



PLANNING BOARD TOWN OF BELMONT, NH

Monday, February 22, 2021
Remotely by Zoom
Belmont, New Hampshire

Present: Chairman Peter Harris; Vice Chair Ward Peterson; Member Richard Pickwick; Alternate Member Dennis Grimes.
Absent: Members Michael LeClair, Gary Grant, and Jon Pike, Ex-Officio.
Staff: Dari Sassan, Rick Ball, and Colleen Akerman.

The Chairman opened the meeting at 6:05 pm and welcomed those in attendance.

He announced that as Chairman of the Belmont Planning Board, he finds that due to the state of emergency declared by the governor, this public body is authorized to meet using electronic means. He said that the Board gave notice to the public of the necessary information for accessing the meeting using Zoom or telephone, and he announced that any party experiencing any difficulty in accessing the meeting at any point, should call 603-267-8300 x 113, and the meeting will be recessed until access can be restored for all parties.

The Chairman asked that the Board start the meeting by taking a roll call attendance, with each attendee stating their name and that they report if anyone else is attending the meeting from that same location.

Chairman Peter Harris
Vice Chair Ward Peterson
Richard Pickwick
Dennis Grimes
Town Planner, Dari Sassan
Land Use Technician, Rick Ball
Building and Land Use Clerk, Colleen Akerman
Selectman Ruth Mooney
Bill and Karen Fogg
Dan and Constance Fitzgerald
Brenton Cole
Kim Hazarvartian
Floyd Hayes with Justin Hayes
Jeffrey Merritt

Alternate Member D. Grimes was appointed to the Board as a voting member for this meeting.

D. Sassan said that, as always, Chairman Harris shall direct and control the meeting, but that as the administrator of the digital meeting platform, he himself would assist with calling on those who wish

to speak. He explained that those that call in press *9 star on the phone to raise their hand. Press *6 to toggle in and out of mute.

1. Public Submission Meeting and Public Hearing – Aranosian Oil Company, LLC: Request for site plan approval for a gas station, convenience store and food drive thru window/lane. Property is located at 93 Daniel Webster Highway, Tax Lot 201-093-000-000 in the “C” Zone. PB # 0321P.

The Chairman read the lot history from the Staff Report, which included previous owner/operator information and four variances obtained in December 2020. He said this proposal was presented to the Application Review Committee in January. The Chairman stated there were no waiver requests.

MOTION: W. Peterson moved that the application be accepted as complete for the purposes of proceeding with consideration and making an informed decision. However, additional information shall be requested as necessary and must be submitted in a timely manner to complete review and act on the application. The Board shall act on this proposal by 4/28/2021 subject to extension or waiver.

The motion was seconded by R. Pickwick and carried on an affirmative roll call vote by P. Harris, W. Peterson, R. Pickwick and D. Grimes. (4-0).

The Chairman stated the following definition will be used to determine if the applications before the Board tonight have a regional impact. He explained that in order to provide timely notice, provide opportunities for input and consider the interests of other municipalities, the Board shall act to determine if the development has a potential regional impact as defined by RSA 36:55. Impacts may include, but are not limited to: relative size or number of dwelling units as compared with existing stock; proximity to the borders of a neighboring community; transportation networks; anticipated emissions such as light, noise, smoke, odors, or particles; proximity to aquifers or surface waters which transcend municipal boundaries; shared facilities such as schools and solid waste disposal facilities.

MOTION: W. Peterson moved that the proposal does not have a potential regional impact.

The motion was seconded by R. Pickwick and carried on an affirmative roll call vote by P. Harris, W. Peterson, R. Pickwick and D. Grimes. (4-0).

The Chairman noted the merits of the application. Most departments had no concerns. The Police commented that the area is traffic-light controlled and the design appears to be suited for this parcel. The Land Use Office had additional concerns that will be addressed during this hearing.

