

**MINUTES
CHARLESTOWN PLANNING BOARD
SEPTEMBER 17, 2013**

Members Present: Robert Frizzell (Chair); Sharon Francis (Vice-Chair); Steve Neill (Ex-Officio), Pat Royce, 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, James Jenkins, was not present so called upon alternate member, John Bruno, to sit in his place. Mrs. Brenda Ferland (Ex-Officio/Selectboard) will be sitting on the PB for Mr. Steve Neill (Ex-Officio/Selectboard) during the Champlain Oil Company hearing. Noting that meetings are tape recorded, he asked that anyone wishing to speak identify themselves for the record.

APPROVAL OF MINUTES OF SEPTEMBER 3, 2013, MEETING:

Mr. Thibodeau moved to approve the Minutes of the September 3, 2013, meeting, as written. Mrs. Royce seconded the motion. Mrs. Ferland noted that at the bottom of page 2 something is missing. Mrs. Francis agreed but said that one line is duplicated; if they delete the line at the top of page 3 and start at line 2 it makes sense. Mr. Thibodeau referenced the paragraph that starts on page 6 and continues to page 7 where it outlines the 65 day period; he had mentioned that the 65 days starts over with the revised Site Plan and that was not mentioned. With seven members in favor, the Amendments and Minutes were approved as corrected.

CHAMPLAIN OIL COMPANY, INC., cont'd – 4,100 Sq. Ft. Convenience Store with Gas Pumps & Subway Restaurant – 104 Main Street – Map 118, Lot 92 – Zone E (Mixed Use):

Mr. Matthew Wamsganz had submitted revised plans that address a number of items discussed during the last hearing. **1.** There was a lot of discussion about the north boundary line that abuts the Masonic property. They were able to find a way to move everything five-feet south and eliminate the need to ask for the Waiver of the buffer requirement. They kept the eight-foot buffer on the south property line and are still asking for a Waiver but Carol Clark submitted a letter saying that she supports the reduction in the landscape buffer along her property line. **2.** The granite monuments will remain on either side of the driveway. **3.** The Lighting Plan: They had asked for a Waiver for some lighting levels that were slightly higher than the regulations allow on the north property line but through the elimination of two pole lights at the two corners of the front entrance, the need for this Waiver was eliminated. They found that the light from the canopy alone was sufficient. Technically they are still asking for a Waiver at the front entrance because the lighting levels are higher than 0.2, they are up to 0.9, 0.8, 0.7 but they feel it is a reasonable Waiver to ask for considering that is the entrance and there is a sodium light across the street that is probably putting that light level higher. **4.** Another Waiver was for the lot

coverage; at the start of this process they were at 67% but they are now at 59%. The storm water design is based on a 100-year storm. They a major effort to whittle down the Waivers to make sure it is reasonable.

They did get a reply on the revised Traffic Report back from the Department of Transportation (DOT). The DOT technically said they have enough trip ends to warrant a left hand turn lane on Main Street however they are not asking them to do it but rather are asking for them to submit a surety bond so that in the next five years if they decide they want to do that, the Champlain Oil share is paid. They are asking them to do some shoulder widening at the grass island at the Sullivan Street intersection. Mr. Wamsganz turned the traffic discussion over to Stephen Pernaw of Stephen G. Pernaw & Company, Inc the project's traffic consultant.

He attended a PB meeting in August when he presented Addendum #1. The PB asked if he could include the opening projections as well as the long-term projections. Instead of submitting Addendum #2 he up-dated the original report and it has a revision date of August 12th. This report contains everything that the DOT was looking for as well as what the Town was looking for. Since the revised report was completed they were advised that there is now access out the rear of the site and the PB wanted his opinion on what a second driveway might do in terms of taking traffic away from the Route 12 driveway. They came up with their best estimates on an hourly basis: During the morning peak hour they are expecting 10-to-20 trips to come in-and-out the rear driveway; during the PM peak hour they are expecting 15-to-25 trips. Overall they are looking at a 10% reduction in traffic on the main driveway. They feel most of the people that will use that second driveway will be Charlestown residents that live close to the site and employees may opt to use that driveway as well. The DOT is giving Champlain Oil the specifications for how deep the pavement has to be at the island. They are also asking them to replace the existing catch basin on the north end of the island and painting a new 18" stop bar on Sullivan Street at 28' from Route 12 centerline. If somebody is not prepared to come to a full stop there is an area that the vehicle can pull over to the right without going onto the grass. This does not affect the Town requirement about no passing on the right. After the new plan is received by the DOT they will issue a new Driveway Permit.

