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**TOWN OF  
BROOKLINE, NEW HAMPSHIRE  
PLANNING BOARD**

**P.O. BOX 360 – 1 Main Street  
BROOKLINE, NH 03033-0360**

<http://www.brooklin.nh.us>

**Planning Board  
Minutes  
May 21, 2020**

**Present: Alan Rosenberg, Co-chair (voting)  
Eric Bernstein, Co-chair (voting)  
Chris Duncan, Member (voting)  
Ron Pelletier, Member (voting)  
Brendan Denehy, Selectboard Representative (voting)  
Valérie Rearick, Town Planner  
Michael Vignale, KV Partners LLC, Town Engineer**

**Alan** called the meeting to order at 7:05pm. We are meeting electronically and remotely under the governor's Executive Order 2020-04 and Executive Orders #12 and #23. All members stated where they were, why they were there and who, if anyone, was in the room with them. All members responded.

**Minutes**

**Brendan made a motion to approve the April 16, 2020 as amended. Seconded by Ron. Roll call vote: Alan, Brendan, Chris, Eric, and Ron all voted yes.**

**Public Hearing – Eversource Tree trimming on a scenic road**

**Alan** read the public hearing notice "Pursuant to R.S.A. 231:158, the Brookline Planning Board will hold a public hearing at **7:00 PM on Thursday, March 19, 2020 in the Town Hall Meeting Room** to consider a request from Eversource to conduct tree trimming and removal on Averill Road (a scenic road). The removal program will be based on explicit permission from each individual property owner. Eversource's contractor, Northern Tree Service, will meet with all abutting property owners prior to any work being done."

**Chrystal Franciosi** is the arborist contracted with Eversource to complete the tree removal. **Chrystal** said she oversees trimming and removal. Trimming will be happening on Averill Road and Townsend Hill Road. There will be 1.75 miles of tree that will need to be removed. The trees are marked already. Tree trimming is already approved by the homeowners and the log removal is agreed with the homeowner. If the customer wants the logs, they will be left behind for them. **Karl Dowling** (12 Townsend Hill Road) asked if there will be a separate hearing for Townsend Hill Road as it is not on the agenda. **Alan** said Townsend Hill Road is not a scenic road and will not need a public hearing. **Chrystal** said the trees that are marked will be removed, and they have landowner permission where

needed. **Ryan Pauer** asked if the trimming on North Mason Road had already been done. **Alan** said he thought that was done a couple of years ago. **Alan** said he doesn't think the Board needs to make a finding; it seems Eversource has met their burden and they will be all set to cut the tree on Averill Road. **Alan** thanked Chrystal for attending the meeting.

**NRSP #2020-A:J-19, Superior Steel Fabricator, Addition to existing fabrication shop (46 Route 13)**

In attendance for this Case in the Zoom meeting:

Randy Haight, Meridian Land Services.

Mike Vignale, KV Partners LLC, Town Engineer.

Valérie Rearick, Town Planner

**Alan** said all initial information has been submitted, the fees have been paid, abutters have been notified and all the paperwork needed has been submitted to the Planning Board. **Eric made a motion to accept application NRSP #2020-A: J-19, Superior Steel Fabricator. Seconded by Chris. Roll call vote in all in favor Alan, Brendan, Chris, Eric, Ron.**

**Randy** said this is an existing structure at 46 Route 13 just north of Stateline Variety Store. They would like to build a 79' x 30' addition to the existing shop which will add to the shops production area. Drainage intent is to capture all the water off the roof towards the infiltration basin to the north. There is no paving associated with this. This is just for storage. They are not increasing the number of employees or changing the hours of operation. They are required to have 12 parking spaces and have provided 14. All the driveways are in they don't need to add another one. **Mike Vignale** said he has done the technical review on this plan. This is a pretty straight forward plan as far as drainage goes, he has asked for a long-term maintenance plan which is a pretty standard request. They have added it to the plan set. He has no issues with this application. **Melanie Kohli** (abutter 6 Lorden Lane) asked if this going to change the property values in any way. **Alan** said he can't really speak as a realtor, but this application is to add storage to the rear of the property. There is a natural buffer between the abutter to the back and Superior Steel. He is not sure if you would even know it was there. **Randy** said the construction is in the existing cleared area to the back of the building; if you can't see it now you won't be able to see the addition once it is finished. **Melanie Kohli** asked from an environmental standpoint there is nothing going to change either. **Randy** said the only thing that will change a slightly larger impervious surface so that is why they have added the infiltration system. **Alan** said there is a waiver request form NRSP 6.1.01 (i) High Intensity Soil Mapping for the reasons that the septic system in its current configuration is adequate to handle the current loading. A test pit was conducted for the drywell infiltration system and there is no value in conducting this survey.

