 2 and we have changed that to a single driveway per the request from the DPW. We now have a single driveway cut that we saw in the field coming off Powers Road and there is a small box which would constitute a driveway easement encumbering Lot 2 for the benefit of Lot 1. That's to encourage Lot 1 to get off of the driveway as quickly as possible and go over to their building area. The other slight change is in working with the sight distance for the access to Lot 3, I had to modify that entrance slightly so I chopped a very small corner which was a corner of Lot 4 off to accommodate a very slight shift amounting to about a 500 sq. ft. difference in the lot sizing but that's to accommodate the safest point of

entry off of Powers Road at that point. The other access points remain unchanged. During the site walk, we looked at the 2 driveway entrances, walked down to the wetlands crossing and observed the primary wetlands crossing. We didn't do much on Lot 1 because it's a fairly substantial lot size with a substantial building area. Instead of walking down through Lot 2, we came down around and viewed the driveway access coming into the buildable area that's on Lot 3. We also discussed that building envelope mentioning that it was of sufficient size to include a substantial home, yard, septic system, etc. and it is not the only building area on that lot, there is a buildable area to the rear of the lot which would further reinforce the ZBA's opinion that they would not grant any additional relief from the Zoning Ordinance for this lot because of those 2 conditions. We then proceeded through the trail, witnessed the small culvert that crosses the trail and walked out into the buildable area for Lot 2 including the field and looked at the test pit. We walked back down through and saw the footpath crossing and noted the configuration and length of that crossing and then proceeded south and spent a little time on Lot 1 looking at the boathouse and house site and then came back to the cars. There were questions in terms of the orientation, but it was not a public hearing so nothing could be discussed. We are compliant with the zoning issues, the setbacks and subsequent to the past public hearing at the Planning Board, we did revisit the buffer situations at the Zoning Board and now all of the relief for the crossings and the buffers are in place. It does mention that a Dredge & Fill Permit is required for the crossing and the footpath and that application is pending at DES as we speak. The project also requires State of New Hampshire subsurface subdivision approval and that project is approved pending the wetlands application. Subsurface does not like to issue final subdivision approval when there's a pending wetlands application. Angela has a comment regarding some of the comments made at the ZBA hearing specifically with reference to the Conservation Commission's review and there is a suggestion that a note be added to the plan stating the wetland vegetation shall be maintained to the greatest extent possible in order to maintain the wetland functions and we would be willing to do that. Another recommendation from the CC is that a walkway be installed instead of a gravel footpath and we would do that and that is still pending review at the state level. A raised walkway wouldn't be very functional for most of the length of that crossing but we would be willing to adhere to whatever decision DES comes up with. The plan has been changed to show only the two new driveway locations; one driveway for common and one additional driveway for Lot 3. A plan note will be added indicating the Fire Chief shall review and sign off on final plans with respect to accessibility for emergency vehicle access in connection with the building permit application. I will provide written evidence that all pins have been set prior to recording the mylar. LaBrecque – I think the site walk was very helpful in visualizing the site and the wetland crossings and overall I think the Board benefited from the site walk as well. Application accepted on 9/28/10 and a public hearing occurred on 10/26/10 which was continued to this evening and the Board did conduct a site visit on 11/13/10. The shared driveway entrance is on Lot 2 and branches off into Lot 1. LaBrecque – It should be noted that a draft easement for Lot 2 to benefit Lot 1 should be submitted for staff to review. Kahn expressed concerns regarding the proposed raised walkway/bridge and that's in the northeast

