

**LINCOLN PLANNING BOARD
PUBLIC HEARING
WEDNESDAY, OCTOBER 23, 2019 – 6:00PM
LINCOLN TOWN HALL - 148 MAIN STREET, LINCOLN NH**

APPROVED

Present: Chairman Jim Spanos, Vice Chair Joseph Chenard, Selectmen's Representative OJ Robinson, Member Mark Ehrman, Member Stephen Noseworthy, Alternate Paul Beaudin, Alternate Deanne Chrystal

Members Excused: None

Members Absent: None

Staff Present: Town Planner Carole Bont, Fire Chief/Forest Fire Warden/Code Enforcement Officer/Health Officer Ronald R. (Ron) Beard, Town Engineer Ray Korber, Town Attorney Peter Malia

Staff Excused: Ellyn Franklin, Recorder

Guests:

- **Susan Chenard**, 11 Liberty Road resident, 11 Liberty Road, Lincoln NH 03251 (Map 107, Lot 061) and Realtor for Loon Reservation Service, 264 Main Street, Suite 12, PO Box 785, Lincoln, NH 03251-0785, and owner of 19 Maple Street (Map 118, Lot 069) and also an Alternate on the Zoning Board of Adjustment.
- **Dennis M. Ducharme**, resident, Developer & President, RRP, RiverWalk at Loon Mountain, LLC, (**Map 118, L044**) at 22 South Mountain Drive, Mail: 33 Brookline Road, PO Box 636, Lincoln, NH 03251-0636. Developer & President of 10 InnSeason Resorts, headquartered in Hyannis, Cape Cod, Massachusetts, including two (2) InnSeasons Resorts in the Town of Lincoln: (1) InnSeasons Resorts Pollard Brook at 33 Brookline Road (**Map 122, Lot 002 & Lot 003**), Lincoln, NH and (2) InnSeasons Resort South Mountain at 23 InnSeason Drive (**Map 118, L047**), Lincoln, NH.
- **Tom Gerber**, West Brook
- **Thomas S. Greer, PE, (ENGINEER FOR APPLICANT)** nonresident, Senior Vice President, Walsh Engineering Associates, Inc., One Karen Drive, Suite 2A, Westbrook, Maine 04092.
- **Cynthia (Cindy) S. Lloyd, (ABUTTER)** resident of 45 West Branch Road #6 & #8 (Tax Map 122, Lot 006000-0B-00201), PO Box 759, Lincoln, NH 03251-0759 and member of the Budget Committee.
- **John L. Malm**, Vice President, Commercial & Municipal Loan Officer, Union Bank (Vermont & Northern New Hampshire), 20 Lower Main St. PO Box 667, Morrisville, Vt. 05661-0667 local branch in Lincoln: Union Bank (135 Main Street) (Map 118, Lot 049).
- **Robert S. McLaughlin, (ABUTTER)**, resident and co-owner with Suzan A. McLaughlin at, 37 Pinehill Lane, Unit 3, PO Box 1348, Lincoln, NH 03251-1348 (Map 116 Lot 023000-02-00057), member of Harold Schofield's Board of Directors for Forest Ridge Property Owners Association (FRPOA), and President of the Forest Ridge Unit Association – one of six junior associations of Forest Ridge Resort.

- **Robert Miller, (ABUTTER)** resident at 45 Forest Drive, owned by Arlene Miller Trustee, of 2004 Arlene Miller Revocable Trust, PO Box 1364, Lincoln, NH 03251-1364 (Map 117, Lot 094).
- **Stephen S. Nelson** – nonresident, General Manager for EconoLodge Inn & Suites owned by Amrat Hotels, Inc, 381 US Route 3, Lincoln, NH 03251, (Map 106, Lot 005) lives at 47 River Run Road, Thornton, PO Box 223, Campton, NH 03223-0223.
- **Michael (Mike) T. O'Connor**, resident and co-owner with Debra E. O'Connor of 26 Mansion Hill Drive, NH 03251-9801.
- **Dave G. Olson, (ABUTTER)** resident and co-owner as David G. Olson & Glynis H. Olson, Trustees, of the Olson Living Trust, PO Box 1401 Lincoln, NH 03251-1401 of 8 Winter Way #8 (Map 121 Lot 047000-00-00083).
- **Kamlesh (Kam) Patel – (APPLICANT)** d/b/a Green Wood LLC, Portland Hotels, Inc., 1150 Brighton Avenue, Portland, ME 04102 that owns #LO Pollard Road, (Map 122, Lot 001) in the General Use (GU) District.
- **Kelly Philbrick**, resident and co-owner with Lisa-Jane B. Philbrick of 11 Conn Drive, PO Box 1349, Lincoln, NH 03251-1349 (Map 117, Lot 032).
- **Jason (Jay) W. Scambio**, resident and co-owner with Katie W. Scambio of 20 Pollard Pines Drive, Lincoln, NH 03251 (Map 117, Lot 048), President and General Manager Loon Mountain Recreation Corporation, General Manager for Boyne Resorts, General Manager for CLP Loon Mountain, LLC.
- **Delia M. Sullivan**, resident of 13 Coolidge Street, PO Box 665, Lincoln, NH 03251, and co-trustee owner of property at 13 Coolidge Street (Tax Map 117, Lot 133001-00-0000) owned by:
 - Kevin J. Sullivan Trustee of the Kevin J. Sullivan 2016 Revocable Trust, PO Box 665, Lincoln, NH 03251; and
 - Delia M. Sullivan Trustee of the Delia M. Sullivan 2016 Revocable Trust, PO Box 665, Lincoln, NH 03251;