**Chris made a motion to grant the waiver request from the requirement in NRSP 6.1.01 (i.) High Intensity Soil Mapping for the additional testing for the dry well due to financial hardship.**

**Brendan seconded. Roll call vote Alan, Brendan, Chris Eric, Ron all voted yes.**

**Valérie** said the Conservation Commission wanted to know if the gravel area will be extended into the wetlands buffer. **Randy** said they are not extending anything; they are just adding an addition to the building. No additional gravel area will be added. **Chris** asked how much of the gravel area is currently in the wetlands buffer. **Randy** said there is a small area existing behind the garage where they have had snow storage that is in the buffer and he has mentioned it to the application, but they will find a new area to store the snow. **Randy** said the Fire Department has asked for the drafting site that abuts this lot to be updated but realized this addition is for storage and not for an increase in production and they have pulled that request.

**Alan** read the conditions of approval:

- 8 copies of the final approved site plan shall be provided. Copies shall have the original required engineering stamps.
- Hours of operation shall not exceed those noted on the Plan. Any change shall be reviewed by the Planning Board.
- All fees for site plan review and meeting attendance by the Town Engineer and Town Planner shall be paid prior to the issuance of a building permit.
- Any request / issue from the Fire Department, Building Inspector and Town Engineer shall be addressed by the applicants and final inspections shall be conducted prior to the issuance of Certificate of Occupancy.
- Any modification and/or change to the site plan as approved at the May 21, 2020 Planning Board meeting shall be submitted to the Board for review.
- All conditions of approval shall be added to the final plan.

**Chris made a motion to approve application NRSP#2020-A: J-19 with the conditions read by Alan. Brendan seconded. Roll call vote Alan, Brendan, Chris Eric, Ron all voted yes.**

**Case review NRPS # 2020-B: J-53, 34 Route 13 Commercial Development**

In attendance for this hearing Via Zoom:

Nick Golan, TF Moran, Senior Project Manager

Dave Udelsman, Project Architect

Mike Vignale, KV Partners LLC, Town Engineer

Mark Fougere, AICP, Fougere Planning & Development, Inc., Planning Consultant

Valérie Rearick, Town Planner

**Alan** said this application is complete. **Eric made a motion to accept application NRSP #2020-B: J-53. Brendan Seconded. Roll call vote Alan, Brendan, Chris, Eric, and Ron all voted yes.**

**Chris** said just for the record he has used the services of TF Moran in the past.

**Nick Golon** (TF Moran) said Lot J-53 consisting of 2.60 acres located is at 34 Route 13. It is zoned Industrial-Commercial and there is currently a building on the property that will be removed. The lot is comprised of mostly open sand and there is limited vegetation. They are proposing a 2-building development the first building will be 3,400 sq./ft. office building located along the frontage of the property. The second building will be a 12,000 sq./ft. retail building with a self-storage area located below. There will be 2 points of access from Route 13: one to the south and one to the north. Both will be full-service driveways 24 feet wide sized appropriately for emergency vehicles. They have been made big enough to fit WB50 type vehicles in case they enter the site accidentally and are able to accommodate those turning movements. They have accommodated the site distance required by the DOT driveway permit. They will have 12 parking spaces in front of the office building and there is parking in front the retail building and on the side of the retail building there are larger parking spaces for oversized vehicles or unloading vehicles for the storage area. Looking at the plan he explained where the snow storage would be, where all the lighting is located, explained it would be all full cut-off and the plan shows where that light will illuminate. They will also need an Alteration of Terrain Permit from the State for this application. They will need State approval for the septic system this will be located to the side of the building. **Nick** said he presented this to the Conservation Commission earlier this month and they had no issues or concerns with this plan. Stormwater is being managed with bio retention areas; they rely on filter material for biological uptake at the northern part of the lot and a swale is more centrally located. They also have a conditional use permit you can use up to 15% of the property and we are at 53%.

