

**TOWN OF WOLFEBORO
CONSERVATION COMMISSION
DREDGE & FILL MEETING
MINUTES
August 21, 2019**

Members Present: Lenore Clark, Chairman, Brian Gifford, Jeff Marchand, Members.

Chairman Clark opened the meeting at the Town Hall Annex Conference Room at 6:07 pm.

**John & Julia Devoy
268 Sewall Road
Lake Winnepesaukee
Minimum Impact Expedited
Tax Map #241-29**

The applicant proposes to make necessary repairs to an existing grandfathered wood frame piling supported dock in need of repair/replacement and retain a seasonal PWC lift.

The Wolfeboro Conservation Commission has no objection to the John and Julia Devoy Minimum Impact Expedited application, Tax Map #241-29, as submitted.

**Robert & Susan MacLeod Family
60 Holden Shore Road
Lake Wentworth
Minimum Impact Expedited
Tax Map #191-49**

The applicant proposes to reduce an existing perched beach by 1,015 SF, add an approximate 45 linear feet rear beach wall, add 4' access steps to the existing sloped access area and restore 950 SF of beach area to lawn.

The Wolfeboro Conservation Commission has no objection to the Robert and Susan MacLeod Minimum Impact Expedited application, Tax Map #191-49, as submitted. The Commission suggested adding native shrubbery plantings (e.g. blueberry bushes) along the upland side of the proposed wall to "catch" and retain nutrient runoff from any fertilizer that might be used on the new lawn.

**AR & IM Hendrickson Realty Trust
206 Sewall Road
Lake Winnepesaukee
Permit By Notification
Tax Map #241-43**

The applicant proposes to make necessary repairs to an existing grandfathered U-shaped piling supported pier and replenish an existing beach with not more than 10 cubic yards of sand.

The Wolfeboro Conservation Commission has no objection to the AR & IM Hendrickson Realty Trust Permit By Notification application, Tax Map #241-43, as submitted.

**Robert J. and Helen L. Conrad
165 Clark Road
Lake Winnepesaukee
Standard Dredge & Fill
Tax Map #242-8**

The applicant proposes to install a 14'x30' seasonal canopy on a previously approved dock.

The Wolfeboro Conservation Commission has no objection to the Robert J. and Helen L. Conrad Standard Dredge & Fill application, Tax Map #242-8, as submitted.

**Patricia and William Indelicato
127 Kingswood Road
Special Use Permit
Tax Map #243-63**

The applicant proposes improvements to an existing driveway (increase in the wetlands setback due to an increase of maneuvering areas) and barn (decrease structure setback to the wetlands from the barn roof overhang) that are located within the wetlands buffer.

Referencing the Patricia and William Indelicato Special Use Permit application, Tax Map #243-63, the Wolfeboro Conservation Commission noted that this is a large project overall, to raze an existing 4-bedroom house to be replaced with a much larger house and to renovate an existing “barn” into what appears to be a combination garage/apartment, according to the architecture renderings. Essentially, the proposal is to create what’s known locally as a “family compound.” The Commission appreciates the environmental benefits to this project, such as reducing the footprint within the wetland setback, and the proposed addition of stormwater mitigation, although the reference was vague and provided no details (e.g. the letter indicated such would be provided in the areas immediately adjacent to the wetland however, the Commission questions whether there will be some sort of stormwater redistribution method for the rest of the main house). Given the scope of this project, the Commission wonders if an effort could be made to move the “barn” slightly to the west to remove it from the buffer zone completely. Or, given that this would significantly increase the burden on the property owner, could the owners forgo extending the roof line instead. The Commission understands the owner’s desire to match the barn/guest house to the main house, but this is not the least impacting alternative, which is the scope through which the Commission views the proposed project. The Commission also appreciates that the wetland setback area over which the extended roofline is proposed to cover, is presently overlaid by a gravel driveway which will be removed. We would respectfully point out that while there will be much less driveway within the setback if the project is approved, the existing driveway is gravel and is more pervious to rainwater than the proposed asphalt driveway. Therefore, the Commission questioned whether the owners would consider using porous pavement. To be clear, the Commission is not strongly opposed to this project and from an environmental standpoint, appreciates the efforts that have been shown to improve the current conditions.

Respectfully Submitted,
Lee Ann Hendrickson
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