Mrs. Francis stated that the letter from the DOT implies that the revised traffic projections would require a new traffic lane on Route 12 but it was not clear as to whether that traffic lane is going to be required as a result of their facility or if it might be required when other properties are developed. Mr. Pernaw explained that they are asking this applicant to just widen the shoulder adjacent to the grass island, the catch basin work and the striping. Then they talk about the future and if in the next five years the Department elects to overlay Route 12/Main Street in this area to accommodate a left hand turn lane or dual left hand turn lane, the applicant will be required to submit a check against the bond to do this work. The DOT has not made a decision, nor will they until things develop.

Mr. Frizzell opened the hearing to the public.

John Murray asked what will be the result of the other application that will be before the PB shortly. What bearing will that have on the discussion that just took place? It would seem that both applications should be studied concurrently otherwise they will be coming up with a plan

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that no longer exists because of the second property. Mr. Frizzell responded that we only have this one application in front of us. Mr. Pernaw explained that this might be the reason for the bond. The other developer also has to apply to the DOT for a driveway permit

David Forsaith is curious about what will happen with the traffic pattern the way it is. The Jiffy Mart that is in Walpole has four lanes. He could see the same thing happening here; there is no other place to go. He is not saying they do not need a new Jiffy Mart but feels they have to do more research to find a different place. There is traffic coming down Sullivan Street and the Dollar General Store is coming in.

Susan Wroblewski asked how much land is banked for the future. She does not want it to cost the Town anything down the road with future growth. There are concerns with the widening of the road, etc. Mr. Pernaw explained that the existing Right-of-Way is wide enough for a turning lane. It is the width that the State controls.

Mrs. Francis would like to verify that the Right-of-Way owned by the State is the green strip with the grass and trees on it. Mr. Pernaw said they do not have to encroach into that site for any future widening. Mr. Edkins explained that the State claims jurisdiction over 33-feet either side of centerline. It does not include the entire green space. The remaining space between the sidewalk and the State's Right-of-Way is Town Right-of-Way.

Aare Ilves is concerned with the widening of the shoulder. We know that people will pass on the right. He does not think it is a good idea. Mr. Edkins said it is a State law that there is no passing on the right but the Town actually got permission from the State to erect signs in the Village warning of no passing on the right. If the lane is widened at that island he would suggest that a sign be placed at that specific location warning that there is no passing on the right.

Bob Scott, owner of R & K Towing, said that the no passing lane will affect him; it will cut him off 33-feet as it will go up to the sidewalk, his sign, his planter, access for his customers, etc. People are willing to jeopardize his business but they say they are doing the right thing for the Town. It makes no sense to him. This will get deeper. There are problems coming in on the other side of his business. He is the one suffering. Jiffy Mart can get out of the location they are in and bring their problems up to him, as tough as it is now, he won't be able to get in and out of his building.

Mr. Forsaith stated that they can put up all the signs they want but they do not have enough police force in Town to enforce them. He does business at the Jiffy Mart about every three days. He has seen people almost run over in Ralph's parking lot. Keep putting up the signs.

Fire Chief Charlie Baraly said if a turning lane is installed there must be 150-feet from the entrance. Mr. Pernaw responded several hundred feet. Chief Baraly explained that would bring them to River Street, the turning lane would have to go beyond that so it would take it to the next street or basically the whole length of Main Street will have the turning lane. Mr. Wamsanz clarified that they are not required to have a turning lane but they were asked to put up a Bond for five years for when and if the DOT makes a decision. They alone are not triggering a turning lane. It is warranted by the numbers but it is not required now; they will wait to see what occurs

in the future. The PB has a duty to serve and do what is best for their Town but there is also an obligation to an applicant to give them a fair and balanced look to see if they meet the regulations or they do not meet the regulations. It is not about somebody thinking they do not like the project.

