



Planning Board – December 18, 2017, 6:30PM
City Hall Council Chambers – 3 Washington Street, 2nd floor

AGENDA

- I. **Call to Order** – Roll Call
- II. **Minutes of Previous Meeting** – November 27, 2017 Meeting
- III. **Continued Public Hearings**
 1. **SPR-11-17 – Water & Grove Streets – Site Plan** – Applicant Wendy Pelletier of Cardinal Surveying & Land Planning, on behalf owners, Jeanette Wright and Michael Lynch, proposes a commercial parking lot. The site is 4,635 SF in size and located in the High Density Zoning District (TMP# 028-03-011). The Applicant is requesting a Waiver from Development Standard #8 “Screening.”
 2. **SPR-13-17 – Emerald Street Substation – Site Plan** – Applicant VHB on behalf owner Public Service of NH dba Eversource proposes to rebuild the existing substation at the west end of Emerald Street. A Surface Water Protection Conditional Use Permit Application is included in this submission (SWP-CUP-2017-01). The site is 2.52 acres in size and located in the Commerce & SEED Zoning Districts (TMP# 047-03-009). The Applicant is requesting a waiver from Planning Board Development Standard #19, “Architecture and Visual Appearance.”
- IV. **Public Hearings**
 1. **SPR-967, Modification 8i – Site Plan** – Property owner Cypress Street Development, LLC c/o Monadnock Economic Development Corporation is proposing a 6,400 SF retail/office expansion of the 12,500 SF Monadnock Food Co-Op located on TMP# 023-04-027.800 (1.56 acres) at 34, #E Cypress Street in Keene, NH onto the adjacent 0.3287 acre parcel, TMP# 023-04-027.1100. The project will include the addition of eleven parking spaces and is located in the Central Business Zoning District. These properties are part of the larger Railroad Street Condominium development. The applicant is requesting a waiver from Development Standard #12: Traffic.
- V. **New Business**
- VI. **Director Reports**

Discussion: Co-Op Withdrawal of Temporary Parking Application
- VII. **Upcoming Dates of Interest – January 2018**

Planning Board Meeting – January 25, 6:30 PM
Planning Board Steering Committee – January 9, 12:00 PM
Joint PB/PLD Committee – Monday, January 8, 6:30 PM
Planning Board Site Visits – January 17, 8:00 AM – To Be Confirmed

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**CITY OF KEENE
NEW HAMPSHIRE**

**PLANNING BOARD
MEETING MINUTES**

Monday, November 27, 2017

6:30 PM

Council Chambers

Members Present

Gary Spykman, Chairman
Douglas Barrett, Vice-Chair
Andrew Bohannon
Martha Landry
George Hansel
Pamela Russell Slack
Chris Cusack
Nathaniel Stout

Members Not Present:

Mayor Kendall Lane
Tammy Adams Alternate
David Webb Alternate

Staff:

Planning/ACM Director Rhett Lamb
Planner Michele Chalice
Planner Tara Kessler

I. Call to order – Roll Call

Chair Spykman called the meeting to order at 6:30 PM and a roll call was taken.

II. Minutes of previous meeting – October 23, 2017

A motion was made by Councilor George Hansel to accept the October 23, 2017 meeting minutes. The motion was seconded by Pamela Russell Slack and was unanimously approved.

III. Continued Public Hearing

1. **SPR-11-17 – Water & Grove Streets – Site Plan** – Applicant Wendy Pelletier of Cardinal Surveying & Land Planning, on behalf owners, Jeanette Wright and Michael Lynch, proposes a commercial parking lot. The site is 4,635 SF in size and located in the High Density Zoning District (TMP# 028-03-011). The Applicant is requesting a Waiver from Development Standard #8 “Screening.”

A. **Public Hearing**

Applicant’s representative Wendy Pelletier of Cardinal Surveying and Land Planning addressed the Board first. Ms. Pelletier stated this has been an existing parking lot and the applicant is asking that it be continued to be used as a parking lot. Ms. Pelletier stated it is mis-labeled as commercial but noted the only people who would be parking here are tenants who live in the area. There are going to be 11 spaces and planters will be added to the lot. The lot is 100% paved and the applicant does not plan on changing that. There will be some striping added to delineate the spaces. A post and chain fence will be added. The Police Department asked that a solid fence not be added for security concerns and for graffiti issues. No other improvements are being proposed. With respect to lighting, the average reading in the middle of the site is 0.11 foot candles, 0 foot candles at one corner and 0.25 foot candles at the opposite corner. There are two existing curb cuts but one of the planters will block one of those curb cuts, which would make the curb cut on Grove Street just an exit only as per request of engineering staff. This concluded Ms. Pelletier’s presentation.

Chair Spykman questioned Ms. Pelletier’s characterization of this site as a non-commercial parking lot. He stated that he understood these spaces were going to be rented or leased, which would make it

a commercial enterprise. Ms. Pelletier stated the use of these spaces would be connected to the residences in the area and they will not be connected to any business downtown or elsewhere.

Chair Spykman stated the Board has also not received a clear answer as to why this site cannot be properly landscaped. The Chair noted the back corner which has zero foot candles does not meet the Board's lighting standard. Ms. Pelletier referred to a rendering of a solar light which would be mounted on the pole to provide lighting for this corner. These lights could also be on sensors. As far as planters, she noted it is not unusual to locate planters on concrete. The Chair did not feel this would meet the Board's standards. Ms. Pelletier stated these planters will be anchored into the pavement so they can't be moved around; this is so that paving does not need to be dug up. As far as these planters having issues with snow plowing, she felt this would be an issue, regardless of what is planted on this site. She felt the planters will be off the ground so there is a chance they won't be affected by the salt.

Staff comments were next. Planner Tara Kessler addressed the Board and stated staff had not received any changes to the plan until this afternoon, so staff has not had sufficient time to provide comments on these recently submitted materials. The concerns from the previous Planning Board meeting remain the same. With respect to the lighting, the applicant's photometric plan shows that the site does not meet the Planning Board lighting standard, which is an average of 0.5 foot candles for a site such as this. Ms. Kessler stated the applicant could ask for a waiver from this standard, but this waiver request would need to be noticed ten days in advance of the meeting, hence a waiver from the lighting standard cannot be granted if it was requested this evening.

With respect to the planters, there was concern from staff as to the planters not being connected to the ground. If the planters do not connect with the earth/soil underneath, it is staff's opinion that this does not qualify as landscaping per the Development Standards.

With respect to screening, the applicant has requested a waiver. The applicant is proposing a metal post and chain between this site and the abutters to the west and south. This post and chain may provide a partial barrier to prevent snow from piling on adjacent lots, but it would not screen the glare from vehicle headlights. Ms. Kessler stated the applicant has requested a waiver from this screening standard and referred to the waiver criteria as follows:

- a) *That granting the waiver will not be contrary to the spirit and intent of these Regulations;*
- b) *That granting the waiver will not increase the potential for creating adverse impacts to abutters, the community or the environment; and*
- c) *That granting the waiver has not been shown to diminish the property values of abutting properties.*
- d) *Consideration will also be given to whether strict conformity with the regulations or Development Standards would pose an unnecessary hardship to the applicant.*

Ms. Kessler noted the Board did receive a letter from an abutter expressing concern with headlights shining onto their property (abutter to the south). This concern was discussed by the Board at the last meeting and no changes have been made to the plan since that time.

Ms. Kessler stated staff recommends continuing this public hearing to the December meeting so the applicant could try to meet the Board's standards if the applicant was willing to request an extension of the Board's 65-day decision deadline, which expires between now and the next meeting. Mr. Lamb explained the term "by mutual agreement," which is the method the Board has used in the past whereby the applicant requests an extension of this decision deadline either in written form or provides a clear indication at the meeting that the applicant is requesting this extension (as long as the record indicates same).

The Chair asked for public comment. The Chairman referred to a letters included in the Board's packet, one from Tim Symonds of Tim Holdings LLC and the other from Greenwald Realty. With no further comment from the public, the Chairman closed the public hearing.

Councilor Hansel stated nothing has changed on this plan since the last time the applicant was before the Board, and because he was not inclined to approve it the last time, he encourages the applicant permit the Board to continue this item so that the outstanding items the Board had concerns about could be appropriately addressed. Mr. Stout agreed with Councilor Hansel.

The Chair reopened the public hearing to hear from the applicant's representative.

Ms. Pelletier requested an extension of the Planning Board's 65-day decision deadline to December 18, 2017. The Chair closed the public hearing again.

B. Board Discussion and Action

A motion was made by Councilor George Hansel that the Planning Board grant the request from Wendy Pelletier of Cardinal Land Surveying to extend the Planning Board's 65-day decision deadline for SPR 11-17 to December 18, 2017 and to continue the public hearing for SPR 11-17 to the December 18, 2017 Planning Board meeting.

The motion was seconded by Pamela Russell Slack and was unanimously approved.

2. **SPR-13-17 – Emerald Street Substation – Site Plan** – Applicant VHB on behalf owner Public Service of NH dba Eversource proposes to rebuild the existing substation at the west end of Emerald Street. A Surface Water Protection Conditional Use Permit Application is included in this submission (SWP-CUP-2017-01). The site is 2.52 acres in size and located in the Commerce & SEED Zoning Districts (TMP# 047-03-009). The Applicant is requesting a waiver from Planning Board Development Standard #19, "Architecture and Visual Appearance."

A. Public Hearing

Mr. David Fenstermacher from VHB addressed the Board first. He indicated the last time the outstanding items the applicant Eversource had to address related to meeting the Board's stormwater standard, soil containment and erosion control measures. He indicated one of the first items the applicant focused on was the net zero stormwater runoff number and the best way to reduce this number was to reduce the size of the footprint. He referred to the square portion of the site on the north – this has been brought back 40 feet on either side and the impervious surface has been reduced by about 800 square feet. There was a secondary access which was going to be in gravel, this has now been changed to reinforced grass which you can drive on but has the feel of grass. These changes now meet the net zero stormwater runoff numbers.

The other issue the applicant focused on was the seasonal high water table, these numbers were also submitted. As far as the percolation rate, when the size of the footprint was reduced, the need for the dry well was no longer necessary but the applicant would like to retain this dry well for an added siltation catch benefit.

Mr. Fenstermacher talked about the lot across the street. Eversource has a consultant on board who is going to provide a Soil Management Plan. This concluded Mr. Fenstermacher's presentation.

Vice-Chair Barrett stated his understanding was that the reinforced grass was not necessary to meet the net zero stormwater runoff numbers and was more for visual appeal and asked what this would look

like. Mr. Fenstermacher stated they are honeycomb-like structures that allow for grass to grow – they are made out of concrete.

The Chair asked for staff comments next. Ms. Chalice addressed the Board and stated what the applicant had stated are all positive aspects. The site size has been reduced which has brought the site to net zero stormwater runoff which was an initial concern. There is now data to confirm that the water table has sufficient depth for stormwater infiltration. And uses for the site across the street have been clarified (page 18 has a detailed list). The reason for concern on the adjacent uses is because of the proximity of the area of construction material movement to the creek's embankment. The silt fence being proposed only goes to the property corner and does not protect the stream embankment from silt/sand runoff to the bridge abutment shown on the photo. The Soil Containment Plan staff requested could show protections so that no silt runs off into the creek during storm events. This Soil Containment Plan will need to be approved by the City Engineer. This concluded staff comments.

Chair Spykman stated he had asked about the structure across the street, as to whether some exterior work could be done to this building and last month the applicant had indicated this could be addressed. Ms. Chalice stated staff had not received any information about this building. Ms. Ashley Ruprecht addressed the Chair's question – She stated the applicant has agreed to replace the plywood window openings with brick that would match the Control House.

The Chairman asked for public comment. Mr. Toby Tousley of 499 Washington Street noted this project was located in a Commerce Zoning District which would render a utility sub-station a non-conforming use and because this is an enlargement to a non-conforming use, he asked whether this item has been before the Zoning Board of Adjustment for a variance request. He noted Section 102-210 says that such enlargement must go before the Zoning Board of Adjustment for a variance request before it comes before the Planning Board. Mr. Lamb stated his understanding would be that the applicant met with the Zoning Administrator who made a determination that it was not an expansion and that therefore, the project did not have to go before the Zoning Board. Chair Spykman stated from the Planning Board's point of view, this issue is not an item under their purview. Mr. Tousley stated this matter cannot continue if proper procedure has not been followed. Mr. Lamb reiterated if the Zoning Administrator did not determine this was an expansion of a non-conforming use, there is no restriction to the Planning Board hearing. On the other hand, if a re-examination of this determination is made by the Zoning staff that there has been an enlargement, then the Board cannot act until the matter goes before and is granted a variance from the relevant zoning regulation. He added that because staff had not heard from the Zoning Administrator, the Board could act on this item.

Mr. Tousley went on to say the Board skipped over the issue of screening last month and stated he had requested screening on the eastern side of this site facing his side of the property. He added this area used to be industrial but this has all changed now and there are residences in this area now. He did not feel it was an unreasonable request to ask for screening and expressed his frustration with the applicant not wanting to address this issue with him. He added it had been told to him that slats cannot be added but noted Section 8A precludes slats only for dumpster screening. He felt the police not being able to see through these slats should not be applicable here. Mr. Tousley stated he wanted some type of screening on his side of the site.

Dr. Cusack noted the Board did not ignore the screening issue last month, it was just that the Police Department did not want it. However, felt some sort of screening would be necessary.

Mr. Bohannon asked whether the applicant could talk about the screening. Kurt Nelson and Ashley Ruprecht addressed the Board. Mr. Nelson stated they have had conversations with the abutter and

would like to address the issue with screening, however, are constrained with what they can do. As far as a vegetative screening – this is not possible. There is no soil or an area where anything can be planted. It is also against substation standards to have trees right against the fence which could be something people or children could use to climb over. There are plantings however, being proposed for the north side.

Mr. Bohannon asked whether something like a windscreen has been thought of for the fence. Mr. Nelson stated this is not something they have given any thought to, but referred to the concern the Police Department had raised with respect to being able to see into the site which is a concern they share as well. However, they were willing to come up with some practical solution.

Vice-Chair Barrett stated there was concern raised last month about a fence causing damage to the fence's foundation due to increased wind load. Mr. Nelson agreed this could be a concern with high winds.

Chair Spykman clarified the applicant would be agreeable to screening as long as it met the approval of safety officials and was not a structural issue. Ms. Ruprecht agreed and added she had spoken to a lieutenant from the Police Department who had indicated any type of obstruction on the eastern side would be an issue for them.

Mr. Lamb felt this might be somewhat of a risky condition; there is no fence designer, or a security expert present who could advise the Board. Trying to draft a motion based on this idea could be difficult. He added if the Board was concerned about this, the applicant could be asked to come back with a solution which would have been reviewed by experts. With respect to the security issue, Mr. Lamb stated he does not want to minimize the important of safety but the Board has a role to play in this and screening cannot be eliminated in all circumstances because of some generalized security issue that is undefined.

Mr. Nelson felt a fenced screening is only going to provide a certain amount of screening; there is infrastructure that is impossible to screen. He noted however that they were willing to work with the abutter on a compromise.

Mr. Tousley stated he was not asking for a very tall fence, just a fence with slats to provide for some screening. He stated he also does not understand how a fence built into concrete could blow over. Mr. Tousley stated this screening is also for noise.

Mr. Stout asked Mr. Tousley why this concern was not addressed last month. Mr. Tousley stated a week before the last meeting, the applicant sent him plans which he assumed were the plans being submitted to the Board showing the slats and assumed this was what was going to be approved and because of other obligations he could not be present last month. However, at the meeting, the issue of the police objecting was raised and the slats were eliminated.

Ms. Ruprecht stated the slats were shown on the plans that were sent to the applicant and at that time did not feel an abutter's support was necessary for a project's approval. Once there was objection from the Police Department, this item was eliminated from the plan at the last meeting.

