

PRESENT: Bayard, Chairman; Sorell, Vice-Chairman; Dever, Secretary; Brothers, Selectmen's Rep.; Lapham; Kahn; Touhey; Edgar, Community Development Director; Harvey, Adm. Assistant, CD

Dever moved, Lapham seconded, MR. CHAIRMAN, I MOVE WE APPROVE THE MINUTES OF NOVEMBER 22, 2011, AS PRESENTED. Voted unanimously.

**APPLICATION SUBMISSIONS**

1. **BRIAN BUSHMAN FOR THIRTY-ONE FOUNDRY AVE. REALTY TRUST:**  
(Rep. Carl Johnson, Jr.) (Lapham stepped down) Proposed Site Plan Amendment for a change of use from Blacksmith Shop to Truck Repair, Tax Map S23, Lot 53, located at 31 Foundry Avenue in the B & I District.

Edgar – Brian proposes to establish a truck repair business at 31 Foundry Avenue. The existing building includes several tenants including Village Canvas, Whitehouse Construction and Winnepesaukee Forge. Winnepesaukee Forge will be vacating the building when it moves to Winona Road which the Planning Board recently approved on November 22<sup>nd</sup> relative to the relocation of Winnepesaukee Forge. Brian's Truck Repair would be vacating the Winona Road site and plans to occupy spaces being vacated by Winnepesaukee Forge on Foundry Avenue. The proposal involves a change of use in the form of a new tenant occupying the existing spaces. There are no proposed changes to the exterior of the building or the site. The site plan was initially approved in 1989 which included some restrictions with respect to water quality concerns. Regarding completeness, the application, checklist, site plan and abutters list are all on file, filing fees have been paid. Applicant has requested waivers for topography and wetlands as there are no plan changes to exterior existing site conditions. I recommend the waivers be granted for purposes of a complete application and further recommend the application be accepted as complete and proceed to public hearing this evening.

Touhey moved, Sorell seconded, I MOVE WE ACCEPT THE APPLICATION OF BRIAN BUSHMAN WITH REQUESTED WAIVERS AND PROCEED TO PUBLIC HEARING THIS EVENING. Voted unanimously.

Johnson – I'm representing both the 31 Foundry Avenue Realty Trust and Brian Bushman this evening for this application for a change of use for an existing building on Foundry Avenue. We were before the Board last month with a change of use for a piece of property out on Winona Road that Brian's Truck Repair currently occupies and Dave Little from Winnepesaukee Forge was granted permission to relocate his business from where he was to the property out on Winona Road. The property Dave Little will soon be vacating is located in this building owned by 31 Foundry Ave. Realty Trust on the end of Foundry Avenue at the cul-de-sac. It's bounded on the west by land of Mike & Joe Pelczar, Inter-Lakes Builders, and a couple other tenants occupying that

property, on the south by NH Route 104, on the north by land of Vern Goddard Revocable Trust and on the east by Metro Health Foundation of NH known as Golden View and that's pretty much the vacant portion of the property. It's vacant from the property line to where the new addition was recently constructed at Golden View. As mentioned in the introduction by Mr. Edgar, there are several businesses located within this building at this time. At the front of the building is Village Canvas, towards the center of the building is a unit occupied by Whitehouse Construction. They have a wood shop in there and they also have a bay primarily used for storage of building materials. There's also a 25' x 60' unit that's currently being rented by Seeley Plumbing and right now that is storage only. Brian's Truck Repair in the process of moving or having to move soon has occupied a 50' x 30' unit here primarily for the storage of most of his personal stuff and some of the tools in the interim between moving from the current location to where he hopes to be moving which is 50' x 60' unit is at the end of the building. This unit is currently occupied by the Winnebago Forge and has a 14' overhead door located here as well as on the rear of the building and also has two pedestrian entrances. As you can see, the property is entered from Foundry Avenue, there's some parking and miscellaneous to the north, then there's a long stretch of gravel area that's available for parking which is very rarely used. Most of the businesses currently occupying the site do not require any significant parking whatsoever so very often the area is not used. Winnebago Forge at the end does not require a lot of space, however, when you run the calculations through the parking standards and you have the chart on the left, you're required to show you have 36 parking spaces on the site and that's currently what we're showing. There are 2 dumpsters located on the property; the property right now is serviced by a well just south of the dumpster and a septic system in the approximate location underneath the parking area to the north of the building. Reservoir Brook comes down from across the road under NH Route 104, actually comes onto the property shown to the south, winds down through and comes up to the east of the property and then continues down through some further properties eventually making its way down across Waukegan Street and into the Lake. Brian is proposing to occupy the end unit with his truck repair business and a staff review done by Mr. Edgar highlighted a few items and we updated the plan. The comments from the staff review primarily center on the water quality preservation because they are in the Waukegan Watershed Overlay District abutted on the south and the east by Reservoir Brook. As part of that review, Mr. Edgar met with Dan Leonard and also Bill Edney and went over some of the issues with the building. They did visit the site and one of the things that has come up in the review of the property are that the site is a little bit different than the site Mr. Bushman is currently occupying and primarily there's a relatively limited amount of area for parking and vehicles whereby the other site had quite an extensive area so as part of the lease agreement and one of the important issues is the lease is restricting the storage of any junk vehicles on this site so there are no parts cars to be permitted on the site, no junk vehicles. The only vehicles permitted with regard to the truck repair

business are the employee vehicles that are working there and the vehicles that are being worked on at that particular time so there will be no storage of vehicles or equipment. That is in the lease and its also noted prominently on the site plan with several notes that you can read at the top that were incorporated after the original submission of the plan based on the staff review by Mr. Edgar. Mr. Edgar recommended in his staff review that any Board's approval be conditioned upon the final plans noting the following:

1. The property is located within the water supply watershed for the Town of Meredith.
2. Env-Wq 400, which are State DES regulations Best Management Practices for Groundwater Protection may apply to this site
3. Compliance with NH DES Best Practices for Groundwater Protection, as applicable, shall be reviewed in conjunction with the applicant's Certificate of Use and Occupancy.

That means when Mr. Bushman is moved in there, Mr. Edney has to issue a Certificate of Occupancy for the building as a result of the change in tenancy and he will be looking at the Best Management Practices to make sure all of those issues that apply to Mr. Bushman's business are in place prior to granting that C.O.

4. The site is not approved for any outside use, storage or handling of regulated substances.
5. The site is not approved for any floor drains.
6. The site is not approved for any work sinks necessary for the performance of activities that require the use of a regulated substance.
7. Spill control and containment equipment shall be located in the immediate area where any regulated substances, if any, are transferred, used and stored.
8. The site is not approved for outside vehicle service or repair or outside storage of vehicles, parts, equipment, etc., associated with the truck repair business.