Mr. Pernaw provided some additional background. The criteria the DOT uses when they evaluate left hand turns and widening of shoulders is based on a technical publication. The department knows that particular guidance is very easy to satisfy. They use it as a screening. Is there enough traffic to warrant some type of treatment so the answer is technically “yes” but they have decided that the magnitude of traffic on the highway and the amount of traffic turning into the site is not that high that they will mandate a left hand turning lane right now. Because of this analysis and because of other considerations they are happy with the shoulder widening. They also look at level of service; how much capacity is there to turn left into the site. It was a low volume so they know there isn’t a capacity problem. The level of service tells them that there will not be a delay problem. This is why they said they would go with the shoulder widening now. In the next five years if they elect to do it they will have the applicant’s money. The NCA chart is a great publication but it is an indicator to the engineers. He feels what the DOT is doing is the right thing especially because they know there is another project on the heels of this one. They will look at the whole picture again. In their revised report, on page 19, they make the statement that the widening of NH Route 12 to provide a center turn lane is not advisable for several reasons: 1) the project length as there is not an easy beginning and end point; 2) parking encroachment – if they widen both sides of the road that will make backing out of the parking spaces a little tougher; and 3) favorable traffic operations. The DOT put in a sketch showing exactly what they wanted along with the surety Bond.

Terri Fisk spoke on behalf of the Congregational Church and as someone who uses the roads that come onto Main Street. She was on the PB and is on the ZBA for many years and she understands that there are reasons for having engineers do studies for the applicants to talk about averages, etc. She foresees traffic safety issues on River Street and Sullivan Street. It is hard to get out of those streets now. It does not seem logical. Many of us use this business and we want them to be successful but it is going to have a great impact not only on the parking by their church but the surrounding area when they have events. They would like the PB to consider this.

Jim McClammer has been listening to both sides of this. Traffic is a significant issue. From the reading of the DOT letter it sounds like a turning lane will be required. When they repave that is when they want the turning lane put in. The way to resolve this is to ask the DOT to clarify whether or not the current numbers require a turning lane or not.

Mr. Pernaw responded that to him the question of the turning lane is pretty clear. The traffic study shows that during the PM peak hour the left hand turn criteria is triggered. The DOT says the TIA indicates that a left hand turn lane is warranted. There is no question; it is in black-and-white in their report. In terms of the overlay what the DOT says is that if in the next five years the department elects to overlay the highway to put in a turn lane the Bond will be in place to cover a share of the cost. What they will base that decision on is not what was written in the year 2013 but they will watch to see how the intersection performs and then they will react.

Mr. Murray feels the turning lane seems to be a very important item because if we do not deal with it now they won't ever have a chance to deal with it. It will be according to State dictates. He would be interested in knowing what the total square footage is of the project now including the turning lane, Waivers, and the road that they contracted to buy from Carol Clark. If the square footage is over the full acre they will be required to obtain a general construction permit.

Mr. Wamsganz reported that, at this point, with the additional land they had a disturbance of 40,000 square feet so that still falls under the acre. They are well aware of that. Mr. Murray said that does not include the turning lane. Mr. Wamsganz stated that there is no turning lane as they are not required to do that. They cannot do a State Permit for erosion control based on hypothetical, maybe they will be doing some widening plus it is not on their property, the State is responsible for treating storm water on the roads they construct.

Mr. McClammer asked about the catch basin. Mr. Wamsganz displayed the plan. The DOT is asking them as a part of the small shoulder widening, because the catch basin is in terrible condition, to put in a new catch basin in and center it over the drain line as it should be. Mr. McClammer said it appears that the widening is in front of the R & K Towing business. Mr. Wamsganz responded that it is on the State's Right-of-Way. Mr. Edkins stated that the State claims jurisdiction over a 66-foot Right-of-Way which consists of 33-feet on either side of the centerline. The State is doing a lot of drainage work on Main Street now. They are doing most of the drainage so they are saying "as long as you are working there why don't you do the next little step".

Susan Wroblewski said it is the spirit of the law that they need to take into consideration. There is the question of traffic. How many requests is this company making above and beyond what is acceptable. If there are two what are they and how will they impact the Town's people.