and principal of Sully & Sons Holdings, LLC, PO Box 665, Lincoln, NH 03251-0665. that owns 21 Arthur Salem Way (Map 109, Lot 020).

Also member of the Zoning Board of Adjustment.

- **Rita K. Thieme, (ABUTTER)** resident and co-owner with Lee G. Thieme of 45 West Branch Road #13 (Map 122, Lot 006000-0B-00303).
- **Elaine A. Whitlock, (ABUTTER)** resident and co-owner with Edward Whitlock of 24 Forest Drive, Lincoln NH 03251 (Tax Map 116 Lot 011).

I. CALL TO ORDER by the Chairman of Planning Board (PB); announcement of excused absences, if any, and seating of alternates(s), if necessary.

II. CONSIDERATION of meeting minutes:

- October 9, 2019 (Chairman Jim Spanos, Vice Chair Joseph Chenard, Selectmen's Representative OJ Robinson, Member Mark Ehrman, and Member Stephen Noseworthy)

Member Ehrman asked that the minutes reflect the fact that these minutes are not a verbatim transcript of what happened at the meeting. Consequently, comments made at the meeting are reflected as somewhat vague and redacted in the minutes and may not be accurate in some respects. For a more accurate reflection of what was actually said at the meetings, refer to the video recordings which are posted on the Town website.

Motion to accept meeting minutes from October 9, 2019: Robinson

Second: Chenard

All in favor: 5-0

Motion carries.

III. NEW BUSINESS

6:00 PM Application for Site Plan Review Approval will be submitted to the

A. 6:00 PM Application for Site Plan Review Approval will be submitted to the Planning Board:

Applicant/Engineer: Thomas S. Greer, P.E., of Walsh Engineering Associates, Inc., One Karen Drive Suite 2A, Westbrook ME 04092 agent for property owner Kamlesh Patel d/b/a Green Wood, LLC, 1150 Brighton Avenue, Portland, ME 04102.

Property Owner: Kamlesh Patel d/b/a Green Wood, LLC, 1150 Brighton Avenue, Portland, ME 04102

Property: Pollard Road #LO (Map 122, Lot 001) northeast of the intersection of Forest Ridge Drive and NH Route 112 (Kancamagus Highway). The property is located in the General Use (GU) District.

Proposed Project:

Application of the Thomas S. Greer, P.E., of Walsh Engineering Associates, Inc, for:

Application for Site Plan Review approval for a change of use to change the use of one vacant lot of 6.35 acres and to make site improvements to include a 96-unit hotel and 5-unit condominium residential units with parking for 121 cars for a total of 95,390 square feet of impervious surface. The project includes a gravel wetland for stormwater treatment & two infiltration systems to limit the total volume of runoff.

Chair Spanos explained that the primary purpose of tonight's meeting is to determine whether or not the Applicant's application is "complete". After that the Planning Board will open up the meeting to public comments.

Presentation:

Applicant Engineer Thomas Greer of Walsh Engineering Associates, Inc., explained the proposed project. He stated that members of his engineering firm have done a fair number of studies, including mapping the wetlands, soils work in order to map the soils and to prepare a design for an infiltration system for the stormwater management. They also did an archaeological study to show what is or what is not on the site. They have submitted an application for a Wetlands

Alteration Permit to the State Department of Environmental Services (NH DES), which has been granted. It has gone to the Army Corps of Engineers for a Wetlands Alteration Permit which has also been granted. They also submitted an application for an Alteration Of Terrain Permit to the State that was also granted.

Map 1 – Aerial Photo Map

Applicant Engineer Greer said the site is six and three tenths 6.3 acres. He showed a marked up aerial photo map showing the overall neighborhood. The markings on the photo show the drainage area. There are multiple areas where the water drains through the lot. The engineers have accommodated those areas as part of their drainage calculations.

Applicant Engineer Greer said in their view, looking at the particular stretch of the Kancamagus Highway (NH Route 112) the subject lot is the last lot in that area that has not been developed yet. In a sense, he believes this would be an “infill development” of the Town. The lot will be accessed off from Forest Ridge Drive.

Map 2 – Building Site, Utilities, Topographic and Egress Map

Applicant Engineer Greer said the area they will be disturbing is highlighted on a second map. The black line is the property boundary line. The natural areas are highlighted in white they are not disturbing and will be leaving those areas alone.