portion of Lot 2. Unless you had something that's porous, a bridge would do it but unless you have a culvert or something, you may be trapping a wetland to the north of that. It seems a bridge or culvert is more appropriate than a solid walkway. Johnson – The majority of that area is sort of a forested woodland and is wet because of the hydric area. One small area you could consider a possibility of drainage coming through and that's where the raised walkway would be to facilitate the drainage going underneath so there would be no blocking. We are talking about a pathway at grade. Vadney has the same concerns that if you put any kind of barrier situation, you would still get your feet wet and a walkway would let water flow more freely. There was a proposed raised walkway in this same area and DES did not want a raised walkway, they wanted the gravel at grade pathway. LaBrecque – The Conservation Commission recommended to the ZBA that it be a raised walkway or bridge rather than fill. I believe that is the way Carl applied to DES to have it built that way unless they determined something else would be more appropriate. Brothers – I concur with Angela, I appreciate the opportunity to walk down through there and from my perspective I think its going to be difficult to put in a fill that's level without considerable opportunity to pond up and block water so I think if we look at it from the standpoint of the municipality and the Boards have made that recommendation and its presented on that basis, they will probably consider it and at the same time not be so firm that we would hold up the applicant if DES was absolutely adamant. Johnson – I could revise this plan to show a raised walkway and when I resubmit to DES with additional information, I'll have a narrative which explains the concerns of the Planning Board, Conservation Commission, Zoning Board and concerns of the abutters. Mr. Humphrey, abutter, was on the site walk and expressed concern about the drainage. Touhey – I do feel strongly the raised walkway is going to protect this wetland more than disturbing it. Kahn – How can you put our desire into a conditional approval unless we leave an escape hatch and we say the crossing shall be a boardwalk type raised walkway unless DES... Vadney – Carl's method covers that pretty well. We approve the plan with a wooden platform on there; if it comes back otherwise Angela could handle it administratively. Kahn – That suits me. LaBrecque – Was the request for additional information in connection with the crossing to get to the lake or did it have to do with something else? Johnson – One of the comments was associated with the crossing, but her comment was to demonstrate that the trail is the least impacting alternative; more specifically the trail should be configured in a manner that will not concentrate storm water runoff, i.e., a winding trail to avoid funneling storm water to the lake or contribute to erosion. The abutters were concerned about backing up water onto their property, DES is more concerned with channeling it. Carolyn Baldwin, Attorney, representing the Humphrey-Clapp Family Trust. Mrs. Rueter is here this evening and Mr. Humphrey attended the site walk. Mr. Humphrey's concern about the footpath is that it might become more than just a footpath and a place to run an ATV, a golf cart or a vehicle down to the shore. I would like to emphasize that it is a footpath and I think the reference has been to a pedestrian footpath. LaBrecque – No one has ever come to us and complained that someone was driving an ATV to the lake. Vadney – I believe the 6' wide footpath would somewhat limit what would go over it, golf carts and small ATV's maybe but you wouldn't have jeeps and stuff

going down. One of the problems I find with the gravel one is if you gravel it 6' wide and you drive on it enough and put some more gravel on it, pretty soon its 12' wide. Baldwin – I believe your zoning ordinance allows for a 6' footpath. The other concern Mr. Humphrey had was someone might want to put a gazebo or structure of some sort on the shoreline. It would be an accessory structure and I could not find in the ordinance that an accessory structure is exempt from your 65' setback, is that correct? Johnson – The Meredith Zoning Ordinance prohibits accessory structures within the 65' setback. The only type of structure they allow are perched beaches if somebody were to apply for one or a patio that is a non-wooden patio, like a flagstone patio, but no sheds, gazebos or any type of structure that you're talking of is allowed by the Meredith Zoning Ordinance. Baldwin – The bottom line is we continue to be concerned about something on the plan that indicates there will be no easements across this property for non-waterfront property. I recognize that your Zoning Ordinance has a strict regulation on this sort of thing, but Zoning Ordinances change. I would ask that you put a condition on the plan so in the future that will remain with this particular subdivision. Johnson – So we have an agreement that I'm revising the plan to show a raised pedestrian boardwalk type structure to be the crossing to alleviate any concerns of the drainage impacting the abutter or the lake. Vadney – Right. Baldwin – I failed to mention the concern about tree cutting and I know that was a concern of the Conservation Commission. I don't know how you do that on a plan but I think its very important that the wetland vegetation and its buffer be left alone to serve the functions that its designed to serve as reasonably as possible so I would ask that you note that as appropriate on the plan. Public Hearing closed at 7:41 p.m.