Mr. Wamsganz said he started this meeting off with their three requests for Waivers that he repeated a second time for Ms. Wroblewski. They are the Landscaping Buffers; the Lighting, and the lot coverage issue.

Police Chief Ed Smith thinks that the Jiffy Mart did a bang-up job with trying to work with the Town and providing all the information that was asked of them. Tonight something new is the left hand turn lane. We know it is in the future. They used to call them chicken lanes. The police do not like them; they cause accidents. What he has seen in the area is rotaries. A round rotary might not work here but an elliptical rotary would. It would encompass some of the problems they are talking about. It will slow down traffic and alleviate the issue of passing on the right. Is it in the PB's purview to request the DOT to incorporate this as Addenda No. 5 and to explore that possibility for the next time they meet?

Mr. McClammer said the rotary is not a new, foreign concept to the PB. About ten or more years ago Dufresne-Henry presented a plan on future traffic patterns that had two rotaries on Main Street. Maybe they should think about this for future development rather than piece-meal it.

Mr. Bruno asked some questions regarding the new package. The new plan does not show the retaining wall on the retention pond. Mr. Wamsganz explained that they were able to slide

everything forward about five-feet so they did eliminate that wall. Mr. Bruno said they discussed siding the canopy with the same colors as the building with a pitched roof. Mr. Wamsganz said their response was that they would consider it.

Mr. Ilves looked at the location of the trees between the Masonic Building and the Jiffy Mart. He questioned who owns them and are they going to leave them or take them down. Mr. Wamsganz said they were happy to report that with the moving of the building and parking five-feet south the four beautiful maple trees will remain. They will help with screening.

Mr. Forsaith questioned the sidewalk, noise levels and lighting. With cars exiting out the back driveway will they go through the post office parking area? Once they start dismantling the Hassam House they will lose their Historic District designation. It is a beautiful Main Street. They have to do more research. Mr. Wamsganz responded that they have an application in for signs but that hasn't come up yet. They made a good faith effort to salvage the Hassam House. Nothing was done to it for about 15 years and nothing will be done. They did get a call from a person who is from a Historic Preservation Group; he talked to Mr. Edkins and Mrs. Higgins as well. That person said his job is to fight problems with people that are trying to dismantle and take away historic properties. . The bottom line is that the person called him back and said they did their homework; the best possible solution for that house in Charlestown is on the table right now. He told the Historic Society and the Heritage Commission that there is no need for him to come and fight this because the best possible solution is on the table. It is not the perfect solution or site but it is what they can do.

Wayne McCutcheon recently heard somebody say that nothing has happened to the Hassam House in the last fifteen years but that is not true; quite recently within the last five-to-six years the Hassam workshop portion of the house fell down by itself. He is a member of the Charlestown Historical Society and they were helpless. A contractor took it away in dump trucks. The same thing could happen to the house but they are trying to prevent that.

Mr. Edkins verified the information that Mr. Wamsganz said about the gentleman from upstate New York; his name is Greg Caron. Mr. Edkins spoke to him at length about this project twice. Mr. Caron feels the best plan is on the table right now.

Joyce Higgins is the Chair of the Heritage Commission. She also talked to this gentleman from New York. She pointed out that sometimes we think we are here all alone and nobody knows what is going on in Charlestown, NH but we are wrong. This topic went from the Valley News to someone else who forwarded it on to the gentleman in Middleboro, NY who talked to a man in Pennsylvania about this house. The National Association of Watch and Clock Makers is a large and powerful organization. The Heritage Commission thought about contacting them earlier but then Mr. McCutcheon's offer came along before they could get that organized. They very much appreciated Mr. McCutcheon's offer as he has always been a friend to the Historic Society and Heritage Commission. That part of it is, perhaps, as good as it will get. The loss is to Main Street and the history that they cannot replace. People in other states look to New England as their heritage because they do not have these things. She is dedicated to preservation so she hates to see this happen; she feels it will be the death note of the north end of Main Street.