Applicant Engineer Greer took the Planning Board through the site, starting on the Kancamagus Highway (NH Route 112) then turn onto Forest Ridge Drive, then take a right onto the hotel site and make a loop around the hotel, and then have a separate parking lot for the five condominiums units on the far side.

Applicant Engineer Greer said the grading works out to be relatively steep, like every place else in Lincoln. Drivers come off Forest Ridge Drive and drive up and around the building. The overall change in elevation is between 10 and 12 feet. The second map also shows some utility connections, sewer and water lines, and where those lines come down to tie into Pollard Drive.

Peer Review

Applicant Engineer Greer said they went through Town Engineer Ray Korber’s peer review comments and have responded to most of those comments. He expects Town Engineer Korber to go through their responses and to confirm that they gave the Town what he asked for. For example, originally, the water and sewer came down through the Stormwater Management System. Town Engineer Korber wanted the water and sewer out from underneath the Stormwater Management System.

Applicant Engineer Greer said they have parking all the way around the building. There is access on both sides of the building. It is all ADA compliant. He showed where the water and sewer crossed the adjacent land. They will bring power across the street. There will be a transformer in front of it where they will split power. There will be underground power once they come across the lot into both buildings.

Applicant Engineer Greer said stormwater management on this site is somewhat difficult, so they have a fairly elaborate system. One of the criteria under the Stormwater Management Ordinance is that they cannot increase the rate of both peak flows as well as the volume of runoff coming off the site and they have done that with three different systems.

- 1) Infiltration System – addressing relatively clean water that comes down the hill behind it from the forested area above the sight. We capture the water and then direct it around into the infiltration system. The infiltration system that takes care of most of the overflow water in bigger storms and directs it to the chamber system;
- 2) Chamber System – the center piece is a chamber system where it stores the water during heavy storms as a detention basin. It helps make the flows work out. It allows the rest of the systems to work more efficiently. That is a lined system that is put in so that there is no infiltration system in that area. The chamber system also picks up the water that comes on site so we can control it.
- 3) Gravel Wetland – water comes into the gravel wetland where the gravel wetland removes pollutants and nitrogen. It takes out the nitrogen with a denitrification system to it is a little more sophisticated.. It will have wetland plants in the bottom of it. The plants will be wetland plants so that it will look like it is failing because it is wet all of the time. The gravel wetland is intended to be wet all of the time. Water goes into it and flows through the two-foot (2') layer bed of gravel and crushed stone and weaves its way through the plants with the uptake of the nutrients. The gravel wetland is divided into three (3) cells so that the water has as long a flow path as possible going around it. Then the water comes out through a distribution control structure at the end of it. The control structure puts the majority of the water flow back underneath the gravel wetland. The gravel wetland has a liner under it. Underneath it there is an addition infiltration system so you will get a double infiltration down in the corner so that by the time the water is done you will have two infiltration areas – the gravel wetland and the detention piece to make all of the magic work on the site.

Applicant Engineer Greer said this combination of systems is supported by test pit data. There is a factor of safety of two (2) in the infiltration system to make sure that it works. We actually go out and dig test pits, do infiltration tests right on site so we know what is actually onsite. It is different for each one of the systems.

Applicant Engineer Greer said there are two wetland areas on site. They have tried to avoid them as much as practicable. This one takes a fair amount of water and crosses Forest Ridge Drive. The rest of the water get discharged and there is a culvert near Kancamagus Highway (NH Route 112) that takes the rest of the water from the site. If you are at the site you will see a rock lined swale that works it way up and across the site. The soils onsite are pretty good; they are hydrological soil category As and Bs for the most part. They are comfortable with those. They did numerous test pits all the way across the lot to confirm those soil types.

Applicant Engineer Greer said the overall plan is to treat the site as lightly as we can as long as we can still have the project we are looking for.

Member Ehrman asked Applicant Engineer Greer in connection where the swale ran across the length of the property under the building structure, does the swale run under the building structure? Yes, if it was still in place it would. That is where the swale is existing. Actually they propose to put a storm drain in and then carry the water around the building. They capture all of the upstream water and put it into the infiltration system which is a pipe system. The intent is to keep the water as pristine as possible before it goes into the infiltration system.

Vice Chair Chenard said that originally that swale was part of Pollard Brook. The swale came down through the subject lot and went across by Kancamagus Motor Lodge Motel and by Dodge Road and dropped into the road by the pond. The swale was dug out and made the way it is now back in the late 1950s by the State of New Hampshire. Pollard Brook was diverted so the State of New Hampshire could make room for NH Route 112.

Applicant Engineer Greer said he was not surprised. When the wetlands engineer mapped the lot there was enough evidence of stones and channeling. Currently there is not enough water in the swale and the soils are so good that the majority of the lower portion did not even map as a wetland, however, the upper portion did. The upper portion did register as a wetland probably because the area is flatter up there and it captures the water. The State did not have to have Alteration of Terrain or Alteration of Wetlands Permits back then.

Map 3 – Landscape Map

Applicant Engineer Greer said the landscape plan is designed so that the hotel looks welcoming – but not totally shielded.