Councilor Hansel asked Ms. Ruprecht if the Board asked for the slats to be added back in whether the applicant would be in agreement. Ms. Ruprecht stated if the Police Department and the city agree, it was agreeable to the applicant. Mr. Stout asked whether any consideration was given to a modified version of the slats. Ms. Ruprecht stated this now becomes how much screening a modified version is

going to provide. Mr. Stout felt this is a conclusion the applicant would need to provide. Ms. Ruprecht stated they have not looked at any other versions because the police were adamant any type of screening on the eastern side would negatively impact security.

Ms. Russell Slack stated she was not sure where the Police Department was coming from and there is no-one present to address this issue. She asked whether the applicant has used slats at other sites because this was something that was proposed by the applicant. Ms. Ruprecht stated they have a similar project in Manchester and the engineer for this site had indicated in most urban areas where there is potential for crime, screening is not something that is encouraged. She added it is not that they don't provide screening, but they need city approval for same. Mr. Nelson stated break-ins into substations is a common occurrence as well as infrastructure security. Ms. Russell Slack asked how long this grid has been at this location. Ms. Ruprecht stated it has been at this location for 60 years. Ms. Russell Slack asked whether it has ever been broken into. The answer was a no.

Mr. Tousley stated he would be happy with any type of screening and noted all other locations into this site had been screened except from his property. The Chairman closed the public hearing.

Councilor Hansel stated he agrees with the abutter; originally there was discussion about privacy slats not a masonry wall and added if Eversource had proposed a masonry wall to locate gear on it, this discussion would not be happening. He added only a small section of this site is going to have privacy slats and felt the abutter and applicant could come to some type of agreement to locate something on the eastern portion. He stated he does not understand how this would inhibit the police from being able to see into this site.

Mr. Stout stated he agrees with Councilor Hansel and what would have been helpful for tonight would have been some screening alternatives. Vice-Chair Barrett noted the abutter is not asking for the entire portion to be screened but just a small portion. He added he also agrees with Eversource that a fence is not going to completely provide a screening from these large structures.

Councilor Hansel stated he is not comfortable approving this application tonight.

Ms. Landry asked whether all interested parties could meet before the next meeting. Mr. Lamb stated this would be the intention and added if this application is continued, the Board would also need to extend the decision deadline. He added the request would be for Eversource to come up with a design that the Board could approve. If there is no viable solution, staff will advise the Board as such.

Vice-Chair Barrett felt the best option would be for this item to come back with a best solution and the Board can decide at that time, even though this will push the applicant back another month. He added he always appreciates the guidance provided by planning staff and does not take their advice lightly. Mr. Lamb stated by potentially making screening a condition of approval and providing staff the authority to make a decision on this matter would not provide the public the opportunity to comment on it and felt the best option would be for this matter to be brought back to the Board next month.

Mr. Bohannon stated if this matter comes back next month and it is still an argument back and forth between the applicant and the abutter he will be inclined to remove the request; he felt the issue just needs to be resolved.

The Chair re-opened the application and invited the applicant to come back up and address the Board. Mr. Nelson stated the applicant would like to ask for an extension of the 65-day decision deadline and a continuation of the project application to the December Planning Board meeting.

B. Board Discussion and Action

A motion was made by Councilor George Hansel that the Planning Board grant the request from Public Service of New Hampshire dba Eversource to extend the Planning Board's 65-day decision deadline for SPR 13-17 to December 18, 2017 and to continue the public hearing for SPR 13-17 to the December 18, 2017 Planning Board meeting.

The motion was seconded by Pamela Russell Slack and was unanimously approved.

IV. Public Hearings

1. S-10-17 – 37-39 Prospect Street – Subdivision – Applicant Fieldstone Land Consultants on behalf of owner Michael and Fern Geraghty proposes a 2-lot subdivision. The site is 0.523 acres in size and located in the Medium Density Zoning District (TMP# 008-03-022).

Mr. Barrett asked to be recused from this public hearing as he was an abutter to this property.

A. Board Determination of Completeness.

Planner Michele Chalice recommended to the Board that the Application S-10-17 was complete. A motion was made by Andrew Bohannon that the Board accept this application as complete. The motion was seconded by Nathaniel and was unanimously approved.

B. Public Hearing

Mr. Michael Clough of Fieldstone Landsurveying addressed the Board. Mr. Clough referred to the existing lot on a plan outlined in blue consisting of .518 acres, (22,000 square feet). The proposal is for a 2-lot subdivision. After the subdivision the lot will be reduced to .308 acres (13,400 square feet) and the new lot .211 acres (9,173 square) in size.

Mr. Clough stated this property is located in Medium Density where the lot size is 8,000 square feet, minimum frontage is 50 feet; building setbacks are 15 feet in the front, 10 feet to the side and 15 feet to the rear. After the subdivision, the new lot will take its frontage along Spruce Street (129.29 linear feet) and the existing frontage will remain for the existing lot (133.18 linear feet) on Prospect St. Mr. Clough referred to an existing sewer line that traverses the lot right now and ties into the municipal sewer line on Spruce Street. The applicant is proposing a 20-foot wide sewer easement shown on the plan in green, which would also allow for a new driveway for the single family dwelling. This concluded Mr. Clough's presentation.

Staff comments were next. Ms. Chalice stated the applicant had initially submitted this proposal with a single-family home sited on it as well as a driveway. If there are no complications, the Board has often been able to approve such requests, but this is not the case with this application; there is a large shade tree at the property line which would have to be removed. As a result, this application is now just a subdivision.

The property is served by city water and sewer, has an overall slope of 5%. It is a viable building site for a single family home and a driveway. Access to this site would be off Spruce Street not Prospect Street. This concluded Ms. Chalice's comments.

Councilor Hansel asked whether the easement was going to be in written format and how it was going to be enforced. Mr. Clough stated the easement language will be written into the new deed. Mr. Lamb asked what this language would say. Mr. Clough stated the language would restrict any structures within the easement. The Chairman asked whether a driveway would be permitted. Mr. Clough stated driveways usually run over sewer lines but if there was work that needed to be done this would be a

condition that would be written into the deed as well; that such expense will be borne by the easement holder.

The Councilor asked whether the applicant would be willing to draft an easement and submit this as part of the subdivision plan, so that it could be enforced should there ever be an issue. Mr. Clough stated they would have no issue with that.

Mike Geraghty of 55 Kendall Road stated the proposed driveway would not cross the easement; there would be no pavement or structures on this easement. The Councilor stated his issue is being able to enforce the easement should the property change hands. Mr. Geraghty stated this language would be included in the deed.

The Chairman asked for public comment next.

Ms. Ann Knight of 26 Prospect Street addressed the Board. She is an abutter diagonal to this property. Ms. Knight stated she opposes this subdivision because Prospect Street is already an extremely dense street. She noted from Court Street to Prospect Street where it intersects with Forest Street, there are 14 residences of these eight are already multi-family dwellings: a 10 room boarding house, 361 Court Street which is owned by Prospect Place and is zoned for 16 beds, 5 two-dwelling and another three-family unit.

Ms. Knight also pointed out, in preparation for the site plan the applicant has already taken down trees which makes it look even more dense.

Ms. Jen Knight of 26 Prospect Street added between Spruce Street and Forest Street there are already six multi-family dwellings and this is also a very narrow street and the only way to get to Court Street is via Spruce Street or Forest Street. She stated both these streets are always backed up with vehicles and this is compounded during the winter months with the snow banks. She pointed out that taking down of the all the trees has taken away the only green space this area had.

Ms. Knight went on to say 25 Prospect Street is currently under contract and these new owners have expressed concern about the loss of privacy and are contemplating moving. She also noted construction traffic has been blocking the entrance to 25 Prospect Street and this has been going on for a few months.

With no further comments, the Chairman closed the public hearing.

Councilor Hansel stated he would like to see the draft easement submitted with the final application prior to signature of the Chairman, so that the city has a record for future use.

Mr. Stout asked why the Board is approving this application in advance of a driveway permit. Mr. Lamb stated this lot is big enough only for a single family home and single family home driveways are approved by the City Engineer.

Mr. Bohannon asked whether the ten vehicle trips were per household. Mr. Lamb stated this was for a single family unit. Mr. Lamb stated for two working people this would be a high number.

Councilor Hansel recognized the concerns expressed by the abutters, however, those concerns are outside the Board's purview but felt there could be some enforcement issue with construction traffic the abutters could perhaps address with the City.

The Chairman reopened the public hearing to hear from an abutter. Ms. Jennifer Knight stated because of the narrow and dead end nature of Spruce Street the construction vehicles have no room to turnaround so these vehicles are currently parked on Prospect Street which would impede traffic on Prospect Street for a very long time.

The Chairman closed the public hearing again.

B. Board Discussion and Action

A motion was made by Councilor George Hansel that the Planning Board approve S-10-17, as shown on the plan set identified as "Tax Map 8, Lot 3-22, 37-39 Prospect Street, Keene, NH, Prepared for land of Michael F. & Fern E. Geraghty, 1" = 20', dated November 16, 2017 with the following conditions:

1. Submittal of language for an easement requiring sufficient provisions to the satisfaction of the City Engineer.
2. Owner's signature on plan prior to approval.

The motion was seconded by Pamela Russell Slack and was unanimously approved.

Vice-Chair Barrett rejoined the session.

V. New Business

1. Discussion – Site Plan Regulations and Review for Agricultural Developments

Ms. Chalice stated that at the October Planning Board meeting, staff was asked to look at the Board Standards as they relate to agricultural development. Ms. Chalice stated the NH Coalition for Sustaining Agriculture is a small group that was able to find a grant to explore all things agriculture in New Hampshire. She called the Board's attention to page 36 of the packet, an Agriculture Tool Kit which looks at land uses, local regulations and encouraging farming in the state. Ms. Chalice also noted the NH Right to Farm Flow Chart as the last packet page. The plan is to finalize this "Tool Kit" with the current grant and the second goal is to create better tools to assist farmers in navigating and interpreting applicable regulations.

Chair Spykman asked when this would be ready for use. Ms. Chalice stated this document is still in draft format; the Tool Kit is anticipated to be ready by the end of the year. A second grant is being sought for farmers to create alternative guidance that is more user friendly. There is no schedule for the second portion of this project.

Ms. Landry asked whether this process anticipates any legislative changes. Ms. Chalice answered in the negative and added as she went through this process she noticed there are quite a few protections in place to protect farmers from over-regulation.

Ms. Chalice stated the next step would be to bring this item back to the Board when it is final and eventually fold this into the Land Use Code Update. The Chairman asked whether a public process would be helpful for this item. Ms. Chalice stated those opportunities would be available when the Land Use Code Update is brought forward and added the Agriculture Commission will also be discussing this item at their next meeting. She stated she can bring an update from that meeting to the Planning Board as well. The Chairman stated he wanted to make sure this item does not get lost in the larger Land Use Code Update process. Mr. Lamb clarified the Board was comfortable adding this item to the Land Use Code Update and not pursuing a separate process to amend the regulations. The Chairman agreed.

VI. Director Reports

1. DRAFT 2018 Planning Board calendar adoption

Mr. Lamb stated should the Board approved this calendar tonight, staff would be able to put in place all the deadlines that would need to go along with the new schedule of meetings prior to the January meeting. If there is a Monday holiday, the meeting would take place on a Tuesday.

A motion was made by Councilor George Hansel to approve the 2018 meeting schedule as presented. The motion was seconded by Andrew Bohannon and was unanimously approved.

2. Move December 25th meeting to December 18th

VII. Upcoming Dates of Interest – December 2017

Planning Board Meeting – December 18, 6:30 PM

Planning Board Steering Committee – December 12, 12:00 PM

Joint PB/PLD Committee – Monday, December 11, 6:30 PM

Planning Board Site Visits – December 20, 8:00 AM – To Be Confirmed

The meeting adjourned at 8:25 PM.

Respectfully submitted,

Krishni Pahl, Minute Taker

Reviewed by: Rhett Lamb, Planning Director
Edits, L. Langella, T. Kessler, M. Chalice

SPR-13-17 SITE PLAN REVIEW – Eversource Substation Renovation, 0 Emerald St.

Request:

Property owner PSNH, Public Service of New Hampshire, is proposing a renovation to the substation on a 2.52 acre parcel at 0 Emerald Street in Keene NH, TMP 047-03-009. The project scope includes the replacement, removal and upgrade of existing electrical equipment, the replacement and addition of security fences and the construction of a 1,440 SF switch gear building.

Background:

This second supplemental staff report addresses a remaining issue discussed at the project's continued public hearing on November 27, 2017's Planning Board meeting. The issue discussed and unresolved was that of potential perimeter screening on the east property line. Two previous staff reports regarding this project are available at:

1. October's Meeting Packet w/ the original Staff Report:
https://ci.keene.nh.us/sites/default/files/2017-10/2017_10_23_pb_agenda_packet.pdf
2. November's Meeting Packet w/ the First Supplemental Staff Report:
https://ci.keene.nh.us/sites/default/files/2017-11/2017_11_27_pb_agenda_packet.pdf

Completeness:

The Planning Board accepted the application as complete at the October 23, 2017 Planning Board meeting.

Departmental Comments: not applicable

Application Analysis:

SCREENING:

A meeting was held on December 5th, 2017 with the applicant's representatives, City Planning staff, Lieutenant Maxfield and Mr. Tousey to discuss the issue of screening alongside the eastern boundary of the subject property:

1. Lieutenant Maxfield confirmed that the City would not be responsible for any mischief that would potentially be unseen due to the screening. He asked if security cameras would be in place to monitor any potential problems for the applicant. Mr. Roe, project manager confirmed that there would be security cameras. Mr. Roe also confirmed that appropriate signage would be placed on all sides of the fence by the applicant.
2. Proposed plantings on the north side of the proposed structure are now specified as 4' shrubs with an appropriate planting detail for such.
3. 150 LF of plastic slats are to be installed in the new, 8' chain link fence along the eastern property boundary. A note on the revised site plan now states: "Privacy slats to be provided in security fence for 150' from the front corner".
4. The abutter has been made aware that fence slats may increase snow drifting onto his adjacent pavement.

These points were agreed to by all parties.

