

# **Town of Bedford Planning Board Minutes November 20, 2023**

A meeting of the Bedford Planning Board was held on Monday, November 20, 2023, at the Bedford Meeting Room, 10 Meeting House Road, Bedford, NH. Present were Charlie Fairman (Chair), Hal Newberry (Vice Chair), Chris Swiniarski (Alternate), John Nelson (Alternate), Phil Greazzo (Town Council), Matt Nichols, (Secretary), Priscilla Malcolm (Member), Logan Johnson (Alternate), Becky Hebert (Planning Director). Absent: Matt Sullivan (Member), Steve Clough (Member), Michael Strand (Town Council Alternate).

## **I. Call to Order and Roll Call:**

Chair Charlie Fairman called the meeting to order at 7:00 p.m., introduced the Board members and appointed Ms. Johnson to vote this evening. Ms. Hebert reviewed the agenda and stated the new applications to be heard tonight, including the lot line adjustment at 14 and 22 Church Street, has been reviewed by staff and the abutters have been notified. It is the opinion of staff that the application is complete and does not pose a regional impact. Staff would recommend that the Board accept the application as complete along with the agenda.

**MOTION by Ms. Malcolm to accept the agenda as read. Vice Chair Newberry duly seconded the motion. Vote taken – all in favor. Unanimous. Motion carried.**

## **II. Old Business & Continued Hearings:**

- 1. 470 Route 101 West, LLC (Owner)** –Request for approval of a Conditional Use Permit to allow electronic reader board signs over gasoline pump stations, to allow an electronic reader board sign displaying the gas pricing on an existing freestanding sign and to permit modifications to an existing non-conforming freestanding sign, at 470 Route 101, Lot 31-14, Zoned HC. *(Continued from the October 16, 2023 Planning Board meeting.)*

**Mr. Peter March presents:** Good evening. My name is Peter March of New Hampshire Signs, 66 Gold Ridge Ave, Auburn, NH. We applied for a conditional use permit for a gas price sign and some signs on top of the dispensers at 470 Route 101, Bedford, and we were in front of the Board at the last meeting. The site is zoned Highway Commercial. A summary of the narrative from last meeting is as follows:

We wanted to, as I said, add digital pump toppers to the top of the dispensers to replace the manual ones. We wanted to consolidate the ID price sign and the tenant sign and turn it into a single sign in the same area with two digital prices. Following the discussion at the last meeting, we elected to take the existing price sign—we're not going to use the structure, but we're going to keep the same size—rotated from its current landscape format into a portrait format and add two small 8-inch gas price digits. This rendering shows the digits in red and green. We'd be happy to, again, after the discussions with Ms. Hebert, to turn them into white so those could be white digits, not

the red and green. The Board also asked for the sizes of the toppers, and I've put a table into the notes. The current toppers, which are these ones, are actually manual toppers and they're 2 levels. So they're cash and credit. The owner has decided to move away from the cash/credit model to a single tier. In other words, you'll pay the same cash or credit, and the current 3 product manual is 13 inches height, 25 inches wide. The proposed 3 product digital will be 12 high and 25 3/4 wide, so there's not a fundamental difference in the size. To make things a little more complicated, one dispenser offers four products. In other words there's three petroleum and one diesel. The current 4 product manual is 13 high 25 wide. The proposed 4 product digital will be 12 high and 25 3/4 inches wide, so again it's not a fundamental difference in size.

The current ID sign has been in place for many years and is non-conforming. We were asked to consider replacing the sign with a conforming sign. The costs of doing this are prohibitive in the order of \$20 to \$25,000. We would have to buy a totally new sign. Then we would move it to a location on the northern end of the property, which would require trenching electric to the sign. As a result, the owner has asked us to present a simpler, much more cost-effective method of doing essentially the same thing. This will keep the size of the sign at 49 square feet.

To the points required for the conditional use permit, first one, to encourage the effective use of signs as means of communication: Converting the entire process and the toppers and the ID sign to digital allows the signs to operate as the system and communicate the correct pricing on all of the required media clearly and effectively. It does this because it could be hooked into a POS system inside the store that is also hooked to the dispenser. So, in other words, the dispenser changes price, everything else changes price simultaneously. That price change happens every couple of days. It's not a not a frequent price change. Every couple of days the price changes.

To the second point: Again, this is a [inaudible] of what I presented last at the last meeting. Prevent hazards to vehicular and pedestrian safety by regulating type, number, location, size and illumination of signs. Digital signs are effective methods of displaying information. In general, the ID sign will produce no more glare than the sign currently produces. If you look at the night view, everything is blanked out except the grades and the actual digits themselves. These signs will save the employees from the onerous task of changing pump topper prices and also from clambering over snowbanks close to the busy road in winter to change prices. The sign is extremely close to the road.

The third point: Protect the public from hazardous and distracting displays. These signs do not display information other than number digits, and they cannot display moving images, flashing, or animation. The change using a POS system every one or two days, but otherwise are totally static. They do adjust to ambient light, and they're becoming the standard method of displaying prices.

Maintain and enhance the aesthetic character and scenic quality of the Town's residential commercial neighborhoods and limit visual clutter along corridors: These signs are much less subject to missing numbers and general wear and tear than the manual signs that are in place, and they improve the aesthetics of the site. Again, the sign is pretty well a fixture in this area. It's been there for 20-30 years. I'm not really sure how long it's been there, but it's been there for a very, very long time.

Minimized potential adverse effect of science on nearby public and private property: These signs have no effect, adverse or otherwise, on adjacent properties.

Support business and community vitality by informing the public of goods, services and activities: Allowing these signs will allow the owner of the site to display prices more quickly and efficiently on the sign and the dispensers. They're also clearer than the old placards and they improve traffic safety.

To point 7; Enable fair and consistent enforcement of the sign regulations: The sign does not conform to the current regulations in several respects. The changes proposed do not result in additional light output. Sizes remain the same, and essentially that nonconformity does not increase. Several other stations in Town have digital pump toppers, and at least one has digital road signs. The sign proposed has been a fixture at this location for many years and it's unlikely to cause offense when modified.

I would like, possibly, to make one other comment. I read the attorney's comments on the nature of the pre-existing, non-conforming aspects to the sign. What he said was that the sign is not grandfathered for electronic signage because the sign was never electronic but had manual numbers. It does have other non-conformities: height, setback, and the dimensions of the sign over the 32 square foot allowed. My comment to that is, respectfully, the sign code prohibits all reader board signs, whether they're electronic or not, so that in my opinion, is in fact a grandfathered aspect of the sign code lumps all reader board signs together, whether they're manual or electronic. The comment is, is this a substantial change. My comment to that point is we're doing a sign of exactly the same size, exactly the same location on the pole and we're replacing lit placards with lit digits. The rest of the sign will look exactly the same. So, I would argue that this is a very minimal change.

Chair Fairman invited the Board to ask questions or comment.