There are no floor drains in the building so when and if there's a spill that occurs within the confines of the building, it is contained. There are products that are used to absorb any spills that occur within the building and those products are then stored within the building in a special drum to hold contaminated substances and then those drums are collected and brought off site by a regulated firm that deals in the disposal of those types of substances. There are no cleanup sinks. If you remember in the old days you just had a tub of penetrating liquids and stuff that was used to wash parts, that does not occur in this facility. Those types of cleaning are done with aerosols and again that material is contained within the building and then those substances are brought off site by the industry that's regulated. Mr. Bushman does have information regarding that company if the Board wishes to see it but it is a company that specializes in the disposal of those types of things. Carl provided photos to indicate there is a fairly prominent berm that's between the building and the brook in the location the cars waiting to be serviced are parked. One of the important notes on the plan and also would be in the lease is that no wrecked

vehicles are to be towed to this site so if there's a vehicle that's involved in an accident, they are not allowed to tow it to this site because in those situations you may have leaking radiators, oil or hydraulic hoses so those vehicles are not able to be towed to this site. Upon stabilization at a location and no further leaking situations, the vehicle could be brought in and serviced within the confines of the building. As mentioned, this site plan approval does require conditional approval by the Planning Board in order to appear before the ZBA for a special exception, truck and equipment repair is a special exception allowed within the B & I District. If we can obtain a conditional approval from the Board this evening, we would be proceeding to the Zoning Board meeting in January for the special exception and any conditional approval by the Board would require that be in place. Brothers – I do have a question on Mr. Edgar's staff report on Page 2 it indicates the truck repair is looking to occupy the spaces being vacated by Winnepesaukee Forge. On the map, Winnepesaukee Forge is the end unit, but there's also the 30' x 50' that says Brian's Truck Repair, is that going to be included with that? Johnson - Right now that's a place Brian has for his personal storage and stuff. The intent is probably it will be vacated upon moving into the new unit as I understand it. Kahn – I don't have any problem with any of this but I don't like the syntax of the conditions. I don't like "This site is not approved for"... I like , there shall be no"... I prefer that and I will go through each of those and suggest the amendment. Bayard agrees. I know where it says, best management practices for groundwater protection may apply, one could interpret that differently than has been stated here. Johnson, it shall apply where applicable is what you're getting at. I do understand Mr. Kahn's comments about the syntax, basically I took the wording that was in the summary and I would be more than happy to work with John to change it to whatever satisfaction Lou has if he were to make a motion to change some of that language. Touhey – I don't know too much about truck repair, I'm going to assume that there are certain vehicle parts that need to be washed or rinsed, if there's no set tub or anything of that sort in the location, then how is that kind of work accomplished and all of the contaminants going into these storage barrels. It seems to me you'd fill a storage barrel rather quickly and you would need a source of water in that section of the building also. Mr. Bushman would be the best one to answer that question. Brian Bushman – In regards to that there are a lot of non-toxic cleaners that we use that don't have to be put in the containment barrel. Speedy Dry Oil Spills and any other type fluids like that would go under that issue but most of the cleaning these days is just done with non-toxic cleaners. Touhey – I guess the answer non-toxic cleaners probably is an appropriate one but again, there needs to be some kind of water source there and then some kind of a drain from that sink I would think. Johnson – The answer is no. As I understand it, there are not many parts that are required to be washed with water. The parts that need to be washed are washed with these non-toxic aerosol products and the residue from that is then disposed of. As I understand it, if it is a hazardous material, it goes into the drum. The drums are emptied approximately twice a year. Touhey – I assume there's a work sink in this square footage now, is that correct? Johnson – I asked that question today and the answer was no, there is no work sink. Bayard – You have the name of the company that takes care of it, United Independent Services out of Newington, NH.

Johnson – The heat for this unit is by a furnace that burns motor oil so the motor oil is converted into energy to heat the building and that's similar with his facility where he is now out on Winona Road and I also think it's done at the town recycling facility. Some of these other products, a certain component of that other than the motor oil can be a minor component that gets burned and that's listed on the product itself. No public input. Public hearing closed @ 7:25 p.m.

Edgar – I think the suggestions made relative to improving the wording are fine. My point was to make sure the owner, applicant, staff and hopefully the Board are on the same page for the clarity as to what we're approving. The significance about one of those as it relates to outside storage, there's a whole other set of stuff that comes into play if there is outside storage and essentially the clarity is that's not what we're approving. It is all contained on an impervious surface within the building so there's no objection whatsoever to the tweaking of that language as long as the points remain clear. The only other thing I would like to add is that the C.O. process that we follow incorporates a signoff by the Water Department and in this particular case, not because its municipal water but because its located within the watershed and we thought that was an appropriate way to meet with Brian at the time of the occupancy review, what chemicals he does use, the size of the containers and the like and go through some of the survey checklist kind of stuff that the state has and it seemed like that was a flexible enough way to approach this at the same time maintaining a vigilance on the water quality issues.

Kahn moved, SORELL SECONDED, IN CONNECTION WITH THE CHANGE OF USE/ TENANCY TO ESTABLISH A TRUCK REPAIR FACILITY, TAX MAP S23, LOT 53, LOCATED AT 31 FOUNDRY AVENUE, I MOVE WE GRANT CONDITIONAL APPROVAL TO THIS CHANGE OF USE/TENANCY SUBJECT TO THE FOLLOWING CONDITIONS:

- (1) CONDITIONAL APPROVAL IS SUBJECT TO THE GRANT OF A SPECIAL EXCEPTION FOR A TRUCK REPAIR FACILITY IN THAT ZONE BY THE ZONING BOARD OF ADJUSTMENT.
- (2) FINAL PLANS SHALL BE AMENDED TO INDICATE A FRONT SETBACK OF 30' AS REQUIRED IN THE BUSINESS & INDUSTRY DISTRICT.
- (3) THE PLANS SHALL NOTE THE PROPERTY IS LOCATED WITHIN THE WATER SUPPLY WATERSHED.
- (4) ENV-Wq 400 BEST MANAGEMENT PRACTICES FOR GROUNDWATER PROTECTION AS APPLICABLE SHALL APPLY.
- (5) COMPLIANCE WITH NHDES BEST PRACTICES FOR GROUNDWATER PROTECTION, AS APPLICABLE, SHALL BE REVIEWED IN CONJUNCTION WITH THE APPLICANT'S CERTIFICATE OF USE AND OCCUPANCY.
- (6) THERE SHALL BE NO OUTSIDE USE, STORAGE OR HANDLING OF REGULATED SUBSTANCES.
- (7) THERE SHALL NOT BE ANY FLOOR DRAINS.
- (8) THERE SHALL NOT BE ANY WORK SINKS FOR THE PERFORMANCE OF ACTIVITIES THAT REQUIRE THE USE OF REGULATED SUBSTANCES.