**Mike Vignale** said there is an easement access to benefit the abutter that is still a pending issue. He had no issues with the drainage. He has not seen the WB50 movement at this point, but they can send

that to him at some point. The last few comments he had was the traffic study done in 2018 which Nick had provided to him. 50 MPH is a bit fast for this area but that is an issue that the State DOT would need to address. but unfortunately, there is nothing the town can do for that. He would suggest that they submit concerns on the speed to the State DOT. He suggested that the northern driveway be a little narrower

**Valérie** said she didn't do the review for this project, but she has followed up with abutters concerns which she has forwarded to the Board. **Alan** said he assumes the septic system they have on the plan will take care of both buildings and assuming the tank will be emptied often. **Nick** said yes, the overall system will be fairly small, it will accommodate both buildings and maintained when needed.

**Keith Weston** (Abutter at 38 Route 13) said he has a few questions the septic system. The leachfield on the plan is close to the side of his property and asked what side will the leachfield flow to. **Nick** said it will flow towards the back of the project property. **Keith** said he thought the he heard in the Conservation Commission meeting that the driveways were needed to be placed as far apart as they could get them. **Nick** said they spaced the driveways to get the required site distance in order to get a driveway permit from the DOT. **Keith** asked if there will be any restriction as far as turning in and out of the two Driveways. **Nick** said that would be up to DOT, but they are proposed as full access driveways with no turning restrictions. **Keith** said he measured his driveway from the north driveway, and it is only 50-yard span and asked what is going to be done to address the safety for the abutter to be able to get out of there own driveway. **Nick** said the vast majority of your questions will be reviewed by DOT when they are reviewing the driveway permit. There is no plan to widen the road in this area. **Keith** has shared with the Board photos he took of the pavement that is being damaged by the runoff. **Nick** said this shows a drainage issue but with this project they have stormwater management devices that will reduce the amount of run off that will help with that in the future. We can't fix the erosion that is there now, but they can prevent it from going forward. **Alan** suggest a call to NH DOT and explain that currently, there is an erosion problem; they may do something to fix this issue now. **Keith** asked what the exact location of the lights would be, if the light will be coming onto their property, and if the light will be on 24 hours. **Nick** said the lights will all be full cut-off on 20-foot poles and the lighting will not be crossing the property lines as per the plan. **Nick** shared the lighting plan with the board and abutters. These will be dusk to dawn lighting throughout the lot. They will also have wall mounted units LED fixtures full night sky compliant. **Keith** asked how the building would be heated. **Nick** this will electric heating. **Keith** asked about the heating and A/C units and the noise that may come from those units. **Dave Udelsman** (Project Architect) said they are proposing a volume system that it is all electric and the condensers that they use run a lot quieter than the average outdoor units. They have been installing these in assisted living facility. You should have no noise issues on your neighboring lots. **Alan** asked where these condenser units be located. **Dave** said it is not on the plan at this time, but they will be located on the roof. **Keith** asked if they would be using fertilizer and will it be environmentally friendly and what will they use in the winter for deicing. **Nick** said they will be fertilizing in order to grow grass and he can't speak as to what they will be using in the winter. **Alan** said in the aquifer protection district they would discuss what would happen in the snow. **Nick** said he would assume that the owner would comply with the towns requirements and what is required of the Alteration of Terrain Permit which has standards they must meet also. **Keith** said the storage units will it be 24-hours and asked what will the security be. **Nick** said they will have dusk to dawn lighting for the purpose of security. **Dave Udelsman** said they are looking at standard security cameras and the hours of access will be 8am to 6pm. Cameras within the lower level of the building. **Keith** said it looks like you will need to bring in soil how do we know if that soil will be safe. **Nick** said yes, they will need to bring in fill and they will need to meet state standards they are not allowed to move in contaminated dirt. **Johnathan Irwin** (Abutter 40 Route 13) said the elevation on the north west corner is significantly different from yours, with the plan as to where the driveway is to be placed, how do you propose to not change our land. **Nick** said we are not allowed to change your property in any way shape or form; there are rules in place beyond local ordinance that don't allow