-2:06:05

Architectural Design/Roof Lines

Applicant Engineer Greer said they put a pitched roof on this building opposed to the standard flat roof. The building is four (4) stories high on one end and three (3) stories high on the other end. The five (5) unit condos are a bit more traditional, with architecture that has two stories in the middle and a single story on the end.

New Plans Changes From Old Plans

Chair Spanos said Applicant Engineer Greer submitted another set of plans earlier today, so how do those plans differ from the original plans in the presentation? Applicant Engineer Greer responded that the modifications to the old plans that are in the new plans were in response to Town Engineer Ray Korber's comments, which all got put on the plans, such as comments on the sewer and stormwater management. Applicant Engineer Greer said, we expect Town Engineer Ray Korber to go through the plans again to make sure he meets our results with his satisfaction.

Snow Storage

Alternate Beaudin asked about a plan for snow storage. Greer pointed out an area in back and along the front that are reserved for snow storage.

Condominium Ownership

Vice Chair Chenard asked if the condos will be rented to separate individuals.

Fire Truck Access

Vice-Chair Chenard pointed out that a fire truck would have to back all the way out into the road to access these condos, which does not seem practical.

Water Infiltration

Vice Chair Chenard also asked about water infiltration. He is concerned about the flow across the street. Applicant Engineer Greer responded that the flow across the street is less than it was previously. There is an existing culvert under Forest Ridge Drive, and there will be no more water going that direction than there is now. There is a tricky piece on this site where they have installed an under drain which sends water back across Forest Ridge drive.

Traffic Flow

Alternate Beaudin asked for a traffic flow plan. Is it the general intent that traffic going in and out will access it through Route 112? Because they will have ability to go down Forest Ridge, cut across the Common Man parking lot, and then drive into Pollard Road to avoid that. Applicant Engineer Greer said that Forest Ridge Drive is two way traffic – they have two way traffic all the way around, so the advantage here is that there is no dead end situation.

Construction Timetable

Member Ehrman asked if Greer had an estimate for length of construction. Applicant Engineer Greer said it will definitely take at least 18 months until they are open.

Keeping Bike/Multi-Use Path Open During Construction

Ehrman asked if Greer had a plan for the bike/multi-use path during construction. Applicant Engineer Greer said while they will work right up to the path, their intent is to leave the path open right beside the site while limiting pedestrian access to the site.

No Subdivision for Five (5) Condominium Units

Selectmen's Representative Robinson said Applicant Engineer Greer is presenting this property before the Planning Board as a single property with a single owner. It is his understanding that if Greer is to sell off the condos individually, he will have to come before the Board for subdivision

approval. So any questions about who is going to park where if we subdivide the five condominium units off or who will plow what snow if we subdivide it, that conversation is irrelevant.

Applicant Engineer Greer clarified that the five (5) condominium units are residential units that will be privately owned and operated. There are no plans to have five (5) separate owners for the units. There is 93,000 square feet designated for the units, which is what was calculated for density with the five (5) units.

Completeness Review

Chairman Spanos read through the checklist for completeness of the application. Below are the discussion items from the checklist.

Application Documents All In One Place

Alternate Beaudin wanted to ensure that all the documents are compiled and in one place. Planner Bont replied that yes, they are, except for what Applicant Engineer Greer just brought in that day, which she will add on to the file.

Fire Flow

The calculations on fire flow were included in the comments.

Performance Bond

Applicant Engineer Greer requested a waiver from the performance guarantee of bond. Town Engineer Ray Korber recommended that the Planning Board not grant the waiver. Applicant Engineer Greer said that they will provide a performance bond, but what they would like to do is get to the end of this and work it out with the Town Manager. They do not want to put the bond in place before they have their approvals in place. Alternate Beaudin said he is unsure the Town Manager should set the amount for the performance bond. He believes we should change the wording from “waiver requested” to “provided.”

Motion to deny the waiver and allow them to provide the bond at such a time as the application shall be deemed to be complete, but the bond to meet all necessary requirements: Ehrman

Second: Robinson

All in favor: 5-0

Motion carries.

Calculation of Minimum Lot Size Requirements to Support Condominium Units

The Planning Board asked Applicant Engineer Greer to run through how he reached his conclusion for square footage requirements for the five (5) condominium units. Greer said the total impervious area is 12,339 square feet and the total lot area is 93,000 square

feet. This comes to 16,000 square feet per unit. The lot is in the General Use (GU) District, that allows for multi-family housing. With five (5) units, they would need a total of 75,000 square feet. [5 lots X 15,000 sq. ft. = 75,000 sq. ft.]

Calculation of Maximum Percentage of Lot Coverage

Vice Chair Chenard asked if there are any density requirements. Planner Bont said the Applicant needs 15,000 square feet per unit with a 50% lot coverage requirement, which applies only to nonresidential usage. Applicant Engineer Greer said that lot coverage for the hotel is calculated at 45% including Forest Ridge Drive.