Bayard moved, Kahn seconded, MR. CHAIRMAN, I MOVE WE CONDITIONALLY APPROVE THE N.E. HERITAGE PROPERTIES PROPOSED MAJOR SUBDIVISION, TAX MAP U37, LOT 21, INTO FOUR (4) LOTS OF VARYING ACREAGE FROM 3.81 AC. UP TO 12.05 AC. LOCATED ON POWERS ROAD IN THE SHORELINE DISTRICT, SUBJECT TO THE FOLLOWING CONDITIONS:

- (1) ALL ZONING RELIEF FOR THE DIRECT WETLAND AND BUFFER IMPACTS SHALL BE NOTED ON THE FINAL PLANS.
- (2) THE DREDGE AND FILL PERMIT IS NEEDED FROM DES AND SHALL BE REFERENCED ON THE FINAL PLAN AND OUR PREFERENCE SHALL BE NOTED FOR A BOARDWALK IN THAT AREA.
- (3) A NOTE SHALL BE ADDED TO THE PLAN STATING THE WETLAND VEGETATION SHALL BE MAINTAINED TO THE EXTENT REASONABLY POSSIBLE IN THE WETLAND ITSELF AND THE 50' BUFFER OF THE WETLAND.
- (4) THE SUBDIVISION APPROVAL AND PERMIT NUMBER FROM DES SHALL BE CROSS-REFERENCED ON THE FINAL PLAN.

(5) THE FINAL PLAN SHALL BE REVISED TO SHOW ONLY TWO (2) NEW DRIVEWAYS AND THEIR ACTUAL LOCATIONS.

(6) THE FIRE CHIEF SHALL REVIEW THE ACCESSIBILITY WITH RESPECT TO EMERGENCY VEHICLE ACCESS IN CONNECTION WITH THE BUILDING PERMIT APPLICATION.

(7) THE DRAFT EASEMENT FOR THE DRIVEWAY ON LOT 2 FOR THE BENEFIT OF LOT 1 SHALL BE SUBMITTED TO STAFF FOR REVIEW.

(8) THE SURVEYOR OF RECORD SHALL PROVIDE WRITTEN EVIDENCE THAT ALL PINS HAVE BEEN SET PRIOR TO RECORDING THE MYLAR.

(9) THIS CONDITIONAL SUBDIVISION APPROVAL IS VALID FOR A PERIOD OF 24 MONTHS, AT WHICH FINAL APPROVAL MUST BE OBTAINED OR A PUBLIC HEARING MUST BE HELD FOR THE PLANNING BOARD TO GRANT ADDITIONAL TIME.

Voted 6-1 in favor of the motion.

2. **WOLAK REALTY LLC:** (Rep. Bill Stack)– Site Plan Amendment to revise parking and circulation at Dunkin Donuts, Tax Map U15, Lot 15, located at 55 NH Route 25, in the Central Business District.

Stack – The project was approved back in 1995 and had subsequent approvals in 1998 and we've been working with Bob Wolak for approximately a year now to take a look at different schemes to improve the circulation for this Dunkin Donuts. A survey was done to make sure everything was built according to the original plan and it represented pretty close what is out there. This plan before you represents a current site plan for the site. We've also remapped the wetland edge for the facility and the wetlands are denoted by the dots. We're pretty much on a little island and there's very limited area where you can expand or make improvements. Today, there are 26 parking spaces around the facility. It is served by a drive-thru lane that comes in and basically crosses and comes to the inside close to the building. There is a menu board and a drive-up window. Traffic today can actually drive around the drive-up and also has a pass lane around the facility. During the original process, we also approached NHDOT to sound out any ideas and thoughts we might have and what the ramification of those ideas would have with the driveway permit. Basically, we had come up with a couple schemes but the scheme we're going to show you seemed to get the most bang for the buck. It creates the separate drive-thru that we're looking for as well. It reduces the parking somewhat but improves the overall site access around the facility. The existing site is 1 1/2 acres in size. The yellow is the outline of the improved widened parking area. With this scheme, we've separated the customers that will come, park and go into the restaurant from the drive-thru and pass by type customers that will be coming to the facility. By doing that we actually lengthened the drive-thru. The length of the drive-thru today

or the drive-thru facility is 100' and this is about 215' today so we nearly doubled the protected or single-lane aspect of the drive-thru.