Mr. Jeffrey Merritt presented this application. He said that the applicant, Mr. Floyd Hayes, is in attendance along with Kim Hazarvartian from TEPP LLC, and Brent Cole, an engineer from Granite Engineering.

Mr. Merritt shared his screen to show the site plan set. There is a cover sheet with an aerial image of the location. A full survey of the property was recently done. He shared a boundary and existing conditions survey with Daniel Webster (DW) Highway at the top, Ladd Hill Road at the right and the existing metal frame building on roughly two acres. The property is entirely within the Commercial zone and access to the property includes a slip in driveway from DW Highway and a full driveway off Ladd Hill Road. There is one narrow wetland on the property, otherwise it is all uplands. Goodwill is on the

corner, and they have an existing snow storage and parking easement. He said they will show how that will be adjusted later. The removal plan shows the site will be wiped clean. The building and pavement go away. The septic goes away. Everything is removed to facilitate the project.

Mr. Merritt explained the proposed site plan is a full redevelopment for a 4,900sf store with food service and drive thru lane with pickup window. The rest of the site is 28 parking spaces and between the building and DW Highway there is a proposed canopy with five fueling islands. Access to the property is similar to what is there today but more controlled. The proposed driveway from DW Highway will only offer a right turn entrance and right turn exit. It is a limited movement driveway and there is a full movement driveway off Ladd Hill Road. At the corner of the property are proposed underground storage tanks. There will be three tanks with a concrete pad on top. The grading and drainage plan shows some significant topography on this site. He said they are pinned with grades and fixed elevation off DW Highway and Ladd Hill Road. The building will be at an unforgiving elevation. There is not much flexibility due to the roads. There will be a full new drainage system with catch basins and oil water hoods, which is superior to what is there now. There will be an underground detention system with closed drainage all towards DW Highway. The hatched area on the plan is a steep slope and there will be some rip rap installed in order to not impact the wetland. There was a variance obtained for a 15' wetland buffer but they will not have to impact the wetlands on the site.

Mr. Merritt said the utility plan shows the drainage system with more clarity. It shows the intent to bring water from the Ladd Hill Road intersection, underground electric and communications from the pole at the intersection, and to extend the gas underground to the site. At the back corner of the site there are two leach fields. There is no municipal sewer in the area. The septic is a "Clean Solution" system with a grease trap and aerated treatment which is pumped up to the leach field from the round chamber. There is a big difference in how it treats effluent. A typical septic uses leach fields. Over time the leach fields wear out, but with this system, the treatment that normally happens in leach fields happens in a series of tanks instead. This allows for cleaner effluent and a longer septic life.

Mr. Merritt showed the erosion control plan for construction which includes erosion control fabric, temporary inlet filters, and silt fence. The landscape plan shows shade trees on the frontage and islands. The photometric plan explains lighting and illumination. Pole mounted light fixtures will be used, and under the canopy there is downcast lighting for fueling stations. There are also some building mounted lights for the drive thru. They are making sure that light levels do not spill across the property line. Profile sheets show that the sight distance is adequate on both driveways and they meet or exceed DOT or the local standard.

Mr. Merritt displayed the architectural elevations that were provided at the time the application was submitted, with the intent of showing what the building would look like. There is a floor plan showing how the building will be broken up between the convenience store and the food service. A main door leads to the convenience store with a separate entrance for the food service. A reasonable facsimile of the architect's drawing was cleaned up and includes asphalt roof shingles, lap siding and a band of stone along the bottom.

Mr. Merritt explained that Staff reached out a few days ago with concerns about the buffer between the property and the residential use. He showed a supplemental exhibit with arborvitaes along the tree line, which will provide all season vegetation. A majority of the existing buffer is hard woods, which may be suitable in summer but thin in winter.

Mr. Merritt concluded his presentation with information about the Goodwill easement. They went through an extensive process to renegotiate the easement. He displayed a draft plan of the modified easement parking and snow storage locations. There is a steep area with a guardrail. There are three different types of easements: parking, grading and snow storage. The grading easement will allow Goodwill to maintain slopes or replace curbing from time to time.