Effect On Pedestrian And Automotive Circulation – Meets Threshold Level

Chair Spanos said one issue on the checklist was the “Illustration of effect on pedestrian and automotive circulation” – it is marked as not applicable, but the Planning Board did receive many letters on this subject from concerned neighbors. Applicant Engineer Greer said that after looking at it, they felt like they had a site circulation plan for accessing the hotel, parking the hotel, and pedestrian access around the hotel that works.

Chair Spanos that whether it works or not, it must still be provided. Alternate Beaudin said that based on the comments received, he thinks that the Board should ask this be provided.

Attorney Malia said that he believes “Effect On Pedestrian and Automotive Circulation” is applicable and has been provided at a threshold level that is required; they have parking, traffic flow, sidewalks, so it would be enough to deem the application complete.

Effect On Pedestrian And Automotive Circulation – Can Ask For Traffic Study

Attorney Malia said he has read some of the comments from abutters and after the Board deems the application complete, they can make the decision as to whether you would like a traffic study to be done.

Alternate Beaudin believes that a traffic study should be required for a complete application, as the Town Manager recommended that anything affecting Route 112 should require one.

Applicant Engineer Greer said he would have expected the Board to require some kind of traffic study, because even though it did not show up in the application process, the neighbors’ comments indicate they are concerned about the traffic.

Motion to change the item “illustration of effect on pedestrian and automotive circulation” from non-applicable to provided: Robinson

Second: Noseworthy

All in favor: 5-0

Motion carries.

Member Ehrman believes the Board should record a comment concerning the easement for the multi-use path, as he does not see it in the documentation. Planner Bont if we could also get a copy of the easement for the roadway of Forest Ridge so we could see if there are any conditions required with it. Vice Chair Chenard said he thought they also needed a deed to the NH DOT because they could not put the road in without it. Planner Bont also asked for a copy of the easement deed from the previous owner of the subject property to Forest Ridge to see what conditions may be associated with the easement to Forest Ridge Resort developers. Applicant Engineer agreed to provide a copy.

Vice Chair Chenard said he was involved when the Town put in the bike/multi-use path and the path easement was supposed to be in effect for perpetuity because the path was put in with State funding. Planner Bont when and if the Planning Board gets to the point of approving the Site Plan Review application, the fact that the approval is subject to these existing easement should appear right on the Mylar to be recorded in the Grafton County Registry of Deeds.

Motion that as a condition of accepting the application as complete, the applicant will take measures to protect the bike/multi-use path as indicated in the easement and that is a condition upon accepting the application as complete: Chenard

Second: Ehrman

All in favor: 5-0

Motion carries.

Motion to open public comment: Robinson

Second: Noseworthy

All in favor 5-0

Motion carries.

Presentation of Abutters Forest Ridge Property Owners’ Association and Forest Ridge Unit Owners Association

Robert (Bob) McLaughlin, resident at 37 Pine Hill Lane, Forest Ridge Resort, Director with the Forest Ridge Property Owners’ Association, and President of Forest Ridge Unit Owners Association, presented written testimony on behalf of the Forest Ridge Resort Community. (See attached.)

McLaughlin said that Forest Ridge Resort currently has two hundred seventeen (217) property owners, all of whom rely on Forest Ridge Drive for access to and from NH Route 112/Kancamagus Highway and the Kanc Recreation Area. They have substantial concerns while looking at this proposal, as they would be directly impacted with traffic to access to the Forest Ridge Resort properties. They are also concerned about the impact to the Town, like increased

demands on water and sewer usage, and the congestion which will occur as a result of locating a hotel in that area.

McLaughlin said that the Applicant Engineer Greer indicated in his presentation that this hotel is an “infill” development, however, the hotel is an infill of a totally different nature of any of the developments from Kanc Motor Lodge [Map 117, Lot 104 owned by KI&H Properties LLC] up to and past the entrance to Loon Mountain Ski Area which include all condominium and second home developments.

McLaughlin said that Forest Ridge Drive was constructed for the sole purpose of accessing the Forest Ridge Drive development. The Forest Ridge property owners have been solely responsible for the maintenance of that drive. They are concerned that the traffic to and from the hotel would overload the capacity for the drive at the cost of the Forest Ridge property owners.

McLaughlin said the location of the access parking lot is “a disaster waiting to happen.” McLaughlin included a map of their current traffic flow illustrating that cyclists, pedestrians all use the drive as well as drivers going over the speed limit. There have been many accidents in this area; he personally has seen and been involved with multiple close calls at that corner. It is difficult to access and will be more difficult to access at 40 mph. McLaughlin said the proposed driveway is not visible when turning right off Forest Ridge Drive. When making a left hand turn into Forest Ridge Drive from 112, the driver is focused on the bike path and oncoming traffic.

McLaughlin said the proposal strikes the Forest Ridge community as being short sighted and negligent. Page 3 of the Applicant’s plans shows the revised traffic plan if the hotel is built. There are standard rules for intersections of this kind. Federal Highway Safety Administration has published guidance concerning the necessary sight distance at intersections. In that case, at 25 mph, the minimum recommended sight distance is 208 feet. The minimum stopping distance is 155 feet. From the corner of Forest Ridge Drive to the driveway intersection is at most 130 feet. Coming around the corner from Forest Ridge, the driveway will come into view at about 175 feet. This is a terrible place for an intersection.