It entails construction of a raised island to protect the internal walk-in customers and then the drive-thru aspect of the property will be maintained by going around and also allows a by-pass lane and some parking around the perimeter of the site. Ideally, it would be nice to have all the parking on the inside but it was just impractical for the layout he has today in trying to tie it in. The following Narrative was read into the record by Bill Stack.

*Dunkin Donuts — 55 NH Route 25
Meredith, NH for Wolak Realty LLC*

Narrative

The existing 1.5 acre site is located at 55 NH Route 25, Meredith, NH. The site is on the south side of Route 25 between Horne Insurance and the Irving Quick Stop. The site was originally approved in 1995 and amended through 1998. NH Route 25 through the frontage of the lot is 3 lanes with north and south bound lanes and a separate left turn lane south bound for the site.

The access is currently 40' wide and has 2 exit lanes and 1 entrance lane. The proposed improvements will not change this access configuration and will not disturb any portion of the access within NHDOT ROW. The existing site has a combined back up aisle and drive through aisle currently on the west side of the restaurant. The back up traffic for the walk in patrons conflicts with the drive through lane vehicles. This conflict occasionally causes vehicles to backup through the site to the entrance.

The proposed improvements intend to provide better separation of the walk in patron parking and the drive through lane customers. The drive through lane will be lengthened by approximately 45' and site circulation will be improved by rearranging parking and providing a 12' wide bypass lane around the site.

Widening to provide for relocated parking spaces along the west side of the site will be necessary. Existing raised islands will be removed and relocated to improve site circulation and improve safety. The site is very limited due to existing wetlands that surround the facility and the close proximity to NH Route 25. No wetland impacts are proposed but wetland buffer impacts are unavoidable.

It is our opinion that the proposed site improvements will better serve the needs of the customers, patrons and employees and will enhance the safety, site circulation and convenience at the Dunkin Donuts site.

Vadney – The last time we spoke, we had some discussion about operating procedures that you had changed. Have any of those things been expanded? (inaudible – no mike) Are there any other things you've changed that streamline

your operation to lessen the lines and the like? Wolak – Other than the presentation I gave the last time I was here, we have an order taker now that we didn't have before where one person rather than stand at the window taking an order now, in the summer time they will take it at a different location and that person at the window will actually just take your money and give you your food. The refurbishment that I'm doing inside is just new faster equipment, faster coffee machines basically nothing that's going to speed up the service per se at the window, but its not going to hurt the service. Vadney – Because it's such a crowded site, we concluded there's only so much you can do with the real estate, part of it had to be operational procedures that would get you smoother operation and lessen the line out in the street. Wolak – Frankly, I think we've done that. The last 2-3 years, we've really increased the speed of service and it can only get better down the line. We're basically not changing anything inside the store, we're changing a few things around to speed the service up and hopefully that's going to help. LaBrecque – It doesn't show exactly where you're relocating trees. I wouldn't recommend putting them obviously in front of any of these angled parking spots just so you can get the overhang maximized as far in as a vehicle can pull without having to worry about bumping into a tree. I do want to note the lot coverage is slightly increasing although it is well under the 65% permitted by the district. I believe the additional 1,000 +/- square feet that's being added will bring it up to nearly 30% coverage. There's a lot of wetland area that's open space. There will be a special exception required from the ZBA for parking in the setback. As you can see, there are 10' side setbacks and I think they are shortening it to 7' on the side where Cross is located. Additionally, a special exception is needed from the ZBA for the additional buffer impacts. There is a 100' protective buffer because this is a designated wetland and it is on the existing site plan so it's all the way up by the highway. This additional parking area and pavement that's occurring is encroaching into the buffer a little bit more than what is there today. Vadney – There is a meeting on Tuesday, December 7, 2010, with the wetlands people and the Conservation Commission will be with us and we'll discuss that. Is this wetland going to remain a designated wetland, do you know if there's any change in status? LaBrecque – That will be presented on the 7th. I think Bill covered the roads, access and improved circulation so the drive-thru lane and the by-pass still remain the same although they are being bumped so you'll still be able to circulate around the site as you do today. I do want to note there is a dumpster location currently and they are proposing to maintain that dumpster location on that pad. There are parking spaces in front of it that probably won't be the most frequently used parking spaces. I do believe the applicant noted in a meeting that his trash pickup is first thing in the morning and that will be his designated parking spot. Typically, that's not something the Board would permit on a new site. The way the water drains today will continue as it is and the additional runoff from the pavement will not affect the overall drainage. The drainage patterns will remain the same. The swale between Dunkin Donuts and Cross will have to be relocated in the 7 feet of room between the property line and new pavement and because there's not a lot of room there, I incorporated in the staff review that the design engineer inspect the construction of the drainage swale and provide a letter to the Town certifying proper installation.