Mr. Swiniarski asked, did you say the Board pushed you towards going with white instead of red and green? Mr. March replied it was a discussion with Ms. Hebert which we had the other day. She suggested that she would be happier if it was a white digit. It doesn't make any real difference to... Mr. Swiniarski said you don't drive a diesel, do you? Ms. Hebert replied no, it was in the recommendation. It was in the staff report because it's consistent with how the Board has approved these around Town in the past. Mr. Swiniarski said yeah, I think it's minor either way. It was a matter of curiosity, but I love looking for that green diesel when I'm running on zero 40 miles later. Mr. March said the preference would be to go green and red. Mr. Swiniarski said for uniformity, the white certainly looks a little better. I understand that perspective too and to be clear I'm agnostic on it. I was just curious as to the motivation one way or the other. Ms. Hebert stated it's more consistency with past... Mr. Swiniarski replied understood.

Vice Chair Newberry requested the applicant to go back to the toppers photos. He said the image on the right shows four displays. Your dimensioned display shows three. Mr. March answered I was conflicted over that. The reason the one on the left shows two levels is because that is what the current conditions are. However, the owner is moving to a single level. If you went out to that site right now, that's what you'd see. If we were to implement this, he has decided not to go to two

levels. In other words, not to go to cash credit, but to keep all prices the same, whether they're cash or credit. So this is the future situation if you like. Vice Chair Newberry asked so it will have four display fields? Mr. March replied of the four dispensers on site, three of those dispensers are only gasoline, so they would have three fields. And the size of those fields is in this table here. One dispenser has four products. It's the diesel dispenser and that would have four fields. In fact, if you look at them, there isn't any change in the size of the actual mechanism. What happens is they changed the size of the digits. I apologize. If you want to see one, I forgot I have one in the car, so I could run out and get one if need be. Vice Chair Newberry said no, I was just concerned with understanding the difference between the toppers displayed on the pump and the dimensioned one. One has three fields, the other has four. Mr. March replied I understand. Vice Chair asked so it's four fields and that'll be 25 inches? Mr. March replied correct. The proposed four product digital is 12 inches high and it's 25  $\frac{3}{4}$  inches wide. The current four product manual, which is a two level, would be 13 high and 25 wide, so it's an inch higher, but  $\frac{3}{4}$  of an inch narrower.

Vice Chair Newberry asked going to your street sign, the proposed digital display, is that one sided or two sided? Mr. March replied it would be two sided. Vice Chair Newberry asked how's that going to work with the poll? Mr. March responded the poll runs through the two cabinets. Essentially, you make two signs and you put them together. Vice Chair Newberry said so there are two separate panels to it? Mr. March explained there are two faces. You basically build the exterior part of the of the sign so that the edges of the sign, or the can as we would call it, is an integral unit. It has a hole in the top here to take the pole and then the digits actually mount to a steel structure, a metal structure actually in a sign cabinet. Vice Chair Newberry said a side view would show me two verticals. Mr. March explained it would show you one solid sign because it's wrapped around. So essentially if you had that and that... Vice Chair Newberry said I think I understand now. Mr. March continued what you'd do is you'd wrap around the edge so it's produced. Vice Chair Newberry said so it has two faces. Mr. March replied yes, correct. Mr. Swiniarski added it's a box with a pole going through it. Vice Chair Newberry said thank you. Mr. March said I can't use the same box that is there because I don't think I can make it work with digits, but the box would be exactly the same dimensions as the existing one. Vice Chair Newberry replied yeah, I know that. I was just trying to understand what the thing looks like without a side view. Thank you.

Mr. Nelson said I apologize, I was not here at the last meeting that this was discussed but saw through the minutes, the discussions. I just want to clarify, there's no interest in building a conforming sign. I mean this is vastly different than it would be, right, if you if you were starting new? Mr. March replied I think the issue is that obviously Mr. [inaudible] is a business owner and as such, he looks at the return on investment and doing it. If we were to build a conforming sign, we would come from 49 square feet down to 32. We would reduce the height from, I believe it's somewhere around 16  $\frac{1}{2}$  feet down to 12. We would move it off the road by 10 feet to another location, and those changes would cost us somewhere between \$20 and \$25 thousand dollars to do. I understand, sometimes the cost is not necessarily a factor. However, it's going to be a significantly less effective sign. You're going to put it in the flower bed on the northerly side of the property, and as such it is not going to be as visible as the current sign. Mr. Nelson said correct, but it would be conforming at that point. Mr. March agreed it would be conforming. Mr. Nelson said thank you.

Chair Fairman said I have a couple of comments. In this stretch of 101, there are actually four pedestal signs. Starting with the one on Murphy's which is very large, as you know, originally was for the Chinese restaurant. That was in that location in the 50s, 60s. The other two are ones that are located at a little strip mall up the street, and I forget what the fourth one is. This one is the second highest of all of them, second to Murphy's. It doesn't come any place near the one of Murphy's, of course. On the other hand, as you drive up 101, it doesn't look out of place. It looks more out of place here in the pictures than does it when you're actually driving on 101. It doesn't look nearly as large as it does in the picture. I would have liked to have the pipe shortened so you lowered it a little bit. We talked about having a Dunkin' Donuts sign next to the pricing sign, so you get the price up a little higher and be able to lower the sign. So that would get it down to basically the height of the other two pedestal signs in the area. None of them, other than Murphy's, none of them look terribly out of place, though. So I guess I don't think I have any questions on it. I think that was just some comments that I wanted to make about the area that this is in. We don't like pedestal signs. They're non-conforming. But you are all grandfathered in, so that's one of the things we can do about it. That's all I have. Thank you.

Vice Chair Newberry said I would just also comment that I think your proposed solution here, while non-conforming, is probably not unreasonable for that particular site. It's a developed site. You're not developing something from zero where you could more easily conform to the regulations. I think, as I commented earlier, that's a fairly high-speed section of highway. I think that your proposal, while non-conforming and I don't think the Board wants to encourage nonconformance, but I think in this instance, it's a reasonable solution.

Ms. Johnson said I have a quick comment. Are you going to keep the squared edges of how you're showing it in this photo or is it going to have curved edges that match? Mr. March replied I was going to keep them square, but I'm happy to curve them. It's a little more difficult to curve them, but I can certainly do that. Ms. Johnson said I don't know if there's a preference. The other ones are curved. The current one is curved. Vice Chair Newberry added it would probably look better curved. Mr. March replied I'm happy to have that as a condition. Ms. Johnson said I think that would look better. It looks just a little out of place because it's not. Mr. March said the term, if you applied the condition, would be radiused; is the correct term for that. Ms. Johnson said maybe this is a question for Becky. Is that a DOT road or a turnpikes road? Ms. Hebert replied DOT. Ms. Johnson said OK, is the study for that road happening soon? Ms. Hebert replied the study for this part of 101 is in the DOT's 10-year plan. So it could happen in the next 10 years, but there's no guarantee. There's no date specific right now and the 10-year plan is still under discussion. So I think we're at least 10 years away from having roadway improvements and widening in this area. Ms. Johnson asked and then if it is widened and this sign location needs to be moved, would they have to come back with a new location? Ms. Hebert said that's a good question. In the past, we have not penalized landowners when DOT has taken land by eminent domain, and it forced moving a non-conforming sign. They just don't have a lot of options where they can move it. They have to move it to the next available location adjacent to the road. [crosstalk] [inaudible]

Chair Fairman invited the public to ask questions or comments. [There were none].