them to change anyone else's property. **Vicki Irwin** (abutter 40 Route 13) said we are behind you and it looks like we will be getting the sewage drainage toward our property. **Nick** said it looks like that, but it does drain to the west to the property. Any of the nitrates setback that are relative to this septic system have been met. **Vicki Irwin** said so there will be no sewerage effecting our property or Stickney Brook. **Nick** said no. They will not be draining effluent onto your property. That is not allowed. The nitrate setback required by the state have been met. **Nick** said as part of their design, they will have all the rainwater go through a filtration system and only during large storm events will you see a discharge. **Nick** showed on the plan how the running off this lot and Route 13 water will be treated. **Vicki Irwin** asked about the traffic flow and mentioned the bus stop in front of her house to pick up her daughter and all the busses are turning onto Townsend Hill Road. **Nick** said the amount of added traffic you will see from this will be minuscule. The DOT will be evaluating the speed and traffic when they review the driveway permits for this project. **Joe Correa** (abutter 27 Route 13) asked if they know what kind of retail will be there. For example, a Family Dollar would create a lot more traffic. **Nick** said at the moment they do not know what kind of retail will be going in. The traffic generation calculation is specific to a retail use of this size. This isn't a restaurant and it will not see high capacity traffic. **Keith Weston** asked if this is one business or is it going to be multiple retail spaces. **Dave Udelsman** said they could split this up to be 6 retail units or 2 large units. **Alan** said unless you know for a fact what is going in there, you have to go to the established state guidelines and science when it comes to traffic. This looks like it will be similar to Stoney Ledge complex further north on Route 13. **Keith Weston** asked why the DOT isn't involved in this meeting or this process. **Alan** said the state review comes as a part of the driveway permit. It is there jurisdiction as to where a driveway on a State road and he doesn't believe they attend every meeting that involve a state road. The developer will need the states approval before they can go forward with this project. The town has repeatedly approached the state about issues on this state road and in his opinion as a citizen of Brookline, most of the time it had fallen on deaf ears. It took a tragedy for the state to add a turning lane at the intersection of Route 13 and Route 130. **Nick** said this warrant would not require a turning lane like at the Dunkin Donuts in here. This is going to be a dry goods retail facility. **Alan** said whatever business goes into this site, it will need to meet town site plan regulations. **Richard Roth** (4 Lorden Lane) asked if this property been sized for 18-wheeler access. **Nick** said yes, it has been sized for that, but it is not the intent to have that sized vehicles at this location, it is only in case someone turns into the location accidentally. There are no loading docks at this location. **Keith Weston** asked how long construction will last. **Alan** said construction hours and noise levels are outside the application process. As for buffers there are guidelines. Mr. Fougere has asked for additional plantings along the northern side of the lot to buffer the abutter. **Lynn Powers** (2 Parker Road) asked if there is a minimum of two retail units or could it just be one. **Dave Udelsman** said it could be only one. **Lynn Powers** asked what the timeline for construction is. **Dave Udelsman** said in a normal timely fashion it may take 6 to 8 months. He believes the intent is to build the whole thing and finish it, but nothing says he can't build one building and wait to see who would want to rent the retail facility before beginning construction on the second. **Lynn Powers** said as some who turns onto Townsend Hill Road all the time she asked if there was any way they could add pressure to add a turning lane or some better way to organize the traffic. **Nick** said driveways are located as per DOT requirements. They have gone by DOT guidelines as to where these driveways are located. **Lynn Powers** asked if they know what the tax impact would be for this property. **Alan** said he is not sure what exactly what the tax impact would be. Great questions but beyond the scope of this application at tonight's meeting. You may want to contact the Assessing Department for those kinds of questions. **Karl Dowling** (12 Townsend Hill Road) said his concern is that before they go forward, they need to address the fact that about 75% of the cars that go down this road now are about 10 MPH over the speed limit. This should be looked into. He also asked that this meeting be postponed until we can all meeting in person. **Alan** said as far as waiting until we can meet in person, that would be difficult as we don't know when the governor would lift the executive order. It would also be unfair to the applicant who has submitted the

