

**CANDIA PLANNING BOARD
MEETING MINUTES OF AUGUST 3, 2022
APPROVED MINUTES**

PB Members Present: Rudy Cartier, Chair; Mark Chalbeck, V-Chair, Brien Brock, BOS Rep., Josh Pouliot, Judi Lindsey, Scott Komisarek, Joyce Bedard

PB Members Absent: Mike Santa, Alt.; Tim D’Arcy, Alt.

*Rudy Cartier, Chair called the PB meeting to order at approximately 7:00PM, followed immediately by the Pledge of Allegiance

New Business:

- **Case #22-007 (Informational): Applicant:** Partners RV-NH, LLC, 300 Trade Center, Woburn, MA 01801; Property Owner: A-1 Ventures Group. LLC, 43 Lawson Farm Road, Londonderry, NH 03053; Property Location: Old Candia Road, Candia, NH 03034; Map 410 Lots 160,161,162, 162-1. **Intent:** Proposed recreational vehicle sales and service facility.

Doug McGuire – DuBay Group – Representing the applicant - Partners RV – New Project – New Idea – Seeking Initial, Informal Feedback

Property is located just as you get off of Exit 3 – across from Candia First Stop. The home of the old paintball facility. Plus, some additional property, equaling in total about 24 Acres – A bit of a difficult piece of property with a lot of grade. Full survey work, full Alta Survey – Map existing wetlands, all of the topography, all of the frontage labeled out and located, existing drainage features. For context, looking at the first page. White with green slashes are areas of existing wetlands. Several fingers of wetland bisecting property at various locations. This makes the property difficult to develop in a productive way. You have 24 acres of land consisting of multiple smaller pods. Partners RV were looking for a bit of a unique property. Something that would blend with the surroundings, be more natural, pods, areas. Worked within the terrain. Recreational vehicle, RV, Tow-Behinds, Pop-Ups, all the different types. They are planning on selling and servicing. The goal is to convert the existing building into a Sales and Service Building. Further context. First of all, you’ll note that the driveway proposed is all the way to the far-right edge of the property. Obviously, we would love to line up with the Candia First Stop intersection. The issue is, as you can see, we have a lot of wetlands right there. A lot of steep grade that drops right down off of the road at that location. So, when we were originally looking at this conceptually, that was where we started but it just doesn’t seem to work very well. The benefit of this location is you can come in and kind of swoop down through and make up grade and just to put it into perspective, the building we are proposing is going to sit about 20 – 25 feet lower than the road directly adjacent to it. Allows them to work with the terrain, work with that area. Nice, welcoming view. Display space and other items. Brownish colored areas on the plan, storage for recreational vehicles.

Very cleanly, laid out. Those would be done in pods to allow us to work within the terrain. They may not even look to pave that area, can be left to gravel to give it that more natural feel. That area would be gated off to full size vehicles. Golf cart access. Second sheet, blown up scale of building area. Wetland crossings. Very low overall impact to the property. Drainage right as you come in. Colorful blotches are display. Showroom, right hand side of the building.

Secure after hours. Other piece that is neat, three red dots. Those areas are going to be a setup area. We think this fits in well. There are a few wetland impacts. We are within buffers in areas. It is zoned for it, Industrial II.

R. Cartier confirms that it is the correct zoning for this type of facility/project.

B. Brock: Is that proposed entrance only to be accessed going East?

D. McGuire: A majority of traffic will be mostly right turn traffic coming off of exit 3. There are probably ways that we could get the driveways to align. It would be with a steeper driveway with some additional wetland impact. We are going to make our best pitch to DOT and hopefully have the traffic data to support it. If it can't be supported than it cannot go in that location. If we can justify that location and justify that to DOT, then that would be our preference. Not a high intensive use. For the square footage and for the amount of land that it is occupying, we have a 32-space parking lot for the sales area.