(9) SPILL CONTROL AND CONTAINMENT EQUIPMENT SHALL BE LOCATED IN THE IMMEDIATE AREA WHERE ANY REGULATED SUBSTANCES ARE TRANSFERRED, USED OR STORED.

(10) THERE SHALL BE NO OUTSIDE VEHICLE SERVICE OR REPAIR AND NO OUTSIDE STORAGE OF VEHICLES, PARTS, EQUIPMENT, ETC., ASSOCIATED WITH THE TRUCK REPAIR BUSINESS.

(11) THE PLANNING BOARD RESERVES THE RIGHT TO REVIEW AND AMEND ITS APPROVAL IN ACCORDANCE WITH SITE PLAN REVIEW REGULATION NOS. 6 AND 17.

(12) THE ABOVE ITEMS ARE TO BE NOTED ON THE FINAL SITE PLAN.  
Voted 7-0 in favor of the motion.

### PRE-APPLICATION REVIEW

- MHF DESIGN CONSULTANTS, INC. c/o NEWLAND DEVELOPMENT ASSOCIATES, LLC** – Pre-Application Design Review of a proposal to develop a Rite Aid Pharmacy on Tax Map U15, Lots 11 & 12, located at 85 and 89 NH Route 25 in the Central Business District.

Ken Lindsman – Rite-Aid Developer for most of New England. Our job is to find sites to relocate stores that Rite-Aid directs us to. We're here tonight and I'm guessing you all probably know Hannaford has the right to expand into the Rite-Aid space and they are going to open up a pharmacy so our job is to find a new home for them. With us tonight is Frank Monteiro, our site engineer, Jeff Dirk, our traffic engineer and Scott Vlasik, our architect.

Frank Monteiro – As Ken mentioned this is a pre-application meeting with the Board and we appreciate your time. We submitted 3 drawings that you have before you. We also have included a survey of the 2 parcels that are involved with this project. Basically, there's a smaller lot known as U15, Lot 12, which is about .2 acres and that's surrounded by Lot 11 which is about 2.8 acres. What we'd be proposing is to consolidate these 2 lots creating a 3 acre parcel to develop a pharmacy. There is a zone line that bisects the property, roughly the back third is in the Residential Zone and the front portion is zoned Central Business so as part of the redevelopment all the existing structures would be demolished and we're proposing to construct a Rite-Aid Pharmacy. The Irving gas station is directly to the right of this property and Trinity Church directly to the left. We're proposing to put in a Rite-Aid Pharmacy parallel with NH Route 25, the building's about 15,500 sq. ft. The main entrance to the building would be located on the right with parking along the front and the right side of the building, a drive-thru window on the left side of the building with a loading area to the back side of the building. We also have a parking proposal on the front, the right side of the property, as well as parking in the back. Based on the zoning we need 72 parking spaces for the use which is what we're proposing on the parcel and we're not proposing to do any hardscape development into that residential zone. We did discuss with Bill Edney what we could and couldn't do in that residential zone and we do have quite a grade break

across the property that we'd have to deal with in terms of grading and because of that grade difference, we end up with 2 retaining walls on the property. A retaining wall on the left side near the back and another retaining wall on the right front side of the property. We haven't gotten into final grading yet but roughly this retaining wall would be about 11 feet high and the highest point in the back left corner would be about 19 feet so the site has some challenges with respect to topography. There are some challenges with respect to the access on Route 25 and existing grades in the road. We've had some preliminary discussions with DOT on access for this property and Jeff Dirk is here and I'll let him address that a little bit later. This is a basic overview of what we're thinking of doing here, we're just looking to get some preliminary feedback. John has raised some issues on-site and off-site. We'd like to present a preliminary building elevation from the architect and get some feedback on that. We'd like to discuss the wall products that we could use. I brought some cut sheets on that on a proposal and I've also brought a cut sheet on a potential light fixture to use on the property as well so that's a basic overview of what we're proposing at this point. Do you want to get into building architecture or do you want to do questions on the site. Bayard – Why don't we go through the site first. Dever – One of the first things I noticed was no snow storage. We are proposing two areas for snow storage so the wall is a little more green space at the top of the wall, but the biggest area we could do is in the back. This hill comes down and the site sits below the top part so this becomes more of a level area. We're anticipating the drainage collection from this would go into 2 underground infiltration systems in the parking. It will be collected and treated underground prior to connecting it to the roadway drainage system. Currently, there is quite a bit of flow coming down from the church property. It actually flows overland down a ditch along the side of the property and then down into a catch basin adjacent to the ROW so we would end up repiping that as part of the redevelopment. Some other ancillary items, the trash enclosure's proposed back in this left-hand corner. We have a couple above-ground propane tanks as well as a transformer pad in that location, we're trying to keep some of those items to the back of the site. John raised some concerns about the potential retaining wall and what that might look like. I brought some photographs of a redi-rock wall, I don't know if you've seen a redi-rock wall in town but it's basically a precast segmented type wall. That's just one type of product on the market. Those modules are about 18" high and I think about 4-5' long. It's basically got a tumbled kind of look to the front, it's not a smooth finish. I would propose a gray finish as shown and obviously put some landscaping in front of the wall. What we're trying to do on this side is create a rounded kind of entrance and it would envision planting at the base of that wall to kind of create a nice entrance coming up Route 25 and above that wall you would see the main entrance to the Rite-Aid as you're coming up the hill. On this side of the site, we're in a cut situation so we've left a strip at the base of the wall to put in some vertical plantings to kind of break up that façade. Lapham – Could you explain the 4' chainlink fence that is going on top of that wall? Basically that's just for safety, it would be a chainlink fence so nobody inadvertently walks over from the church and kind of falls off the wall. Lapham – On top of the 11' wall, there's going to be a 4' chain link fence, am I interpreting this correctly? There would be a