application to Planning Board. As far as speeding on Townsend Hill Road, that is an enforcement issue and not an issue for the Planning Board. **Karl Dowling** said and increase of traffic in this area with the problem they are already having seems as though it may be a concern of the Planning Board. **Alan** said as far as the application in front of us the applicant has submitted a number using the best science available for the anticipated development. **Karl Dowling** said he doesn't believe Townsend Hill Road has been afforded the same consideration as Route 13 in this matter. **Alan** said the south driveway was aligned with Townsend Hill Road to make a safer driveway. Still pending the DOT approval. **Richard Roth** said the big concern is that it doesn't become another Stateline liquor store. **Brendan** said he is assuming that there will be a sign that states what business are there. **Nick** said yes but they were waiting to see what kind of sign they would need. **Brendan** said the monument sign would help direct where people would go so it would help the people decide what driveway to use. **Alan** asked if it was possible for them to add where the monument signs would be on the plan. **Nick** said yes that would also be helpful for the site distance for DOT and the Driveway permit. They can add that to this plan.

**Nick** read the concerns form Mark Fougere:

Zoning issues were:

- a. The site lies within the Aquifer Protection District which prohibits lot coverage over 15% unless waived. The applicant has submitted a Conditional Use Permit (CUP) requesting a waiver of this requirement to allow for a 53% Jot coverage. The CUP waiver request details arguments for this request.
- b. Per Section 2304.f. Lighting Standards, the hours site lighting will be on should be specified including those that will remain on overnight for security reasons.

Site Plan Requirements:

- a. Section 4.6.03 requires that parking areas cannot lie between the street and building and should be located to the side and rear. In addition, parking cannot be located within the front setback. A Waiver to this requirement has been submitted.
- b. A large detention pond is being proposed along the frontage of this property, including piped risers. Although this area will be landscaped, under the provisions of Section 4.8.02 g., the Board may want to consider requiring the installation of a picket fence (of some kind) to help reduce the visual impact of this major site feature.
- c. Per Section 6.6, the applicant will be required to post a financial guarantee for drainage and landscaping. Based upon the Letter dated May 13 from TF Moran, Inc. the project owner is currently preparing appropriate paperwork to meet this requirement.

Going through the items on the list **Nick** read the request for a conditional use waiver:

“The proposed project will require greater than 15% impervious lot coverage allowed in Section 1306.00 of the Brookline Zoning Ordinance. This section of the town ordinance requires the submittal of a conditional use permit application, and the Planning Board to find that the proposed additional impervious area can be implemented without unreasonable departure from the purposes of the Aquifer Protection District. The proposed project has been sited to limit lot coverage to the extent practical to accommodate the proposed intensity of use for the site, and

a stormwater management system has been designed to maintain peak flow and volumes up to and including the 50-years storm event consistent with the requirements of the New Hampshire Department of Environmental Services (NHDES), Alteration of Terrain Bureau. The NHDES Best Management Practices Worksheets that quantify this data are included in the project stormwater management report.