R. Ball explained that he had a question about turning movements from people off site. The applicant previously provided turn diagrams showing the turning movements worked. He said that there were also concerns presented about lighting. He viewed another similar project in town and didn't find it to be overly bright at night. There is light bouncing off the pavement but it was not obnoxious.

D. Sassan referred to the Staff Report discussion section: "The conclusions section of the trip generation statement does not provide an assessment of the suitability of the existing public road system to accommodate this proposed use. Please provide evidence supporting whether this report demonstrates that the existing roadway infrastructure in the area is suitable." Mr. Merritt introduced Mr. Kim Hazarvartian, a traffic engineer out of Salem. Mr. Hazarvartian said he put together a memo on the traffic assessment. They have a meeting with DOT on March 2nd. DOT will ask for a full traffic impact and assessment as part of the driveway permit process. Information from the memo includes generated trips to the site using standard methodology. During weekday peak times there are 280 trips in and out of the site. Of the 280, 122 were calculated to be added to the area. It is reasonable that many would be "pass by" or traffic that is already out there. The evening weekday peak is 271 total trips with 107 new to the area. Saturday midday peak is 231 trips with 107 new to the area. The 107 trips splits to half in and half out, with 50-60 trips split into four directions. When you look at the road, DW Highway has two through lanes in either direction and a left turn section with long lanes. The site access plan shows distances are adequate. The site is set up like a classic textbook with a signalized traffic section. Rights in and out at DW Highway keep it simple. People going in other directions take the Ladd Hill Road driveway to get to the signal. The site itself is pretty clean looking with a nice drive thru aisle that is separate and well defined. It is not comingled with other aspects of the site. The separation of the driveways from the intersection of 200 feet for DW Highway and 100 feet for Ladd Hill Road is adequate. P. Harris commented that DOT is tough to get through so he is comfortable with the plan.

Mr. Hayes described the underground storage tank system and the associated safeguards and precautions to prevent an environmental and/or public health incident as requested in the Staff Report. Mr. Hayes explained the underground storage tanks are state of the art, double walled, with two lines to protect the primary and secondary tanks. It is monitored 24/7/365 to a device in the station that relays to DES and the Fire Department. There is a spill control plan completed at the direction of DES. They look at underground tanks and piping. Mr. Hayes explained a tractor trailer unloads through a double walled line and the dispenser under the fuel pumps is double walled before it gets to the hose and is regulated. There are sensors under the pumps, in the tank, and in the building. They are held to a high standard for inventory, which they track electronically as well as manually. The tractor trailer driver "sticks" the tank even though they have a computer-generated slip. This is double-checked by the office and the driver. They have full control over their inventory on the road and in their tanks. The area around the fuel canopy has positive limited barriers (PLBs). If gas leaks to the ground, the barriers can catch 5 gallons on each side of the pump. These are required by DES and they collect 99% of the issues at service stations. The lighting under the canopy gives staff the ability to monitor people to be sure they are not on their cell phones while dispensing fuel. Inside the stations, employees can turn off the pumps at any time or prevent a sale. For example, if someone wants to check their oil, but has a lighter in their hand, employees can stop that from happening. If there was a spill over 25 gallons, there is a spill control container wheeled

out to contain the spill before the spill cleanup service or the Fire Department can get there. Containment booms, spill absorbent material and Speedy Dry will be used. Mr. Hayes said they have to do it. It is good business and they want to be a good Samaritan for the environment. Small spills can be caught before they get to the containment system on site.

R. Pickwick asked how large the underground tanks are. Mr. Hayes stated there is one 20,000 gallon, one tank split into two 10,000 gallon tanks, and one 6,000 gallon tank. The 6,000 gallon tank will hold diesel exhaust fluid, which is a new material to meet clean air standards.