**AMENDED MOTION: Vice Chair Newberry moves the Planning Board grant the Conditional Use Permit from Section 275-73(L) to permit the electronic reader board signs affixed above the pump stations at 470 Route 101, Lot 31-14, Zoned HC Highway Commercial, in accordance with the following findings of fact:**

- 1. The plans are found to be in compliance with the Zoning Ordinance Article 275-73B(1); and**
- 2. The Board also includes all facts found in the meeting minutes for this application and incorporates all meeting minutes into this decision.**

**This approval is granted subject to the following conditions:**

- 1. The signs shall be installed in accordance with the plans and materials submitted by 470 Route 101 West, LLC.**
- 2. The electronic message on the pump toppers shall be white with a black background.**
- 3. The applicant shall submit a sign permit for review and approval by the Building Dept.**
- 4. The electronic changeable board will only be displaying numeric characters.**

**Ms. Malcolm duly seconded the motion.**

**DISCUSSION:** Chair Fairman said we have an amendment then? Number 2 is no longer a condition, showing green and red? Ms. Hebert said it's really the pleasure of the Board. If you think... it's really up to the Board. Chair Fairman said yes, I understand. In discussions, we didn't push the white with a black background. Vice Chair Newberry said my motion would include item 2, which would be white, correct? I don't know if the Board wants to discuss that or not. Chair Fairman asked is there any discussion on that or anything else on the Motion?

Mr. Greazzo said I just want to make sure that where we outlined electronic message that we have numeric characters only. If you leave that out, that leaves it open to an electronic message board of general description that anybody can put. Chair Fairman said that's a good amendment. Thank you. Vice Chair Newberry said I would accept that. So that would be item 4 which would be that... Mr. Greazzo said however you'd like to characterize it. Vice Chair Newberry said the pump top displays would be numeric. Mr. Greazzo added the other one as well.

Mr. March said Mr. Chairman, just for a point of reference, except for the grade names, because the grade names are obviously writing. The digits would be obviously numbers, but the grade names would be text. Ms. Hebert asked do the grade names change? They

don't change. Mr. March replied pretty well not. No. It's just a solid piece. It's a piece of vinyl. I just want to make sure that we... Vice Chair Newberry asked so the background would be gray and not black? Mr. March replied no, no, it's the grade names. It's 'regular' 'mid' and 'premium'. Ms. Hebert asked is it part of the electronic message sign? Mr. March answered no, no, it's part of the part of the metal. They're totally static. But obviously, in this you have digits here, but you also have copy of them on the [inaudible]. Chair Fairman said contrast. Mr. March said thank you. Vice Chair Newberry said I think the plan you've submitted would be the guide in any case. Mr. March said yes, I understand. Vice Chair Newberry added I think the concern just was that it be clear that your electronic changeable display only be numeric. Mr. March said I understand that, yes.

Chair Fairman said I'll comment about the color. I don't think that's a restriction we put on other sites, and I don't see any reason on this site why we restrict the numbers to white on a black background versus the green and red. So I would vote against item two in the conditions. Mr. Nelson said Mr. Chairman, just a point of checking; how did we handle it with the others? Was that a restriction that was imposed as part of the approval, Becky? Ms. Hebert replied it was a restriction imposed at the Heavens Gas pump toppers and the Norea Gas station. Chair Fairman said I stand corrected, then. And I take back my comment. Thank you. Vice Chair Newberry said I don't think we have a second yet. Chair Fairman said yes, Priscilla seconded it. And Priscilla, you're comfortable with the change of adding the changeable display will only be numeric? Ms. Malcolm replied yes. The Motion was Amended.

**Vote taken on the Motion as amended – all in favor. Unanimous. Motion carried.**

Chair Fairman said the second is the free-standing sign. Does anybody want to give us a motion on that?

**AMENDED MOTION: Vice Chair Newberry moves the Planning Board grant the Conditional Use Permit (CUP) from Section 275-73(L) to permit the proposed modifications to the existing freestanding sign, including the addition of the electronic changeable copy and the reconfiguration of the sign cabinets or alternatively the replacement of only the gas pricing sign cabinet at 470 Route 101, Lot 31-14, Zoned HC, in accordance with the following findings of fact:**

- 1. The plans are found to be in compliance with the Zoning Ordinance Article 275-73B(1); and**
- 2. The Board also includes all facts found in the meeting minutes for this application and incorporates all meeting minutes into this decision.**

**This approval is granted subject to the following conditions:**

- 1. The sign shall be in accordance with the plans materials submitted by 470 Route 101 West, LLC.**

2. **The electronic message on the freestanding sign shall be white with a black background.**
3. **The applicant shall submit a sign permit for review and approval by the Building Dept.**
4. **The electronic changeable board will only be displaying numeric characters.**
5. **The electronic display segment will have radiused corners.**

**DISCUSSION:** Ms. Malcolm asked did we also want the edges to be curved as opposed to square corners? Ms. Johnson said I think that would look nicer. Ms. Malcolm said, and you had a wonderful term for that. Mr. March said a radius. Vice Chair Newberry asked do we need to make that a condition, Becky? Ms. Hebert replied I would. Vice Chair Newberry said OK. Item 5 which would be to radius the corners on the electronic display segment on the post. The Motion was amended.

**Ms. Malcolm duly seconded the motion. Vote taken on the Motion as amended – all in favor. Unanimous. Motion carried.**

Chair Fairman said thank you, Sir. Mr. March replied thank you for your time. Have a good Thanksgiving.

### **III. New Business:**

1. **Tri-State Malted Waffle Realty, LLC and Susannah Kopcho & Rita Sohlich (Owners & Applicants)** – Request for approval of a lot line adjustment between two parcels at 14 & 22 Church Street, Lots 20-55 & 20-59, Zoned R&A.

**Mr. Jason Lopez of Keach-Nordstrom Associates presented the application:** Good evening. My name is Jason Lopez from Keach-Nordstrom Associates. Project Survey was unable to make it this evening, so I'm covering for him. This property is 14 and 22 Church Road. The two houses sit directly behind I believe it's the Presbyterian Church up on the hill right there, just down the street. Susannah and Rita had just purchased 22 Church Street—that's the larger house that sits in the rear. There was an existing garden—a little garden area, planting area and also a fence that encroached on the abutting property. So during the purchase of the property, they discussed doing the lot line adjustment. This fulfills that agreement between the two parties. It's going to be an equal land swap, 2,815 square feet. So we've got this parcel that would cover that garden/planting area and the fence, and then we'll take a long strip along the side lot line between the two lots and just do an equal land swap.

In order to do this lot line adjustment, this plan will require some waivers showing drainage patterns on the property. All the existing monuments—there was a monument that's out in the pavement of the roadway for Church Road. I'm able to put that in. A waiver to show existing topography existing HISS mapping, and the minimum buildable area and test pits. Both lots are fully developed. This proposal does not include any expansion of use, movement of wells, septic,



additions to buildings. It's simply an equal land swap between two abutting parcels and both parties are in agreement. If there's any questions from the Board, I'll entertain those.

Mr. Swiniarski said I have one minor question. Does this give you, Becky, the information needed for the GIS to be updated? That's about the only thing of consequence I could see here. Chair Fairman asked has this been to the Historic District Commission? Does it need to? Ms. Hebert replied it does not need to. Chair Fairman added it's in the Historic District. Ms. Hebert confirmed it is in the Historic District, but it does not need to because there's no new improvements proposed. We're just changing a line on paper. Chair Fairman said that was my opinion, but I just wanted to make sure it was on the record.