B. Brock: Obviously, the easier you make it to access, the better for business.

R. Cartier: Your biggest hurdle will be DOT. You mentioned that there will probably be gravel, non-impervious soil? Because that would be good. When you talked about that the building will be 25 feet below the roadway, how will you deal with aesthetics?

D. McGuire: It's a fair question. We haven't gotten fully into the architectural look, and I think that is going to be a factor. They want to have a good size, nice looking sign up at the road that brings you in. Maybe like a display spot. Not necessarily have the building be the advertising because it is sitting down lower. It is surrounded by wetlands which are vegetated and should remain vegetated, so you are not going to have a ton of visibility from the road, is our thought. That whole area is going to continue to grow in more and naturalize.

D. McGuire: Large building is going to take some time with the way materials are coming in. One thought was, there hope was that maybe they could utilize that area on a temporary basis to kind of get their sales started, work out of a temporary trailer, a nice one., and be able to have a sales/display area and start that way. And that is something we could lay out as a phase one or something.

B. Brock: Will this be time sensitive? You will have time frames on it?

D. McGuire: Yes, they just wanted something to help them get started and then the future idea would be that that could be a complimentary use of some sort. That obviously we would have to return to the board for. Whether it was a certain RV specialty dealer, a smaller scale that they like to piggyback on a larger place. So, they would be in the front and have a little separate parking/sales area. That would be a separate site plan that we would come back to you with.

B: Brock: Something of a Colonial type, rural type, Candia nature.

R. Cartier: First Stop has that rural look to it. Obviously, there are some regulations that require it to be so. It would almost destroy the ambience of what you are trying to establish, to have a flat roof with air-conditioning units on the top of it. Endangered species would have to be taken into consideration as well, due to the amount of wetlands.

D. McGuire: Because of the scale of it, this will be a full alteration of terrain and that triggers Fish and Game review and wildlife studies so that will definitely be a piece we will be looking at.

R. Cartier: So, you would be doing work on roughly what percentage of the property now? Let me clarify that a little bit, it doesn't look like you are doing anything on the other side of the railroad, right-of-way, what's now the rail trail?

D. McGuire: At this point, no, we weren't planning to do that. There was some discussion that would be a great spot maybe for some way finder signage, close to the ramp system as it is. That's something that we might be able to explore. Obviously, we would have to present it to you and get your take on it. That might need some relief depending on sizing and what they wanted to do for that. That was the only thing we initially talked about was maybe signage, there is not really any need. It is not quite big enough to justify for storage. Talk about maybe being complimentary to the rail trail. Allowing even a dirt path or something but clear definition to potentially invite if someone wants to come and get a complimentary water and take a look at some stuff.

R. Cartier: Does anyone know about where the snowmobiles come up? Do they cross this property?

D. McGuire: Old Class Six road?

S. Komisarek: What is the approximate square footage of the building?

D. McGuire: 20,000 square feet. 200 X 100, maybe overall, a little bit more that maybe with a mezzanine inside or something.

R. Cartier: Any other questions? As Brien mentioned, to work with DOT to see how they want to handle it and obviously we are sensitive to traffic in that area, so we would like to see it handled as appropriately as possible.

J. Bedard: The applicant is leasing the land; they didn't buy the land?

D. McGuire: They have it Under Agreement right now. If they can move forward, they will purchase it from A1, the current owner.

Old Business:

- **Case #22-005 (Minor Subdivision)** (continued): **Applicant:** Liberty Woods, LLC, PO Box 299, Candia, NH, 03034; **Property Owner:** Liberty Woods, LLC, PO Box 299, Candia, NH, 03034; **Property Location:** Lane Road, Candia, NH 03034; Map 414 Lot 147. **Intent: MINOR Subdivision.** To subdivide Lot 147 into 3 Lots.

R. Cartier: If you remember, where we left this for the continuation was in regard to a question as to whether there are Endangered Species reported to be on the land.