D. Grimes asked about storage for snow removal. He said it has been reconfigured for Goodwill, but what about snow removal for the parking lot. Mr. Merritt showed areas around the perimeter of the parking lot and drive thru lane that will be used for snow storage. In years of heavy snowfall, the manager is responsible for removing snow from the site if it exceeds capacity. Mr. Hayes commented that their company maintains equipment to help remove snow off site if necessary

D. Grimes asked if employees will look for people who don't turn off their car to refuel. Mr. Hayes said there is a button at the counter that can shut off a single pump or all pumps, and there is a speaker to tell people to shut off their engine. Employees are trained to look for it. They probably don't catch everyone, but they do catch it. There will also be video looking at the pumps.

D. Grimes wondered who might go into the food service area. Mr. Hayes said there has been lots of interest but they have not narrowed it down yet. There is lots of interest in businesses offering drive thru service because of COVID. They want to choose something that is a good mix with what is being done in the store. It will be a recognized business that knows how to run and maintain a drive thru window. Many places are now "call ahead" and no longer have an ordering window.

D. Grimes said he thinks they have done a good job engineering the entrances and exits and the drive thru has the capacity for long lines and does not interfere with DW Highway.

R. Pickwick asked if tankers pulling in have to backup into the underground storage area. He also asked about non-fuel deliveries. Mr. Hayes said when a tanker pulls into the yard, there is a wide design for easy swing in from DW Highway and they can unload off the passenger side of the trailer in 15-17 minutes. R. Pickwick asked if that would block some of the entrance. Mr. Merritt answered that the entrance is 40 feet wide because of tanker deliveries. It is still an adequate width for people to get in and out of the site. He said that deliveries like beverages are usually delivered during specific times to avoid traffic. There are two parking spaces in front of the dumpster area which are controlled by the convenience store so vehicles can get moved to empty the dumpsters. Mr. Hayes confirmed that they dictate delivery times and prohibit Saturday and Sunday deliveries and deliveries at busy times. It is unlikely to have two deliveries at the same time. They are usually in and out within 15-20 minutes.

D. Sassan asked about hours during construction and occupancy. Mr. Hayes said they would conform to any standard in Belmont but typically 7-7:30am to 3:30pm. The store is not a 24-hour operation, so regular hours would be 5am to 10-11pm depending on night traffic.

D. Sassan commented that Staff is recommending that the revised landscape plan shown this evening be included as a condition for this proposal and is required to meet the buffering requirements.

Selectman Mooney asked how large the arborvitaes are. The plan was enlarged on the screen to

show they will be 5-6 feet tall.

Abutter Karen Fogg stated their house is the most affected by this project. She and her husband Bill appreciate the idea about the bushes. They are concerned about the boundary. They are also glad to hear the business is not 24 hours. Their bedrooms are on that end of the house and they are concerned about light pollution. She said they were pleased Mr. Ball looked into it for them. Their other concern is the exit on Ladd Hill. Since the doctor's office went in, twice they have almost gotten hit by people coming out of the driveway. People have to pull out so far to see if there is traffic coming down the hill. They have lived on the hill for 50 years. Mrs. Fogg asked if there will be any blasting. Mr. Merritt answered that if there is ledge, they are going to try to ram hoe it without blasting. But if they have to blast, they will need to have a plan on file and notify abutters. They would survey the house to ensure that insurance would cover it 100%. Mrs. Fogg said Goodwill did the same thing. They are really close to this project, and appreciate that Staff already answered some of their questions. Mr. Hayes said they want to be a good neighbor. Mrs. Fogg said she isn't thrilled, but it is a commercial zone and there is not much to say. They have done a good job. Mr. Floyd said they hoped to win her over. They are in Concord and only 25 minutes from the site. Their company is happy to talk to abutters now, during, or after the project. They have been around since 1911 and have the New Hampshire "yankee" way of doing business.

P. Harris noted that the company worked with the ZBA when they came forward for setback relief. They moved the project closer to the highway.