guardrail on the edge of the parking lot, and then there would be a fence of some sort for safety reasons. It doesn't have to be chain link in the front area, maybe we'd use something a little more decorative but the intent would be to prevent a small child that might crawl under the guardrail or something from falling off that wall. Brothers – I know you didn't want to get into the building at this point in time but I'm trying to think how the site's going to look coming down over the hill so the height of the structure whether we're going to be looking down on a roof and air conditioners, HVAC, flat roof, is it going to be pitched, I'm just trying to get a feel how it would be coming down into the village from the high school. Bayard – I'd like to ask a couple questions specific to the site before we discuss the architecture. Could you sort of show how the flow of traffic would normally occur. We have one access point to the site, full access driveway. There are a couple access points, the main parking lot is to the right so you come in and most people would park in this area. To utilize the drive-thru you'd circulate around the back of the building and enter the drive-thru here (left side of building at the rear) and then exit out. Deliveries to this site, tractor-trailers would enter here, come around the back of the building, off-load in this back left corner and then come back out through that front driveway. That's the basic circulation pattern. Bayard – So is there going to be enough room, I notice you have a concrete pad, I assume that's going to be basically flat then and not have stuff on it. It's just a concrete mat that's flush with the ground, there's no loading dock or anything like that. Bayard – I was wondering also for fire safety too. Monteiro – When you look at the building elevations, Scott will show you that door and what it looks like. Brothers – Basically what I'm trying to do in relationship to the site, I can visualize it coming up over the hill, what is that probably a 16, 17, 18% slope right in that vicinity. 17% so you're going to be looking at brick walls coming up but my real concern was coming down in the village looking at it off to my left. How tall is the building going to be, is it flat roofed, is it pitched, what's that site view going to be from the High School coming down. Touhey – Peter, if you look at the 3<sup>rd</sup> page we have here, it does give you something. With respect to the grades in the road, just to clarify, the steepest part of the road is in front of the church, its about a 12% grade in this area and when you come down in front of our driveway, its about a 7½% grade through here and then it flattens out to about 2½% grade in front of the Irving Station so what we would plan on doing is provide some perspective views to answer your questions driving in both directions. We do have that information tonight so Scott can give you some of those answers. We anticipated that as a question so we are working on some views to see what you've got coming up the road. I'd like to see how that wall height is relative to the front door of the building and what you're going to see driving up the road so keep in mind this is still preliminary and we appreciate the input. Scott Vlasik from Bruce Hamilton Architects. Initially, the exterior building The side facing down the hill would be the west elevation. You can see the main entrances here as well as on this corner. This would be the long elevation facing the rear of the property and this would be the east elevation so coming down the hill, you're going to see primarily the north and east elevations. If its OK and makes sense to the Board, I may kind of walk you through how we got to this point first but I wanted at least show you the elevations. The building itself is



approximately 26 feet high so that gives you a frame of reference in terms of the building size as you see it here. To kind of give you a little bit of history as to how we got to this point, we started out by reviewing the Architectural Regulations that are available on line. That was extremely useful information. After reviewing that, we took a trip up here, looked at a lot of the surrounding buildings you have in town, both commercial and residential, which are abutting this property. We then did some initial sketches before we got to this more finished elevation that you see here tonight and I should briefly show you some of the other Rite-Aid stores. These are examples of other stores that have been built in Derry and Goffstown, NH. You can see they're very similar, its similar residential forms but it became clear to us after preliminary meetings with the town officials, as well as reviewing the Architectural Regulations, that something taken from another site and adapted wasn't really appropriate for this site. We were really looking to generate a concept for this site that was truly unique and reflected Meredith's architectural traditions so putting these aside, we did some initial sketches which were developed and presented to the Town Planning staff. I think the initial reaction was positive to these sketches in terms of the way we're trying to use residential forms, use different materials to break up the building façade, the use of fenestrations to create rhythms, the use of varying height roof lines to break up and avoid the long uninterrupted rooflines that happen on some of the other stores you might see in New Hampshire. The result we feel is a building that conforms fully to the architectural guidelines and a building that will really sit well on what we and most of you consider to be a gateway property coming down the hill into the village center so kind of go back to the colored elevations to give you a brief walk-thru of the materials that are being proposed on the exterior, we have a building base here which will be some sort of cultured stone or stone veneer on the base. That will as you can see here step at various points again to break up the façade and avoid a long uninterrupted linear effect. Above the stone base we have a hardieplank siding which is a cementations' siding that simulates wood clapboard. Its generally more durable and weathers better than wood siding. The white trims that you see would all be a PVC type trim, again painted and the roof is proposed to be an architectural shingle. You can see again in addition to breaking up the building into different masses, we have introduced some dormers onto the roof. These dormers are not functional, they are strictly to create an aesthetic and continue that architectural rhythm so that all of these architectural features work together to create kind of a cohesive theme for the exterior that actually carries through on all 4 sides of the building even though primarily the north, east and west elevations are visible from the road. The last thing I want to show you is to address what the building is going to look like coming down the hill. We did anticipate that question as Frank had indicated and we took this digital photograph, Trinity Church, the existing structures to be removed and the Irving in the background. Once you're past the church, you will be looking at the architecture. Dever – I'm assuming that behind the roof lines is a flat roof where you will be locating mechanicals and the like. An effort has been made to raise the roof in certain portions to again do our best to shield those mechanical units from view. Brothers – I would like to briefly comment on what's been presented and I guess I can say I'm pleasantly surprised

at the effort that's been made to take what will be a fairly substantial building and work with the town and look at the mass of the building and setting the different roof lines, the slope and breaking the building up in terms of the long boxy look that frequently can be with that kind of a business. I'm encouraged to see the first attempt came to us with that amount of effort in the design. I do still have some real concerns on the grade and access to the site and how that's going to work with busy summer Route 25 traffic. I think that's got to be a concern for everybody here so when we're done with that, I'd be very interested in hearing how they plan to concentrate on the access and what impacts it may have and what ways they may look to try to improve that. It's a difficult site from that standpoint to handle any real volume of traffic. Touhey – I noticed the drive-up window for pharmaceuticals is on the east side. It does appear to me that where your proposed entrance is vehicles may enter and go to the left and you're directing traffic for your drive-thru all the way around the building. That's not necessarily required because you have two-way traffic on the east side of the building. Is it just that you have an option? \*\*\*No, we plan to have directional signage when you come in that driveway directing folks to the right to get to the drive-thru lane so our intent is to have them circulate around the building like that so we propose to do that with thru directional signage. Touhey – You've done that with other properties, all the way around the building? That's very typical for this. It's not a high-volume drive-thru, it's a pretty low volume type of use. If you're a customer to this site, the first time you come maybe you'll question whether you should go straight or right, but once you do it, you'll know for sure. Our intent is to definitely circulate people around the building in that direction. Bayard – That was a part of what I had asked, if somebody was parking toward the back, would you expect them to continue circulating around? These folks can travel either way, there is no one-way direction. Brothers – There are no entrances to the building itself from the rear parking lot, I presume that would be more employees, longer term types of guests or vendors. I take it the only access would be here in the front. In the rear elevation, that's the loading overhead door and then there's a man-way door right next to it so there are no doors anywhere else on the façade, you have to go to the front corner to walk into the building. Dever – So they go around the back and take up 8 spots with truck & boat as they're circulating through. Was there a consideration given to having 2 accesses? \*\*\*\*\*No, we've looked at several different access arrangements for this property. It definitely is not an easy property to develop and we really can't have 2 accesses because of the grade differential and does it have to be here, no. We actually started with the driveway on the right side, it was flipped. We tried to look at putting the driveway more at grade with the Irving facility but in our preliminary discussions with the DOT, they had some issues with the proximity to the Irving driveway so it kind of pushed us up the hill. As the designs evolved, we've left the driveway in the middle and looked at the driveways to the far end so we're still in a process of identifying the roadway improvements that are going to be required for this and Jeff Dirk can speak to that in a little more detail but to answer your questions, we're only going to be able to have one driveway work because of the grade difference. Different driveway locations were pointed out, each creating a wall from 11' to something higher and it would be difficult to have 2 with adequate