Jim Franklin – For the record, we received State Subdivision Approval, and I will give you a copy of that with the test pit information you requested. And this is the report from the National Heritage Bureau. There are some endangered species. There is a turtle and a snake.

J. Lindsey – Biodiversity, it's all about biodiversity.

J. Franklin: The thing is, in the report, I highlighted here where it says that the legal status for the turtle. Federal Status is not listed, State Status is listed as endangered. And globally, apparently it is a cause for concern. I am not able to identify where we are located in the greyed-out area that they were studying. Perhaps Judi might be able to help out because she is more familiar with the site sensitive names. The only thing we have left to do is to set the bounds. I would like to come back at your next meeting if possible.

R. Cartier: Judi, if there are endangered species there, what do we have to do to protect them?

J. Lindsey: I am not really sure what the follow up would be.

J. Franklin offers to put a note on the plan. R. Cartier agrees that he believes that what they have done before. A note on the plan saying that this particular area does have these endangered species so that any work that is done in there during construction, those doing the work will be made aware. Mention of it being beneficial to put the approval for subdivision and the note about identification of endangered species, you need to be aware of that and minimize any impact.

J. Pouliot: It seems irresponsible to even go through the whole thing if they are just going to go about their business.

J. Lindsey: Wondering about any follow up. What is the sense of finding them if you are not going to do anything about it.

Bryan Ruoff – For the record, state/town engineer – There are two scenarios essentially. One is the habitat on site. The second is if there are habitats within the vicinity of the site. I think they go up to within two miles of the site. You could have something removed from the site. You could have something removed from the site and it could have been over 100 years from when the siting occurred, and it could be over two miles from the site. The idea is to create awareness during construction. You put it on the plans and say, this area is known to have these endangered species, if they are discovered during construction or clearing, you are required by law to notify NH DES.

J. Lindsey: Whoever is going to see that? What builder is out there that is checking the list.

Bryan Ruoff – That should be part of the condition of approval that whoever the builder is, is made aware or else they don't receive the certificate of occupancy when they build on those subdivided lots.

R. Cartier: It seems, looking at the photograph that they had that all of the sightings were within wetlands.

J. Lindsey: Turtles cross roads and it is a matter of concern. When we approve then, the final plan, can we make sure there is a beautiful picture of the Blanding's turtle and the Black Racer and really do everything we can to let them know.

M. Chalbeck: I think we need to stick with whatever regulations say. If you try to make somebody, go above and beyond, that's not right. Until then, we review what the regulations say. I do know there are biologists who will sit and watch and look for them.

R. Cartier: We can't stop them from developing the land, but we can make them aware.

Case: #22-004 (MAJOR Site Plan)

Applicant(s): 23 Main Street, LLC, 14 Main Street, Candia, NH 03034; Owner(s) 23 Main Street LLC, Candia, NH, 14 Main Street, Candia, NH 03034; Property Location: 23 Main Street, Candia, NH 03034; Map 409 Lot 91

Intent: MAJOR Site Plan. Commercial Elderly Housing Facility – 29 Units.

S. Komisarek: - Rudy, I stopped by today and I saw Amy because we are going to continue because we just got the stuff from Stantec this afternoon.

R. Cartier: Get it to Amy in writing by tomorrow. The reason being, that we did accept the application June 1st and by RSAs we need to make a decision within 65 days. We will need a signed document from the applicant. Just put in there that you request an extension and if you want, you can put in a time frame 30, 60, 90 days, whatever you think is going to be appropriate.

S. Komisarek: Checking the date to determine he needs 45 days.

Motion to continue, decision to be made in 45 days. **Motion** by M. Chalbeck. **Second** by J. Bedard – **All were in favor. Motion passed.**

R. Cartier: Addressed the board: going over points brought up at last meeting that have since been discussed with town council. HOA Documentation will be provided to town council for review.

Expectation of the hardship regulations is how it related to the land. There is some leeway on that because of the innovative land use requirements. The expectation has always been that it will be on the site.

Thank all the people for coming and allow them to go if they want to.