RECOMMENDATION FOR APPLICATION:

If the Board is inclined to approve this application, the following motion is recommended:

Approve SPR-13-17 with a waiver request from Standard 19, as shown within the plan set entitled “Emerald Street Substation, Emerald Street, Keene New Hampshire, Cheshire County”, Tax Map 47-03-009, prepared for Eversource and PSNH by VHB of Bedford, NH, dated August 14, 2017, received September 15, 2017 and most recently revised December 6, 2017 at various scales; with the following conditions:

- 1. Submittal of the applicant’s Soil Containment Plan and other protective construction details to prevent siltation into Mill Creek due to the movement of construction materials across Emerald Street, for review and approval by the City Engineer.*
- 2. Owner’s representative’s signature on the plan set.*
- 3. Submittal of a security for erosion control, landscaping and an “as-built” plan in a form and amount acceptable to the Planning Director and City Engineer.*
- 4. Signature by Planning Board Chair.*

Site Plans

Issued for: Permitting
 Date Issued: September 14, 2017
 Latest Issue: December 6, 2017

Emerald Street Substation

Emerald Street
 Keene, New Hampshire
 Cheshire County



Owner
 Eversource
 PO Box 330
 Manchester, NH 03105

Applicant
 PSNH
 PO Box 270
 Hartford, CT 06141-0270

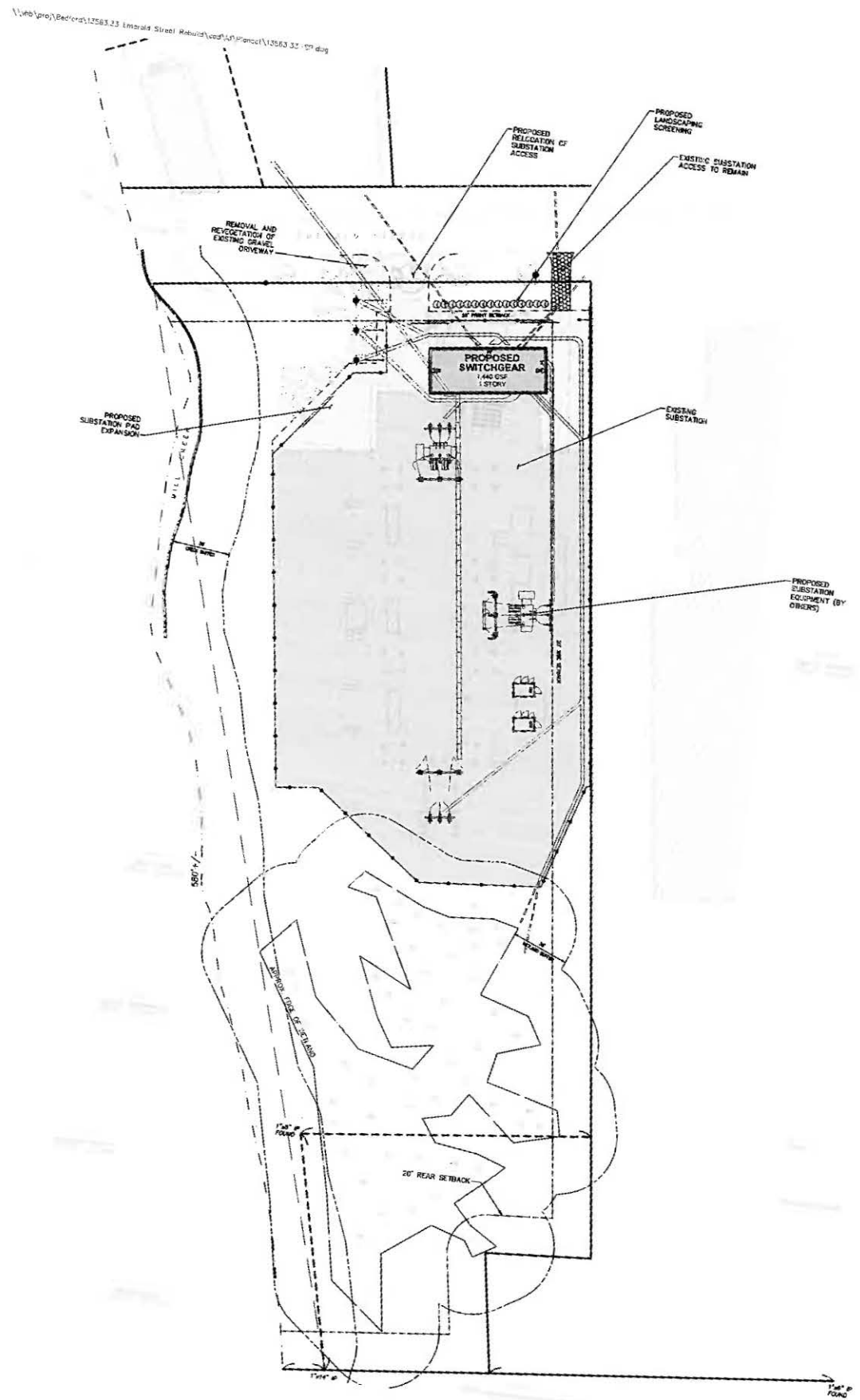
Assessor's Map: 47
Block: 3
Lot: 9

			Reference Drawings		
No.	Drawing Title	Latest Issue	No.	Drawing Title	Latest Issue
C-1	Legend and General Notes	September 14, 2017	Sv	Existing Conditions Plan	March 28, 2017
C-2	Overall Site Plan	December 6, 2017			
C-3	Site Plan	December 6, 2017			
C-4	Erosion Control Plan	October 30, 2017			
C-5	Site Details	December 6, 2017			

\\VHBS\PROJ\0607060\135503.33 EMERALD STREET REBUILD\CAD\135503.33-C09 6 December 2017



VHB Project: 135503.33 Emerald Street Substation
 Issued for: Permitting 9/14/17



Zoning Summary Chart

Zoning District: Commerce (COM)

Zoning Regulation Requirements	Required	Provided
FRONT SETBACK	20 Feet	20 Feet
SIDE SETBACK	20 Feet	20 Feet
REAR SETBACK	20 Feet	>20 Feet
MINIMUM FRONT SETBACK OF OPEN SPACE	20 Feet	>20 Feet
PAVED/UNPAVED PARKING & TRAVEL SETBACK - FRONT*	20 Feet	156 Feet (Meets from 1' DD)
PAVED/UNPAVED PARKING & TRAVEL SETBACK - SIDE**	20 Feet	20 Feet
PAVED/UNPAVED PARKING & TRAVEL SETBACK - REAR**	15 Feet	18.1 Feet (Kotko)
	15 Feet	>15 Feet

*LOT CLASSIFIED AS LARGE LOT PER ZONING ARTICLE 14 DIVISION 4



Stored Wednesday, November 08, 2017 4:24:13 PM. WOODLUM, Phil/Res. Wednesday, December 06, 2017 2:02:29 PM. Gilliam, Mike
 Page 16 of 21

Emerald Street Substation
 Emerald Street
 Keene, New Hampshire

1	RESPONSE TO CITY COMMISSIONERS	02/06/17	APRIL
2	RESPONSE TO PLANNING BOARD & STAFF	02/06/17	

Case No. Sep. 14, 2017

Not Approved for Construction

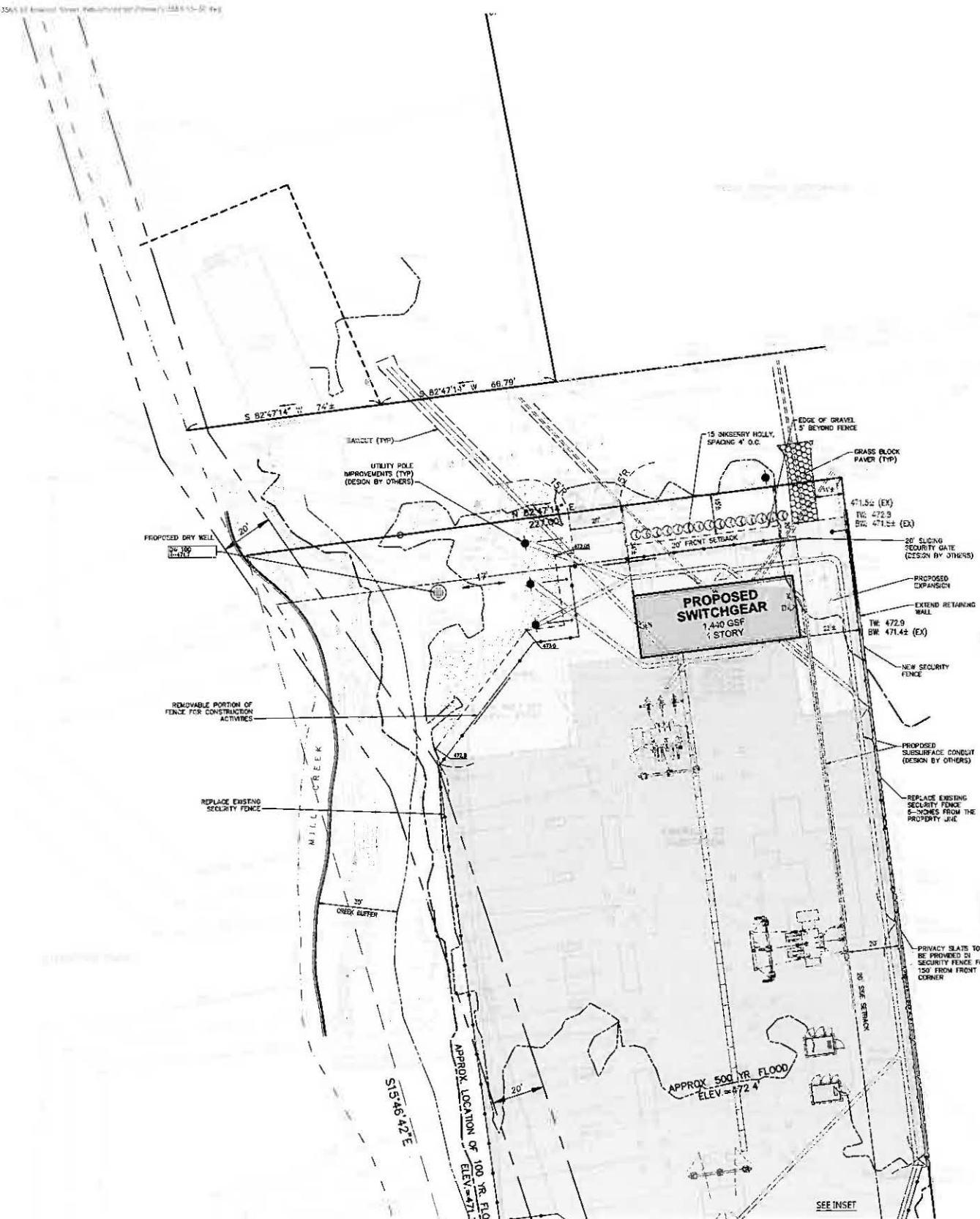
Overall Site Plan

C-2

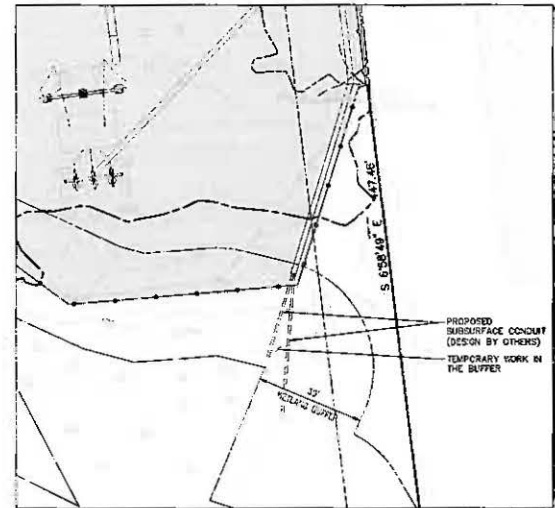
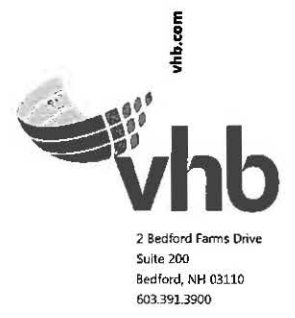
Sheet 2 of 5

Project Number 13563.33





- NOTE:**
1. EROSION CONTROL NOTES AND DETAILS LOCATED ON C-4, EROSION CONTROL PLAN.
 2. INSPECTION AND MAINTENANCE MEASURES FOR EROSION CONTROL AND LONG-TERM MAINTENANCE ARE OUTLINED IN A SEPARATE DOCUMENT ENTITLED "INSPECTION AND MAINTENANCE MANUAL."
 3. CONSTRUCTION TIMING AND PHASING NOTES LOCATED ON C-1, LEGEND AND GENERAL NOTES.
 4. SECURITY SIGNAGE TO BE INSTALLED ON ALL FOUR SIDES OF FENCE. FINAL SIGN TYPES TO BE COORDINATED WITH THE POLICE DEPARTMENT.



INSET

Plant List


Key	Qty.	Botanical Name	Common Name	Size
EVERGREEN	15	ILIX GLABRA 'SMARROCK'	SMARROCK	2' HT AT PLANTING 4' HT AT MATURITY 3' x 3'
		DIABRYA HOLLY	DIABRYA HOLLY	

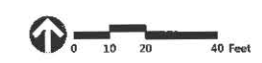
Emerald Street Substation
Emerald Street
Keene, New Hampshire

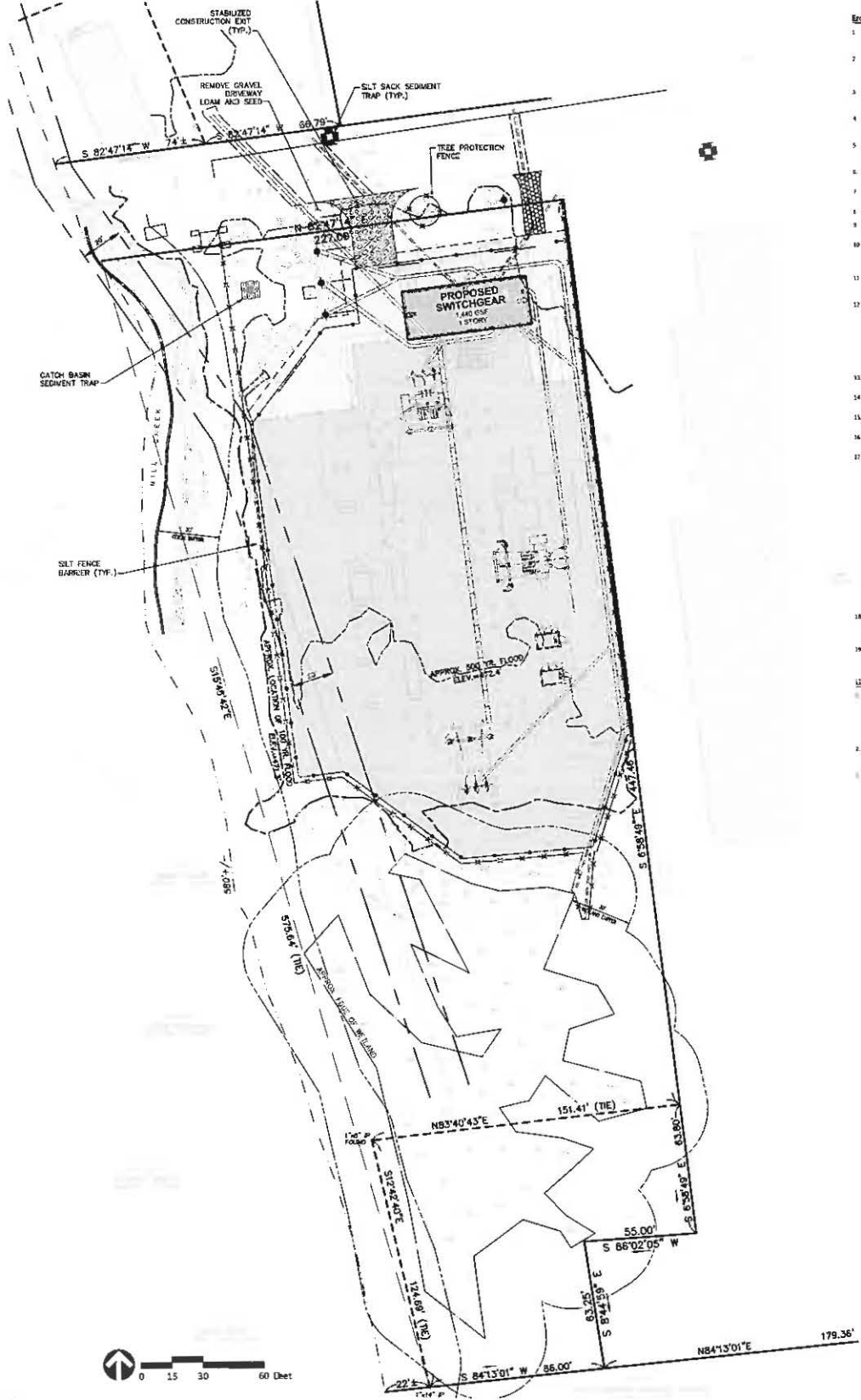
No.	Revision	Date	App'd
1	RESPONSE TO CITY COMMENTS	12/06/17	
2	RESPONSE TO PLANNING BOARD'S STAFF	12/06/17	