slopes. Dever – Knowing the traffic flow, one of the issues I can imagine is going to be people coming out of here and then heading into Meredith trying to get across that traffic during our peak cycles and the other question is as far as the exit, is it going to have a right-turn/ left-turn lane. \*\*\*I'd like to have Jeff Dirk make a presentation on where we stand right now with the access. We haven't gotten to those details but Jeff can get you up to speed on where we are. Jeffrey Dirk, VP with Vanesse & Associates and we have the task to answer all of your questions. We did have the opportunity to meet with the DOT this morning and your Planner was able to attend that meeting as well. We've talked about the issues and challenges on developing the site. Of course, the other challenge we have is the access into the property. I think Frank had kind of gone through with you logically how we arrived at the position of the driveway. As you look at the plan, it's a two-dimensional plan, the location of the driveway makes sense looking at the property itself, given we are trying to locate the driveway, if you can't get it aligned with an intersection, you want to make sure you get it as far away from the intersection as possible so as you look at the turning movements at Meredith Bay Drive and the access to the Irving Station, it just made sense if you can't consolidate an access, you need to get as far away as possible so you don't have interlocking turns so from a plan view perspective, it makes sense to locate the driveway as shown on the drawing. It also helps with the truck circulation as Frank had talked about on the site. That gets us in the position here for where the access will be located and I think at our scoping meeting with the DOT, they agreed in plan view it makes sense to locate it here so now we've got to take in the vertical dimension. As Frank also had mentioned, we're in a transitional area in terms of the grade is actually coming down the steepest portion of the hill by where the Church property is and then we're starting to get into an area where we're creating that leveling area which is ideally what we want to have when we're where traffic is going to stop and need to maneuver itself. What we would be looking at in terms of the next steps with the DOT and with you as well, we were issued a scoping determination for a traffic study and it will look at the seasonal implications of traffic volumes. I think typically what we do in our traffic studies is we're always required to look at peak month analyses which we all know what happens in terms of traffic patterns here. They have also asked us to look at an average month's condition so we're going to be looking at designing this property so it functions under both scenarios and peak month conditions, I think some of the comments you had in terms of circulation and the idea of having two lanes exit are the types of things we'll be recommending for the fact that we know getting out of here and trying to make a left-hand turn is going to be very difficult with the queued traffic that will be here so we want to make sure knowing that's going to happen, from an on-site perspective we can store the queued traffic on the site in that we can queue traffic in without creating a bottleneck internal to the site. People can still get to the parking, still circulate around the building and in fact this two-way circulation mentioned here provides another safety valve if we do have some backup, you could circulate around the building and also be able to come out the exit and then having 2 lanes also helps so we can spread that traffic out. In terms of the drive-thru, I think Frank has mentioned its really something that's a matter of convenience, its not a large

generator of traffic, I think if you drive through any pharmacy with a drive-thru window, you very rarely see any queue, I think the maximum is 2-3 vehicles tops, its really a matter of convenience for the pharmacy itself so you're not going to see a lot of activity in the back corner here relative to the drive-thru. Things we're going to be looking in terms of access and what we expect to present to you next time is a plan that's been vetted with the DOT. We have been asked to develop a concept plan that looks at a geometric configuration of really what does Route 25 have to look like to accommodate safe access into this property. Some of the things we'll be looking at is essentially what you have is you're heading down the hill towards the center of town and you're very well aware there's a left-turn lane here to provide access into the Irving Station. What we talked about with the DOT is ideally we're going to be creating a left-turn pocket to provide access into the property and it may not be a left turn lane because what they don't want to have is somebody driving through two left-turn lanes essentially going through our left-turn lane, then into the Irving left-turn lane to come into that property so what we'll be looking at is a left-turn treatment that may be a center turn lane essentially in the median area so we'll be looking at some widening of Route 25 to create a center area so if you're coming down the hill, you can get out of that thru travel lane into a center turn lane to be able to get into the property so that's one element we'll be looking at. The other element is the relationship of this access to the Church property in particular people are trying to make right-hand turns so now coming down the hill we need to provide an area so you can get out of the way of thru traffic and then slow down to turn into the property to get you out of the way so we're not impeding through traffic. The other element is you're making a right-turn out and now you need to accelerate to go up the hill so as we're looking at the widening, we'll also be looking at creating an area here so as you come out of the property, there will be a wider shoulder area to provide type of acceleration and that may also benefit the church property as well as your coming out to provide some additional shoulder area so that's what we're going to be looking at and developing a plan to look at access. We may be looking at trying to as this is the transitional area there may be some opportunity also to lower the grade slightly so as you're right at the property, we do have a slight lessening of the grade that will happen because we're widening the road, there's opportunity, we're going to need to mill the pavement, repave the area because we're doing widening so as we are doing that, we may be able to alter the grade that's in that area by milling it down and flattening the area that's there. Those are some of the things we'll be looking at so at the next hearing or meeting we have with you we'll have a concept plan showing how we will develop those improvements. That plan we expect to get to the DOT prior to meeting with you again so we'll have some comments back from them. Other important things are pedestrian access, we'll be looking at doing a sidewalk along the north side of 25 now, looking at opportunities to provide pedestrian access in the area and improve it to the extent that we can. We did have some discussion, your Planner actually brought up the point of looking at ways of maybe not at just this property but further down the hill where there might be an opportunity for pedestrian crossing and certainly as we're looking at this area here, there may be some opportunities we can identify for where it might be appropriate to do that. We

will be measuring traffic volumes and speed out here. One of the things is we're looking at the design, we know what the posted speed limit is but we also know people aren't going to be driving that coming down the hill so at some point you will see rubber road tubes out there so we're going to be measuring volume of traffic but also the speed of traffic that's out there so we understand the design parameters because we need to make sure that as we're developing the widening in this area in the center for people to get out of the way, it needs to be designed for the actual speed that people are coming down that hill. That's a brief overview of the next steps we'll be presenting to you but we do understand the issues of the grade and the access into the property so we'll be demonstrating to both yourself and the DOT that we can achieve that safely. Lapham – My question about the entrance and exit, its the same problem I have at Hannaford and when somebody wants to go left, they are taking up all of the right-hand lane and you're sitting there waiting to go right, is there a way to make that so the person wanting to go right can get way over, is it wide enough for that to happen so that somebody who wants to turn left can come up along side someone who wants to turn right and make that turn.