Public Comments:

Bryan Ruoff: August 24th? GIS Update.

R. Cartier: Jeff, any comments on Lane Road? Jeff: No.

B. Ruoff: Maplewood – Not heard anything – Outstanding invoices. We should maybe think about pulling the bond. All of the comments during last meeting, nothing has been getting done. Driveway and quite a few other issues.

Other Business:

R. Cartier: Next meeting – Another over 55 Elderly Housing Project – August 17th. Checklist prereview – Friday at 9AM. It will require some waivers.

Bryan Ruoff: Was the NTP agreed to? There is a lot to get through on that in order to do the engineering review.

M. Chalbeck – Foster Farms – New Boston Road – Over 55. Just past the old dump on the right. Lumbered 2 or 3 years ago. Sometimes farm stand parked in the driveway.

R. Cartier: Please speak clearly, name and address. And please keep the comments reasonable.

Keith Lemay - Adams Road – Many of us do not agree with the decision that the board made in regard to the waivers. You mentioned that there might be a way to override some of the waivers. When you were talking with our legal counsel, did you ask that question?

R. Cartier: I did not. The reason being is that, it really wasn't relevant to what we were looking at the time. The only thing that we were looking at back then, was if a town official made an administrative decision, that could be appealed to the ZBA and that is where we left it. And from our standpoint, we didn't pursue anything in that way because it is really not appropriate for us to do that at this particular time. Because the board made a decision and then to say, how can everyone appeal our decision. It doesn't really make sense for the board pursue that at this particular time. And as I said before, you can probably utilize the NH Municipal Association. They can give the information that you are looking for. It wasn't germane to our particular discussions at the time.

Keith Lemay – Could I ask our legal counsel?

B. Brock & R. Cartier: No. NH Municipal Association.

Jeff Wuebbolt– Candia Town Road Agent – I understand that it is really just a parking lot and not a road, but can we put a note in there that says the town will never be responsible for any type of maintenance of that parking lot facility. Anything like that. And I understand that it is really just a parking lot but that has saved the town a lot of heartache at Candia Crossing. I just wanted it to be written into the deeds and on the plan, just like it was up there. That is the only reason that we don't own that road now, with all of the issues that it has had.

R. Cartier: This a little bit different because it is a subdivision with no roads. We have requirements for what the parking lot needs to be but being a privately owned facility, the town cannot spend any money doing anything in there.

J. Wuebbolt: I just want to make sure that the residents of that facility will never be able to petition the town to maintain it.

S. Komisarek: A note will be added to the plan.

Approval of Minutes:

May 18th

Motion to accept the minutes as amended. So **moved** – J. Lindsey. **Seconded** by B. Brock. M. Chalbeck, J. Pouliot, and J. Bedard abstain. **Motion passed.**

June 1st Minutes

J. Pouliot makes a **motion** to approve the minutes as amended. **Seconded** by J. Lindsey. M. Chalbeck & J. Bedard abstain. **Motion** passed.

June 15th Minutes

J. Lindsey makes a **motion** to accept the minutes as amended. **Seconded** by M. Chalbeck. J. Bedard – abstain. **Motion** passed.

July 6th Minutes

No comments

Motion to accept the minutes by M. Chalbeck. **Seconded** by J. Bedard. J. Lindsey – abstain. **Motion passed.**

Some discussion about the extent of content and detail of minutes.

J. Wuebbolt: I do think it is important for a governing board to either have minutes like a transcript or have the audio. Just to keep everyone honest and for the sake of transparency.

M. Chalbeck: - **Motion** to move into a nonpublic under RSA 91-A:3. **Seconded:** B. Brock. All in favor. **Motion passed.**

Motion to adjourn PB meeting at approximately 9:40PM by J. Pouliot. **Seconded** by J. Lindsey. All were in favor. **Motion passed.**

Respectfully submitted,

Amy M. Spencer

Land Use Coordinator

cc: file