Ms. Fisk asked the PB if they had any discussion about the impact of the railroad that runs along a gas station. There are derailments. Did they consider the safety factor? Mr. Frizzell said they have not had that discussion but they have been listening. Mr. Edkins advised that the railroad was notified as an abutter to this project so they had the opportunity to voice any concerns but they did not respond. The railroad tracks are down over a gentle slope. The pumps are quite a distance from the tracks.

Teresa Cargill said she understands this is an emotional issue but nobody came up with an alternative. Champlain Oil did their homework. They came up with the best possible scenario. Their former home was vacant for nine months and it deteriorated in that time period. That Hassam house must have been beautiful but the house is going to fall. Jiffy Mart has to move; where else will they go?

Ellie Tetse noted that we are talking about Charlestown as a sensitive place. She is a full time resident; she remembers all the memories and stories, the look and feel of our Town. The PB has an enormous responsibility. If they put in a Jiffy Mart and a Dollar General Store across the street we are starting to look like a “cookie cutter” community. We all go to the Jiffy Mart and appreciate having a gas station in Town but these proposals will dramatically change the Town. She asked that the PB deny the application.

Mrs. Smith-Hull said that she spoke to a railroad expert recently on the subject of the railroad and the tracks are very straight in this area. He claims that it is very rare for a train to derail on a straight away.

Mr. Murray noted that with the new egress behind the restaurant a lot of the cars will be turning right and that means a larger traffic load at the railroad crossing. The other part of that is they will continue across the railroad crossing and down that road; they cannot count on everyone driving safely and within the speed limits. There are a lot of problems associated with this project. He concurs with other folks that it is important that they find another location for this project including Sullivan Street which is not far away from Main Street.

Mr. Forsaith wanted to address Mrs. Cargill’s comments. What are they going to do with the old Jiffy Mart? The vacant one in North Walpole will fall apart. Mr. Cairns noted that they are taking out the tanks and the canopy at the old North Walpole store starting this week.

Mr. Wamsganz responded to the last comment. He wanted people to take into account what is relevant in the application in front of them. What will happen to the store in Walpole or the old store is not a part of this application. They are a responsible, solid company that has been around for 65 years. They are not interested in building a site that does not function or does not look good. They keep their places neat and clean; they take care of them. They are a responsible partner and business in the community. They tried hard to meet and exceed all of the questions and requests the people have made of them as an applicant. All he asks is that they take a fair, unbiased look at what they presented and compare that to their regulations and make a determination based on that. Obviously they have to have concerns about what this project is about and what its use is but they are in Zone E, Mixed Use where any use is permitted. So, they

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are just asking for an honest, fair look at this project. Please consider how much better off this Town will be with this project in a location it is versus where it is now.

Mr. Frizzell closed the Public Hearing at 8:29 PM. He asked for comments from individual Board members.

Mr. Frizzell started by stating that it will be very nice for him to come down Sullivan Street to see something other than the falling down house. He feels sorry for saying that but he is closer to the man, Mr. Hassam, who built that house than many other residents because he takes care of the Town clock. However, his place of business was in that “L”, that is important because it was his workshop and that is gone. He pointed out where the junky garage is on Sullivan Street, he apologized to Mr. Scott, but he explained that the oil company could have alleviated that years ago because instead of selling it they could have saved it and used that lot today for the new Jiffy Mart. There are other places where that garage could be today.

Mrs. Francis stated that she has lived here for almost 40 years and it is her home. She recruited the Historic Preservation consultant who did the documentation for the National Register. Being a part of the historic community means a lot to her. She agrees with what was said that having the Hassam house restored, not in the present location, but on Mr. McCutcheon’s land is a good alternative for that house. The present owner is not receptive to a restoration. Mr. McCutcheon and Champlain Oil have put together what she feels is a win-win situation. We will not lose our Historic District because that house moves. Its integrity could be jeopardized in the future if a large number of the 63 designated properties are lost. Main Street is important because of the historic homes, the trees and the wide green strip which is owned by the State of NH and the Town, the pedestrian walkway, the Woman’s Club lighting poles with flower baskets and holiday wreaths and the businesses. All of that speaks about a community that cares about itself. We have a Jiffy Mart that we appreciate and use. Somebody asked why there isn’t a better alternative. She would like to suggest a better alternative; she would like to see them come in with a proposal on a smaller scale so it does not require a turning lane, waivers and does not threaten taking away the green strip. It should not overwhelm the other commercial activity on Main Street. Keep it small; the same size store they have now. This is not a big growing metropolis.