There actually is, the driveway dimension here is 50' wide so I think what you'll see on the next iteration is physically striping out the lane so you can see. Lapham – So there would actually be 3 exits there, \*\*1 in and 2 coming out. I think as I mentioned, we have to have that for the summer queuing on-site to make sure the site works.\*\*\*\* Lapham – That's a huge bottleneck at Hannaford. Edgar – Could you evaluate sight distance with vehicles in those stacks? \*\*\*\*That's a very good point, as we're measuring those travel speeds and the grade of the hill, we'll be using all of that information with the sight distance measurements. I believe there's over 600' but the important thing is where the stop line's located and to make sure those vehicles are next to each other, that they will be able to see, that's right. We'll be looking at all that as well. Brothers – Just back to the pedestrian crossing a little bit. It's my understanding that if a pedestrian crosses the road regardless, you're supposed to come to a stop whether it's a ROW or not, if they walk in there it's your responsibility to be under control. It would certainly seem logical to me that if you were going to look at any kind of a pedestrian walk up to this that whatever you could do in conjunction with the Irving further down where it's flat would make a lot more sense. On a winter day, I have a hard time visualizing somebody being able to stop very effectively coming down traveling west into the town. To me that seems like an invitation for your insurance company to get sued. I think that's certainly a piece of it and I don't know whether there's any other longer term considerations to control egress and access in conjunction with some of the other temporary summertime types of cones we use, that seemed to be fairly successful down by Pleasant Street to denote or delineate, its like anything else. A lot of our people are coming through here. We say signage is there but a lot of our people are coming through here. They are visitors to our community, they are not natives and they don't know what's where, they don't know exactly what to anticipate so I would think ample signage coming into a door, visual cones, anything to assist people who aren't familiar with the area as to the right way to travel in those congested times or those winter conditions would be very useful.

\*\*I think in terms of the pedestrian access, you will not see it near this property because of all of the issues; it needs to be further down so then the question is how to get them back to the site but you are absolutely right. Edgar – Peter, I brought that issue up just to make sure that we have pedestrians crossing over to the convenience store as it is and I just wanted to make sure we just didn't assume that wasn't going to pick up dramatically with this kind of a store there. We know a significant number of folks in Meredith Bay Village that would want to cross the street to go there; in fact, it would make sense to find a way to make that happen so people don't feel obligated to get in their vehicle to simply cross the highway, but its got to be done safely and I suggested today that be part of what gets looked at so its not just vehicle, vehicle, vehicle, we have to be mindful that there are pedestrians whether its from the Gould Avenue aspect of it or somebody already parked at Irving or somebody across the street. This is going to draw people and to the extent we can anticipate those that would walk, all the better so its not typically something that comes up in a traffic study when you're looking at turning movements but the State was pretty clear that their permitting probably doesn't address it as much as our permitting would, but where those 2 come together, is they would have to permit any kind of improvements in the ROW including any designated crosswalks. Bayard – I have a concern about the traffic coming down the hill in the winter. I think that's going to be a huge issue. The State apparently is plowing it, I'm not sure what the State plowing is going to be this year. I've heard a variety of things and I was on 93 the one time we had a storm and the plowing was terrible and I didn't see any trucks so I really am concerned, you've got the school there, you've got people coming down the hill and in snow, I don't see how you can make a left-hand turn there and I'm not sure people will judge that properly so I think that's going to be a really big issue as to how you deal with it, to me that's the biggest issue and the same thing if we have a crosswalk, but I think safety is the #1 concern. We approve things, we're concerned about the looks and meeting what's in the books and all but if its not safe, it shouldn't happen. \*\*Really as I said our challenge and our goal is to present something to you that needs a professional engineer, I can at least stand before you and say its designed safely, it meets the safe design standards. DOT raised the same issue because as you said, they need to maintain this so they are familiar how often they need to get out there and apply sand and salt to that road based on the calls they get so that's something that the district office that has to maintain this is going to be looking at with respect to our design as well. Brothers – However, past performance may not be an indication of the future, as we have certainly seen at the town level, the revenues and funds that are available to keep the roads in the same winter condition that they've been in the past may not necessarily be the path they are able to do in the future and we're seeing that everywhere so it will be magnified if anything. Edgar – You eluded to coming back with something that meets safe design standards. Is there a standard or rule of thumb or acceptable engineering judgment relative to trying to stop people on a certain grade in order to turn left? We can widen to deal with the continuous left-turn concern that the DOT raised today, it sounds that may be a function of widening and striping and may address that issue but how do we stop people under normal conditions coming down that kind of a grade to take a left

whether in the center turn lane or dedicated left, you're stopping them somewhere and then how do we do that in challenging weather, what is the safe design standard for that type of feature knowing you're stopping traffic to turn left. \*\*It's based on the grade and speed of the traffic coming down that grade establishes a certain distance that says if you start to apply your brakes traveling at that speed, there's a certain distance that you need to be able to stop a vehicle so all of those distances will be a part the design that's there. Edgar – So when you do the speed and volume counts, will you be able to look at the speed coming down the hill in that immediate area and the reason I say that is a lot of times people will fall back to posted speed limits but generally and I'm not sure what it is, I'm sure its not terribly high but I go up and down that all the time with children in school, when you come down that hill even though you're not speeding, you're tapping your brakes pretty good all the way through at least Irving's first entrance so that's my personal experience so how that would work a little further up not where it goes down to 3% but you're in that 7-12% or something of that sort exactly how that would work so I think its important to be mindful of actual speeds for people coming down that hill, not posted speeds. \*\*What we'll be doing I mentioned at our meeting today with the DOT, we'll measure the speeds continuously 24 hours a day for 2 full days under favorable weather conditions so what we'll actually be doing is reporting 48 hours worth of speed data continuously so every vehicle that travels over this roadway for 48 hours, the speed of that traffic when the weather is nice so that speed will be higher hopefully than what you'd have people driving in the winter time and that's what we'll be designing to so its going to give us a longer distance in terms of the design to account for weather factors as well. Kahn – While we're still talking about westbound traffic coming down the hill, certainly at this time of the year John is absolutely correct I don't recall what the speed limit is there but there's nobody observing it until they get down flat by Irving. However, on a Sunday afternoon in the summer, the traffic is barely moving and what concerns me was the comment you made that you said the DOT didn't want the left-turn lane extended so you could get into the left-turn lane up by Rite Aid and continue down into Irving. What occurs to me is when you do have that kind of stop and go traffic going westbound, somebody trying to make a left turn out of your establishment has got to have a place to go if they can find a hole and hop through the eastbound traffic, which they can, they need to have a place to go at least so they can get in and merge into the westbound traffic so if you eliminate... \*\* We're not going to eliminate it, it really is just a matter of a striping exercise, what its probably is some sort of a two-way left-turn land or a center turn lane so what that does is if you want to come out of the property you describe, you do it in two moves. You pull into that center area so if you get a gap in that direction, then you wait for the gap in the other direction. Kahn – The point I was making is that space has to extend well west of your driveway. \*\*Yes, it does and in fact the way because of the speeds that I expect to measure out here its probably going to also as I mentioned benefit the church property as well because it will extend beyond our frontage to allow people so it will also go across the church property. Kahn – As I was saying, you have at this particular location extremes of speed. You have people exceeding the speed limit at this time of year and you have people who are barely moving on a

