

**MINUTES
CHARLESTOWN PLANNING BOARD
AUGUST 20, 2013**

Members Present: Robert Frizzell (Chair); Sharon Francis (Vice-Chair); Steven Neill (Ex-Officio); James Jenkins; Rose Smith-Hull, Roger Thibodeau

Alternates Present: John Bruno, Richard Lincourt

Staff Present: David Edkins – Planning & Zoning Administrator
Regina Borden – Recording Secretary

CALL TO ORDER: Mr. Frizzell called the meeting to order at 7:00 PM. He advised that regular member, Pat Royce, was not present so called upon alternate member, John Bruno, to sit in her place. Noting that meetings are tape recorded, he asked that anyone wishing to speak identify themselves for the record.

APPROVAL OF MINUTES OF AUGUST 6, 2013, MEETING:

Mrs. Francis moved to approve the Minutes of the August 6, 2013, meeting, but had some corrections. Page 3, last line, “With regard to safety, he discussed site distances” – she noted that “site” should be changed to “sight”. Page 5, second line, Mr. Lincourt did not say “evergreens” but rather “arborvitae or something similar”. Bottom of page 7, Mr. Thibodeau asked if the “pumps” would also be removed in addition to the “canopy and tanks”. Mr. Wamsganz responded “yes” they would be removed at the same time as the others. Mr. Neill seconded the motion. With six members in favor, the Minutes were approved with the corrections. Mr. Jenkins abstained as he just came into the meeting and was not present for the discussion.

CHAMPLAIN OIL COMPANY, INC. – 4,100 Sq. Ft. Convenience Store with Gas Pumps & Subway Restaurant – 104 Main Street – Map 118, Lot 92 – Zone E (Mixed Use): Mr. Neill stepped off the Board as he is a member of the Masonic Building Association, an abutter to this property, so he is recusing himself. He can only be replaced by another Selectboard member therefore Brenda Ferland sat in his place.

Mr. Frizzell pointed out that at the last meeting the PB gave Champlain Oil some things to add. Mr. Wamsganz advised that Mr. Edkins had provided them with a list. The first couple of things involved the sight distances and they provided site plans that show that the directional arrows are painted on the entrance drive; the fuel tank vents are shown on either side of the parking lot. They did reconsider the proposed tree types and he believes they are called Taxus Media yews that will be planted in place of the Austrian pines; the propane tank cage, ice machine and the air pressure machine locations are all shown on the plan. As a part of the package they provided several drawings as there are some revisions. He also submitted a packet of pictures as he thought they would be helpful; there are four different views that he explained in detail.

Relative to the decibel levels, Mr. Wamsganz tried to get information from manufacturers but there are variables so he measured some actual ones. He went to the site today and stood on the north property line, with nothing going on around him in the quiet back yard but with some car traffic on the road he read 54 decibels. The Town's regulations specify 56 at the property line. They are almost over that with an empty lot. When a good sized truck went down the road it hit 65 decibels; with a train it hit 75 decibels. He went to Walpole and stood in the drive-thru lane of the Dunkin Donuts, 10-feet off the building and got 64 decibels. The equipment at the Walpole location is probably 25% more than what they would have in Charlestown. If they turned the equipment that is currently shown on the roof facing north toward the residences to the west facing roof toward the railroad tracks he thinks they will meet the decibel limit without a problem. The Charlestown decibel level is quite stringent in terms of trucks and trains. They re-evaluated the storm water because they were asked to look at what would happen with a 100-year storm as their pond was designed to handle a 50-year storm. The test pits did not read exactly like they expected. So, they increased the size of the pond, added a small retaining wall on the back of the parking lot and increased it enough to hold a 100-year storm. The regulations ask for a 25-year storm. They are comfortable with that. It will also serve as a place to put the snow. The test pit data was provided to the PB.

Mr. Wamsganz advised that Mr. Bruno deserves a lot of credit because he was on the right track as he picked up that the traffic numbers seemed low and they were. There was a misunderstanding regarding the number of pumps versus fueling positions. Each pump has two fueling positions. They had four fueling positions in all the calculations but there are eight fueling positions for four pumps. That more than doubled the numbers. They measured traffic in Walpole, as requested, and got about 250 trips for the PM peak hour and the existing Charlestown store was about 179. They are trying to move the Charlestown store from a cluttered, congested intersection to a more controlled access onto Route 12. Moving the store will be a huge improvement in the traffic circulation by taking it off this corner. They have submitted this information to the Department of Transportation (DOT) but have not yet received a response back from them. They are not sure if that will warrant a turn lane or not. Their goal is to try to get some closure at this Hearing. Mr. Wamsganz turned the meeting over to Mr. Pernaw.