Chair Fairman asked are there any other comments or questions. [There were none]. It's pretty straightforward. Why don't you go through the waivers, Sir.

Mr. Lopez said there was one waiver request which included all of them. That was the November 3rd. It covers the buildable area requirements per Section 231.2.2 shown and outlined in table format. This waiver is being requested due to the nature of this application. Whereas this is only a lot line adjustment with an equal land swap, there are no new lots being created that would need to meet any of the specific buildable area requirements. Both lots have been developed and all applicable setbacks have been shown. For this reason, the applicant believes that the waiver would not be contrary to the spirit and intent of the regulations. And also included in that is all items under checklist section entitled Topographic Subdivision Plan requirements. This checklist section pertains to subdivisions, and this proposal is a lot line adjustment of equal area land swap, and no new lots are being created. For this reason, the applicant believes that these waivers would not be contrary to the spirit and intent of these regulations. [There was no public input]. Chair Fairman said thank you. If there are no questions on the waivers, I'll entertain a motion.

**MOTION: Ms. Malcolm moves the Board grant the waivers from the Bedford Land Development Control Regulations, for Sections 216.2.9 and 216.2.15, Sections 218.1.5, 218.1.11, 218.1.12 and Sections 231.2.2 and 231.5, as below:**

- 1. Section 216.2.15 that requires drainage patterns to be shown;**
- 2. Section 218.1.5 that requires all existing monumentation to be shown;**
- 3. Section 218.1.11 that requires existing topography to be shown;**
- 4. Section 218.1.12 that requires HISS mapping to be shown;**
- 5. Section 231.2.2 that requires minimum buildable areas to be shown; and**
- 6. Section 231.5, that requires soil test pits within 4K areas;**

**Vice Chair Newberry duly seconded the motion. Vote taken – all in favor. Unanimous. Motion carried.**

**Ms. Malcolm moves that the Planning Board grant final approval of the lot line adjustment plan, prepared for Susannah Kopcho & Rita Sohlich and Tri-State Malted Waffle Realty LLC (c/o Tim Quick) (Owners), Lots 20-59 and 20-55, Zoned R&A, as shown on plans by Keach-Nordstrom Associates, Inc., last revised on November 3, 2023, in accordance with the following findings of fact:**

- 1. The plans are found to be in compliance with the purpose and intent of the Bedford Land Development Control Regulations;**
- 2. The Board also includes all facts found in the meeting minutes for this application and incorporates all meeting minutes into this decision.**

**This approval is granted with the following conditions to be fulfilled within one year and prior to plan signature:**

- 1. All waivers granted by the Planning Board shall be noted on the plans.**
- 2. All recording fees shall be submitted to the Planning Department at the time of recording.**
- 3. A letter shall be submitted to the Planning Department by a Licensed Land Surveyor, certifying that all boundary monumentation has been set as noted on the approved plan, or in lieu of a letter, the final subdivision plan to be recorded may be submitted noting that the bounds have been set.**

**Ms. Johnson duly seconded the motion. Vote taken – all in favor. Unanimous. Motion carried.**

Chairman Fairman said thank you, Sir. Mr. Lopez said thank you very much.

#### **IV. Concept Proposals and Other Business:**

- 1. TT of Willow, LLC(Applicant)and 11 South River Road, LLC c/o Riley Enterprises, Inc. (Owner) – Request for review of a conceptual plan for a proposed automobile dealership (33,300 sq. ft.) for Genesis AutoFair Manchester, with associated parking and automotive service facilities, located at 213 South River Road, Lot 22-27 & 22-28, Zoned PZ.**

**Mr. Brian Jones of Allen & Major Associates presents:** Good evening. My name is Brian Jones with Allen & Major Associates. We're land surveyors and civil engineers, landscape architects. Nicholas Berndt with AMSI Automotive Management Services Incorporated, is a construction management company, owners' rep for automotive uses. We did file for the property on 213 South River Road. I have a couple drawings here. This probably is a good one to start with. Staff did a great job in sort of summarizing the project. I won't go too much into that, but I will run through the drawings just to familiarize everybody with them. This first sheet is an overall property plan. It's two lots that we're seeking to develop. One is 9.7 acres, and one is 1.4 acres, and I'll just sort of highlight where that lot line is. It's right down in the corner there, if you can see that. It's a smaller triangle piece in the front and then a large piece that sort of wraps in the back.

This property has been formerly developed. It has some easements on it and restrictive covenants as well, some for the benefit of the Town, some for the benefit of the property. There's an access

easement in the front here for the shared driveway with the signal. There are some drainage easements. There are utility easements. There's a signal easement and then in the back, in the wetland area, along Patton Brook, there's some restrictive covenants back there. We did include a more detailed topographic survey as well. This is the front of the property. Probably everybody's very familiar with this. I'm sure you drive by it all the time. It's a level pad that is below the rock ledge cut in the front. South River Road is here. This is just adjacent to the overpass of Route 3. Route 3 is on the right and the Mini Cooper dealership is on the left.

This is the area that we're seeking to redevelop and as part of our project, obviously we surveyed it, but we also flagged the wetlands, and everybody knows that there's wetlands in the back. However, within the last 5 to 10 years, a small pocket wetland developed in the front within the area the blasted area, and that's just basically because there's some weep coming out of the ledge face there. So the project does require a wetland filling of this isolated pocket and the other permits that go along with that.

This sheet is just the back half of sort of our developed area. It shows Patton Brook. It shows the wetland boundary. It shows that rip rap slope that was constructed back in 2016. It shows the stone boulders along the top of the slope and that's all.

So what we're proposing is an automotive dealership. It is for the brand Genesis. I'm not sure if the Board members are familiar with that. It's a newer brand, an offshoot of Hyundai, but it's a luxury brand and this would be a standalone Genesis dealership for just their cars and SUV's. It is a 32,000 square foot single story building with a drive-in service area here with a showroom in the front with a pretty large, dedicated service area for repairs and maintenance, a car wash, it's a separate detached car wash that is only for use by the dealership and then an exterior storage building for tires or anything that needs to be stored before it's taken off site. We also have a trash area in the back. While we're on this slide, I'll just talk a little bit about circulation. This front portion, this is where we envision patrons, customers using the facility. We have a gate here so that this back area for inventory and employees is secure. Vehicle deliveries would enter and circulate through the site. We've actually added the truck route paint marks on the pavement, and they would circulate in that manner. And I think that's about it for this sheet. We did include a parking summary table and a zoning summary, and we can dive into that if the Board has questions or comments. I included a preliminary or it's fairly well-developed drainage plan and this project will be using all subsurface stormwater management. We're going to be collecting it, pretty typical with catch basins, and then conveying it in a large diameter pipe and there's an infiltration system in the back. So, it's all subsurface that provides us with detention and infiltration. And then just before it's discharged, we pass it through a filter. So it's a very high level of treatment. Mini Cooper, I don't know if everybody remembers that project, but they also have a water management feature here along the edge. That stays. That doesn't get changed as part of the project but our stormwater we handle internal on-site, and we'll meet all the requirements. Becky mentioned that it does require alteration of terrain permit. That's because we're over 100,000 square feet of disturbance. So that is also part of the project.