Sunday afternoon in the summer and I don't know how you're going to come up with a model that takes both into account. \*\*The worst case is the high speed. Kahn- If you average them, your data is worthless. Its not, so what were going to do is now when the volumes are low out there and people are driving faster than they would be in the summertime, that's our design condition and it's not an average speed. We do it based on the 85<sup>th</sup> percentile speed so we measure all of the vehicles over 48 hours and then we take the speed that 85% of those vehicles are traveling at or below, the design's based on that so it's a worst case condition that says in the summer time people are going to be going slower but we're not designing for that, the worst case is today people driving out there with low traffic volumes so they are driving faster than they will be in the summer time and we can accommodate it so it means longer turn pockets, longer sight lines so we're basically designing for a worst case condition. There's where the level of safety comes into play because that's what we're designing for. Bayard – One of the things I think we would also require will be snow removal around the entrance and exit because some winters we shovel our roofs. I'm a bit of a flatlander, I guess I've only been here 20 years so I'm still considered a flatlander and shoveling a roof kind of blew my mind a little bit that I had to go up on a roof and shovel it. I have a rake but it only goes up so far and there are some angles I can't reach unless I want to go on a ladder and that's not too safe. \*\*One of the plans we need for the DOT is a sight line plan which we can include in your set which will actually draw the sight lines on the plan and then we have recommendations in that triangle area that talks about exactly what you had mentioned, planting, signs, snow, all of those things have to either be removed or kept to a certain height so you don't impede the sight lines and the plan will actually define that sight triangle and where those areas have to be kept clear. Bayard – Those retaining walls are going to be fairly large. I work in Plymouth and the retaining walls for Walmart are ugly and I hope we don't have anything that looks at all like that so it may have to do with landscaping and some other things to deal with it because when you go up the hill, you will be seeing both of the walls probably, especially if they are going to have a fence on top. Edgar – I'm looking at the site plan immediately in front of the building under the word Elm Street, you're picking up the right-turn decal lane in the Meredith Bay Village, do you see that? So that right-turn lane, then a thru-lane, the center-turn lane in the beginning of the left-turn pocket, there's some kind of a transition into a 4-lane section, am I reading that correctly? \*\*Immediately at Meredith Bay Drive here, that will be 4 lanes, but essentially as you get away from that intersection, it will be 3 lanes and we lose the decal and then we take those 3 lanes up the hill to a point and then start to drop that. Tom Witham – We have a couple of questions, both as somebody from Meredith but also representing the church. One of the questions I think that Liz asked and I don't think it really got answered. The wall that will be close to the church it hits a height of 19' I think you said, is going like that and is there a fence on top? From your point of view, you're not going to see the wall because its going to be viewable from this side, but in answer to your question, yes, there will be a fence along the top of the wall for safety reasons. The wall elevation varies, its only a foot high here and at the worst point in the back its about 19' +/- and it tapers back down to "0" so the majority of this wall height



you're not going to see traveling up the road, its going to be hidden by the building but we understand the concerns about massing and part of the grading design, what we tried to do is this building when you come in this driveway is actually going to come down, we're trying to lower this site as much as possible so the view coming up the hill's not a huge wall that you see at Walmart or something. The height of this wall (11') is not overbearing, that wall there is about the same counting those blocks and that's very comparable to what we envisioned out here and again we can do some nice landscaping in front of that wall to further tone that down and make it look appeasing. This is the substantial height of the wall back here and again we're going to have a trash enclosure that kind of blocks part of that wall and we can put different types of treatments, ivy or high arborvitaes and things like that we can get into but we certainly appreciate that input. That's the type of wall we're thinking, if it's something you don't care for, we'd like to know. If you have other thoughts we can look at those. One other thing I'd just like pass out a light fixture we were thinking for the site. This is a light fixture that is exactly at the Hannaford site across the street. It's a colonial fixture, dark sky friendly, the tops of them are solid so you don't have an uproot of reflection and its got a colonial style. We feel it would work well with this architecture and its got a fluted column, fluted base and a smaller concrete base at the bottom so the overall pole height is about 18' and then a 2' base, that's kind of what were thinking in that area for type of treatment. Bayard – We are interested in dark skies so you'd want to make sure because looks like there may be some potential for reflection up but I would have to get a little better design of it. Edgar - You just want to make sure it's a cutoff fixture and in that housing, the roof that the light fixture itself is recessed. I believe the ones at the shopping center and some of the other town ones, they look as though the bulb would be through the glass but in reality they're recessed to keep all the projection below the housing so the operative words are cutoff fixtures in terms of going through the catalogs and looking at things, I think architecturally the effort's there to blend in with the building but there are plenty of examples and I think I had mentioned at one of our meetings there are a couple lights right in Scenic Park that the town put in. The ones up in Church Landing, similarly they have t his colonial look but the lenses themselves are recessed so they don't drop down and create any kind of glare. Brothers – We just put several in at the bank with the same type of design. Edgar – They work great and you may recall we went with cutoffs on the Johnson & Dix project, different style light but the same objective. Lapham – While I appreciate your colonial look on the lights, I have to tell you I think this wall is very unattractive, I think it looks like an entrance to an industrial park. I really do not find this attractive at all or in keeping with what you're trying to do architecturally with your lamps and perhaps your buildings. We'll take a look at some other options. Don with the church with Tom and to my left. We want to be a good neighbor, we're with the church and we want to work with you to make this pleasant for the town and ourselves as well. One thing I think you need to consider and we've had to deal with it at the church and this is particularly with respect to your wall. We have a groundwater problem on our site and we know where water goes downhill underground so your considerations for t his wall really need to get some serious thought about how you're going to design and construct this wall and