McLaughlin said that on top of everything else, the Town has problems with inadequate water supply for fire suppression. This development would only add to this problem, and the Forest Ridge Resort community recommends that the Planning Board not accept this proposal until that issue has been resolved. McLaughlin said the same goes for sewers. The Town has inadequate sewer capacity for the developments the Town has already approved. This development would only add to this problem.

McLaughlin said another issue with location is just congestion. They expect that pedestrians will want to leave the hotel and walk to restaurants. If they walk to restaurants this would involve walking across Forest Ridge Drive, down a sidewalk that terminates, and adding another quarter mile to get to a crosswalk...so likely they will cross the road which creates an unsafe situation. They can walk, but it will likely be a very unsafe approach.

McLaughlin said also, does Lincoln really need another hotel? The 2016 Master Plan says nothing about looking to have someone build another hotel. On the day before Columbus Day

weekend, McLaughlin went to see how many rooms were vacant and available in Lincoln and there were a lot.

McLaughlin said that the Town of Lincoln should be focused on maintaining the character which makes it desirable and encouraging higher value developments. Another cookie cutter hotel is not what Lincoln needs. In the 2016 master plan, the goals included enhancing the village center, promoting vacation homes, and multi-unit development. The people in Lincoln also wanted to reduce the “sprawl” in town, and this situation is the definition of “sprawl.” If the Planning Board approves this proposal, the Planning Board will be moving a small town out, away from the center of town; the proposal as submitted does not maintain the small town feel.

McLaughlin said the Forest Ridge Resort community believes the proposed hotel would produce additional traffic congestion and place additional demands on the limited workforce for the properties in this area. They recommend the Planning Board deny this Site Plan Review Application. There are no immediate services available for the hotel guests going to stores. The intersection and hazards where they propose placing a driveway would be an absolute death knell for this project.

Member Ehrman asked if McLaughlin has a way of estimating the percentage of Forest Ridge Resort residents who concur with the presentation made today. McLaughlin replied that there has not been a formal vote of any sort. At the annual meeting, the response was overwhelmingly negative. He would estimate that they had about 20% of members at the annual meeting. They have sent out communications to the unit owners and property owners and have gotten responses back, all in opposition, none in favor. They probably got 20% responses.

Presentation of Abutters Riverfront at Loon Mountain Condominium Association

Rita Thieme lives at the Riverfront at Loon Mountain Condominiums, and she is concerned about “human traffic”. Riverfront Condominiums has a feature called “The Lady’s Bathtub” (i.e. a picturesque swimming hole in the East Branch Pemigewasset River), which was deeded to the Town for specific use of the Lincoln and Woodstock residents. [Note: Actually, Lot 122, Lot 005 on which “The Lady’s Bathtub” is sited was taken by the Town by tax deed for nonpayment of property taxes.] The Town of Lincoln eventually took it over. People come to the Lady’s Bathtub from a variety of places. Sometimes they bring off-leash animals, and they come down the West Branch Road at Riverfront. She is concerned that the folks from this proposed hotel will not cross to get the Lady’s Bathtub where the easement is, but that people will come through Riverfront’s private property using their private stairs which are not built for that level of traffic. They have had instances of people skinny dipping back there, etc. When people from the Riverfront Condominiums call the Police Department to complain, the Lincoln Police say they will not deal with people when the people are on Riverfront’s private property, only when the people are on public land.

Cindy Lloyd, President of the Riverfront at Loon Mountain Condominium Association, shares Rita’s concern. It is very easy to walk across the street. They have tried to post signage to help people out, but she agrees that there is a lot of traffic and congestion here in town. She believes we need a traffic study to determine what we need to make it safe. Do we need turn lanes? Or do

we need stop signs? The potential impact that a hotel of this size would have on Pollard Road is a concern as well. You have to look at that entire area with regards to traffic.

Lloyd said as the Planning Board is making it a requirement for other developments coming in right now, and she does not see it on the site plan, but there are tanks and pumps for fighting fire until the town has acquired a resolution of its inadequate water for fire flow problem.

Lloyd asked, “What is all the snowmobile parking in the hotel lot?” People who use the hotel can go on the multi-use trail, but people are walking, skiing, and snowshoeing the multi-use trail and to have people snowmobiling on that same trail is not safe.

Vice Chair Chenard explained that the Town is required to allow snowmobiles to use the trail as part of the conditions for the grant assistance the Town received in order to create and then monitor the mixed use trail there. Cindy Lloyd said that adding snowmobile use to the trails will also add to the noise level in town. She wants to make sure they will not be running around the property on snowmobiles on Forest Ridge Resort property, which should not be the case.

Robert Miller said that the problem he has is the water runoff. The water runoff rises above the property line, floods, and possibly freezes on top of the entrance to Forest Ridge. That will be a major problem to everyone at both the Forest Ridge Resort and the proposed hotel.