Mr. Stephen Pernaw pointed out that at the last meeting they were asked to go out and do counts at the existing Jiffy Mart and the new store in Walpole. The PB wanted to see how those two sites sized up with the ITE Trip Generation Manual. He displayed and referenced the charts. They were asked to do the PM peak hour as that is when traffic is the heaviest and the first chart showed how they estimate trips for a gas station/convenience store if it was based on adjacent street volume. The line depicted what is in the manual and what the actual number of trips was. The data points in the manual are from across the country; some from rural areas and some from downtown city business districts. They have to use their engineering judgment to come up with the best estimate. In Walpole they counted 251 cars in a one hour period. They attempted to do the same at the Charlestown store and came up with 179 trips in and out but it is a difficult count because they have some on-street parking on Route 12 so they were counted as "in-and-out" even though they are not on the site. There were also some people that parked there but walked across the street to Ralph's Supermarket so those were not counted. They did the best they could. Some people walked to the store; there was even a Segway. If they use fueling positions

the count is higher than ITE. Walpole has a Dunkin Donuts and a Subway so they could add about 20% but in Charlestown there will just be a Subway so they could add about 10% more. They wrote an Addendum to their original Traffic Study that was submitted to the DOT. They looked at the new square footage of this building at 4,100 square feet and looked at the three options available. The Addendum is now based on the square footage because it produced the highest estimate and they added 10% for the Subway. By doing this they came up with 184 trips and 230 in the peak evening hours. The level of service stayed pretty much the same; all movements are well below capacity. They looked at north bound left turns and the new numbers are 56 in the evening and 46 in the morning. His opinion is that the numbers still do not require a turn lane but that is a DOT decision. If they think about adding the center turn lane a couple of things will happen; they will have to widen both sides of the road by pushing out the lanes 6-feet on each side, that will change the character of the Town. The six-feet on each side of the roadway will make backing out of on-street parking spaces a lot tighter than it is today. In theory, they would be looking at 700-to-800 feet of roadway improvements for a turn lane.

Mr. Bruno noted that in the original study they analyzed 2014 and 2024 but in the Addendum they only analyzed 2024; he thought the DOT required the opening and ten years out. Mr. Pernaw said in this case they presented the worst case projections and analysis. Mr. Bruno felt it would be nice to know if something would occur in 2024 or earlier. Mr. Pernaw said the 2014 is slightly over the line; it has the same result.

Mr. Frizzell opened the meeting to the public. He requested that people state their name when they come to the front to use the microphone so everyone can hear the questions and answers.

Misha Yakovleff is a member of the Masonic Building Association and an abutter. He advised that they are concerned about noise and lighting and asked if they were going to have any work done on-site at night as they are concerned about their tenants. Mr. Wamsganz said absolutely no work will be done at night. Regarding the noise and lighting they are requesting a Waiver for the front corner of ½-foot candle. The lights are all LED, will be down-cast and are focused with back-shields. Along that boundary there will be seven screening trees. There is no light on that back corner of the building.

Fire Chief Charles Baraly mentioned that the last time they were here they mentioned the noise level from the mechanical equipment which runs 24 hours a day. They can hear them at Ralph's Supermarket and they have a barrier around them so that is a concern. His concern as Fire Chief is the traffic on Sullivan Street to Main Street. What kind of time delay is expected? Mr. Pernaw said their projections for 2024 are that in the evening peak hour it is 72 seconds and 28 seconds during the morning peak hour. Ten years from now there will be delays as traffic increases on Route 12.

Robert Scott is the owner of R & K Towing. Now that he heard the traffic study he stated that it is dangerous enough working out on his property now but putting in turn lanes will take up more space; too much space. They are trying to put too much in a small space.

David Forsaith agrees with Mr. Scott on the turning traffic in that area because he does business with Bob. Mr. Forsaith drives by the Walpole station six days a week three times a day and

traffic is often backed up there. They are asking for big trouble on the Main Street of Charlestown and that is a no-no.