D. Grimes commented that the abutter may not be concerned about it, but the landscaping could obstruct lake views. Mrs. Fogg said she appreciates the thought but the view is not great in the summer because of the leaves on the trees. They have more of a view in the winter. They have lived there since before there was a mall and car dealers and over the years things have grown.

Mrs. Fogg mentioned that she is concerned about noise also. D. Sassan responded that all businesses must comply with the noise ordinance and to please let the Land Use Office know if they have any issues.

There was discussion about traffic at the intersection and the potential for U-turns. P. Harris had confidence that DOT would address that. R. Ball explained that signage such as "No U-turns" would be under DOT's purview and not the Town's.

R. Pickwick had concerns about the height of the median and people crossing the median. Mr. Merritt said it is granite curbing and not low profile. There is a proposal on the plan for a no left turn sign and a one way arrow sign, which are subject to DOT approval.

P. Harris asked if the Board has enough information to be comfortable proceeding. D. Sassan stated that the conditions in the Staff Report would essentially ensure any requirements that haven't been nailed down would be addressed. R. Ball is in agreement. Every question has been answered satisfactorily.

The Chairman asked if anyone in the audience had any questions or comments. There being none, he closed the public hearing.

Board's Action – Aranisian Oil Company, LLC:

MOTION: W. Peterson moved that the application be granted Final, conditional approval as it appears

to meet all of the technical requirements of the Ordinances and Regulations of the Town of Belmont with the following conditions:

Conditions (precedent) to be complied with or secured (as appropriate) prior to plan being signed and decision recorded. No site improvements or approved uses shall commence and no building permit shall be issued until plan is signed and decision recorded.

1. This action is based on a plan or plan set dated February 1, 2021.
2. The landscape plan addendum dated 02/22/2021 shall be incorporated as part of the approved design and shall be included in the final landscape plan.
3. Submit final plans (7 paper, 1 reduced). Submit one copy for approval prior to submitting all required copies. All conditions subsequent shall be incorporated as plan notes.
4. Security (reclamation): Prior to any site work security shall be provided for closure in case of abandonment. Applicant shall submit engineer's cost estimate of closure costs to the Town for approval and the owner shall post required security in the form of a letter of credit or cash in an amount to be set by Town based upon engineer's estimate.
5. Payment of Notice of Decision recording fee. Check made payable to BCRD in the amount of \$20.60.
6. Applicant shall sign and return copy of Land Use Inspection Schedule.
7. Evidence of other agency permits obtained to include state and town driveway permits and all environmental and utility approvals.
8. Submit draft of revised parking and snow storage easement for Planning Board approval
9. Conditions precedent shall be completed no later than 2/22/22. Active and Substantial development of the approved improvements shall occur no later than 2/22/23 and improvements shall be substantially completed by 2/22/26 or shall be in accordance with the approved buildout schedule.
10. Compliance hearing shall be held by Board as necessary.

APPLICANT SHALL TAKE SPECIAL NOTICE: NO USE/WORK MAY COMMENCE UNTIL ALL PRE-CONDITIONS ABOVE HAVE BEEN SATISFIED. CONTACT THE LAND USE OFFICE WITH ANY QUESTIONS. COMMENCING WORK OR USE PRIOR TO TOWN AUTHORIZATION SUBJECTS THIS APPROVAL TO REVOCATION, AND OTHER ENFORCEMENT ACTION AND DAILY FINES.

Construction conditions to be complied with once plan has been signed and decision recorded (shall comply with full standards of the Town's Project Security/Construction Process):

11. Construction shall be monitored and certified by a consultant appointed by the Board at the applicant's expense if any.
12. Orange construction fencing shall be erected around entire perimeter of area to be disturbed. No encroachments outside of fenced area is permitted without prior approval of the Town in conjunction with review by project engineer.
13. Building footing layout shall be pinned by LLS/PE prior to placement of footing.
14. A copy of the Quality Assurance Program and the Town's Inspection Schedule shall be provided to the site contractor(s) prior to work commencing.
15. SWPPP if required.
16. Submission of building plans, approved by Building Inspector and Fire Department; shall comply with all applicable building, fire, health, and life safety codes.