Elaine Whitlock, who is on the Board of Directors for the Forest Ridge Property Owners Association, said that Forest Ridge Drive can get very icy, and with an almost 90 degree turn into Forest Ridge Resort. She is also concerned about the large stone sign right there in the meridian. Another concern is that the Property Owners’ Association is required to maintain that road. If the Town Planning Board approves the proposed hotel, will the Forest Ridge Property Owners Association have to maintain the road for a large commercial property, which has a lot more traffic going in and out of there with guests, hotel deliveries, etc.

Alternate Beaudin asked Applicant Engineer Greer, how does the maintenance of that easement apply to the application? Would the transfer of the maintenance be passed on? Applicant Engineer Greer said that is the easement that was not provided, which Planner Bont wanted him to dig up, along with the easement for the multi-use path.

FRPOA Director Robert McLaughlin said he will definitely be using Pollard Road if the Planning Board approves the Site Plan Review application, and he assumes many other Forest Ridge owners will do the same.

Alternate Beaudin asked if there is lighting at the intersection of Forest Ridge Drive with NH Route 112/Kancamagus Highway and is unsure. Applicant Engineer Greer said he believes there is a pole on the other side of the intersection with a light on it, but he is unsure, however, he said the traffic study would include this.

Selectmen’s Representative Robinson said that on the plan, the proposed sidewalk that crosses Forest Ridge Drive ends at the entrance to the Common Man parking lot. The Common Man Parking Lot then ends in dirt, so in winter it is useless. There is no plan for that sidewalk to continue up to the winter use sidewalk that continues up Main Street, as of now.

Alternate Beaudin said that regarding the sewer capacity study, it was interesting to note there were three different categories of sewer usage. He wants to ensure that when the Planning Board looks at sewer usage, they should consider the number of toilets and faucets and not the number of current occupants in there.

Alternate Beaudin said he also keeps hearing about the water issue. Does the Town have a water issue? His understanding is that we do not have a domestic water issue, but in certain portions of Town we have a fire supply issue. Planner Bont said that the entire Town has an issue with inadequate water or “fire flow” for fire suppression.

Town Engineer Korber said that the Planning Board requested the Hampton Inn give the Town information on facilities similar and actual data on their projected water use as well. The Town requested that of this project as well. Town staff and Town engineer asked this applicant to tell the Town what the capacity is from this intersection here down to where the Hampton Inn was proposed to go in.

Applicant Engineer Greer said that they have looked at that issue and found a tank designed for the hotel – it is just a matter of feeding the tank and also depends on what the Town will do with their infrastructure.

Selectman’s Representative Robinson said that the Town is working on addressing the fire flow issue in the near future by making two changes – one is a new tank up in the South Peak area, but the timeline for that is unknown as the Board of Selectmen works with the US Forest Service.

Applicant Engineer Greer said both buildings will be sprinkled either way. In the plans, they will put a tank in so they can operate the sprinkler system if the Town cannot get there. If at some point during construction the Town can supply adequate water for fire suppression, they will delete the tank from the plans and use the Town’s infrastructure.

Fire Chief Beard said that he would need the exact square footage of the building and the type of construction first in order to be able to determine the amount of water storage that will be necessary for adequate fire suppression. Fire Chief Beard said that in Applicant Engineer Greer’s calculations from his own Fire Protection Engineer do not square with Fire Chief Beard’s calculations. Greer says a 30,000 gallon tank is adequate, but the reality is that the sprinkler demand is 460 gallons per minute and the standpipe (inside) hose allowance is 750 gallons per minute for a total of 60 minutes which calculates to be 50,000-something gallons when you combine both. However, there is some available fire flow from the Town according to the latest information the Town received from Hoyle, Tanner & Associates – the engineering firm reviewing the Fire Flow problem for the Town. So, Applicant Engineer Greer needs to provide Fire Chief Beard with the exact square footage of the buildings they are going to build, and Fire Chief Beard will calculate out fire flow is needed, get the correct math for the sprinkler calculations and subtract that from what is available in the water system. Then Fire Chief Beard will tell Applicant Engineer Greer what is needed for the outside hose allowance and what is left over from the Town’s water can supply. The Applicant will need water on site before putting combustibles on site. The Town is looking at least two years before they get a tank on US Route

3. Fire Chief Beard will work with Applicant Engineer Greer, but do not just rely on his sprinkler calculation. There is more to it than just a sprinkler calculation.

Alternate Beaudin said that Fire Chief Beard needs to let the Planning Board know what the requirements are prior to giving them. It needs to be part of the approval. We have enough water to support residential. We do not have enough water to support large commercial development at the current time.