Sue Coleman has nothing against the Jiffy Mart but it will change the face of the Town. She does not care about 2024 but what is going to happen in 2014. How long will people have to wait now? She would like to respectfully ask that the PB take the townspeople into consideration first on the waivers.

Dee Hassett is the Manager of the local Jiffy Mart. Everybody is concerned about the congestion but if you tried to pull into this site in 2013 it is very difficult to get in-and-out. A few weeks ago her car was hit. They have fights in the parking lot quite often between people trying to get in and out of there. Making the decision to move the Jiffy Mart will help Dan's and Ralph's with congestion.

Pat Ahearn, a lifelong resident of Charlestown, presented the PB with a Petition signed by over 200 people but in effect they would have about 300 people but one store Manager threw away the few pages he had after a short period of time. They are all Charlestown residents and voting age. She spoke about since 1763 a number of colonial houses were built and added onto and among them was the Hassam house. A number of those houses have since disappeared. We are blessed with a beautiful Main Street. The Jiffy Mart has known for about a year that they wanted a bigger place and everyone agrees they need one but there are a lot of other properties for sale without historic houses. They did not choose one of them. They have chosen the best spot on Main Street but it is not large enough. She strongly recommended that the PB does not approve this. The PB and the ZBA should have as a priority the preservation of historic buildings that are priceless. The Hassam house is known nationally and people come in to the Historic Society and ask if they can go through the house. Of course, they have to say "no". Please use their same plans for another place that does not present bottlenecks and leave the historic houses alone.

Mr. Edkins read the Petition into the record: "Petition to the Charlestown Planning Board. We the undersigned voters of Charlestown strongly urge the Planning Board to reject the Champlain Oil Company's application to build a new Jiffy Mart on the site of the historic Hassam house and its subsequent tearing down of the house on the basis of the need to preserve the nationally known house and lot and to preserve the early colonial history of the remaining important buildings and sites so vital to our Town's heritage".

Mr. Wamsganz understands the importance of the Hassam house and when they began this they made contact with the Heritage Commission; they had Wayne McCutcheon come on-board as he has preserved the one room school house. He spoke at the last PB meeting. They put together a plan to save what is salvageable from the house and that is not mentioned in the Petition. They made an effort to try to do something to preserve the house. In the last 15 years nothing was done to the house except that the owner had to remove a wing which collapsed. If they walk away from this the house it will eventually collapse from age. They have a lot of respect for the Heritage Commission and have met with them. The Petition did not tell the whole story.

Aare Ilves questioned if the traffic engineer took into account the future development across the street that will add to the area and did they take into account how much the traffic would be diminished if a driveway or exit were put in at the back of the property.

Mr. Pernaw explained that in their discussions with the DOT before they started the project there was no report of any other development. Unless there is a definitive proposal the answer to the question is “no” because they were not aware of it. They did assume a 1% annual growth rate only. There isn’t anything proposed for the back of the property. The existing driveway is basically in-active so he doesn’t see anything proposed.

Mr. Ilves said his question was if a driveway were put in the back of the Sumner House wouldn’t it change the projections on Main Street. Mr. Pernaw said without a proposal they cannot analyze it. He does not see it diverting a lot of traffic. They did not address it.

Ms. Ilves asked if there is going to be a diesel pump. Her concern is truck traffic in the area. Mr. Wamsganz said there is a diesel pump but the location that is in between the other two pumps is not big enough for tractor-trailers; it is more for someone with a lawn care business. The canopies are 15.9 or 16 feet high.

Carol Clark, an abutter and owner of the Sumner House, feels that the traffic study that was done prior to tonight was manageable but the figures tonight indicate about 200 cars in-and-out of there during the peak hour. Her concern is parking for them. She is still happy to talk with the owner of Champlain Oil if he wants to purchase a parcel in the back by the train tracks so they can have an exit out back. It is tough where they are but she is not sure this is the right place.

Mr. Wamsganz agreed that the owner did talk to Mrs. Clark but they were too far apart on a price. Relative to the parking he displayed a maxed out picture of the existing Jiffy Mart site on the corner. This site has 179 vehicles in-and-out at peak time and the proposed new site has a projection of 230 with plenty of circulation. The numbers go up because there is more square footage for the store and there is a Subway but they feel this is a better solution. There is no control right now where they are.