Date: Sep. 14, 2017
 Not Approved for Construction




C-3
 Sheet 3 of 5
 Project Number: 13563.33



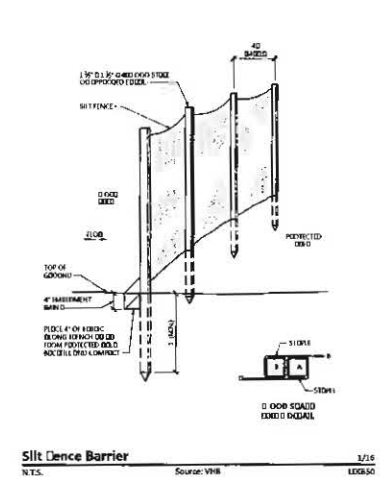


Erosion Control

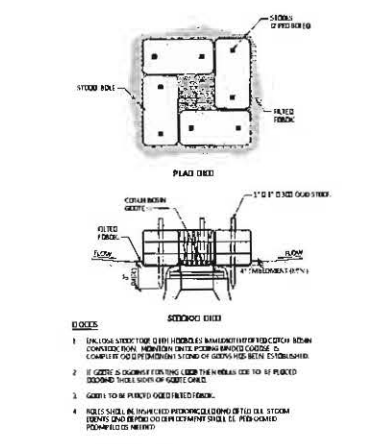
1. PRIOR TO TESTING AND/OR OTHER ON-SITE CONTROL, THE CONTRACTOR SHALL NOTIFY THE SUPERVISOR OF ANY EROSION CONTROL MEASURES TO BE INSTALLED ON THE SITE PRIOR TO ANY EROSION CONTROL MEASURES BEING INSTALLED TO THE PROJECT.
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Interior Construction

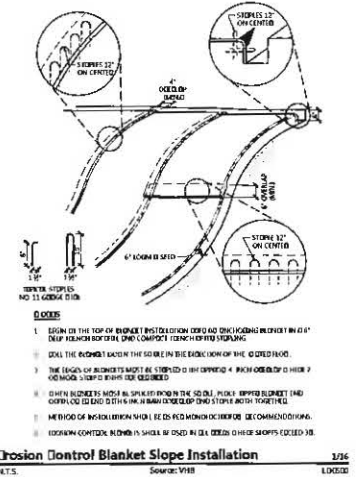
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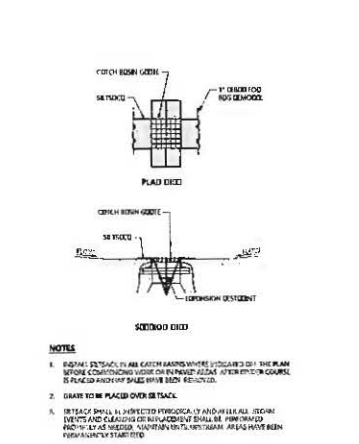
Silt Fence Barrier 1/16" = 1'-0"



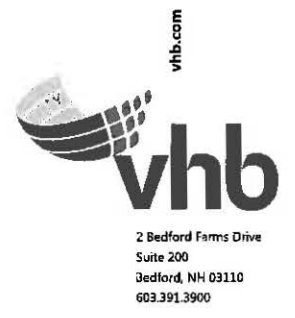
Ditch Basin Sediment Trap 1/16" = 1'-0"



Silt Sack Sediment Trap 1/16" = 1'-0"



Ditch Basin Sediment Trap 1/16" = 1'-0"



Emerald Street Substation
Emerald Street
Keene, New Hampshire

No.	Revisions	Date	By
1	ISSUED FOR CONSTRUCTION	10/20/17	

Revised: _____
Date: **10/20/17**

Not Approved for Construction

Erosion Control Plan

C-4

Sheet 4 of 5

Project Number: 13563.03

SPR-967, Mod. 8I SITE PLAN REVIEW – Monadnock Food Co-Op Expansion

Request:

Property owner Cypress Street Development, LLC/C/O MEDC is proposing a 5,700 SF expansion of the 12,500 SF Monadnock Food Co-Op located on TMP # 023-04-027.800 (1.56 acres) at 34, #E Cypress Street in Keene, NH onto the adjacent 0.3287 acre parcel, TMP #023-04-027.1100. The project will include the addition of eleven parking spaces and a community amphitheater. Both parcels and this project are part of the larger Railroad property located in downtown Keene, in the Central Business Zoning District as well as Keene's Historic District.

Background:

The Monadnock Food Co-Op was initially approved by the Planning Board on September 6, 2011 and the Historic District on September 14, 2011. As has been recently revisited, the conditionally-approved site plan has gone through multiple modifications to this current point in time. The current Co-Op building expansion includes, as noted above, eleven parking spaces, a community amphitheater/pergola, an expanded outdoor patio, an additional bicycle parking rack, raised and movable planters, enhanced landscaping as well as new shade trees and a separate N/S sidewalk to accommodate users walking from their dedicated parking spaces in the Co-op parking lot to their offices at 51 Railroad Street.

Completeness:

The applicant has requested site-specific exemptions from the specified aspects or features not present on site. They have not submitted visual and architectural details as these aspects will be reviewed as part of their Historic District Commission application. They have not submitted a Traffic Report but have requested a waiver from the Traffic Report requirement.

After review of each request, Staff has determined that exempting the applicant from submitting the requested information would have no bearing on the merits of the application and recommends that the Planning Board accept the application as "complete."

Departmental Comments:

Code: "Central Business Zone, no setbacks to review, no coverage to review, no parking to review. Code is good."

Police Dept.: No issues

Fire Dept.: No issues

Engineering Dept.:

09-26-17 Site Plans:

- 1. Show contour lines on existing and proposed condition plans.*
- 2. Provide a grading plan for proposed development.*
- 3. Provide spot grades as needed to clarify the intent of the grading at proposed parking lot.*
- 4. Provide details and typical sections for a proposed raised crosswalk.*
- 5. Show the location of temporary construction entrance into the site.*
- 6. Show the limit of existing drainage pipe to be demolished.*
- 7. Show limits of existing sidewalks to be reconstructed.*

8. *Please confirm that all symbology used in the drawings is defined correctly in the legend (e.g., two types of symbols that have been used for existing gas valves).*

Stormwater Management:

1. *Pre-development: provide a complete drainage report, specifically showing pond “11P” and “99” in order to compare pre and post development conditions.*
2. *The drainage summary table shows that post-development peak discharge for a 25-yr storm frequency is significantly lower than the pre-development. Please clarify the discrepancy. -Staff Engineer*

Application Analysis:

The following is a review of the Board’s relevant standards in relation to the proposed application:

1. Drainage:

- A. Per Planning Board Development Standard 1.a. RUNOFF The site is currently completely drained into the City’s stormwater system under the adjacent open-space oval. The proposed design redirects the majority of the site into an existing subsurface structure underneath the Co-Op parking lot. The relocated outdoor patio will continue to drain into the green, oval space.
- B. Per Planning Board Development Standard 1.b. LOW IMPACT DESIGN As mentioned above, the majority of the site is proposed to drain into the existing, adjacent, subsurface, drainage structure which overflows into an existing detention area alongside Community Way. These structures accomplish Low Impact Development goals of delayed release and enhanced stormwater infiltration.

This standard has been met.

2. Sedimentation and Erosion Control: Per Planning Board Development Standard 2.a A silt fence, catch basin inlet filter and a shortened, stabilized construction entrance are proposed to enclose the disrupted area of this active site. This standard has been met.

4. Snow Storage: Acknowledging the tight spatial constraints, the application and plan notes that “excess snow will be trucked and disposed of off-site”. This standard has been met.

5. Flooding: The site is in a 500-year flood plain but not a 100-year flood plain. No accommodations are required to meet the City’s current Floodplain Ordinance. This standard has been met.

6. Landscaping: Per Planning Board Standard 6. the proposed site plan contains a variety of perennials, shrubs and shade trees. The applicant has revised the initially incomplete shade tree planting detail to include the required 300 CF of native soil for each shade tree. Additionally, given the predominance of gravel present on site with minimal topsoil, the applicant has also revised the standard shrub planting detail to require a minimum of 12” soil below each root ball. It should be clearly stated up front that these transplanted shrubs will also be subject to the City’s one-year planting guarantee.

This standard has been met.

8. Screening: Per Planning Board Standard 8. the landscape plan shows the transplanted shrubs will provide screening from the adjacent parking lot. This standard has been met.

10. Lighting: The applicant submitted a lighting plan on December 8, 2017

1. Per Planning Board Standard 10.1. The applicant has submitted a lighting plan which illustrates the effectiveness of building wall packs, bollard lights, LED strip lighting (mounted downwards) and LED lighting under the eastside building overhang. This plan meets the board's standard in two ways:
 - a. Footcandle Recommendations: The average illuminance is 1.38 footcandles. The City's standard is a minimum of 0.9 footcandles.
 - b. Uniformity Ratio: The city's standard is that the minimum illuminance (0.6) is no less than ¼ of the average illuminance (1.38). This means that the average to minimum ratio of 0.345, greater than 0.25.
2. Per Planning Board Standard C.1. SHIELDING: The project's lighting fixtures all fully shielded with the exception of the street light fixture. This traditional-style street light fixture matches those already on-site. These same fixtures were approved as part of the 2011 project once again, on the basis of their matching those fixtures already on site. The 2010 Planning Board Standard did have our current requirement of: "All lights...shall be fully-shielded (full cut-off), opaque fixtures, with no portion of the bulb visible. Uplighting is prohibited."

A phone call to Pemco Lighting (the distributor) revealed that there is now a "light lid" accessory which can be installed to the currently-specified fixture during the manufacturing process. This lid allows the currently specified bulb and globe. The light lid cost is \$80 - \$100 per fixture. This accessory is readily available and does not delay the fixture's manufacture. The light lid does not compromise the candlelight effectiveness or require maintenance. However the light lid brings the fixture closer to meeting the Board's standard by reducing at least the fixture's uplighting by up to 20%. This change can be accomplished by changing the project's lighting specification to contain the abbreviation "LL" in two locations. "LL" must be added to the current designation of both the fixture label of P3-LL and P5-LL as well as to the beginning of both fixture's corresponding descriptions: LEX-ACR-PRS (425LL). The Board may wish to discuss this option with the applicant.

This standard has been met.

11. Sewer and Water:

- A. The current water line will be extended to the expanded structure.
- B. Existing sewer catch basins and manholes have been relocated as necessary for the new site configuration.

This standard has been met.

12. Traffic:

- A. Per Planning Board Standard 12.a. with regard to potential "diminish(ed) safety or capacity of existing City streets", the original 2011 Co-op development project's traffic impact was evaluated by comparing the potential new trips resulting from the initial Co-op as less than the number of trips estimated in the original, 2006 Clough, Harbor Traffic Study which included an ice rink. This study estimated 490 additional trips as being reasonable to be handled by the existing road infrastructure.

The applicant is again asking to compare the additional new trips for the Co-op's current proposed expansion to the aforementioned, 2006 traffic study projections. Additional information was requested due to the age of this study. A more recent comparison was submitted; PM peak hour trip data comparing the square footage of the current Co-op to the square footage of the expanded Co-op. This data showed an estimated increase of 44 PM peak hour trips.

- B. However, the Planning Board Standard 12.b.'s requirement is that of evaluating "vehicle trips per day". Staff requested this data as well. The attached estimate was submitted on December 6, 2017 showing the Institute of Transportation Engineers (ITE), Trip Generation Manual code of a "Supermarket". This analysis states an estimated, potential increase of 291 weekday trips based on the expanded square footage. Southwest Region Planning Commission (SWRPC) Transportation Planner JB Mack has confirmed that this ITE classification is correct for the Co-Op.
- C. The City Engineer suggested acquiring traffic count data for the surrounding streets from the SWRPC traffic data as being potentially helpful to determine a pattern of traffic usage. Mr. Mack of SWRPC provided traffic counts for Main Street between Cypress and Railroad Street. The data shows "the count in 2016 was a decrease from the counts that were performed in in 2013 and 2010." That said, the City-wide data shows widely varying increases as well as decreases from year to year with no discernable pattern.
- D. 12-07-17 from City Engineer: "I tend to agree with SVE's basic premise that the total development, including this expansion, is well below the peak hour and total daily traffic anticipated as the 'proposed condition' in the approved 2006 study. I do not believe that a more extensive or detailed traffic study is likely to change that view. Using the Main St. data as a proxy for growth trends in the overall network demonstrates what we have probably all observed... There has not been a major, significant change in the network volumes since the detailed study was completed in 2006. I'm satisfied, but naturally, this falls within the board's prerogative."

The applicant has requested a waiver from the Planning Board Standard 12, Traffic. The applicant will discuss the information and findings with board members at the planning board meeting. See attached Traffic Memo dated December 6, 2017 and received December 7, 2017.

13. Comprehensive Access Management:

- A. Per Planning Board Standard 13.a. a pedestrian, concrete walkway has been provided connecting the new parking spaces to the outdoor patio area and on to the side entrance as an accessible path of travel.
- B. Per Planning Board Standard 13.d.1 a sidewalk has been provided for those users walking between the Co-Op parking lot and the offices on Railroad Street. Additionally another bicycle rack has been provided to formally accommodate more bicycling patrons.
- C. Per Planning Board Standard 13.d.3. shade trees have been provided to shade the parking lot pavement as well as the site.

This standard has been met.

19. Architectural and Visual Appearance: This standard is not applicable as the project will review a separate review by the Historic District Commission covering the architectural details and the building's structural aesthetics.

RECOMMENDATION FOR APPLICATION:

If the Board is inclined to approve this application, the following motion is recommended:

Approve SPR-967, Modification #8I, as shown on the plan entitled “Monadnock Food Co-Op Expansion, 34 Cypress Street, Keene, NH” prepared for Cypress Development, LLC c/o MEDC, dated and received November 20, 2017, revised December 7, 2017, drawn by kcs Architects and SVE Associates of Keene NH at predominant scales of 1” = 10’ and 1” = 20’ with the following conditions:

- 1. Submittal of a revised lighting plan and project specification documents to add light lids to the streetlight fixtures by including the abbreviation “LL” (Light Lid) to both the streetlight fixtures (P3 and P5) specifications of “Label” (ex. P3-LL and P5-LL) as well as both fixture’s “Description”(ex. LEX-ACR-PRS (425LL).*
- 2. Prior to signature by Planning Board Chair, Owner’s signature on plan.*
- 3. Prior to signature, submittal security for erosion control measures, landscaping and an “as-built” plan in a form and amount acceptable to the Planning Director and City Engineer.*

kcs ARCHITECTS

310 MARLBORO STREET - 2nd floor, KEENE, NEW HAMPSHIRE 03431, (603) 439-6648, katie@kc

December 7, 2017

Monadnock Food Co-op Expansion - Project Narrative

Overview:

The Monadnock Food Co-op is cooperatively owned and operated by people in our community, and exists to meet our community's need for:

- An accessible, community-owned downtown food market
- A marketplace that welcomes and connects community
- A healthy, sustainable food system
- The support of local farmers and producers
- Appropriate education and training for the community
- A strong, sustainable and improving local economy

The Co-op is proposing a 5,700 SF building expansion project onto their existing location to meet their growing needs. The project is dependent on a long-term lease of roughly 20 parking spaces in the Wells Street garage and an additional 11 spaces to the east of the addition. Since their doors opened in 2013, the Co-op's growth has been extremely positive, allowing them to sell more local products, support our local farms and provide more healthy food choices. A market study has been commissioned, and indicates that a larger store with increased parking will enable the Co-op to successfully grow. The expansion will address existing and future space constraints, improve the co-op's selection of local offerings, and make the co-op more accessible to the downtown and broader community it serves. In order to be eligible for a Community Block Development Grant to help fund the project, the grant application needs to be submitted by the end of this 2017. We are seeking local approvals for this project in order to be eligible for the grant funding.

Community Minded Site Design:

The Monadnock Food Co-op is located on the Railroad Property, which is a large former rail yard that is bounded by Railroad Street to the north, Cypress Street to the west, and Dunbar and Water Streets to the south. The site has been undergoing redevelopment since 2006, including the new Courtyard by Marriott Hotel, 51 Railroad Street (a mixed-use building of commercial and residential spaces), and the

current Monadnock Food Co-op. A bicycle and pedestrian path follows the old rail lines and goes between these buildings and around an oval outdoor community space that has been envisioned at this location. This outdoor community amphitheater can now be completed with the proposed expansion of the co-op. Part of the expansion project will include the last curved wall of the oval. An elevated concrete slab currently exists at the "stage" of the oval. The fourth curved wall proposed on the North side of the Co-op Expansion will complete the architectural definition of this community space. We are also proposing a proscenium type pergola between the two curved walls of the Co-op to better frame the stage. We have reached out to local groups such as MoCo and Keene Music Festival about using this pergola to make the stage more functional for community music or camp performance events. We have also reached out to MONIFF about using the new backdrop for projecting seasonal outdoor movie and picnic nights in the Oval. On the east side of the expansion, we are proposing a landscaped area to be used as an outdoor café by the Co-op. There will be a north-south pathway adjacent to the café, connecting the pedestrian path at the Oval to the south side of the Co-op Building and Community Way. Also proposed is a small extension of the site parking, which will provide eleven additional parking spaces. This is also an outdoor space that will be used for community events hosted by the Co-op, such as their annual Earth Day event and regular Truck Load Sales.