This is a utilities plan. There is water and sewer available for this property. The sewer I'll talk about first because that's one of the more challenging utilities here. The property was master planned with utilities, so they stubbed water. They stubbed sewer. The gas is out in South River

Road, but the sewer manhole is up in this corner and it's quite a bit higher than the site. So, in order to service the building, we are showing a pump chamber. So all of the storm water from the building is collected here and then pumped to that existing sewer manhole, and then it flows gravity out to South River Road. Now the water line ties in here and connects to the building. That's domestic and fire. We have done hydrant flow testing, and the pressures are good, and the capacity is good. We don't anticipate any issues there. We met with Manchester Waterworks to perform that. Electric till data would come from South River Road. We're intending to bring it overhead across South River Road and then underground within the property to service the site with a transformer in the back. And natural gas ties out to South River Road as well. So, all the utilities are there. Some have been master planned for this site, some we have to do a little work to get them onto the property.

We did include a landscape plan and a summary table here where we've listed the Town's landscape and buffer requirements and how we conform with them. And this is our proposed species and the trees and bushes, shrubs. I suppose the only extra unique feature of the property is within here where we're doing a Zen garden where it's visible within the building. There are glass walls around this area, so this is kind of a unique landscape feature within the site. We have some decorative pavers. We have decorative fencing. We have decorative trees and shrubs. So, there's a there's a high level of planting and landscaping here in the front. And I think that's it. I do have a sort of a color, overall plan that might also help tell the story. I'll just pull that up so people can see. It also has the aerial photo. We can toggle between this one and the site plan as the Board has questions. As Becky mentions in her summary here, we're looking for as much input as possible before we take it to the next level. Thank you.

Ms. Hebert asked you also have architectural elevations? Mr. Jones replied yes, thank you. Very important. There are architectural drawings that are well developed. It's a global brand, so there are certain global elements to it. Let me see if I can zoom in a bit here. That might help. As I mentioned, it is a single-story building, although it's a tall, single story. A curtain wall in the front, a lot of glass. It is a modern motif, sort of similar to how Mini Cooper is modern architecture. The colors I think complement. Genesis colors are this this gray and steel colors, galvanized silvers, things of that nature. Nick can probably speak more to the architecture than me. I'm the civil engineer, but the project will have these bandings on the front sidewalk of decorative stone and concrete. And like I mentioned, there's pavers as well. We can scroll through the architectural plans, or the Board can just go with that.

Ms. Johnson asked what is the thought behind this Zen garden? What's going to be happening on those paved areas? Mr. Jones replied we're talking this area right here? That is new car delivery. So, this customer would enter here and climb into their new car, and this is where it all happens. This is the final space. I don't know if you can add anything to that, Nick. Mr. Berndt replied well it brings a little bit of the outside inside. As Brian was saying, in new car delivery here, in this space right here is kind of the customer handover after you purchase your car, where all the features are gone through. So it just brings a little bit of that outside elements inside as well. Mr. Jones said yes, and interior—these walls are glass, so it's almost like the outside is inside. Ms. Johnson added the fancy way to leave. Ms. Malcolm asked will you be doing any solar power on the roof? Mr. Berndt replied there's nothing planned at this time. Mr. Jones said right.

Chair Fairman said let me just add, I was going to comment: This building being below, as you pointed out, the roadway, you're going to be looking at the roof. The roof should be screened with something. I strongly suggest that you screen it with a whole bunch of solar panels. It makes sense from a business standpoint. It makes sense from environmental standpoint. And it will make a lot of sense from a visual standpoint from the roadway. That rooftop is ugly. You need to screen it, do something with it, because that's what you're going to be looking at when you'll drive on that road. You're not going to be looking at the glass windows. You're going to be looking at the rooftop. So let's make sure to do something there and I urge you to seriously look at solar panels. Thank you, Priscilla, for bringing that up. Are there any other comments?

Ms. Malcolm said yes. You'll be sharing a driveway with Mini Cooper. Is there going to be any impact on the parking at Mini Cooper when you drive your new vehicles in and out or whatever? Mr. Jones replied I'll say no. Mr. Berndt replied we've provided customer parking for our facility. We've provided access for the car carrier when they come in and they have deliveries. They've got full access on to our site and can make a full loop around. So there shouldn't be any impact to anything on the Mini Cooper side. Mr. Jones added right, we're not taking any parking from Mini Cooper. They're not losing any parking spaces. We're doing only work within the access easement for this this parcel. And as Nick mentioned, the vehicle delivery is it enters and is able to circulate through the entire site. We've set it up with wide drive aisles and radiuses so that the tractor trailer can circle through. And then the patron or the customer parking is in the front. It won't be missed. Inventory is all in the back. Ms. Malcolm asked where are you going to put your signage? Mr. Jones answered so, there is a sign shown on the drawing. It's right here in this front corner. This rectangle is a vehicle pad. One of the new cars would sit there and then the intention is to put a sign in this location. Ms. Johnson asked what about on the building? Is there going to be... Mr. Jones replied there are signs on the building as well. This graphic actually picks up on that. It's mounted right on the building right there. Mr. Swiniarski said and then you have the logo on the other side. Chair Fairman asked why have Manchester? You're in Bedford. Mr. Nelson said that was going to be my question. Chair Fairman said it should be Genesis of Bedford not Manchester. Mr. Berndt said the business is established as Genesis of Manchester. Chair Fairman said Toyota is moving to Bedford. They're going to change it to Toyota of Bedford, not Toyota of Manchester. Mr. Berndt replied I can understand that, but we're a separate business from Toyota and our business is established as Hyundai Genesis of Manchester. Chair Fairman said yes, same argument for them. It should be of Bedford not Manchester, Sir. Go back to your owners and tell them it should be of Bedford. You're in Bedford.

Vice Chair Newberry said according to the staff memo, you have some pretty significant retaining walls. Can you just outline where those are and how they're going to be treated and what their exposure is too? Mr. Jones said the retaining wall that we're proposing is along the back. It is a fill retaining wall. It won't be visible from the roadway or from the site. The site sits up high. The retaining wall faces the wetland area in the back. It's a fill wall. Vice Chair Newberry asked, and will that have fencing along the top of it? Mr. Jones answered it would have to, yes. And our intention is to actually bring the wall a couple feet above the pavement, too, to serve dual purpose of vehicular barrier and fall protection. Vice Chair Newberry asked what will the site have for hazardous material and how is that going to be handled? Mr. Jones asked Mr. Berndt do you want to tackle that one? I mean, obviously automotive products. Mr. Berndt replied yeah. So, the facility will have an oil/water separator as part of the sewer system. So anything within the shop that would

potentially have any oil in it is piped to that oil/water system to separate it. And that system gets pumped out as needed. Any flammable liquids or anything like that within the shop are all stored within a dedicated yellow, flammable liquids cabinet for that. We do have an above ground fuel tank that's over by the dumpsters, and that is a double wall, concrete-filled tank with its own inner interstitial space. So it has its own secondary containment built into it if there was a leak. Along with leak alarms and things like that built into the fuel tank itself.