John Murray stated that last week he made a comment about finding a site for the Jiffy Mart that would be best for Charlestown. He does not feel that the site being considered is one that is best for the community. He would like to see the PB and Champlain Oil work together to find a better site. It would not be that difficult to do.

Pat Ahearn had a comment about Champlain Oil saying that the Petition was not inclusive. The house proposal was talked about in the newspaper; it was about the house being town down and put back together again. That is not the point; the point is that this is an historic house on an historic site on Main Street. It should not be touched. We must say “no” to buildings that are historic. It is not fair for Champlain Oil to present the worst pictures of the inside of the house. She knows that several people in Town have proposed to the owner that it be sold to be restored. Some plumbing was ripped out but the main part of the house is still there. It is a very solid post and beam house. There are people waiting to make an offer on the house. There are other sites available; some do not require any demolition. You can go a little north of town or just a little

south of town and buy spots that are a lot cheaper. Whelen Industries increases their work force every year by 50-to-100 people each year so there are considerations of much more traffic coming through town because of this in the next ten years.

A resident, who had spoken previously, mentioned the decibel levels. The ones they did were on green grass so sound is absorbed; what kind of readings will they get against concrete walls. It will not be less.

Mr. Ilves asked what would happen if there was an accident at the entrance and it is blocked. We should not allow it with one entrance.

Mrs. Francis mentioned that the Police Chief is present. She asked if he recalls fender benders at the existing Jiffy Mart. Chief Smith stated that it is no surprise to anyone that where the Jiffy Mart is now it is a horror show. If you have been there during fuel, Pepsi or snack deliveries, you have witnessed the frustration. Twenty years ago it was fine but times are going to change in another ten years. He heard Pat talk about Whelen adding jobs; they will continue to do that and guess where they will buy their gas, it will be right here. Right now Mr. Edkins' parking lot is also a Jiffy Mart parking lot a majority of the time. The new site will ease the congestion to where it will be manageable. There is a waiting time now. The number of fender-benders is considerable and the number of near misses is astronomical. Some people think that Depot Street is also a parking lot and just park there. He understands the concerns of the residents. Passing on the right will be an issue but it isn't something that they cannot handle. This isn't the best idea but he does not want a Jiffy Mart half-way down Main Street on the south end either. This is the best location we have at this time.

Rose Smith-Hull was looking at Exhibit D. A trucker talked to her about his concern about the entrance coming in from the north, there are two parking spaces that he believes should be taken out and moved more to the south. Mr. Wamsganz said the reason for showing them is that they are not striped parking spots that they are proposing but they are spaces where people will park because people go where they want to go.

Jim Jenkins reported that the PB is sensitive to the historic value of the property but he questions what they can do. They have a buyer and a seller. If Jiffy Mart buys the property and they comply with the regulations he does not believe the Board has the authority to say "no".

John Bruno would like to have an up-dated traffic study in five years and at the tenth year to confirm the fact that the numbers they talked about are in reality and maybe at that time a turn lane might be required if the Dollar Store comes in. He would like a condition in the permit that in 5-or-10 years if the turn lane is required that Champlain Oil pays a proportionate share of the turn lane if in fact reality shows that will happen. He has not had a chance to look at the drainage study that was done. In the soil test data he did not notice an indication of seasonal high ground water. He did not notice the infiltration pond, the catch basin and a perforated pipe with a trench in this design. The other question is what happens to the storage volume if that is used for snow storage.

Mr. Wamsganz stated that the water table is noted on the test data. Because that was as high as it was they decided to increase the volume of the infiltration area and get rid of the piping. This is now strictly an infiltration pond. It is similar to Walpole. The pond volume is designed for about 6,000 cubic feet of storage. Mr. Bruno asked if this design meets the NH Department of Environmental Service (DES) storm water standards. Mr. Wamsganz said “yes” Pathways designed this with the same standards as Walpole.

Mr. Bruno asked if they would consider siding the canopy with the same type of siding that is on the building rather than the white-red-and-orange canopy with the Citgo logo; the clapboard type. In Hartford, Vermont, they have a pitched type roof on it so it looks like a structure that would fit in with the houses and historic buildings. From an aesthetic stand-point it would look better than the orange canopy.

Mrs. Francis is not reassured on the traffic issues. She is uncomfortable with moving one problem to another part of Main Street. She would like to think that there would be recognition on the part of the Clarks and the applicant that maybe a better and safer exit could be achieved if they got together on the egress of the property.