Architectural Design of Buildings:

Most of these Railroad Development building projects (51 Railroad Street, Courtyard by Marriot and Southwestern Community Services' Senior Housing Building) were built prior to the Historic District Commission reviewing applications. The Monadnock Food Co-op received a Certificate of Appropriateness from Keene's Historic District Commission in 2011.

The proposed expansion is on the east side of the Food Co-op Building and uses the same architectural narrative as the original building. The Food Co-op was designed as a sister building to 51 Railroad Street and the Marriot Hotel. Each of these buildings was designed as part of a larger site plan referenced above. The buildings are organized on site by the two lines of Railroad Street, the first part of the road being perpendicular to Main Street, and then angling east. This geometry defines a square taller brick portion of the buildings, and then a lower, more contemporary storefront portion of the buildings. The lower storefronts shift the building volumes to a more pedestrian scale around the bike path. The curved walls of each of these

buildings tie them together visually while also creating a central community oval between them.

The proposed expansion design of the Monadnock Food Co-op takes its cues from this community space and the architectural vocabulary already in play. The tall brick construction with large storefront openings is consistent in proportion and scale to other buildings in the Historic District. The lower storefront sections of the building are more contemporary, and complement the older storefronts of our downtown without mimicking them.

On the south face of the Co-op building, we are proposing to extend that contemporary lower storefront east, along the same line of the entry façade. It would be a taller brick façade that will anchor the east corner of the addition. This brick façade will be similar to the existing north and west facades of the building. The brick portion of the facade is 4'-6" higher than the roof serving as a parapet wall above the roof that will screen mechanical equipment. There are also plans to add more rooftop photovoltaic panels on the addition, increasing the capacity of the current rooftop PV system. The parapet is 4'-6" higher than the lower roof, which creates an overall building height of 22'-8", closer in scale to a 2-story building.

On the east façade, the lower storefront angles out again from the brick, lowering the scale of the volume to the more pedestrian scale of the café. The storefront system allows for more glazing between the indoor and outdoor cafes as well. The panels that are not glazed will be a light-colored cement board to match the existing panels on the south elevation, providing a backdrop for signage on that northeast part of the wall, visible from the bike path and Community Way.

The north façade is about the community stage, and completing the Oval. The fourth and final curved wall to match the other three bounds the building on the north. A backdrop with proscenium pergola is framed by the two curved walls and the existing raised slab stage.

There are no changes proposed to the west side of the building.

The building mounted light fixtures will match the style and finish of the light fixtures that currently exist on the building and will be full cut-off fixtures, complying with Planning Board lighting standards.

Drainage Narrative

Monadnock Food Co-op Expansion

prepared by SVE Associates

November 17, 2017

The CHA drainage study dated March 29, 2006 for the original MEDC sponsored Railroad Square Development anticipated Building A (subcat 6S) and Building B (subcat 7S), as well as 70,000 sf of additional impermeable surface area (subcats 14S and 15S). The runoff from Buildings A and B was routed direct to the 36" drainage pipe located in the ellipse. The 70,000 sf of impermeable surface, once thought to be an ice rink, was routed to a subsurface bed of pipe and stone situated below the porous asphalt pavement that forms part of the existing parking lot off Community Way. Stormwater from the subsurface drainage bed was then routed for treatment to a bioretention area situated east of the parking lot and bike trail. The pipe, subsurface detention, and bioretention beds were built in 2007/2008 but the 70,000 sf of impermeable surface was not created at that time.

The 2011 SVE drainage study, completed for the Food Co-op and Unity Housing project, anticipated the Food Co-op and a future building with a combined footprint of 23,000 sf of impermeable surface area. The parking lots built as part of the Co-op project are routed to other subsurface stone beds built specifically for that project. The conclusion of the 2011 SVE study was that the post development peak rate of runoff would be substantially less than the pre-development peak rate of runoff.

This current proposal adds approximately 2,600 sf more impermeable surface area than had been anticipated in the 2011 model. The 2017 model was created by simply adding 2,600 sf of impermeable surface area to subcat 15S and recalculating the 25 year runoff estimate. The revised estimated 25 year runoff at Pond 99, the stone bed, is 3.06 cfs. This remains a lower peak rate of runoff in the 25 year rainfall event than the estimate of 4.73 cfs calculated by CHA for the same location.

Revised December 5, 2017

At the request of KDPW staff SVE developed separate pre development and post development drainage models. We used the SVE 2011 post development model as the current pre-development model after we adjusted Subcat 14S to reflect the 13,200 sf built size of the Food Co-op Phase 1; revised Subcat 15 to reflect the existing patio, the north half of the gravel parking lot, and adjacent grass; and added Subcat 17 to route the south half of the gravel parking lot to the subsurface drainage bed below the covered parking (not to be confused with Pond 6P, the subsurface detention bed designed by CHA and installed in 2007). All areas were given the minimum time of concentration of 5 minutes. See the accompanying Pre Development Drainage Area Exhibit.

Traffic Narrative

Monadnock Food Co-op Expansion

prepared by SVE Associates
November 17, 2017
Revised December 7, 2017



As part of the 2011 Railroad Square Development application process, SVE Associates reviewed the CHA traffic study dated May 2006 for the original MEDC sponsored Railroad Square Development to compare the current and proposed conditions. The CHA study anticipated Building A (which now houses Nicola's, MEDC offices, Cheshire Medical Center Dermatology offices and the residential condominiums), a hotel, and a Sports Facility. The Sports Facility, aka ice rink, was ultimately replaced by the Food Co-op.

That study anticipated 15,140 sf of office space; 7,570 sf of retail; 4 condo apartments; an 81 room hotel; a day spa; a soccer field; an ice rink; 6,830 sf of office space; and 18,730 sf of retail space. The added peak hour traffic resulting from the development, inclusive of the Sports Facility, was projected by CHA to be 490 trips during the weekday PM peak hour.

The conclusion of CHA's study was that the "street network generally has sufficient capacity to accommodate the additional traffic demand and to continue to operate at acceptable levels of service D or better".

The development of the Railroad Land ultimately resulted in 2,550 sf of office; 3,220 sf of restaurant; 6,735 sf of medical office space; 8 condo units; 100 hotel rooms; SCS offices having 60 employees; Railroad Square Senior Housing with 24 units; and the 18,900 sf Food Co-op, inclusive of the 5,700 sf expansion area. A trip generation spreadsheet is attached, which concludes that the Railroad Land Development complex contributes 377 trips in the peak PM hour. That's 113 less trips, or 23% fewer trips in the PM peak hour than had been deemed acceptable in 2006.

The estimated number of new trips in the PM peak hour associated with the expansion of the Food Co-op is 66 vehicles, roughly one more vehicle trip every minute.

The traffic patronizing the Monadnock Food Co-op had been estimated at 144 trips during the weekday PM peak hour. Based on cash register transactions between 5 and 6 pm that figure of 144 trips is reasonably accurate if not conservative.

Conclusion: The total peak hour traffic, inclusive of the proposed expansion of the Food Co-op, is estimated to be 377 trips during the weekday PM peak hour, substantially less than the 490 trips CHA had projected when the Sports Facility was envisioned. Since the current estimate of trips generated during the peak PM hour is less than what CHA had estimated, and because CHA concluded the street network has sufficient capacity, we conclude there is sufficient capacity for the currently proposed development.

Trip Generation Summary

PM Peak Hour

Monadnock Food Co-op Expansion

prepared by SVE Associates
November 2017

Building A

Office	2,550 sf	@	1.49 trips per 1,000 sf GFA	=	4 trips
Restaurant	3,220 sf	@	7.39 trips per 1,000 sf GFA	=	24 trips
Medical Office	6,735 sf	@	3.66 trips per 1,000 sf GFA	=	25 trips
Condo's	8 ea	@	0.83 trips per dwelling unit	=	7 trips

Marriott

Rooms	100 ea	@	0.71 trips per occupied room	=	71 trips
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SCS

Employees	60 ea	@	0.46 trips per employee	=	28 trips
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Senior

Apartments	24 ea	@	0.1 trips per apartment	=	2 trips
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Co-op

Supermarket	18,900 sf	@	11.51 trips per 1,000 sf GFA	=	218 trips
-------------	-----------	---	------------------------------	---	-----------

total number of pm peak hour trips 377 trips

Railroad Square Mixed-Use Development

TRAFFIC IMPACT & PARKING STUDY

Prepared For:

Monadnock Economic Development Corp.
39 Central Square
Suite 201
Keene, NH 03431

Prepared By:

CHA

CLOUGH HARBOUR & ASSOCIATES LLP

11 King Court
Keene, NH 03431
(603) 357-2445
www.cloughharbour.com

Received

MAY 17 2006

May 2006

City of Keene
Planning Department

SPR-967

Revised #1

extra

CHA File: 15036.1006.1310

3.0 PROJECTED TRAFFIC VOLUMES

Projected volume conditions for the project's design year include an assessment of traffic increases in the study area resulting from general area-wide growth, other development projects in the study area, and the traffic generated by the project.

3.1 Background Growth

To estimate the 2007 design year background traffic conditions resulting from area wide traffic growth not associated with the proposed Railroad Square mixed-use development, a growth factor of 2% per year was applied to the 2006 Base Condition volumes. The growth factor of 2% per year is representative of the area wide growth in the City's transportation demand model. The No-Build volumes are illustrated on Figure 4.

3.2 Site Traffic Trip Generation and Distribution

The traffic generation characteristics of the proposed mixed-use development were estimated based on data published by the Institute of Transportation Engineers in *Trip Generation*, 7th Edition. This data indicates that the project will generate 490 trips during the weekday PM peak hour and 615 trips during the Saturday midday peak hour. The estimated trip generation by each land use component of the project, and the entering/exiting distribution of trips, is summarized in Table 1.

**Table 1
Project Trip Generation**

Building	Land Use	Size	Weekday PM Peak Hour			Saturday Midday Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
A	Office	15,140 sq. ft.	4	19	23	3	3	6
	Retail	7,570 sq. ft.	36	39	75	55	50	105
	Residential	4 apartment units	2	1	3	1	1	2
	Building Total	28,810 sq. ft.	42	59	101	59	54	113
B	Hotel	81 Rooms	25	23	48	34	26	60
	Day Spa	-	3	3	6	2	3	5
	Building Total	47,135 sq. ft.	28	26	54	36	29	65
C	Sport Facilities	1 Soccer Field	32	38	70	42	45	87
		1 Ice Rink (30k sq. ft.)	32	38	70	42	45	87
	Office	6,830 sq. ft.	2	8	10	1	2	3
		18,730 sq. ft.	89	96	185	135	125	260
	Building Total	88,145 sq. ft.	155	180	335	220	217	437
Project Total		164,090 sq. ft.	225	265	490	315	300	615

The existing supply and management of parking in the downtown area supports the broad social and economic goals of the community and the associated transportation goals for providing multi-modal accessibility. The parking supply in the downtown is consequently balanced with goals to manage parking demand through transit, ride-share and pedestrian/bicycle initiatives. Based on these considerations, it is indicated that the proposed parking supply will be sufficient to accommodate the project parking demand.

6.0 SUMMARY AND CONCLUSION

The preceding analysis evaluated the traffic and parking impacts of the proposed Railroad Square mixed-use development on the operations of the adjacent street network. It is estimated that the project will generate 490 trips during the weekday PM peak hour and 615 trips during the Saturday midday peak hour. It is anticipated that a portion of the traffic generated by the site will originate from existing traffic in the area or will be pedestrian, bicycle or transit-based trips. However, the traffic impact analysis was based on an assumption that all of the site trips will be vehicle-based and new to the study area to present a “worst-case” evaluation.

Analyses of the traffic operating conditions of key intersections within the project area indicate that the street network generally has sufficient capacity to accommodate the additional traffic demand and to continue to operate at acceptable levels of service D or better. However, two locations have been identified where improvements are recommended:

- Main Street, Emerald Street and Eagle Court intersection
- Marlboro Street and Grove Street intersection

The improvements recommended for these locations are as follows:

Main Street, Emerald Street and Eagle Court intersection: establish Eagle Court and Cypress Street as a one way loop, with traffic entering from Main Street at Eagle Court and exiting back to Main Street at Cypress Street.

An alternative improvement is to install a traffic signal. This improvement is identified to address projected No-Build and Build operations, and was also identified as a recommended improvement in a previous study of operations on Main Street.

Marlboro Street and Grove Street intersection: widen Grove Street to provide a separate left-turn lane for southbound traffic (from Grove Street onto Marlboro Street).

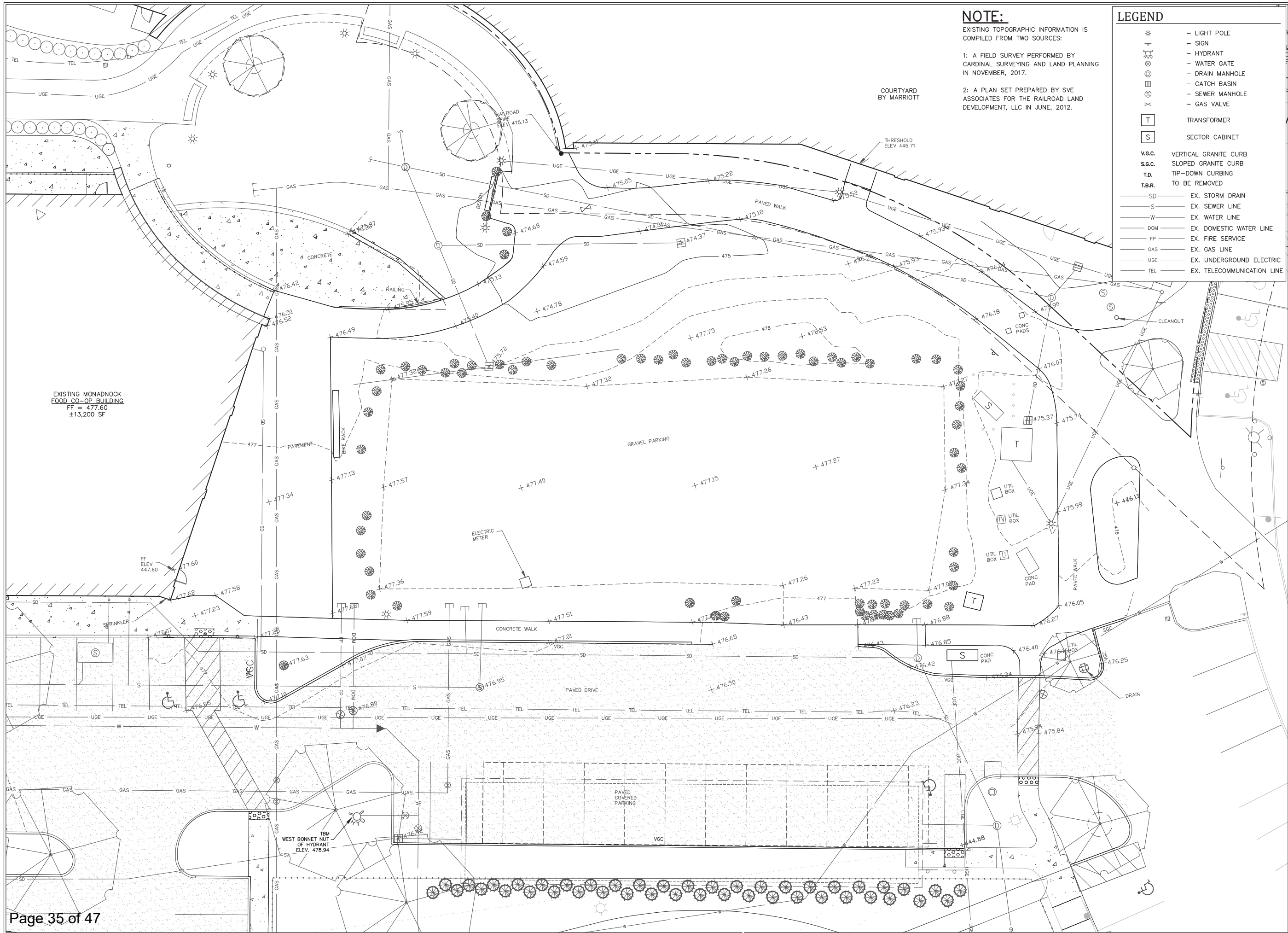
For the post development model we broke the same area of impact into 3 subcatchments; new roof, new parking, and patio/grass. See accompanying Post development Drainage Area Exhibit. The new roof and the new parking lot will both flow thru DMH #1 (pond 11P), before reaching the CHA designed subsurface detention stone bed (pond 99).