They are losing two spaces but according to the parking calculations, one parking spot is required for every 3 seats so that's 8 spaces plus 24 employees (6 spaces) for a total of 14 required spaces. The interior spaces are 20' long. Parking waivers are required per Bill Stack's letter dated Nov. 8, 2010. Stack submitted the DOT Highway Design Manual and he did cite in his letter that requested a waiver from these parking standards that are in our SP regulations that these are designed according to the DOT standards. Stack – I recognize the Town has their parking regulations and I came across that after I laid mine out. These do work fine as far as having enough room to back up and those kinds of things. Vadney – I had raised the 45 degree angle parking with Angela a couple weeks ago and at the time I was particularly concerned with that first one as you come in off the road. You're coming out of a turn and trying to get into a 9' wide space, is that really doable. Stack – It is, the single p unit vehicle lays on there quite nice and you can actually make that turn in there. It's admittedly tight but any amount of moving it this way, we're into this wetland. It's a real delicate balance to keep everything on the island is what we've tried to do. Vadney – My other concern with this is the snow storage. You're getting a waiver to go 3' into the side setback with your parking and that cuts your snow storage down to a pretty narrow sliver and I think we might want to make some kind of a note on this that should snow storage become a problem, we have an agreement that it will be hauled away. We sometimes put restrictions on so snow storage doesn't become a problem. LaBrecque – It's remaining relatively the same but you're correct this whole area probably is used for snow storage in the winter is not going to be there anymore and you'll have limited space. Wolak – Do you have issues with that? The only problems I've ever had in bad winters are by the curb cut and we have had that taken away in the past. If it's a problem, I can have it taken away. Vadney – On a commercial property, we have a right to review and amend, it may be something we have to review if they request it or whatever. Bayard – I like this and it appears to solve the problem we had. Brothers – I do like the shift of the drive-up to the outside because that inside area was so dangerous with backing out with traffic coming in through here and it certainly will give a longer queue but originally our conversation revolved around the operational aspects of the business and I think there still has to be continued emphasis on that piece. Being a customer and wanting a cup of coffee, its tough to get past the guy that's got 4 bagels w/cream cheese and everything else so there are times when I think a lot of people just plain avoid that and go up the street or whatever. So anything you can do to operationally fine tune that so its moving rather than getting backed up at the drive-thru will be to your advantage and will also ease the burden of both coming and going. This is a busy part of the road and one of my concerns is with the law office across the street, there was protracted parking going on by larger vehicles on the other side and then people trying to dart across 20+ feet of roadway and it was just an accident looking to happen in terms of traffic trying to get out and turning and also traffic going up and down. Touhey – I'll echo what Peter has said and I held my breath and I think many of us did this past summer because we had a beautiful summer season and this was the real first test at the new Hannaford's being across the street and the traffic that they generate along with Dunkin Donuts and the times I was present, it seemed to work. You are clearly limited by the size of your lot and