Conditional Use permits may be granted under the circumstance that the proposed impervious lot coverage meets the following conditions:

- The use is specifically authorized in the Ordinance as a conditional use because:

*Located in section 1306.00 titled Conditional Uses under the Aquifer Protection Ordinance, subsection 1306.01.b states “Any use that will render impervious more than 15% or 2,500 square feet, whichever is*

greater, up to a maximum of 60% of the lot in the Industrial-Commercial District, provided that the Planning Board finds in its judgement, that the proposed additional impervious area can be implemented without unreasonable departure from the purposes of the Aquifer Protection District. ”

- The development in its proposed location will comply with all requirements of this section, and with the specific conditions or standards established in this Ordinance for the particular use because:

*A stormwater management plan has been prepared consistent with the standards of the NH Stormwater Manual and Best Management Practices for Urban Stormwater Runoff.*

*Best Management Practices are proposed to manage the stormwater from the development and provide treatment, recharge and maintain existing flow rates leaving the site.*

- *One (1) filtration basin system will collect and recharge stormwater from proposed impervious surfaces on the site. Filtration basins are required to have pre-treatment prior to stormwater entering the main cell of the basin. The forebay provided allows sediment to settle out of the stormwater. Filtration basins remove pollutants, reduce the peak rates of flow and reduce flow volume by allowing evaporation and filtration of the stormwater. The stormwater receives treatment as it percolates through the soil allowing for filtration and absorption by the organic matter and mineral complexes. Infiltration also provides groundwater recharge.*

- *One (1) Bio-retention area will collect and recharge stormwater from proposed impervious surfaces on the site. The bio-retention area will remove pollutants by the filtering media as well as biological uptake from the specified plantings. A volume of crushed stone is provided below the filtering media to provide additional storage for stormwater runoff.*

- *Two (2) subsurface infiltration systems will collect, treat and recharge stormwater from the northwestern and central portions of the development. Isolator rows will provide pretreatment by allowing sediment to settle out prior to stormwater entering the main cells of the treatment practices. The stormwater treatment occurs as runoff pollutants bind to particles that will settle beneath the basin as the water infiltrates into the existing substrate material or filters through the media. Biological and chemical processes occurring within the soil/filter media continue the breakdown of pollutants.*

*The above systems have been designed for no increase in the peak rate of runoff at the discharge points from the project site and the volume of runoff recharged to the aquifer has been maintained for the total site. The Water Quality Volume (WQV) has been met by providing the required storage below the lowest orifice of the stormwater management areas and is documented within the project stormwater management report.*

- The use will be compatible with the neighborhood and with adjoining or abutting uses in the area in which it is to be located because:

*The project is located within the Industrial-Commercial District and is consistent with other uses to the north and south along NH Route 13 within the Zoning District. The proposed development will not alter the essential character of the locality, nor will it threaten the public health, safety or welfare.*

- The use will not have a substantial adverse impact on vehicular or pedestrian safety because:

*The proposed driveways have been designed in accordance with NHDOT policy relating to driveways and access to the state highway system (NH Route 13 is a State maintained road). The driveways have also been designed to provide the required sight distance in accordance with the American Association of State Highway Transportation Officials (AASHTO) “Policy on Geometric Design of Highways and Streets.”*

*Based on the traffic memorandum prepared for this project, the traffic from the proposed developed is anticipated to generate a net addition of 18 trips during the AM peak hour and 55 trips during the PM peak hour. As the new volumes are relatively minor (less than one new trip per minute), the anticipated effects on NH Route 13 will be minimal. There is no defined pedestrian traffic along this portion of NH Route 13.*

- The use will not have a substantial adverse impact on the appearance and visual quality of the surrounding

neighborhood. In evaluating visual impact, the Planning Board may consider architectural and design elements because:

*The buildings are sited an appropriate distance from NH Route 13 and the architectural design of the buildings are consistent with the abutting commercial building, and other commercial and industrial uses along NH Route 13. As such, the proposed use will not create a substantial adverse impact on the*

*appearance and visual quality of the surrounding neighborhood.*

- The use will be adequately serviced by necessary public utilities and by community facilities and services

of a sufficient capacity to ensure the proper operation of the proposed use because:

*The site will operate on private sewer and water well as municipal services for these utilities are not available in this area. The building will have an electric heat source. Electrical conduit will be buried underground running from the relocated utility pole to the proposed transformers as shown on the Utility Plan. All utility services needed are readily available.”*

**Nick** said in regard to the remainder of the comments from Mr. Fougere:

Under Zoning Issues b.:

**Nick** said they have spoken about the lighting components and they will be dusk to dawn lighting for security purposes.