Steve Neill, a Selectman of about 15 years, wanted to address Ms. Ahearn about the locations on the north and south end of Town because he questions if there are available sites as he does not know which ones she is referring to.

Ms. Ahearn responded that at the last meeting Mr. Edkins was talking about considerations from a list that the PB had to make in regards to this application. Tonight Mr. Jenkins said it is out of their hands. That is not accurate. They have a section that takes in aesthetics, environmental and natural locations. Next year there will be a petition on the Town Warrant for a clear and resounding section to consider historic buildings. North of Town there are spots around the State Garage, north of CEDA and before you get to Whelan’s that could be bought. Nobody wants the Jiffy Mart to stay where it is unless they buy behind them but nothing was mentioned about that. But to take the best spot in Town is not acceptable. Let the PB say “no” but they will work with them on other spots. The PB should stand up for what is necessary to keep. South of the Hubbard House on South Main Street there are a couple of acres. Ms. Ahearn said there is land across from the Catholic Church.

Mr. Neill stated that back in 1970 when he got out of High School he opened a gas station on the corner of Sullivan and Main Streets where R & K Towing is now and then moved down to the old Shell Station. During his tenure on Main Street which was a long time he had looked at the Hubbard property but there are restrictions on it. To the north of Town there may be spots but Route 12 is a limited access highway and the State is not granting any new curb cuts. North of the State Garage is not feasible. He questions how many places they can move to.

Fred Poisson advised that the Dollar General Store will be located on his Main Street property on the three lots. Everybody can take this property off their list.

Jim McClammer is a resident and served on the PB in the past. We all know what happens to Main Street each year with the water. When water flows off the site it also takes the oil, salt, etc.

There will be water quality issues. This site will be 66% covered and that exceeds the coverage requirement which is 50%. They are likely to have snow with salt going into the detention area. We should be doing something to protect water quality. It is a tough decision to say “no”. We would like to keep Champlain Oil in Town but it seems that this site is just too small. Maybe the PB can ask for an opinion from the Regional Planning Commission. It seems prudent to think about two projects now as the Dollar General Store should be included.

Joyce Higgins, Chair of the Charlestown Heritage Commission, is in agreement with Pat Ahearn. She came to the first informational meeting and read a letter about the historic house but it is not true that they heard from Champlain Oil however she did get a call from Wayne McCutcheon who set up a meeting for anyone from the Heritage Commission and Historic Society to come and learn the plans that he and Champlain Oil had made regarding the Hassam House. She did go to that meeting. The Heritage Commission is charged by the State to be concerned with the historic properties in Town. They are also supposed to try to maintain the historic character of the Town. Most people are afraid that when Jiffy Mart goes in that will be the end of the other historic properties. This is one of the reasons they object to this. Dollar General is coming in across the street. There are a lot of things going in on Main Street but how much do they want to change or mitigate the changes this will bring to Charlestown.

Mr. Edkins noted that before they started the meeting tonight he was handed a letter from the Charlestown Community Tree Committee that he read into the record. They requested that, if the project is approved, the middle maple tree that was planted by the committee be moved to the area where the oak tree was removed this past summer. Mr. Wamsganz noted that this is on the site plan to move it to a location selected by the Town.

Mr. Bruno said the drainage study indicates that it will all drain out within a 72 hour period. He would like confirmation by the design engineer that the calculations in the study have a spring time situation where the water table was high. There should be two hydro-graphs; one for the site area of the detention pond and one when the bottom is usable because the water table is down. Even with the water table down it was at 72-inches.

Mrs. Francis stated that they just heard from Mr. Poisson that his application for the Dollar General Store will be in for the second meeting in September (September 17th) for a preliminary consultation. That is not a meeting that abutters would be notified of but it is open to the public. The application will be heard in October. These two applications are before the PB within the same two week period of each other. Traffic is a significant issue. She believes that the PB would not be doing its job if they did not ask the DOT to look at both of these two sites in the same time frame. Mr. Edkins had a conversation with the Dollar General Store representative and they have not as yet met with the DOT on a traffic study so they do not know what will be required. He understands that the Dollar General folks have their own traffic engineer lined up.