The Planning Board will request from the Applicant:

1. **Fire Protection Plan** along the lines of what Fire Chief Beard was discussing.
2. **Traffic Study** (When the Town gets their traffic study, the Town will hire a third party reviewer to review their traffic study at the Applicant's expense.) Traffic study specifically addressing the intersection at Forest Ridge. (Greer requested that the staff send traffic study results out to the Board, rather than coming back to the Board and then the Board submit it for peer review – save time. Town Engineer Korber said the Applicant Engineer will send him the study and then he will outsource it to another traffic engineer to review it and submit comments within the peer review framework. Town Engineer Korber did not address traffic in their initial comments because they knew NH DOT would. Greer said they have to make another application to NH DOT because now they have the missing data, however, they will wait until they have a traffic engineer on board before resubmitting the data.) Sidewalk, pedestrian flow, bike flow and lighting at the intersection will be done as part of the traffic study. Traffic study should include drivers using the Common Man Parking Lot as a bypass to Pollard Road.
3. **Fire Flow Water Capacity Study.**
4. **List Of Bonding Requirements** (if approved) – Ray will send him a list of items that can be bonded. Put the estimate together. We will review the cost estimate.
5. **Easements (Three)** – one for multi-use trail, one for the entrance, one for the utilities on Alex Ray's property benefiting the applicant, and an easement on the proposed driveway at Forest Ridge.
6. **Access Around The Buildings for Fire Safety Equipment** – Tower Ladder Truck.

They will continue the hearing to the December 11, 2019.

Motion to continue hearing to December 11, 2019: Robinson

Second: Noseworthy

All in favor: 5-0

Motion carries.

B. 6:00 PM Capital Improvements Plan to be presented to the Planning Board.

Review and Public Hearing will take place at a subsequent Planning Board meeting.

Selectmen's Representative Robinson presented a summary of the changes to the **Capital Improvements Plan (CIP)**.

Selectmen's Representative Robinson said the bond payment schedule as shown in the draft CIP spreadsheet is incorrect, but is only off by a little bit. With everything in the CIP and the bond payments that have become part of the CIP calculation, the total CIP budget is up twelve thousand dollars (\$12,000) over last year's CIP budget. The amount of \$12,000 is less than a 1% increase over last year's CIP budget. Selectmen's Representative Robinson said you could also say the CIP budget is about \$100,000 under what was the CIP target was for this year. The CIP target was set in 2012.

Selectmen's Representative Robinson said they recently realized that the lighting at the Kanc Rec Area needed to be replaced for this upcoming ski season in 2019 without having any other sources of funding available. In order to do so, the Town had to spend some money from other parts of the CIP this year and the CIP Committee wants to replenish that money next year. That action affected a few different line items such as: monies set aside for the groomer, snow guns, Kanc Recreation infrastructure, and the Recreation Department's general operating budget. As part of this plan, the CIP Committee recommends putting money back into the CIP accounts for the groomer, snow guns, and the Kanc Recreation infrastructure.

Selectmen's Representative Robinson said they decreased the amount going into engineering as they have a good reserve built up.

Selectmen's Representative Robinson said they increased the estimated cost for the town wide dispatch communication center. Upgrading the Town wide dispatch communication center is a three phase process: (1) the first phase was completed this year, (2) the second phase the Town hopes to increase over the next two years, and (3) the third phase is out five years.

Selectmen's Representative Robinson said they delayed some funding for fire trucks, pushing one of the vehicles out a year and one of the vehicles was accelerated (i.e., the Town bought a new rescue vehicle this year). The Town accepted a bid for the old truck at \$12,000 and the Town bought a used truck for about \$90,000 but they anticipated having to pay about \$140,000.

Selectmen's Representative Robinson said they put money toward the engineering design feasibility for a new town services building for police and fire. The CIP had a nonmonetary suggestion for the Planning Board is to form a committee to work on designing what the Town needs for a Town services building and to put together the information the Town would need to give an engineer.

Selectmen's Representative Robinson said they are putting more money into the CIP account for a US Route 3 water storage tank, and they have scheduled out putting in amounts of \$50,000 per year, so if the Town can fund the one water storage tank up on US Route 3 with a grant, they are going to do it soon and bond the rest, so the \$50,000 will go from a CIP savings account to bond payments.

Selectmen's Representative Robinson said they are putting more money into CIP account to dredge the sewer lagoons to get the task completed within the next three years.

Selectmen's Representative Robinson said they are putting more money into designing a sewer treatment facility over the next few years.

Selectmen's Representative Robinson said they are buying a new sidewalk plowing/mowing tractor in 2020, which was originally scheduled for 2021.

Selectmen's Representative Robinson said they are adding a new line item for levy maintenance for \$10,000 a year, and will then bumping it up to \$20,000 a year.

Motion to schedule public hearing for the CIP to November 13: Noseworthy

Second: Robinson

All in favor.

Motion carries.

- IV. PUBLIC PARTICIPATION AND OTHER BUSINESS:** Public comment and opinion are welcome during this open session. However, comments and opinions related to development projects currently being reviewed by the Planning Board will be heard only during a scheduled public hearing when all interested parties have the opportunity to participate.

None.

VI. ADJOURNMENT

Motion to adjourn at 8:20 pm: Chenard

Second: Robinson

All in favor: 5-0


Motion carries.

Respectfully submitted,

Ellyn Franklin
Recorder

November 23, 2019

Date Approved: November 13, 2019


James Spanos, Chairman