Our conclusion is that there will be an increase in peak rate of runoff to the CHA subsurface stone bed due to the increase in impermeable surface area but the peak rate of runoff leaving the stone bed, estimated by SVE to be 2.76 cfs, is less than the 4.73 cfs peak rate of runoff CHA had estimated for the same stone bed (pond 6P).

Because our impermeable area is less than had originally been planned the conclusion that peak runoff is less than originally estimated is logical.

Please note: this analysis continues to regard the triangle area between Cypress Street and the parking lot, formerly known as Unity Housing, as being fully developed, totally impermeable, as it did in the 2011 analysis.





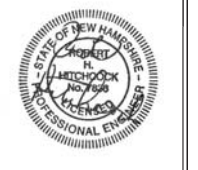
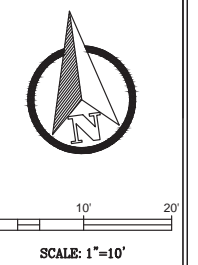
NOTE:

EXISTING TOPOGRAPHIC INFORMATION IS COMPILED FROM TWO SOURCES:

- 1: A FIELD SURVEY PERFORMED BY CARDINAL SURVEYING AND LAND PLANNING IN NOVEMBER, 2017.
- 2: A PLAN SET PREPARED BY SVE ASSOCIATES FOR THE RAILROAD LAND DEVELOPMENT, LLC IN JUNE, 2012.

LEGEND

- * LIGHT POLE
- ⊕ SIGN
- ⊕ HYDRANT
- ⊕ WATER GATE
- ⊕ DRAIN MANHOLE
- ⊕ CATCH BASIN
- ⊕ SEWER MANHOLE
- ⊕ GAS VALVE
- T TRANSFORMER
- S SECTOR CABINET
- V.G.C. VERTICAL GRANITE CURB
- S.G.C. SLOPED GRANITE CURB
- T.D. TIP-DOWN CURBING
- T.B.R. TO BE REMOVED
- SD EX. STORM DRAIN
- S EX. SEWER LINE
- W EX. WATER LINE
- DOM EX. DOMESTIC WATER LINE
- FP EX. FIRE SERVICE
- GAS EX. GAS LINE
- UGE EX. UNDERGROUND ELECTRIC
- TEL EX. TELECOMMUNICATION LINE



REV.	DESCRIPTION	DATE
1	MISC. EDITS	12/7/17

DESIGNED BY: **AJS**
 CHECKED BY: **RH**
 DATE PLAN: **11/20/2017**
 DATE SURVEY: **N/A**
 PROJECT NO.: **K2610**
 CAD NO.: **K2610-SITE1**

SVE Associates

Engineering
 Surveying
 Landscape Architecture
 Planning
 47 Marlboro Street
 Keene, NH 03431
 Phone (603) 355-1532
 Fax (603) 355-2969
 website: www.sveassoc.com

Project:
MONADNOCK FOOD CO-OP EXPANSION
 34 CYPRESS ST
 KEENE, NH

For:
CYPRESS ST. DEVELOPMENT, LLC
 C/O MEDC
 51 RAIL ROAD STREET
 KEENE, NEW HAMPSHIRE

EXISTING CONDITIONS PLAN

SHEET
S-1

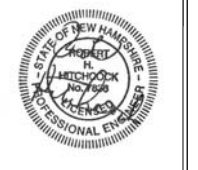
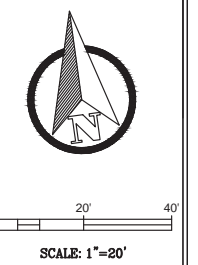
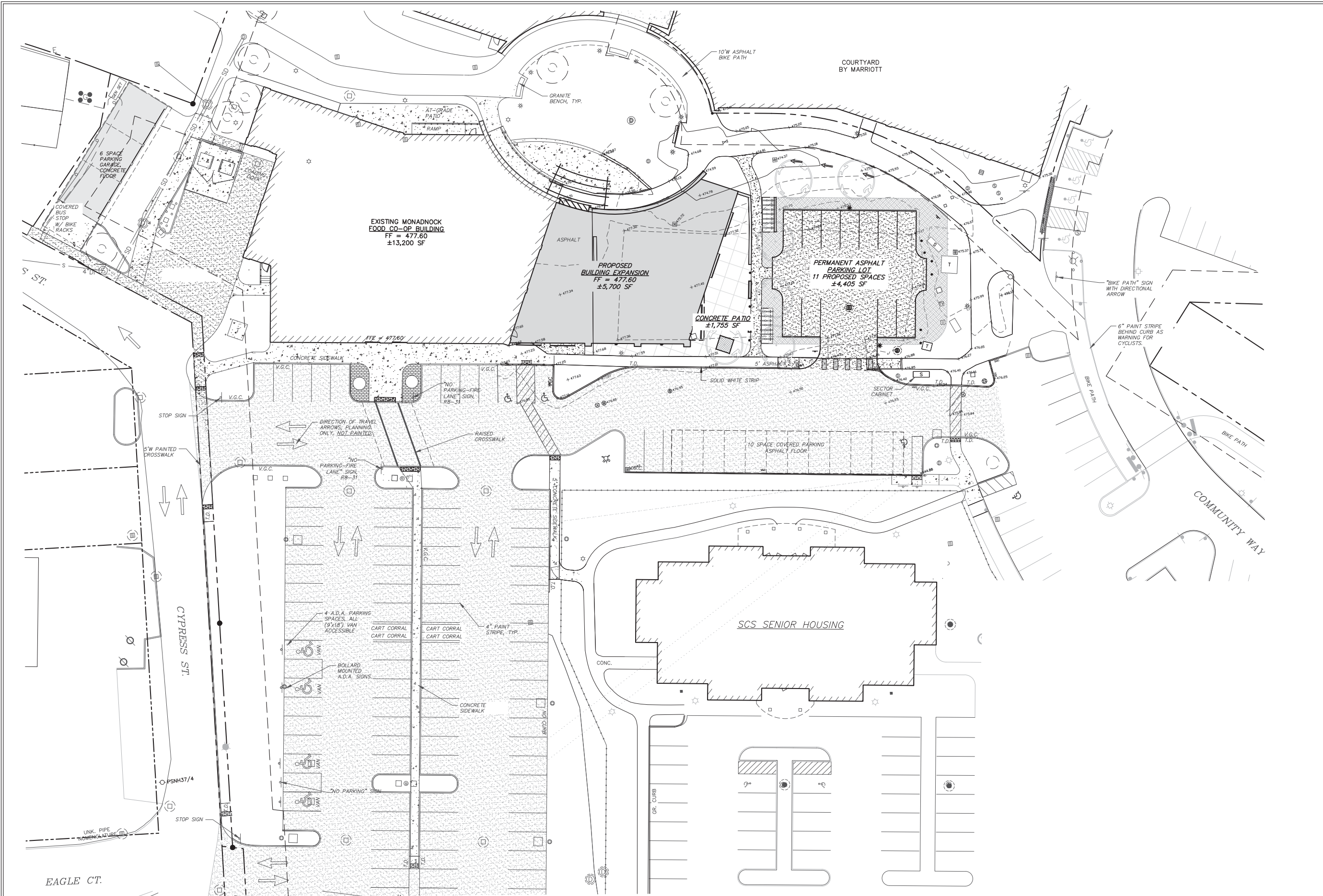
EXISTING MONADNOCK FOOD CO-OP BUILDING
 FF = 477.60
 ±13,200 SF

COURTYARD BY MARRIOTT

THRESHOLD ELEV 445.71

FF ELEV 447.60

TBM WEST BONNET NUT OF HYDRANT
 ELEV. 478.94



REV.	DESCRIPTION	DATE
1	MISC. EDITS	12/7/17

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 CHECKED BY: RH
 DATE PLAN: 11/20/2017
 DATE SURVEY: N/A
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 FOOD CO-OP
 EXPANSION
 34 CYPRESS ST
 KEENE, NH

For:
 CYPRESS ST.
 DEVELOPMENT, LLC
 C/O MEDC
 51 RAIL ROAD STREET
 KEENE, NEW HAMPSHIRE

GENERAL
 LAYOUT
 PLAN

SHEET

C-1

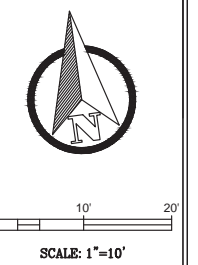
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NOTE:

1. PATIO CONSTRUCTION TO MATCH PROPOSED SIDEWALK SECTION

LEGEND

- ⊛ LIGHT POLE
- ⊙ SIGN
- ⊙ HYDRANT
- ⊙ WATER GATE
- ⊙ DRAIN MANHOLE
- ⊙ CATCH BASIN
- ⊙ SEWER MANHOLE
- ⊙ GAS VALVE
- ⊙ EXISTING VALVE
- ⊙ PROPOSED VALVE
- ⊙ PROPOSED LIGHTING
- ⊙ PROPOSED CATCH BASIN
- ⊙ PROPOSED DRAINAGE MANHOLE
- ⊙ TRANSFORMER
- ⊙ SECTOR CABINET
- ⊙ PROPOSED SWALE
- V.G.C. VERTICAL GRANITE CURB
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- UGE EX. UNDERGROUND ELECTRIC
- TEL EX. TELECOMMUNICATION LINE



REV.	DESCRIPTION	DATE
1	MISC. EDITS	12/7/17

DESIGNED BY: LPS
 CHECKED BY: RH
 DATE PLAN: 11/20/17
 DATE SURVEY: N/A
 PROJECT NO.: K2550
 CAD NO.: K2550 SITE

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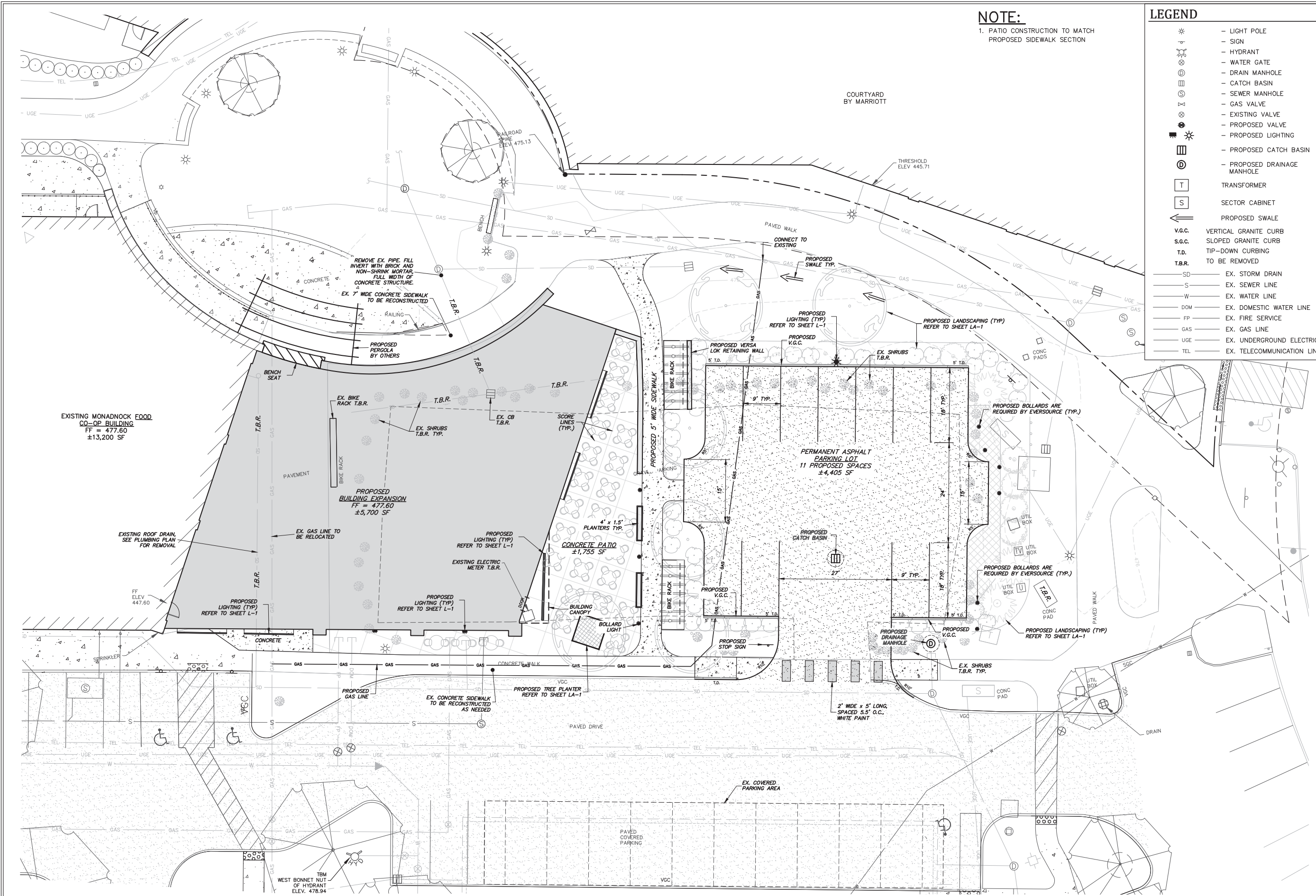
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 MONADNOCK
 FOOD CO-OP
 EXPANSION
 34 CYPRESS ST
 KEENE, NH

For:
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 DEVELOPMENT, LLC
 C/O MEDC
 51 RAIL ROAD STREET
 KEENE, NEW HAMPSHIRE