Mrs. Smith-Hull would love to see the old Hassam house across from her as she is the “guard dog” for the school house. Champlain Oil has bent backwards and has done everything we asked. We do need a new Jiffy Mart. The traffic won’t be any worse than it is now coming out of Depot Street. She has friends in the audience and hopes they will still be her good friends but she supports this project.

Mr. Bruno feels the days of the DOT jamming stuff down the Town’s throats is over and those times have changed. We do not get this turn-out to all their meetings. He hopes that when the DOT decides to evaluate what happens on Route 12 that they have this kind of turn-out to let them know what the community wants for improvements. He does not think that the reduction in the size of this facility would reduce the traffic significantly enough to change the conclusions of the report. If you reduce the square footage of the facility you won’t reduce the traffic. He would urge that as a community they get involved with what improvements the DOT would want

to do to Route 12. He appreciates the efforts that Champlain Oil has made to concerns and their comments through this process.

Mrs. Royce feels that most of the people that are here tonight are against the project and that is what usually happens in a Public Hearing. People come out in force. She feels that about 90% of the Town, who they represent, are for this new Jiffy Mart and that is how she feels.

Mrs. Ferland stated that years ago they had hearings to work on zoning and they worked hard and put in long hours to come up with what was appropriate for the Town. There were people who said they did not want stringent zoning restrictions. So, it was left wide open. They worked on the Master Plan that deals with the needs of this Town but based on public opinion it was left wide open. She knows for a fact that Champlain Oil did look for other locations and they could either not work with the land owners or the land owners were asking for an astronomical amount of money for the property. They have answered every question that this PB put before them. She thinks they have done a good job. They cannot predict what will happen in the future. They cannot make a decision based on other projects. They have to look at what is before them now and what is before them now is a good plan. That is what this PB needs to act on.

Mr. Thibodeau is a business man in Town and is here every day. He still believes that the Hassam House, granted it is nice to have historic buildings in Town, but if somebody came forward to say they wanted to buy it to restore it that would be a different story. The house is much different than when he moved here because it is falling apart. Nobody has jumped in to offer to fix it up; it cannot stay there forever the way it is. The Town needs to grow but, he agrees with Mrs. Francis, that it has grown by only a few hundred people however the number of cars has doubled. Jiffy Mart has done a good job. Once again, this is Zone E, anything is allowed. They are requesting three Waivers and they are not very big ones. He thinks they have done a good job. He has looked around Town to see where they could move to and there is no other place in Town. This is the type business that wants to be in Town so people can walk to it, ride their bikes to it, etc. Jiffy Mart is here to have a business and they support the Town.

Mr. Bruno moved to approve the Jiffy Mart/Champlain Oil Company project that will consist of a 4100 +/- square foot Jiffy Mart Convenience store with a Subway. The site would also consist of a 4 gas fueling dispensers, 1 diesel fueling station and a canopy over the fueling positions (no more than 8 vehicles can fuel at one time), all as shown on a plan set entitled “Overall Site Plan for Champlain Oil Company, Inc. – Main Street - Charlestown, NH”, sheets 1-10, A-301, A-302, R1.0 and R1.1 dated July 19, 2013 and revised through September 5, 2013. And further to grant the three Waivers for: 1) the foot candle restriction as shown on the plan at the entrance to the project; 2) for the landscaping buffer along the southerly boundary line, and 3) for the lot coverage of 59% versus the required 50%. This approval is subject to the following conditions:

- **No construction shall begin prior to approval of the boundary line adjustment with the Sumner House property.**