17. Property owner shall install all required traffic control and fire and life safety facilities and systems required by the Board and/or by other applicable Codes and Regulations.
18. Construction schedule should be developed to avoid activity during spring road-posting season.
19. Obtain successful milestone observations from Land Use Staff as listed on Land Use Inspection form **and** additionally and separately all required inspections by the Building Official, Fire Department, Public Works Department and NH DOT.
20. Evidence of other agency conditions achieved.
21. Occupancy/use of improvements requires submission of 2 paper original record (as-built) site plans including structures, utilities, roads, drainage and other site improvements. Plans shall be reproducible in black/white, e.g. through the use of differentiating graphics (pre/post contours dashed/solid), identifying notes, etc.

General conditions to be complied with subsequent to plan being signed and decision recorded:

22. Approved uses include a gas station, convenience store and food drive thru window/lane.
23. All disturbance of the site to conform to Best Management Practices for the eradication and disposal of invasive vegetative species. See *Best Management Practices for Roadside Invasive Plants, NH DOT and New Hampshire Guide to Upland Invasive Species, NH Department of Agriculture, Markets and Food, Plant Industry Division*. Monitor disturbed areas for a minimum of 2 years after project completion for reoccurrence of growth.
24. The property owner shall be responsible to inspect, maintain and make immediate repairs to stormwater management features to assure they function in the manner intended and protect water quality.
25. All representations made by the applicant during the public hearing are incorporated as a condition of this approval.
26. Landscaping shall be maintained, shall be kept in a sightly manner and not allowed to deteriorate.
27. All exterior lighting shall be downcast and shielded from abutters and traffic.
28. Dumpster must be on solid surface and shall be sized appropriately to contain all refuse, placed on an impervious surface, screened all sides. Lids kept closed at all times except during active use to minimize loss of refuse. Gates kept closed at all times except during pickup.
29. Permits must be obtained for all signage, and signs for inactive, closed or abandoned uses shall be removed within 30 days.
30. No changes shall be made to the approved plans unless application is made in writing to the Town.
31. The Planning Board shall have the power to modify or amend its approval upon its own motion to do so.
32. Approval is subject to expiration, revocation and changes in the Ordinances. This conditional approval shall expire on 2/22/2022 unless all conditions are met or an extension is applied for and granted in accordance with the Regulations. Notice to the applicant and/or a public hearing are not required for the Board to determine that a conditional approval has expired. Reapplication in the case of an expired conditional approval requires a new application meeting all applicable Regulations.
33. Where there is a conflict within the information submitted by the applicant, the town shall determine the correct information to be applied.
34. Operational conditions of the Town and other agencies shall be met.

The motion was seconded by R. Pickwick and carried on an affirmative roll call vote by P. Harris, W. Peterson, R. Pickwick and D. Grimes. (4-0).

P. Harris wished the applicant good luck on their project. Mr. Merritt and Mr. Hayes thanked the members of the Board.

OTHER BUSINESS:

Approval of Minutes 01/25/2021:

MOTION: W. Peterson moved to approve the minutes of January 25, 2021 as written.

The motion was seconded by R. Pickwick and carried on an affirmative roll call vote by P. Harris, W. Peterson, R. Pickwick and D. Grimes. (4-0).

Lakes Region Planning Commission (LRPC) Appointment: D. Sassan reported that George Condodemetraky has been the LRPC representative but he has not been able to attend recently. Mr. Condodemetraky said it is time to pass the position on to someone else. D. Sassan said that when he worked for another town he served as that town's representative. It may be possible for a Staff member to represent the Town, but it is supposed to be a resident. P. Harris said he can't commit to it and it will be hard position to fill. D. Sassan said he will see if the ZBA has any ideas. He asked that if anyone thinks of a good representative to please let Staff know.