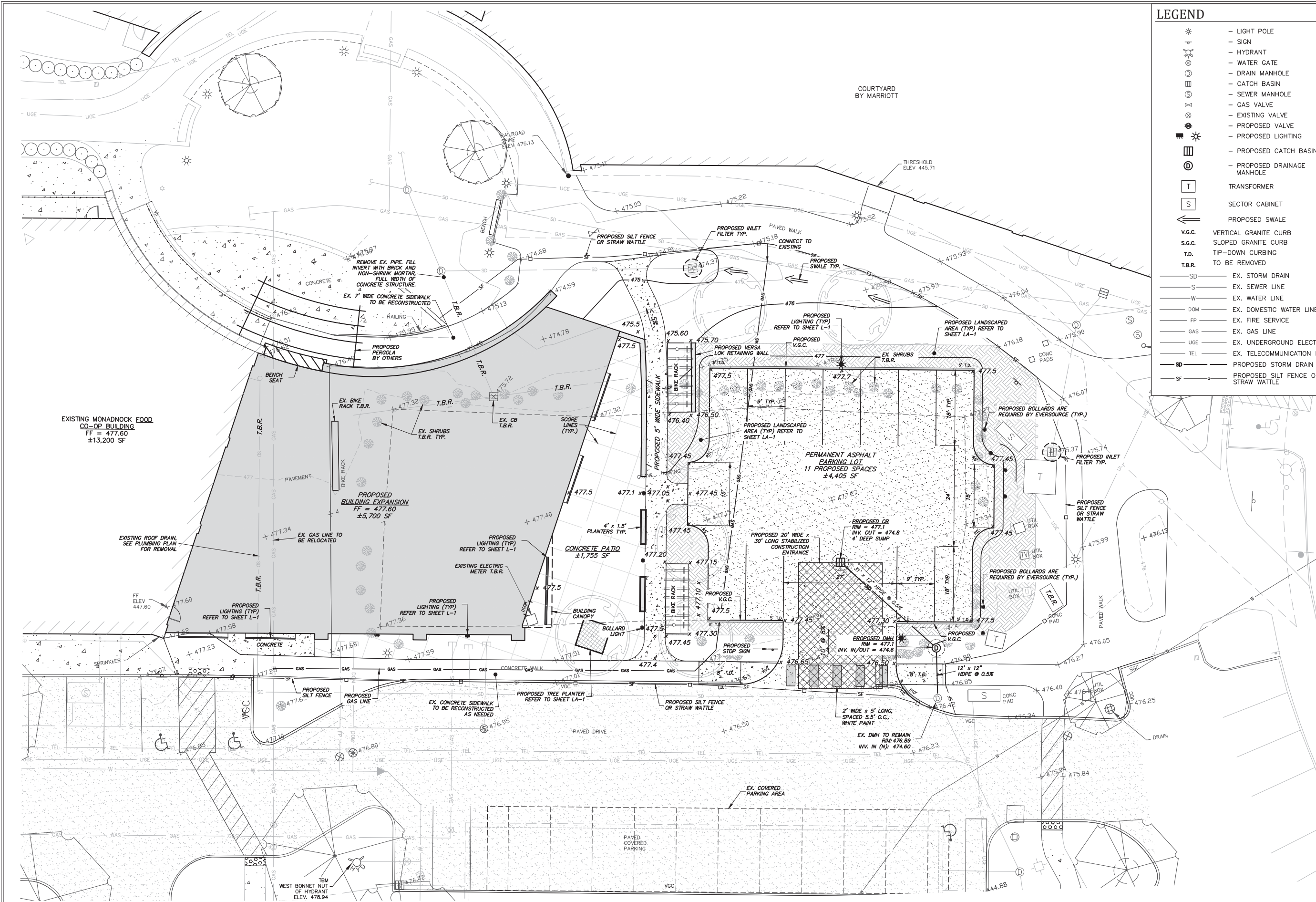
PROPOSED SITE PLAN

SHEET

C-2

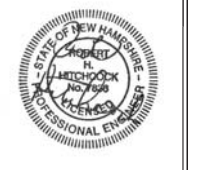
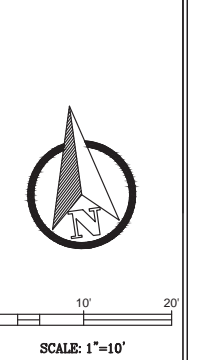


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LEGEND

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- ⊖ WATER GATE
- ⊗ DRAIN MANHOLE
- ⊘ CATCH BASIN
- ⊙ SEWER MANHOLE
- ⊖ GAS VALVE
- ⊗ EXISTING VALVE
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- TEL EX. TELECOMMUNICATION LINE
- SD PROPOSED STORM DRAIN
- SF PROPOSED SILT FENCE OR STRAW WATTLE



REV.	DESCRIPTION	DATE
1	MISC. EDITS	12/7/17

DESIGNED BY: LPS
 CHECKED BY: RH
 DATE PLAN: 11/20/17
 DATE SURVEY: N/A
 PROJECT NO.: K2550
 CAD NO.: K2550 SITE

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 47 Marlboro Street
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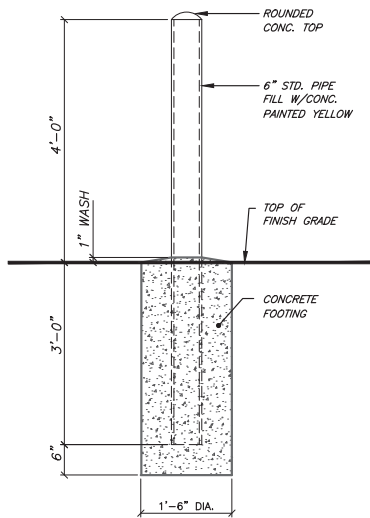
Project:
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 34 CYPRESS ST
 KEENE, NH
 For:
 CYPRESS ST. DEVELOPMENT, LLC
 C/O MEDC
 51 RAIL ROAD STREET
 KEENE, NEW HAMPSHIRE

PROPOSED GRADING AND EROSION CONTROL PLAN

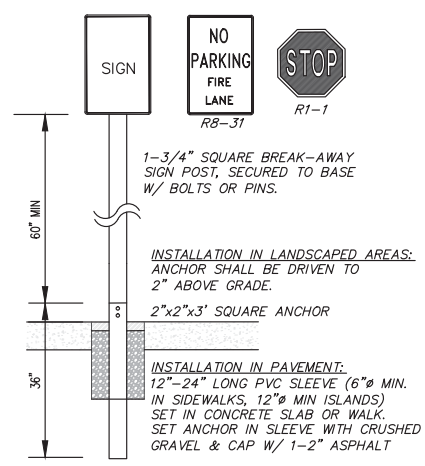
SHEET

C-3

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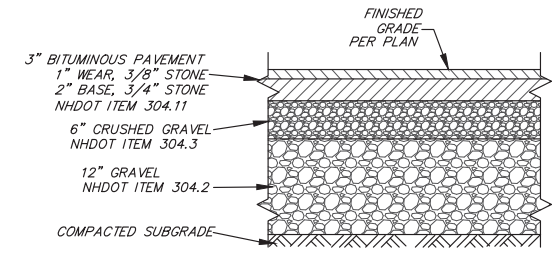


BOLLARD DETAIL
NOT TO SCALE

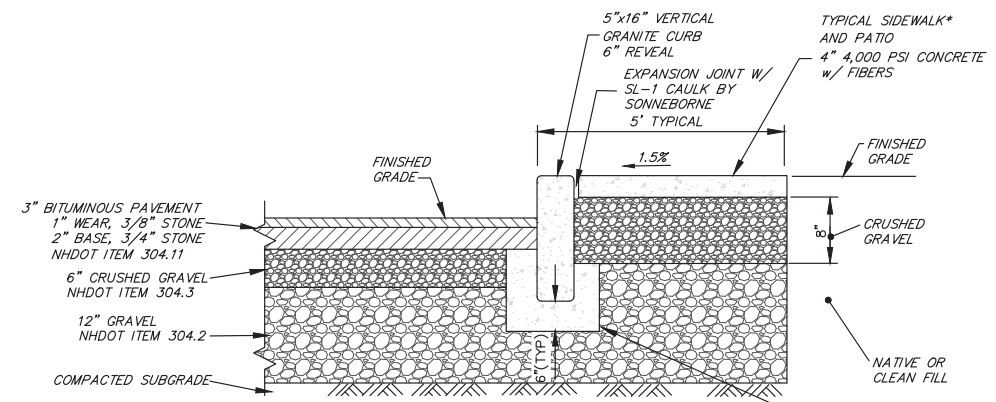


SIGN DETAIL
NOT TO SCALE

SIGN TYPE AND SIZE VARIES (SEE PLAN). ALL INSTALLATIONS SHALL COMPLY WITH MUTCD. ALL SIGN HARDWARE AND MATERIALS SHALL BE PROVIDED IN ACCORDANCE WITH THIS DETAIL. EXISTING SIGNS SHALL BE RELOCATED I.A.W. NH STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

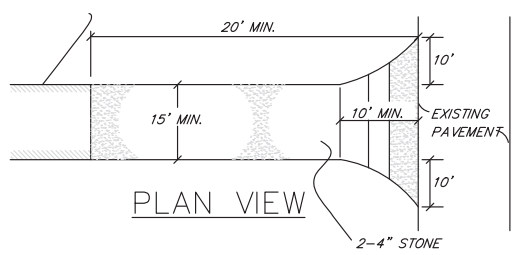
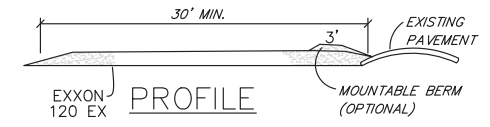


STANDARD ASPHALT SECTION
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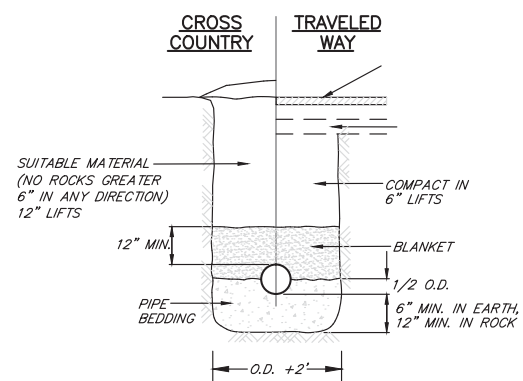


DRIVEWAY/PARKING LOT WITH CONCRETE SIDEWALK
NOT TO SCALE

NOTE: 1. WHERE ASPHALT IS SUBSTITUTED FOR CONCRETE WALK: PLACE 1" WEAR OVER 1.5" BASE ASPHALT.

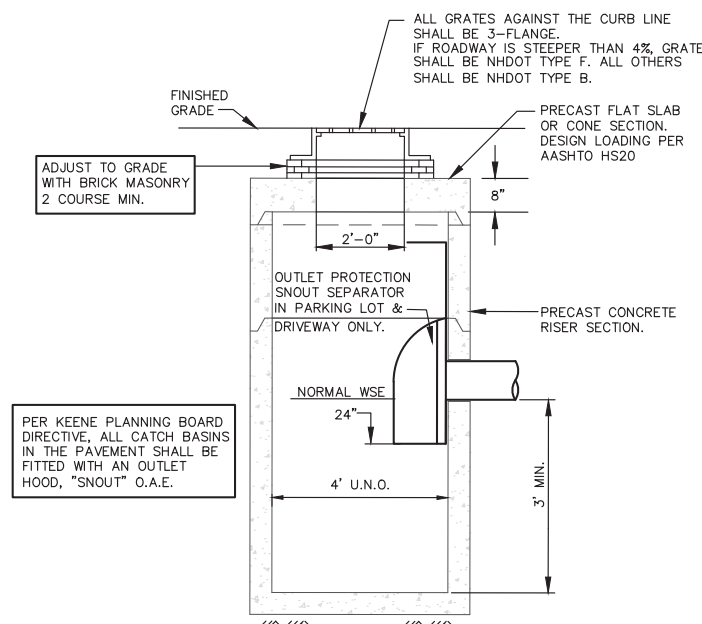


STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

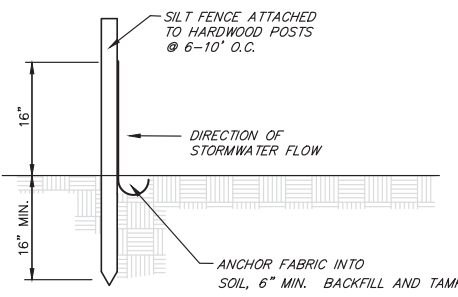


PIPE MATERIAL	BEDDING	BLANKET
DUCTILE IRON	6" SAND	12" SAND
PVC	6" SAND	12" SAND
HDPE	6" SAND	12" SAND
PLASTIC	6" SAND	12" SAND
COPPER	6" SAND	12" SAND
SDR 35	6" STONE	12" SAND

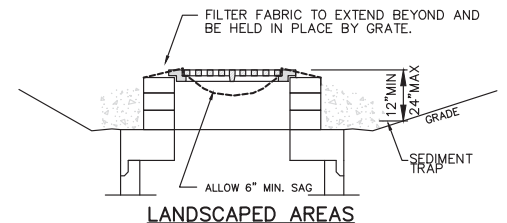
PIPE IN TRENCH DETAIL
NOT TO SCALE



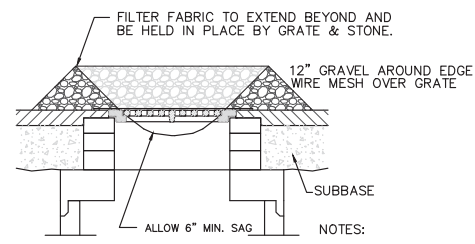
TYPICAL DRAINAGE STRUCTURE
NOT TO SCALE



SILT FENCE
NOT TO SCALE



LANDSCAPED AREAS

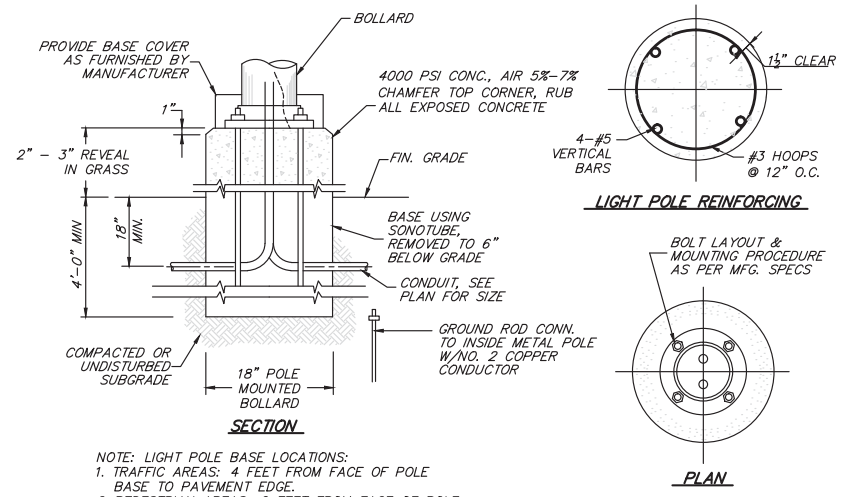


PAVED AREAS

- NOTES:
1. TEMPORARY DURING CONSTRUCTION.
2. REMOVE AND REPLACE WHEN CLOGGED.

REGULAR MAINTENANCE, INCLUDING REPLACEMENT OF SEDIMENT & EROSION CONTROLS SHALL BE CONDUCTED IN ACCORDANCE WITH ALL PERMIT CONDITIONS, AT NO ADDITIONAL COST TO THE OWNER.

CATCH BASIN GRATE INLET FILTER ("SILT SACK")
NOT TO SCALE



NOTE: LIGHT POLE BASE LOCATIONS:
1. TRAFFIC AREAS: 4 FEET FROM FACE OF POLE BASE TO PAVEMENT EDGE.
2. PEDESTRIAN AREAS: 2 FEET FROM FACE OF POLE BASE TO SIDEWALK/TRAVEL WAY EDGE.