Mr. Swiniarski asked is there any way to add more landscaping? I mean, I understand with an automotive dealership that the space is needed for inventory. It just seems like, OK, so you have one automotive dealership next to it. You have now one down the road, I think. We have a fourth one contemplated down the road as well. I don't think that our master plan contemplates the Bedford auto mile here, right? And that could be wrong. I haven't read it but it's almost like that's where we're going and it's not a bad business to have in Town, but the appearance of just, obviously your architecture and it looks great for an automotive dealership. But when there's many of those on one stretch, you get a very industrial—don't know if industrial is the right feel. It's an auto mile feel. And in my mind, the way to mitigate that is landscaping. I think that's the only way to do it. Is there a way? So I would ask and encourage you to see if there's a way to stuff more landscaping in there. I see that the effort has been made already. I think there cannot be too much landscaping. Mr. Jones replied right. OK. We can take a look at that. One thing, the Board is very familiar with the site. It's down low from the roadway. So the view corridor is right here. Right? As you're coming up south towards the highway, this is how you'll experience the building. It's going to be very difficult to see the sight from here. It's down below the ledge cut. But this view corridor is where we're really going to target landscaping and all of the architectural features. Mr. Swiniarski said right. Yeah, that's exactly true, I think. It's not visible. Mr. Jones continued we want to spend the money where we're going to see it, not necessarily just in the back where it's not visible. Mr. Swiniarski replied agreed. I think coming north, you don't really see this. You're at the overpass part of the Everett Turnpike. That would be my thought. And then, you know, one other thing that I would look for as a condition down the road, and I don't know that it's been a problem at many, but at a lot of automotive dealerships, is that the parking becomes—the inventory storage becomes literally like stacking, not stacking, but like boxes. The cars are not only in parking spots, it's like every single square inch is used and whoever's parking in these cars is climbing out of the sunroofs to get out of them. And I get it. I mean, it's an inventory thing, so I would hope and encourage there's thought given to that. Because that in the end looks bad. I can think of a couple of dealerships in Nashua, for example, that you drive by them on the highway, and I mean, it's just wall to wall cars with this much space between them and that doesn't look good.

Ms. Hebert said to follow up on Chris's comment about landscaping, I think if you had a more substantial vegetative buffer between Mini Cooper and Genesis, where the expanded parking is for Mini Cooper, right along the side lot line, that's a pretty narrow vegetative strip without a lot of vertical elements, but I think having something that would visually create a separation between the two properties would help too. Mr. Swiniarski said and then where we're going to buy our Christmas trees, if this is [inaudible]. Chair Fairman said he'll find another spot. He keeps moving. Mr. Swiniarski said actually, yeah, there's plenty of other spots down the road now that I think about it. Chair Fairman said he's moved all over the Town.

Ms. Malcolm asked how far above the Everett Turnpike is your site going to be? I know you're below Route 3, but you're above the Everett Turnpike. Is that right? Are you level with the Everett Turnpike? Mr. Jones nodded. Ms. Malcolm said I thought so. What is going to be visible from the Everett Turnpike of your sight? Mr. Jones replied we're hoping a lot, but I think reality is not as much as we hope. You can't see it as you come under the overpass because of the ledge cut. You're well below the site. There will perhaps be a view corridor right in this area where the trees aren't so thick, but there are trees within the highway layout that will remain. Ms. Malcolm said right. Mr. Berndt said with no signage on Everett, I think Brian is a little more optimistic on the visibility than I am. I've looked at it from the different view sheds, I think it's going to be really hard to see anything. Ms. Swiniarski asked is that as important these days? You know, obviously in the past the visibility, but I just feel like people now more—you don't drive down the highway and say, oh, there's a car dealership. I'll go buy a car. I feel like the world isn't like that anymore. I don't know. Mr. Berndt said I think for any business owner they want visibility, but how can you really study the impactfulness of, unless you're taking a survey of everybody that walks in the door. Why did you stop here today? Is it because you saw us or because you knew you were coming here for some other reason. Mr. Swiniarski said right.

Mr. Nelson said Mr. Chairman, just a point of clarification from staff. At the end of the day, the most basic issue for discussion is the fact that it's not a permitted use, correct? Ms. Hebert affirmed. Mr. Nelson continued and so the kind of A Number One discussion is, is this use going to be waived or not? And then all these other things are kind of tertiary to that approval, correct? Ms. Hebert replied that's correct. Mr. Nelson said all right. Thank you. Mr. Swiniarski said well, that's a very good point and that gets to sort of my auto mile point is... Mr. Nelson said you said it much better than me. Mr. Swiniarski said when does it end? I can't imagine we want many more—if one more, how many? Because it very quickly becomes the auto mile, and I don't think that's part of the character of this Town.

Vice Chair Newberry said Mr. Chairman, a couple of comments: As regard to the waiver required, you're going to need to sell it. You're going to need to make a case for why you should get that waiver. I agree with Chris's other comment about more landscaping. I would rather see more landscaping and less parking spaces. The staff memo notes that you've got 137 spaces more than required. I'm having a hard time imagining why you need that many more. Maybe you need a few more. Got to park things somewhere but I would really rather see a few less spaces and a little more landscaping, even if it's landscaping within the site. To your point about your view corridor being off to the west/southwest, I don't know how feasible it would be, but you might even want to consider rotating your structure a little bit so that the front facade is a little more exposed to that view corridor. And the car wash is going to go to the sewer? Mr. Jones said yes. Vice Chair Newberry continued, and it will be treated before it goes to the sewer? Mr. Berndt replied it will route to the whole water separator before it goes to the sewer. Vice Chair Newberry said I would really like to see a little more landscaping and a few less parking spaces. I mean, I can't imagine that you really need over 137. Mr. Jones replied well, see, there's inventory spaces and then there's the spaces required for the use. So your use is based on retail. You need X number of spaces to conform with the retail use. But we will have inventory that won't be for employees or customers. I'm counting those. Vice Chair Newberry said no, I understand all of that, but my point is simply that if you're planning that many spaces, I'd like to hear something about why you really need that many spaces—not just we need it for inventory. Mr. Swiniarski said I think the way to think about

that is when it's an automotive dealership we, we call them parking spaces because the parking cars. If they weren't selling cars and they were selling something else, we wouldn't call them parking spaces, we call it outdoor inventory storage because it's what it is. I don't know if that's a bad or a good thing necessarily, but it's not a parking space at that point. Nobody's parking there. The inventory is sitting there. Vice Chair Newberry said it's not active parking, no. I get that. Still, it is a lot of spaces. Mr. Berndt added it's the challenge to like what Chris was saying earlier, if I may, he goes by one dealership, and they're stacked in there like sardine cans. Right. And that's because they need the space. So we're trying to project the space that we need and then weigh that with what you believe we should have for landscaping and things like that to break it up a little bit. So I think there's that natural give and take between what we need from a use standpoint and what we need to do from an aesthetic standpoint.