- The project shall be constructed in conformance to the approved plans as listed above. There shall be no variations from the approved plans without prior approval of the Charlestown Planning Board.
- Jiffy Mart shall be responsible for paying for a proportionate share of any intersection improvements and/or a left turn lane if required and warranted in the future.
- That the intersection of the access drive and roadway improvements shall be constructed in conformance to the approved plans and the New Hampshire Department of Transportation Permit.
- A Maintenance Manual shall be prepared for the maintenance of the Stormwater System to include scheduled maintenance procedures and that the stormwater drainage system be maintained on a regular basis to insure that it functions as designed and intended.
- That upon completion of the project a sound study shall be conducted at the boundaries to insure that sound levels from the Jiffy Mart mechanical equipment meet the 56 decibel requirement at the property lines and that corrective measures be taken to reduce noise levels to the required 56 decibels if the actual noise levels exceed the 56 decibel level at the property lines.
- That upon completion of the project a light study be conducted to insure that the lighting levels at the property lines conform to the Photometric Plan submitted with the application and corrective measures be made to the lighting if the actual lighting does not conform to the plan.
- That the canopy over the fueling stations have the same siding as the Jiffy Mart building and that a pitched roof be constructed over the canopy.
- That the Hassam house be dismantled and preserved as described in the application.
- That all landscaping be maintained and any landscaping that does not survive be replaced.
- That the existing granite markers be either maintained in their existing locations or incorporated in the landscaping plan.
- Existing trees outside any disturbed areas be maintained and protected and any existing trees within any disturbed areas be relocated as shown on the plan and in a location of previously occupied by an oak tree in front of the Murray property. Any existing landscaping that is intended to be preserved and does not survive shall be replaced.
- Relocate the decorative light post to a location north of the proposed access drive.
- All deliveries will be at the rear of the building except for fuel deliveries.

Mrs. Francis, proposed an additional Condition that Champlain Oil contribute \$1,000 to the Woman's Club to add an additional light post so there would be one on either side of their entrance way. It would be a more attractive entrance way for the store and there is not a good location north of the existing row of posts to put another one in there. If the cost is more than \$1,000 the Woman's Club would pay any additional amount.

Mrs. Ferland proposed an Amendment that any traffic and road signage that is requested along with landscaping, road work, behind the restaurant and River Street

be paid for by Champlain Oil. That it be done at no cost to CAROD properties or the Town of Charlestown.

Mr. Bruno accepted the amendments. Mrs. Royce seconded the amended motion. With all members in favor, the amended motion was approved.

CHAMPLAIN OIL COMPANY, INC. – 4 Sign Permits – 104 Main Street – Map 118, Lot 92 – Zone E (Mixed Use): Mr. Wamsganz requested that the Sign Permits be deferred to the next meeting.

Mr. Thibodeau moved to defer the Sign Permits until the next meeting on October 1st, 2013, at 7:00 PM. Mrs. Ferland seconded the motion. With all members in favor, the motion was approved.

The Planning Board took a five minute recess.

Mr. Neill assumed his seat on the PB; Mrs. Ferland left the meeting.

ZAREMBA GROUP – Preliminary Consultation on Proposed Dollar General Retail Store – Main & Sullivan Streets – Map 118, Lots 96, 98 & 99 – Zones B (Business) and E (Mixed Use): Mr. Fred Poisson introduced Matt Casey, Zaremba Group representative, and Chris Nadeau, from Nobis Engineering, who will do a preliminary consultation presentation on their proposed plans for a Dollar General retail store on this property. Mr. Casey explained that they are exploring the opportunity to develop this property. They are doing their research. They know that traffic will be a big topic. Tonight they want to give a quick over-view of the project and to get feed-back from the PB regarding the Site Plan. Dollar General will own this property. The property is 1-1/4 acres. The building they are proposing is 130' x 70'; or 9100 square feet. There will be two access points; one off Main Street and a secondary one off Sullivan Street. A rendering of the building was displayed. It is similar to one recently built in Jaffrey, NH. VHB will be doing the traffic study and will be in contact with the State of NH. Trucks come once a week for the main deliveries; they unload and leave in about 45 minutes. Ancillary deliveries that take place throughout the week like the Coke, newspapers and Frito-Lay trucks sometimes unload in a parking space. The site lighting will be full cut-off shields in accordance with the regulations. It comes on ½ hour before opening and shuts off ½ hour after closing; they are on timers. They are looking at a corner entrance building. Signage will be on one side. They hope to submit an application within the next 4 to 6 weeks depending on how the engineering goes.