Mr. Fougere’s concerns regarding the Site Plan Regulations comment a.:

**Nick** said they are looking for a waiver from section 4.6.03 in order for them to make the most efficient use of this lot they would have the retail paring in front of the building and the parking out back will be used for the storage units. This separates the use of delivery vehicles and regular customer vehicles.

**Eric made a motion to approve the waiver request of the Non-Residential Site Plan Regulations Section 4.6.03 Lot for the reason stated in the applicant’s request. Chris seconded. Roll call vote Alan, Brendan, Chris, Eric, and Ron all voted yes.**

**Nick** said to answer Site Plan Requirement b. the filtration basin it is completely surrounded on both sides with additional planting. The landscaping has been updated and they have added more plantings than was required. He is concerned that, if they add the picket fence, it will distract away from the retail area. This landscaping will be attractive and doesn’t believe they will need a picket fence in this area. the Board agreed. **Chris** said the natural buffer will be more appealing than the fence. **Nick** said on the original plan, the landscaping was sparse.

Mr. Fougere’s concerns regarding the Site Plan Regulations comment c.:

**Nick** said this was regarding Section 6.6 they have been asked for a financial guarantee. They will get something to the Board in writing as soon as possible that will be a little bit more concise, but the guarantee would be for about \$60,000 for drainage and about \$15,000 landscaping.

**Nick** said they are also asking for a waiver from Section 6.1.01 (i.) this is the requirement for High Intensity Soil mapping and because they have filed for an Alteration of Terrain Permit due to the fact that they have dug nine test pits. This is very consistent sandy material and more mapping would be an added expense. And doesn’t believe this should be required. Section HIS mapping would just be an added expense for the applicant.

**Chris Make a motion to grant the waiver request from section 6.01.01 (i.) that requires High Intensity Soil Mapping for the amount of acreage and test pits that have been preformed over this project with consistent results has been compared to other information in this area and HIS mapping seems to be an undue needed, and a financial hardship. Eric seconded. Roll call vote Alan, Brendan, Chris, Eric, and Ron all voted yes.**

**Alan** said Valerie has somehow been dropped form this meeting and said she has a few more questions that she would like to have cleared up before they approve this plan.

**Nick** said he is disappointed and hoped that they could get this approved at tonight’s hearing, but he does understand the technical difficulties at this time and looks forward to Valerie’s questions via email.

**Chris made a motion to continue application NRSP #2020-B: J-53 to the June 18, 2020 Planning Board meeting. Brendan Seconded. Roll call vote Alan, Brendan, Chris, Eric, and Ron all voted yes.**

**Public hearing for proposed amendments**

**Alan** said that **Valerie** called back on his cellphone and said she would like to know if the Board would like to hold a public hearing to amend Subdivision Regulations and Non-Residential Site Plan Regulations. The Board agreed to hold a public hearing on July 16, 2020.

**Well Water Committee**

**Valerie** said the well water committee has been meeting and they will have a submittal for the Planning Board as requested.

**Building Inspector Attendance**

**Tad** said the Building Inspector will be attending the Planning Board meetings starting next month.

**Capital Improvement Plan**

**Alan** said although they just approved the Capital Improvement Plan and it is time to start the newest one for 2020. It has been posted that they are looking for two at large volunteers. They would also like a Planning Board member, Selectboard, and Finance Committee member to help pull together the Capital Improvement Plan this year.

**Adjourn**

**Eric made a motion to adjourn at 10:00pm. Brendan seconded. Roll call vote Alan, Brendan, Chris, Eric, and Ron all voted yes.**

**Alan Rosenberg, Co-chair** \_\_\_\_\_

**Eric Bernstein, Co-chair** \_\_\_\_\_

**Chris Duncan, Member** \_\_\_\_\_

**Ron Pelletier, Member** \_\_\_\_\_

**Brendan Denehy, Selectboard Representative** \_\_\_\_\_

**Minutes submitted by Kristen Austin**

**Next Scheduled Planning Board Meeting is June 18, 2020**