Rose Smith-Hull advised that tomorrow the State will start the Route 12 project according to the signs. It is foolish to do it right now. Mr. Edkins explained that they are just working on the drainage. The Town replaced drainage lines down Depot Street. That was to accommodate an up-grade of the drainage system on Main Street (State Highway). This is a drainage project that

the State is undertaking right now that needs to proceed at this time regardless of any other work that might occur on Main Street

Mr. Bruno moved to continue this application until the next meeting on September 3rd, 2013, at 7:00 PM. Mrs. Ferland requested an Amendment that the PB ask for a new traffic study for 2014 based on the new numbers and also that the State analyze the new figures and provide input. She would like to have that back from the State by the next meeting. Mrs. Francis added that there be a report on negotiations between the applicant and the abutter. Mr. Bruno accepted these friendly amendments. Mrs. Smith-Hull seconded the amendments and main motion. With seven members in favor, the motion was approved.

Mr. Frizzell advised that there will not be any abutter's notices for the next meeting as this item is being continued to a date certain.

CHAMPLAIN OIL COMPANY, INC. – 4 Sign Permits – 104 Main Street – Map 118, Lot 92 – Zone E (Mixed Use): Mr. Edkins felt it would be appropriate to continue these applications.

Mr. Thibodeau moved to continue the Sign Applications for Champlain Oil Company, Inc. until the September 3rd meeting. Mr. Jenkins seconded the motion. With seven members in favor, the motion was approved.

The PB took a break from 8:59 to 9:06 PM. Mr. Neill returned to his seat on the Board and Mrs. Ferland left the meeting.

SHILO WHITE – Auto Repair, Inspection and Tire Service – 14 Wheeler Rand Road – Map 213, Lot 59 – Zone E – Mixed Use: Mr. Edkins reported that the abutters were notified by certified mail; it was advertised in the newspaper and posted. Mrs. White explained that they want to open their own auto and tire business at their home. Mr. Edkins worked with the Whites on the plan; it was done to scale but had to be reduced to show the dimensions. Mr. Thibodeau pointed out that the sketch does not show the abutters or the road. Mr. Edkins said that along the right hand side and back side is owned by Marilyn Ledoux; the left hand side is owned by Mr. and Mrs. Cargill and Michelle Deabill is toward the rear. These abutters were present tonight.

Mrs. Francis has seen some vehicles for sale on that property. Mrs. White explained that they are their own family vehicles. At this time they are not applying for auto sales. Mr. Edkins pointed out that they did a check list but because it is all taking place in existing buildings he considers this a minor site plan application. The garage is relatively new; it was granted a Building Permit for the personal use of the applicants but now they want to convert it to commercial use. Mrs. White said they do not have doors on the garage yet; they are still trying to finish the building. If approved they will continue to work on it.

Mr. Edkins read through the items in the check list. The abutters and Wheeler Rand Road need to be shown on the sketch. The applicant is not proposing any additional landscaping. Mrs. White stated that they have not yet run water to the garage. They will have extra exterior

lighting but Mrs. White just indicated what they have now. Mr. Edkins advised that they need to show what they are proposing. Mr. White pushes snow off the side of the bank. It is about 18-1/2 feet from the garage to the bank. They can put it on the right hand side. They do not plan on having a dumpster; they have barrels and will recycle. Storage will be within the building. They did provide a narrative statement that addresses several issues.

Mr. Edkins stated that this property abuts Wheeler Rand Road. The abutter across Route 12 is Hemingway Farms and they were sent a notice of this Public Hearing. The property directly across the street is a part of the Route 12 Right-of-Way.

Theresa Cargill's property is north of the Whites. Their concerns are environmental as well as noise. She has a hard time considering the garage as complete when they have no water, roof, windows or doors. They are concerned about water contamination. They could have oil drum spills; it is a part of the business. The abutters all have wells. They have a drilled well. They are four houses down from the protected water area so a spill could affect the aquifer. They have had a lot of issues with sulfur but have a system that is taking care of that.

Scott Cargill is concerned about property values especially if they have water contamination. The value will be affected by the type of business. What kind of noise will there be, where will their cars be parked, will it impede safety if there is a fire? Two abutters are very close.

Mrs. Cargill understands it is in Zone E but asked where will tires be stored, their rubbish; they are already selling cars there, where will they put all the snow. It is a small property. There is a security issue as they now know their neighbors but it will bring another element of traffic. Children are outdoors. They moved here for the rural environment. When Mr. White put up a sign to do snow removal they did not question it.