Chair Fairman said and I enjoyed back long time ago and most of you don't remember when you went in, and you ordered a car and there was no inventory. It made a lot more sense from a business standpoint. I can't imagine the business model that has come to where we are today that has all this cash tied up in inventory. It makes no sense to me, but it is what it is. But I think if you can reduce your inventory, put more landscaping in and reduce the number of parking spaces for inventory. Let's make it look like a nice site, well landscaped with stuff. One other question; I don't know the Genesis brand very well, but if you don't have electronic guys now, you will in the future. Are you going to have charging stations open to the public? Totally open to the public? Mr. Jones said yes, they're on the plan. Ms. Malcolm asked where are they on the plan? Mr. Jones replied we have EV charging stations in the front here. You can see that symbol there. That's open to the public and then for repair cars or service cars or employee cars, there's additional EV charging stations in the back. Ms. Malcolm said OK, I see those. Chair Fairman said great. Thank you very much. That's good. Mr. Jones said, and I do think Genesis...do they have an EV car yet? If they don't, like you say, it's coming. Chair Fairman said yeah, I'm sure it's coming. We have a couple people in the background here who would like to make some comments. I'll open it up to the public. Go ahead, Sir.

**Mr. Tom Riley, 4 Tiffany Lane, Bedford:** My name is Tom Riley, 4 Tiffany Lane, Bedford, NH. I'm the managing owner of this site, and I think the only one up there probably knows the history is Hal. This goes back 20 years when I was developing the Target and Lowe's site, and I've developed, well now, three dealerships in the Manchester/Bedford area. Originally this was going to be the Porsche Audi dealership, which is also owned by the Mini Cooper owner. But over the years, it took us way too long to get it developed. If you remember right, it was a rock pile. It was 4 parcels I had to consolidate. So first a couple of Corrections. I've been away a lot, so I didn't get a chance to sit with the engineer. So a of couple things I have to correct. First of all, he said it was 9.2 acres. We're going to subdivide off from the brook to the front. That's going to come to between 4 and 5 acres. That's the amount they're using. The backside will have access from either Club Acre Lane, a different intersection of a different area, different use down the road. So you're going to see a subdivision playing along with this; one. Two, he said he was putting his own drainage system in. Again, I wish he would talk to me because we have a drainage system installed, which we came to this Planning Board for 6, 7, 8 years ago. It cost us a million dollars because when we came the Town was concerned, the DES was concerned, and a few other entities was concerned about this whole area: Back River Road, Dunkin' Donuts, Target/Lowe's, this site, the Tavern. So where you said we needed landscaping, there's a good-sized strip. Under that strip is a million-



dollar filtration system taking all that water from about 1/4 of a mile around that area and turning it into pure drinking water. It's purer now than it is in the drinking water, so it was very extensive and very well done. The back where he said the retaining wall, that retaining wall has been built. We built that 10 years ago. So, the retaining wall is built, it's built to state standards, federal standards. It's got all the retirements to hold it up, and the guard rails are already in if you drive down there. Wetlands—why do we have wetlands? Well, Becky, I love Becky. She's doing an amazing job, but because it's been taking us so long to develop the site, we were asked to reseed and re loam it. Well, it was all gravel and hardpack. Well, when you put loam, organic material, on top of a gravel which has seeping in from the rocks next door, it's going to create wetlands. So the wetlands is there, but it's very narrow and it's only because when we did Target and Lowe's, we didn't have any drainage area. So if you can picture how high Target and Lowe's is, underneath Target and Lowe's is a full cistern. That's where all our drainage is stored that goes into the rock and then it comes under the highway over to the site through the porous granite. That's why it's coming out there. And at the time, I just didn't have the funds to put another culvert. We have culverts along the back and drainage cistern and tanks. We've got to tie all that into it, because it's got to go into the purification system because that's what we told DES we were going to do. So there's your filtration. The additional landscaping, you're 100 percent right. That's why we left this big strip between Mini Cooper and this site. It's a pretty good size if you drive down there. That should be all landscaping. We were waiting to see what we did. We've come before the Board, and I know Becky can tell you exactly at least four or five times with concepts over the past 10-15 years. The first one was an automobile dealership, the second one was retail with two out pads, much higher use and more density. So yeah, so there's the drainage system. There's the landscaping, and there's the wetlands. On top of that, we've spent so much money on that site. The site was a million dollars for the drainage in the lower and the back. We've spent, I don't half a million or more in the intersection. I gave a piece to the state because when I bought it, the bridge was only one lane. And that just wasn't going to do it. We wanted to get the state to... The state wanted the Town to accept. I was on the Council for so many years I can't remember. I'm 5 generations in Town. Well, in order for the Town to accept it when I was on the Council, we said we want all the road improvements done up past the bridge. So they came to us, and I donated the land so they could make that bridge wider. We did that. We did Target and Lowe's, the intersection. I don't know if you remember. Some of you might remember Back River Road was the gas station. There was a gas station on Back River Road. Well, in order to do the back River Road new intersection the Town would get the Town to take the gas station by eminent domain. Behind the gas station was a Ray's Country Store where Dunkin' Donuts is today. When we moved the gas station, we always promised we'd move it across the street. Thus, the new gas station across the street. That's basically a long—it took 15, 20 years to do it, but we got it done. So, a lot of money was put into that intersection. A lot of money and design was put into the intersection across from [inaudible] and I go all the way back to when we redid the Bedford Mall because the old exit off the highway used to come across from Macy's—Jordan Marsh at the time. When we did the Bedford Mall, you might have been on the Board, Hal, when we did the Bedford Mall. We rebuilt that whole intersection plus gave the Town half a million dollars for future work and we got the State to bring the intersection on Kilton Road. So, we've done a lot of work in this area over the years and this site here is probably the last large remaining site between... the market is between the bridge and Manchester line. That's where everybody wants to be, Market & Main, REI, the stuff we're doing down on the Manchester line now. We've got a lot of other parcels between their lines, but they're smaller ones because it was all houses. Needless to say, we've done a lot of work

there. The drainage is in. The concept originally was for the same thing you got there, and I think you all know why we changed the regulation in PZ to put the restriction on the automobile dealerships. That was modified because when we had Jordan Marsh there, CarMax wanted to come in with a 2,000 square foot building and 10 acres of parking of cars. Well, the concept was we're not going to get any tax base with 10 acres of cars. The only way to get taxes is the 2,000. So the Planning Board looked at it and studied it and said we should look at that zoning. Thus, we put this new requirement of automobile use. It's the only reason. The other two, I think, are going down on the Merrimack line. Becky? Yeah. So, it's quite a spread away from the dealerships of concern. So anyway, that's a little bit of history. I can give you history all the way back 60 years cause like I said, that was my in-law's property, a lot of it on Route 3 one of those farms and my dad was the road agent in Town for from the 40s up to the 60s. So, if you ever want any history on how that road went from a two-lane road to the Manchester Country Club—we never changed that to the Bedford Country Club. I would love to see if we can do it. That would be awesome. I've been there for 38 years. I'm going to go in next week and say we're changing it—Bedford Country Club. Anyway, if you ever need any questions on how—and I know we've done a lot of traffic studies. When I was on the Council, we did the first one, I think, was done with TFMoran from the Manchester line to the Merrimack line. Then we did another long-term master plan when we did the Bedford Mall. We did another one when we did the Target and Lowes. So, we have them in the file. Master plans—I bet you we've done at least 10 traffic studies here. So, hopefully that gives you a little bit of where we are in the history of the area, and if you ever want to know any more, please give me a call anytime. I'll be more than happy to sit with you for ½ an hour and tell you the whole area. Chair Fairman said thank you, Sir.