STAFF REPORT:

6 Farrarville Road – Map/Lot 224-038-000-000: D. Sassan explained that an applicant is interested in using the property with all of the same uses currently in place and adding towing as an additional use. He asked for the Board to make a determination as to whether the addition of towing would require site plan review. P. Harris expressed concern that towing usually requires a containment yard and most insurances require it because vehicles need to be kept protected. D. Sassan replied that the applicant was asked about an impound area and he said there would not be one. There was discussion about the need for a secure area for towed vehicles and concerns about valuables as well as environmental protection. D. Sassan clarified that the question before the Board is if site plan review will be required to add towing as a use; not if a containment area is necessary or allowed. D. Grimes stated he would like to request site plan review to be on the safe side. W. Peterson commented that towing uses do not require a containment area. There are many around who do not have impound yards for towing. P. Harris commented that many tow to other destinations and not to an impound yard. W. Peterson maintained that a significant change would be required to make someone go through site plan review again. What would they change? The survey, the building and parking areas remain the same. The only difference here is a towing vehicle.

There was discussion about inviting the applicant to an informal discussion with the Board. W. Peterson remarked that he doesn't think that is necessary. R. Ball clarified again that the applicant is not seeking approval for a towing yard. D. Sassan asked the Board, if the applicant will not have a towing yard, but only a towing use, would it be acceptable to allow towing. The Board agreed that if the applicant will have no towing yard and will only tow vehicles to other locations or back to the property for repairs to be completed it can be approved. Vehicles must be stored in areas already approved for parking and accident wrecks cannot be brought in to the property.

Special Event - 1265 Laconia Road - Map/Lot 246-001-000-000: D. Sassan reported a special event application was received from the Merrimack Valley Trail Riders for a multi-day event this summer at

Lakes Region Casino. Staff plans to ask the applicant to attend the next ARC meeting so that department heads can directly pose questions to the organizers. Staff appreciates the applicant bringing this forward so far in advance. There is no decision needed from the Board but if there are immediate concerns, we can address them. The Special Events application seems the appropriate way to address this. Most applications do not include overnight stays but that is not to say that this is not the appropriate avenue to address this.

W. Peterson commented that they have had special events there before and raced cars in the parking lot. R. Ball observed that those events never included overnight camping. The Fire and Police Departments had concerns that it is the first weekend of Laconia Motorcycle Week. W. Peterson said that once they attend the ARC meeting there will be more information available. R. Ball acknowledged that they have hosted a number of these events at the speedway. Staff will keep the Board updated.

73 Bishop Road – Map/Lot 205-009-000-000: D. Sassan reported that a proposal for a cell phone tower is expected within the next few months. They are expected to go to the ZBA in March and Staff is not sure of their plans for ARC. Depending on how things go with the ZBA, they would go to ARC and then come before the Planning Board. Belmont’s regulations are extensive and comprehensive and Staff is making sure the applicant understands all that is required.

NEW BUSINESS:

Mountain Lake Village - Map/Lots 202-012-000-000, 202-012-002-000, 202-015-000-000 and 202-015-001-000: P. Harris asked about the recent newspaper article about Mr. Brouillard’s approvals in Laconia. R. Ball explained that originally Mr. Brouillard had more lots in Laconia but the ordinances changed at some point and they did not allow him to extend his approvals. He had to go through the ZBA and Planning Board again with only 30-32 lots. The only way to access the Belmont lots is through Laconia.

ADJOURNMENT:

MOTION: W. Peterson moved to adjourn at 7:47 pm.

The motion was seconded by P. Harris and carried on an affirmative roll call vote by P. Harris, W. Peterson, R. Pickwick and D. Grimes (4-0).

Respectfully submitted:

Colleen Akerman
Building & Land Use Clerk