Marilyn Ledoux has an issue with pollution. Her fence will be down if they put a plow through that area. She rented the land to somebody with cows and she looks at the area all the time. Ms. Ledoux has a spring and a drilled well.

Mrs. Francis read the narrative that Mr. White wrote since the abutters might not have had an opportunity to read it.

Mr. White understands what the abutters are concerned about but he knows what needs to be done. He is trying to survive and make a living for his family and wants to do it the right way.

Bob Scott advised that they do not have to be licensed by the State of NH but they are only allowed for a certain amount of gallons of oil at one time in 55 gallon drums. He has a tire company come in and pick his tires up periodically. Anti-freeze gets pumped out of a 55-gallon drum when full. They follow the regulations.

Mr. Bruno asked where they park their own vehicles. Mrs. White said they are now down to one vehicle and they park by the porch that is attached to the house. They hope to have 3-or-4 vehicles there for repairs at any one time. Mr. White will be the only mechanic. Bond Auto is

the only one that will deliver. After the cars are repaired they will park them down next to the road. Down the road they will put in a rest room.

Mr. Lincourt asked where they will store the drums of oil. Mr. White said they plan on getting a used oil furnace so they plan on using it within the garage. Mrs. White said the drums will be in the corner of the garage. The 20 gallon air compressor will be in an insulated shed behind the garage. They will also have an insulated utility room in the garage. They do not want the noise interfering with people waiting in the office area.

Mr. Jenkins asked if they have a containment area. Mr. Edkins explained that they can purchase fairly inexpensive containment structures that they can set the barrels in. Mr. Bruno mentioned that there are spill kits that they should have to avoid any spreading in the event there is a leak.

Mrs. Ledoux questioned if there will be an inspection by the Town or State when the garage is completed. Mr. Frizzell responded that the PB will make a list of what will be required; compliance is an issue. Relative to discussion about a floor drain, Mr. Edkins advised that floor drains are illegal. Mr. Bruno pointed out that they will need a State Permit to have a drain.

Following is the list that will be needed for completeness of the application:

- Put the abutters and roads on the Site Plan;
- Indicate the location of the White's well and septic system;
- Location of exterior light fixtures;
- Submit their Sign Permit application to identify the business;
- Location of snow storage;
- Facilities for the waiting area and restroom. Mr. Neill recommended that they bring in the septic system design for the house that indicates how many bedrooms it was approved for as that will show if this can be added on. Mr. Edkins felt this information should be in the Town property file. He will provide a tax card.
- State that there will be no outside storage.

Mrs. Francis asked if it would be appropriate for a fence along the back property line. Mrs. White said they are making plans to have someone take the fill to a location in Claremont and they bought fencing to put up on that side.

Mr. Edkins felt it might be helpful to take some pictures of the site. Mrs. Cargill pointed out that they cannot see the garage during the summer but in the winter they can. The old stone wall is on the Cargill property. Mrs. Ledoux is high so she can see the whole area.

Mr. Bruno moved to accept this application as complete with the list of conditions and that they be provided at the next meeting on September 3rd. Mrs. Smith-Hull seconded the motion. Vote In Favor: Mr. Bruno, Mrs. Francis, Mrs. Smith-Hull, Mr. Jenkins, and Mr. Frizzell. Mr. Thibodeau was opposed as he did not feel it was complete at this time. Mr. Neill abstained. The motion passed by a vote of 5 in favor; 1 opposed and 1 abstained.

Mr. Bruno moved to continue this application until the September 3rd meeting. Mrs. Smith-Hull seconded the motion. With seven members in favor, the motion was approved.

PLANNING & POLICY ISSUES:

Municipal Law Series: Mr. Edkins had emailed a copy of the Municipal Law series brochure. He will email them a schedule of the dates for the various meetings as soon as it is available. The Town will pay the fee for members interested in attending.

ADJOURNMENT:

There being no other business, Mr. Bruno moved to adjourn. Mrs. Smith-Hull seconded the motion. With seven members in favor, the meeting was adjourned at 10:06 PM.

Respectfully submitted,
Regina Borden, Recording Secretary

Minutes Filed: 08-27-13

(Note: These are unapproved Minutes. Corrections, if necessary, will be found in the minutes of the September 3, 2013, Planning Board meeting.)