what you've done I think is an improvement and hopefully we won't have serious accidents out on Route 25 another summer. Could you describe a 5' wide painted island? Stack – It's just a painted island to keep people from using the old habit of coming through there and Bob's willing to put up a couple of barriers to keep that but for plowing and also for the trash pickup, he really needs that. Touhey – We have a painted crosswalk where the drive-thru traffic is going, would you consider putting a painted crosswalk across the area beyond that parking. There's no crosswalk closer to the building. Stack – It's a possibility. Vadney – My experience was the policemen made a difference by the fact they were different, some seemed pretty lackadaisical and some were a little more active. One problem I continued to see is the policeman who would give priority to cars exiting Hannaford trying to go toward Center Harbor. I thought the instructions were they would wait until 2 or 3 cars had come out and then let them all take that left out and he was doing it for every car that pulled up and it caused backups. Wolak – I've seen issues where Hannaford Brothers are paying for the police and I'm sure they had input on how they wanted that traffic directed and my complaint was not only were some officers not even around and sometimes in their car in the parking lot at Hannafords and not where they were supposed to be but my traffic would backup and he wouldn't allow that traffic out. If there's no one waiting to exit Hannaford and there is here, they should be letting them out more often. That's my only complaint. Brothers – If observations like that are made, someone should make an assessment of it saying what works and what doesn't and how can we improve it. If there's consistency in the way traffic is handled, people get used to a process of traffic control out of there which will enhance things. Vadney – Each policeman that comes there should be working off the same checklist. Vadney – If you see something you really think would make a difference, don't hesitate to bring it to Angela, myself or the Board. Wolak – The Company does not allow us to limit orders anymore, but I'm sure there is something out there I can post during the summer.

Brothers moved, Touhey seconded, MR. CHAIRMAN, I MOVE WE APPROVE THE APPLICATION FOR SITE PLAN AMENDMENT FOR WOLAK REALTY TRUST, LLC, U15 – 15, 55 NH ROUTE 25 IN THE CENTRAL BUSINESS DISTRICT.

- (1) A SPECIAL EXCEPTION IS REQUIRED FROM THE ZBA FOR PARKING IN THE SETBACK AND SHALL BE CROSS REFERENCED ON THE SITE PLAN.
- (2) A SPECIAL EXCEPTION IS NEEDED FROM THE ZBA FOR DISTURBANCE WITHIN THE 100' PROTECTIVE WETLAND BUFFER.
- (3) DUE TO THE LIMITED ROOM, THE DESIGN ENGINEER SHALL INSPECT THE CONSTRUCTION OF THE DRAINAGE SWALE AND PROVIDE A LETTER TO THE TOWN CERTIFYING PROPER INSTALLATION.
- (4) PARKING WAIVERS REQUIRED FOR APPROVAL OF THE PROPOSED SITE PLAN AS FOLLOWS:

- 9' WIDE SPACES RATHER THAN THE 10';
- 17.5' LONG SPACES RATHER THAN 19' WIDTH 1.5' OF OVERHANG;
- 12' AISLE WIDTH RATHER THAN THE 13'.

(5) THE PLANNING BOARD SHALL REVIEW THE RIGHT TO REVIEW AND AMEND ANY APPROVAL AS PROVIDED FOR IN THE SITE PLAN REVIEW REGULATIONS NOS. 7 AND 17.

Voted 7-0 in favor of the motion.

TOWN PLANNER'S REPORT

(1) A joint meeting is being held on Tuesday, December 7, 2010, with the Zoning Board of Adjustment and the Conservation Commission. Rick Van de Poll who, authored our NRI (1) and NRI (2), will be giving us a presentation.

(2) On December 8, 2010, we're hosting "Button-Up" New Hampshire here at the Community Center. If anyone is interested in learning about weatherization, it's a program that's about 1 1/2 hours beginning at 7:00 p.m.

Meeting adjourned at 8:50 p.m.

Respectfully submitted,

Mary Lee Harvey, Adm. Assistant
Community Development Dept.

The above Minutes were read and approved at a regular meeting of the Meredith Planning Board held on _December 28, 2010