Mrs. Francis asked them to describe what kind of merchandise they have and tell a little about the Zaremba Company. Mr. Casey advised that the Zaremba Company is based out of Lakewood, Ohio which is a suburb of Cleveland. Dollar General is a general merchandise store; pharmaceutical items to groceries to diapers, etc. A little bit of everything. It is not a true dollar store but rather prices range from \$1.00 and under to about \$50.00.

Mrs. Smith-Hull asked where the Dollar General corporate office is. Mr. Casey responded in Coopersville, Tennessee.

Mr. Bruno asked if they did any preliminary work relative to storm water drainage or wetland delineation. Mr. Nadeau said there are no wetlands on the property. They have not done a storm water evaluation at this point. Mr. Bruno asked if they will be disturbing more than 100,000 square feet, requiring a State Permit. Mr. Nadeau said they will not as they are on 1-1/4 acre; disturbance will be about 50,000 square feet. Mrs. Smith-Hull advised that there is a dug well in the back section; the cellar in the store was always wet. Mr. Nadeau said that is good information but there are no wetlands on the property.

Mrs. Francis stated that in terms of architectural styles have they a range of styles. Would it be possible to look at other possibilities on a style in keeping with the historic New England Town? Mr. Casey said “yes” they will do everything they can to make it attractive.

Mr. Lincourt asked if they could show us some conceptual views when they come back. What will Main Street look like with the building and sign? Mrs. Francis added with a landscaping plan that is attractive. Mr. Casey said they will put in as much landscaping as they can. There was discussion about the flat roof. Mr. Casey stated that they do have options; they will talk to the architect about it.

Mr. Edkins explained that the zoning is “B” in the front and “E” in the back. Depending on how they want to make this work might pose some challenges with regards to signage. In “B” the total amount of signage on the property is 25 square feet. Any requested changes would have to go before the Zoning Board of Adjustment.

PUTNAM FARMS, INC. – Four (4) Lot Subdivision – Morningside Lane – Map 208, Lot 10 – Zone E (Mixed Use): Mr. Bruno stepped off the PB due to a conflict; Mr. Lincourt was asked to sit in his seat. Mr. Travis Royce, representing the applicant, explained that this property is on the east side of Morningside Lane. There is one property between this property and the Flight Park. There are 29 acres; it has a lot of road frontage. They are proposing a four lot subdivision. All of the lots would have adequate road frontage. There will be one 11-acre parcel and three 6-acre parcels. Test pits were done on all the lots. He talked to Mr. Weed, Highway Superintendent about Driveway Permits. There is an existing driveway that is the access to the corn field and one proposed for Lot #3 is where Mr. Weed wanted it. On Lots #1 and #2 Mr. Weed indicated that they could have driveway permits for wherever the owners wanted them so they are not marked on the plan. Mr. Royce felt he could get a note from Mr. Weed confirming this and they can put a note on the plan that the Road Agent was spoken to. Mr. Harvey Hill, an abutter, sent a letter stating that he has no objections to this subdivision. Mr. Edkins advised that all the abutters were notified by certified mail. No abutters were present at this meeting. Mrs. Haynes came in to the office several days ago, on behalf of her son, and reviewed the plans but had no issues.

Mrs. Francis moved to accept this application as complete. Mrs. Royce seconded the motion. With all members in favor, the motion was approved.

Mr. Frizzell advised that this will be carried over to the next meeting on October 1st, 2013, at 7:00 PM.

PLANNING & POLICY ISSUES:

Sign Regulations: There was no discussion on the Sign Regulations at this meeting.

Upper Valley Lake Sunapee Regional Planning Commission: Mr. Edkins had included a notice from the Regional Planning Commission about the meetings on the Regional Plan in the packets. They would like to have a lot of input at those meetings. The meeting in Charlestown is scheduled for Monday, October 28th.

ADJOURNMENT:

There being no other business, Mr. Bruno moved to adjourn this meeting. Mrs. Francis seconded the motion. With seven members in favor, the meeting was adjourned at 9:39 PM.

Respectfully submitted,
Regina Borden, Recording Secretary

Minutes Filed: 09-24-13

(Note: These are unapproved Minutes. Corrections, if necessary, will be found in the Minutes of the October 1, 2013, Planning Board meeting.)