Vice Chair Newberry said in the staff memo, I noticed that there were a couple of concerns by the town engineer. Are you familiar with those and any issues or concerns regarding those comments and concerns? Mr. Jones said we are working with a traffic engineer as part of the next steps. Vice Chair Newberry said I think they were at least partly concerned with traffic study. I don't remember exactly what the other ones were, but I know there were several things that the town engineer was noted as having a concern. It was noted in the staff memo. So I just wanted to bring that up to make sure you were aware of that. Mr. Jones replied we are aware. Yes. Vice Chair Newberry said OK.

Mr. Swiniarski asked is AutoFair part of your business name, too? Mr. Berndt replied yes. Chair Fairman said I just want to reiterate what Hal said earlier relative to the waiver. You didn't discuss it tonight, but certainly you're going to need to sell that to us. Don't just assume that because but many people come in that we'll let this one come in. So, let's make sure you do your due diligence and come in prepared to tell us why the waiver should be approved. Do you gentlemen need anything more from us? It would be interesting to see the elevations from various points of view when you get to that point, from both angles, coming in from various points that you would be looking at the building, not just south, east and west but perhaps coming at the corners. It would be good to see some elevations. Mr. Jones asked something further than this type of drawing? Mr. Swiniarski said I think what he's referring to is how it will look from the street. Mr. Berndt said we could put together visibility images. How it will look compared next to the Mini Cooper size, setback? Chair Fairman added nice conceptions of elevation from various locations around it. Ms. Johnson said I'd be interested especially where you're saying there's going to be a car out front, what that looks like. Chair Fairman said I don't think you need one from the Everett Turnpike, but

from other side. Mr. Swiniarski said I'd say fill the parking spaces with cars. That's what it's going to look like, just so we know. I'm not saying that's bad, but that's what it'll look like. Chair Fairman said all right. Thank you, gentlemen. Mr. Jones replied thank you for your time.

**V. Approval of Minutes of Previous Meetings:** October 16, 2023 meeting.

**MOTION by Vice Chair Newberry to accept the minutes for October 16, 2023 as written. Mr. Nelson duly seconded the motion. Vote taken – all in favor. Unanimous. Chair Fairman and Ms. Malcolm abstained. Motion carried.**

Chair Fairman said I'll make a comment before we get to communications that the Thank You Breakfast run by the town council was nicely done. It was nice of them to do that. That's something that Laurie has brought in from her work in Hollis. That's a nice addition second year around doing that.

**IV. Communications to the Board**

Ms. Hebert said I just wanted to give everybody an update on the Housing Study. The public forum on the 14th was well attended. There was a little video clip that WMUR put out about the event, and I'll share the link with all of you in case you missed it. The forum focused around six posters that summarized the housing data that's been collected to date and then there was a questionnaire. This format is also going to be available online, so folks can review the posters and fill out the questionnaire online. So if you have friends or colleagues who missed the event and you want to share the link to the online application, that would be great. I'm going to be sending that out electronically to all of you. And we'll make sure you get printed copies of the posters and an 8 ½ by 11 format with your next packet.

Chair Fairman said there's a lot of very interesting data and statistics. One of the things that hits you pretty fast and hard is that single family homes drive costs to the Town, not multifamily or even apartments don't drive school costs or ambulance costs, or fire costs—any of that stuff. It's very low impact on the homes other than nursing homes, assisted living, do impact, certainly. Ambulances almost just under one call, one EMT a call per year per unit in an assisted living facility. A lot of ambulance calls to those, but all the other numbers really drop off pretty fast in Town. Some of the other statistics in Bedford; you've heard this before: Bedford is the third largest school district in the state, behind Nashua and Manchester in terms of number of students. As I said, there's a lot of data and statistics. Everybody should take and review and understand because it's important data going forward.

Ms. Hebert said the consultant also put together a detailed PowerPoint presentation with a lot of data in slide format. And they would be willing to come to the Board and give a more in-depth presentation on some of these numbers and statistics if that's something that the Board would be interested in doing. We could schedule them for one of your regular meetings in December or January. Mr. Swiniarski said I think that's a good idea. You know, Charlie, the data you were talking about actually I had to use that very same data in an argument I was making for a large housing development in Milford last month. And I was surprised to see how it actually shakes out, but it does turn out that over 50-unit housing developments tend to subsidize school systems where

the primary student body comes from single family homes. One thing that I've always thought is one of our biggest problems, and I don't know if I'd say it's New Hampshire, it's partly in America, too is, well, in New Hampshire we do have a well-documented problem of our flight of people at an age of say 20 to 30. That's bad, and I think a part of that is because of the lack of diversity in housing. And that's why sometimes it's easy to understand how developers will look towards building up maximizing density to maximize profits, but with no diversity, that's how you lose people. When your choice is a two-bedroom apartment or a \$1 million home, the third choice is to go somewhere else, and that's the choice people are making. I don't know the answer to create more diversity, how to make the 1950s-type of house where a nuclear family could live in and raise kids. And there are certainly some who want to raise kids in a 2-bedroom apartment but there are, as our statistics show, there are certainly many that don't. That really, I think, has to be the focus and that's a very difficult task in creating that diversity of housing. How do we create small homes that—how do we create starter homes? Chair Fairman added particularly in Bedford where a building lot is worth \$340,000 to start. It's a real problem, of course. We don't have much land left. Thing that we're totally missing, I forget the middle, the condos, that whole segment of housing—we don't have in Bedford. Mr. Swiniarski said right. We had an attempt at it sort of like a Greenfield Farms, that type of thing where it's not exactly a condo but even, we see land condos where you have a house and you have a yard, and that is a condominium unit of an eighth of an acre, let's say. And there could be potential for that in Bedford when you look around, I don't know, I think of my yard. I have a three-acre lot, and I don't see 2.3 of those acres. Chair Fairman said solutions in Bedford are very difficult as they are all over, but really in Bedford. Mr. Swiniarski agreed, it's difficult. It's a sign of the times, right? In the 1970s, let's say, when a lot of neighborhoods were built, that was norm, two- to two-and-a half-acre lot. You wanted that. It is kind of a waste of land when more housing is needed. It's tricky. It's tricky. I don't have a solution, but I think that's the focus of solving the problem rather than just more apartments all the time because that really exacerbates the problem in the end. It gives that population segment, those younger professionals, a bad choice that they don't want. There are plenty of people who want a house. They don't want to live in an apartment. Chair Fairman said Bedford is getting older, a very old community and there's some stats in there about that, too. Mr. Swiniarski said yeah, and that's bad. And it's not just Bedford, it's New Hampshire. Bedford's up there, for sure, but much of the rest of our state is right there, too. There are very few towns, I think, that are doing it well. I feel like Brookline, for some reason, was one of the ones that seems to be doing it right when I was reading the study. So I think having a professional give us more education on that could only help. Mr. Nichols said I would say January instead of December, by the way. It's just a little easier of a month.

**V. Reports of Committees:** None

**VI. Adjournment:**

**MOTION by Ms. Malcolm to adjourn at 7:34 p.m. Vice Chair Newberry duly seconded the motion. Vote taken – all in favor. Motion carried.**

The next meeting of the Planning Board is scheduled for December 4, 2023.

Respectfully submitted by  
Sue Forcier