its intrusion into our site because we have a lower parking lot and that fence as well that's going along the top. I kind of echo some of the comments from the Board especially Liz about the look of this wall and to try to soften it if you can. The other thing is not for this meeting but some considerations about during construction of this facility being a good neighbor and what we're going to do with construction. We're also concerned about drainage from our property to yours and elsewhere, particularly with snow removal and where it's all going to go. Lighting was brought up and I kind of echo the comment from John Edgar about the fixtures you're going to put up there so we don't get a lot of exposure over on our property. I think their lights are going to be on dusk to dawn in the parking lot, right? The lights are turned off after business hours. (inaudible) we have functions that go on during the week at night but our predominant use of the church obviously is Sunday morning and consideration of traffic particularly with the issues that were brought up are very important to us and noise attenuation, I was kind of pleased to see the roof line you have made augments over that but I wanted to make sure because when we're having Sunday service if a motorcycle goes up the hill, we cannot hear the Pastor so I don't know what kind of noise you're going to have from air conditioners and other facilities on the building. The groundwater I think you'll want to give some serious thought particularly with the construction of this 19' high wall. We have a kyduck on our basement wall in our church so that tells you there's an issue to be considered. Jonathan James – My real easy question is what are you going to do with the tree line, do you wipe it right out so I'm in a parking lot? \*\*Our intent is not to change much of the tree line back here at all in fact, we'd probably augment that with more plantings. We haven't looked at the details yet, maybe a fence back here. Clearly, our intent is not to develop the residential area, we need to get some grading to get this site down to grade but we can do some supplemental planning back there, a fence if that's preferred, we can work with you on that kind of stuff. In the back, where might you put lights so I'm not living in Las Vegas at nighttime? Typically, we'd have them around the perimeter and might have a couple lights at the edge of the parking lot. With the lighting we're proposing, the full cutoff fixtures, there's not a lot of horizontal spread. We'll be glad to meet with you on that and go over some more details. When you do the lighting plan and you develop the spray, the pattern of the lighting, I think that will help going into the meeting. Our regulations encourage the minimal amount of lighting necessary to achieve your objectives because the lighting vendors will have a different view. We have a lot of ambient lighting in the area, street lights and across the street and so forth, the store represents a fair amount of light so we try to encourage the minimal amount of lighting necessary to achieve the safety objectives of illuminating the parking lot. Keep that in mind so when you come in with your patterns, your lighting plan, not only do we not want to have it sprayed onto abutting properties but we'd be looking for a demonstration of meeting the minimum standards while maintaining reasonable safety objectives and then in terms of the size of the fixtures, I think you tie that back into the architect to make sure the height of the poles is intentional, don't just go with a few huge tall ones to lessen the number of poles that should be complimentary to the building height, you don't want residential scale but this isn't I-93 either so we don't want to give it that

look so you try to find something that's proportional to the building and is respectful of all the adjoining property owners. One thing we haven't talked about is signage. We've talked about it at a staff level a little bit in terms of the architectural ordinance. The elevations do show some signage on the building, is that representative of what you would have for a building package. Is that correct, Scott? Edgar – Any thoughts about the free-standing sign to give the Board a sense as to what the thinking might be on that feature. In terms of location, John, we're proposing at this side of the driveway, we're anticipating a monument type sign. We haven't gotten into the design yet, it will obviously be a function of the architecture and we'll pull in some roof lines and some materials to pull that together but we need to look a little closer at sight lines and things with the monument sign. We may need to push it back a little more than normal to make sure we've got proper sight lines. Kahn – I was picking up on John's suggestion that we do a site inspection, we've got to get there before the snow. They have to get there with the stakes. Brothers – Just a comment on the wall, a place that comes to mind that was fairly attractive was up through Holderness where they put in the bicycle path and a walking path that was isolated just up beyond the Town Hall on Route 25 North. They used a different block but they were different sizes so it gave it more than a granite look but also like on top there for the rail, they used a metal or wrought iron type of look vs. a chain link and I realize that might be a little more expensive but aesthetically it was a lot more pleasing to the eye and that was recently done. Kahn – How about wrought iron for the church and chain link for Irving. Brothers – Actually Lou if we drive by and live here, we'll see both of them. Regarding scale Liz, we have another wall recently constructed that is probably at least as tall as this one if not larger and that's the one beyond the Northway Bank. I think its almost taller than the structure itself in some spots. Brothers – The other thing sometimes you can do is like this picture shows, you don't always to do a straight line, you can try to make it meander a little bit to break it up and then your vegetation that you plant up to it makes a big difference. Bayard – There is LED lighting starting to come out now, it has certain advantages in terms of maintenance and some disadvantages in terms of cost but some of that can be a little more directional too so depending on where you're putting your lights and all. We're familiar with the LED's and part of the challenge with those is you're limited with architectural styles. The only ones we've seen are very slim lined contemporary looking. Safety is an important consideration and security but to the extent you have any wall mounted lighting, we should anticipate understanding the effect of that as well. Touhey – I don't see any place here for dumpsters. There is a concrete pad with an enclosure. Bayard – Landscaping out front also would probably want to have some facing the Irving because if that's going to be a wall there, you're going to be seeing it. We've pulled the wall in from the property line by about 10' to give room for plantings to scale down that wall. Edgar – I think Frank indicated that the regs called for 72 spaces and you have 72. At the end of the day, the standard of care for the Planning Board is that the final product is adequate for patrons/customers and employees. Do you need 72? The reason why the flexibility works a couple ways sometimes we benefit from the experience of applicants when they know what they need. You're certainly motivated to not

underbuild but the flip side is we wouldn't the regs to drive an overbuild. We've had some projects that demonstrate they meet the 72 and you think you only need 60 and you can demonstrate that to the Board's satisfaction, that might give us a little bit of green space somewhere to work in some landscaping. We've talked about landscaping around the wall but there's nothing around the building. I would like you to come back with some thoughts on that. Touhey – How close is the wall to Irving, it looks pretty close to the lot line? It's 10'. One way of camouflaging that wall would be with some kind of appropriate vegetation. Bayard – I think you've got a start here, you've done quite a bit with the architecture, the east side could use just a little more in my opinion but I think you've done very well with it for starters. All too often we see a square box come in on a first go round and we don't end up that way. You've looked at a lot of the issues and it definitely sounds like there's a big drainage issue you have to deal with and coming down that hill is going to be a big potential show stopper. We probably would want to get some idea from the Police regarding any accidents in that area. The Fire Department will need to look at it. Public Works because of their relationship with DOT, would all be part of the review process. Edgar – Frank, typically the Board would ask we maybe throw a grade stake, centerline driveway, building corners, maybe the zoning line. We don't need every corner of the property tagged, we just want to be able to get on the site and get oriented fairly readily without overkill. Site walk was scheduled for Saturday, January 7, 2012, 9:00 a.m. Dever moved, Sorell seconded. Edgar – The site inspection the Board just scheduled is a public meeting but technically, its not a hearing and no testimony will be taken at that time.

Meeting adjourned at 8:50 p.m.

Respectfully submitted,  
Mary Lee Harvey  
Adm. Assistant, Community Dev.

The above minutes will be reviewed and approved at a regular meeting of the Planning Board on \_\_\_\_\_.

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John W. Dever, III, Secretary