LIGHT BOLLARD BASE DETAILS
NOT TO SCALE



REV.	DESCRIPTION	DATE
1	MISC. EDITS	12/7/17

DESIGNED BY: LPS
CHECKED BY: RH
DATE PLAN: 11/20/17
DATE SURVEY: N/A
PROJECT NO.: K2550
CAD NO.: K2550 SITE

SVE Associates

Engineering
Surveying
Landscape Architecture
Planning
47 Marlboro Street
Keene, NH 03431
Phone (603) 355-1532
Fax (603) 355-2969
website: www.svesoc.com

Project:
MONADNOCK
FOOD CO-OP
EXPANSION
34 CYPRESS ST
KEENE, NH

For:
CYPRESS ST.
DEVELOPMENT, LLC
C/O MEDC
51 RAIL ROAD STREET
KEENE, NEW HAMPSHIRE

CONSTRUCTION DETAILS

SHEET

C-4

PLANTING NOTES:

- The Landscape Contractor shall grade planting beds, as required, to provide positive drainage and promote optimum plant growth.
- All recommended trees and plant materials will be graded as Nursery Grade No. 1 or better.
- All planting shall be done in accordance with standard Nurserymen's and Grower's Associations approved practices.
- All plants shall be fertilized with Phosphorus free fertilizer tablets as per the manufacturer's specifications in conjunction with note # 5 or approved equal.
- The planting soil shall be the approximate proportions as follows: 50% sand and 50% organic material consisting of native peat, well-decomposed sawdust, leaf mold and top soil. It shall provide a good drainage and water-holding capacity. It shall also be free of allelopathic debris, such as roots, stones, weeds, etc. Soil depth shall be 6" min.
- All planting areas shall receive a 3" layer of recycled hardwood log mulch, which is to be watered-in after installation.
- The plant material schedule is presented for the convenience of the Landscape Contractor. In the event of a discrepancy between the plan and the plant key, the plan shall prevail.
- Plants shall meet size, container and spacing specifications. Any material not meeting specifications shall be removed and replaced at the contractor's expense.
- All tree and shrub locations are subject to change. All locations shall be approved by the Site Architect prior to planting.
- The Landscape Contractor shall be responsible for examining fully both the site and the bid documents. Discrepancies in the documents or the actual site conditions shall be reported to the Site Architect in writing at the time of bidding or discovery. No account shall be made after contract completion for failure to report such condition, or for errors on the part of the Landscape Contractor at the time of bidding.
- The Landscape Contractor shall be responsible for securing all necessary applicable permits and licenses to perform the work set forth in this plan set and the specifications.
- Plant material shall be bld as specified unless unavailable, at which time the Site Architect will be notified by telephone and in writing of intended changes for approval.
- Any and all questions concerning the plan set and/or specifications shall be directed to the Site Architect.
- There shall be no additions, deletions or substitutions without the written approval of the Site Architect.
- The Landscape Contractor shall guarantee, in writing, plant survivability for a period of twelve (12) months from final acceptance by the Site Architect.
- All dimensions to be field-checked by the Landscape Contractor prior to landscape material installation. Discrepancies shall be reported immediately to the Site Architect.
- All materials must be as specified on the landscape plan. If materials or labor do not adhere to specifications, they will be rejected by the Site Architect with proper installation carried out by Landscape Contractor at no additional cost.
- All permits necessary are to be provided by the installing contractor unless otherwise specifically stated in the specifications.
- No contractor identification signs shall be permitted on the project, except for the project information signs.
- Existing sod shall be removed as necessary to accommodate new plantings.
- Any existing sod areas that are unnecessarily disturbed during the landscape installation shall be restored.

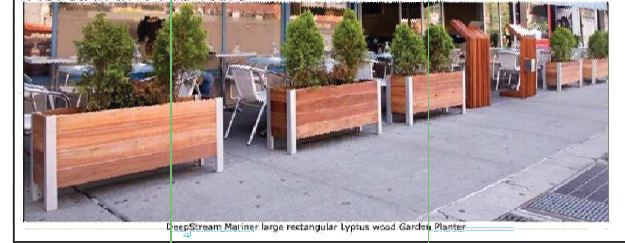
FERTILIZATION NOTES:

SHRUBS AND TREES:
All trees and shrubs shall be fertilized with Phosphorus free fertilizer tablets (or approved equal) planting tablets at time of installation and prior to completion of pit backfilling. Tablets shall be placed uniformly around the root mass at a depth that is between the middle and bottom of the root mass.

APPLICATION RATES:

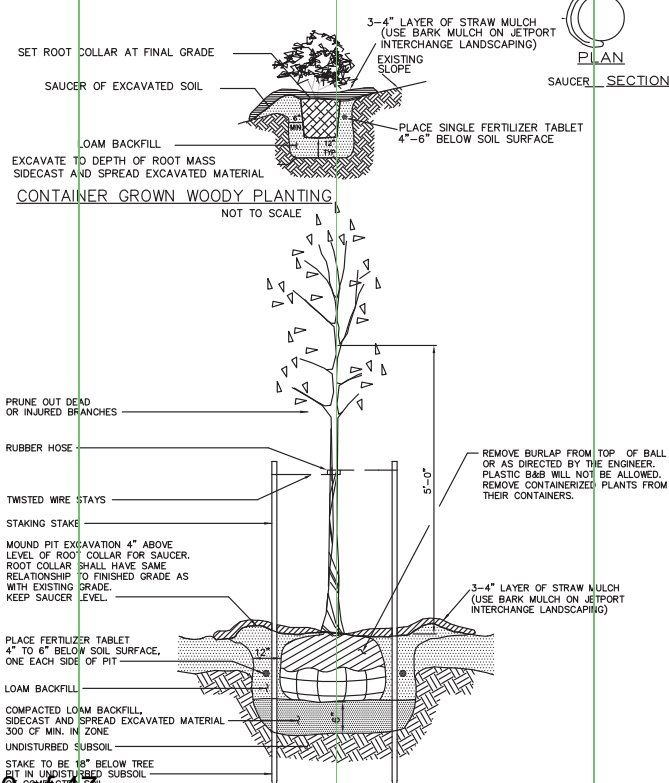
1 Gallon cans:	1 - 21 granular tablets
3 Gallon cans:	2 - 21 granular tablets
5 Gallon cans:	3 - 21 granular tablets
7 Gallon cans:	4 - 21 granular tablets
Trees:	3 - 21 granular tablets each 1/2" of caliper

Restaurant Planters



DeepStream Mariner large rectangular Ipyrus wood Garden Planter

CONTAINER MAR-481821' - 48" x 18" x 21.5"
www.DeepStreamDesign.com - Mariner Planter

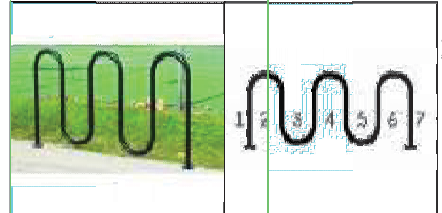


SEEDING NOTES:

- ALL DISTURBED AREAS SHALL BE SOWN AND SEEDING WITH THE FOLLOWING SEEDING MIX:
1. New England Erosion Control/Restoration Mix (or dry str) as manufactured by New England Wetland Plants, Inc. or approved equal. Use moist site mix for water quality swale.
- WEED SEED CONTENT SHALL NOT EXCEED 0.25%.
- THE SEED MIXTURE SHALL BE DISTRIBUTED BY MEANS OF HYDRO-SEEDING.
- THE FERTILIZER SHALL BE LIME ONLY. COMMERCIAL GRADE LIME APPLIED AT THE MANUFACTURER'S RECOMMENDED APPLICATION RATE. No phosphorus.
- SEEDING APPLICATION RATE SHALL BE 5 LBS PER 1,000 SQ. FT.

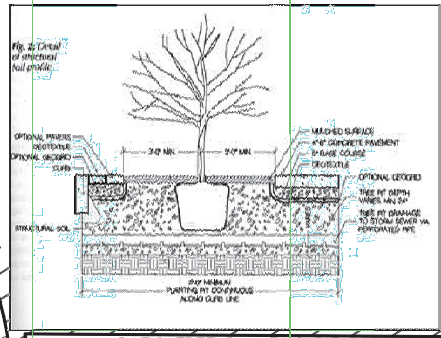
GUARANTEE:

THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A WRITTEN GUARANTEE FOR THE INSTALLED PLANT MATERIALS. THIS GUARANTEE SHALL BEGIN AT THE POINT OF SUBSTANTIAL COMPLETION AND EXTEND FOR A PERIOD NOT LESS THAN ONE (1) YEAR. ALL PLANT MATERIALS, INSTALLATION AND MAINTENANCE SHALL BE INCLUDED. THE GUARANTEE SHALL BE ADMINISTERED AT THE DISCRETION OF THE SITE ARCHITECT.



BIKE RACK - 7 BIKES!

7217071BK, 7-Bike Rack (Inground mount)
63" X 36" H. STEEL, Frame Tube Diameter- 1 7/8"
4-9 LBS.
222 State Street | Batavia IL 60510
1-866-274-9871
info@parktblkeracks.com



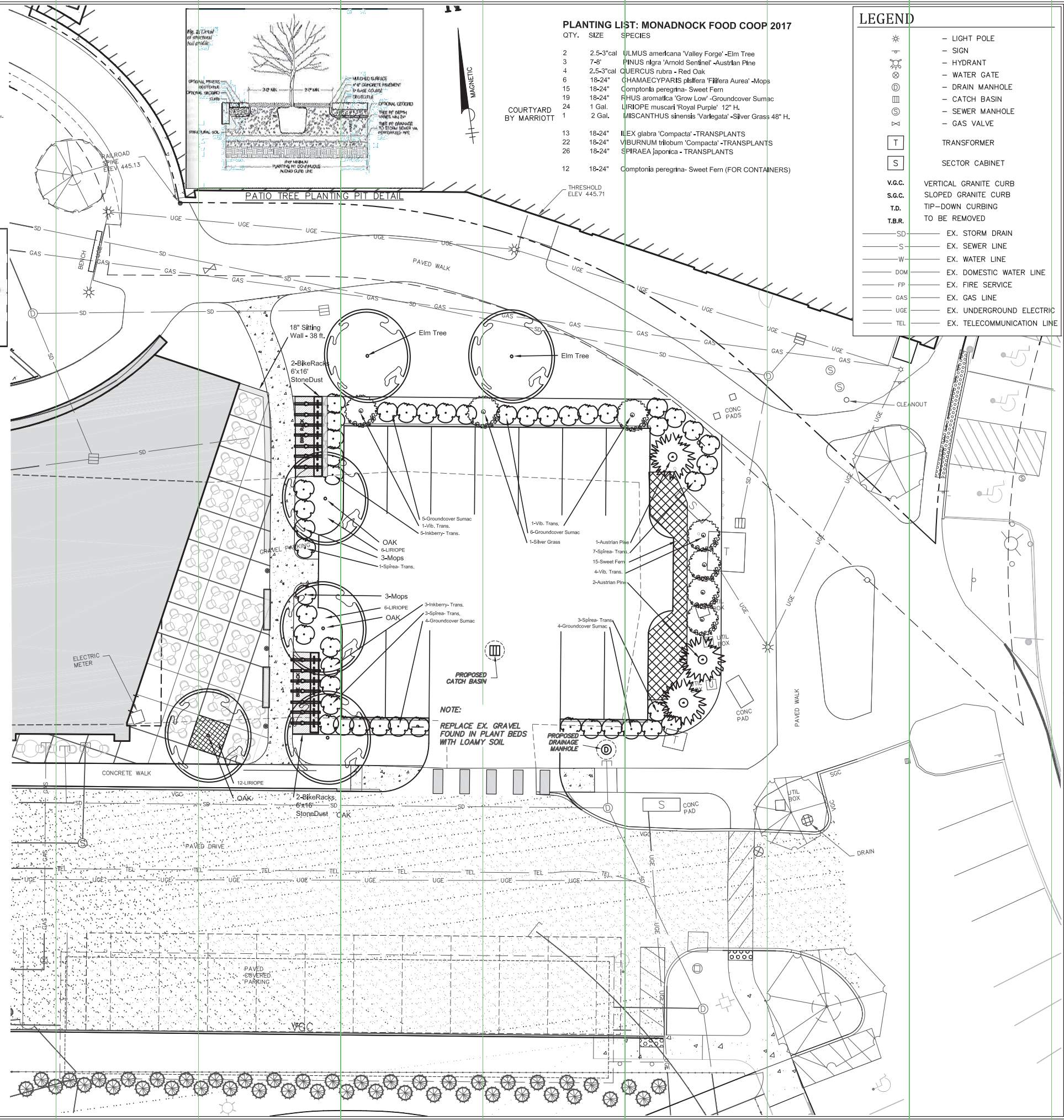
PATIO TREE PLANTING PIT DETAIL

PLANTING LIST: MONADNOCK FOOD COOP 2017

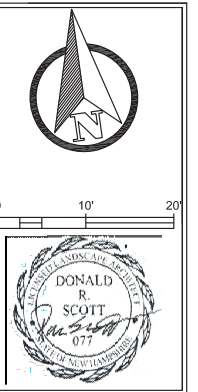
QTY.	SIZE	SPECIES
2	2.5-3' cal	ULMUS americana 'Valley Forge' - Elm Tree
3	7-8'	PINUS nigra 'Arnold Sentinel' - Austrian Pine
4	2.5-3' cal	QUERCUS rubra - Red Oak
15	18-24"	CHAMAECYPARIS plicifera 'Filiifera Aurea' - Mops
19	18-24"	Comptonia peregrina - Sweet Fern
24	1 Gal.	RHUS aromatica 'Royal Purple' - Groundcover Sumac
1	2 Gal.	LIRIOPE muscari 'Royal Purple' 12" H.
2	2 Gal.	MISCANTHUS sinensis 'Variegata' - Silver Grass 48" H.
13	18-24"	ILEX glabra 'Compacta' - TRANSPLANTS
22	18-24"	VBURNUM trilobum 'Compacta' - TRANSPLANTS
26	18-24"	SPRAEA japonica - TRANSPLANTS
12	18-24"	Comptonia peregrina - Sweet Fern (FOR CONTAINERS)

LEGEND

- ⊙ - LIGHT POLE
- ⊙ - SIGN
- ⊙ - HYDRANT
- ⊙ - WATER GATE
- ⊙ - DRAIN MANHOLE
- ⊙ - CATCH BASIN
- ⊙ - SEWER MANHOLE
- ⊙ - GAS VALVE
- T - TRANSFORMER
- S - SECTOR CABINET
- V.G.C. - VERTICAL GRANITE CURB
- S.G.C. - SLOPED GRANITE CURB
- T.D. - TIP-DOWN CURBING
- T.B.R. - TO BE REMOVED
- SD - EX. STORM DRAIN
- S - EX. SEWER LINE
- W - EX. WATER LINE
- DM - EX. DOMESTIC WATER LINE
- FP - EX. FIRE SERVICE
- GAS - EX. GAS LINE
- UGE - EX. UNDERGROUND ELECTRIC
- TEL - EX. TELECOMMUNICATION LINE



NOTE:
REPLACE EX. GRAVEL FOUND IN PLANT BEDS WITH LOAMY SOIL



Donald R. Scott, RLA
Landscape Architect
PO Box 48 Hornsby, NH 03450
603-313-9135 Cell
Don@scott.rla.com
Web: donscottladesign.com

REV.	DESCRIPTION	DATE
1	MISC. EDITS	12/7/17

DESIGNED BY: LPS
CHECKED BY: RH
DATE PLAN: 11/17/17
DATE SURVEY: N/A
PROJECT NO.: K2550
CAD NO.: K2550 SITE

SVE Associates
Engineering
Surveying
Landscape Architecture
Planning
47 Marlboro Street
Keene, NH 03431
Phone (603) 355-1532
Fax (603) 355-2969
website: www.sveassoc.com

Project:
MONADNOCK FOOD CO-OP EXPANSION
34 CYPRESS ST
KEENE, NH

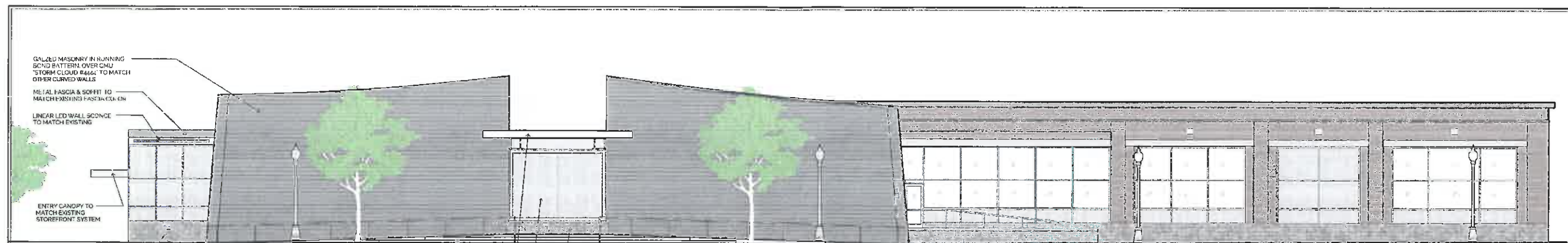
For:
CYPRESS ST. DEVELOPMENT, LLC C/O MEDC
51 RAIL ROAD STREET
KEENE, NEW HAMPSHIRE

PROPOSED LANDSCAPE PLAN

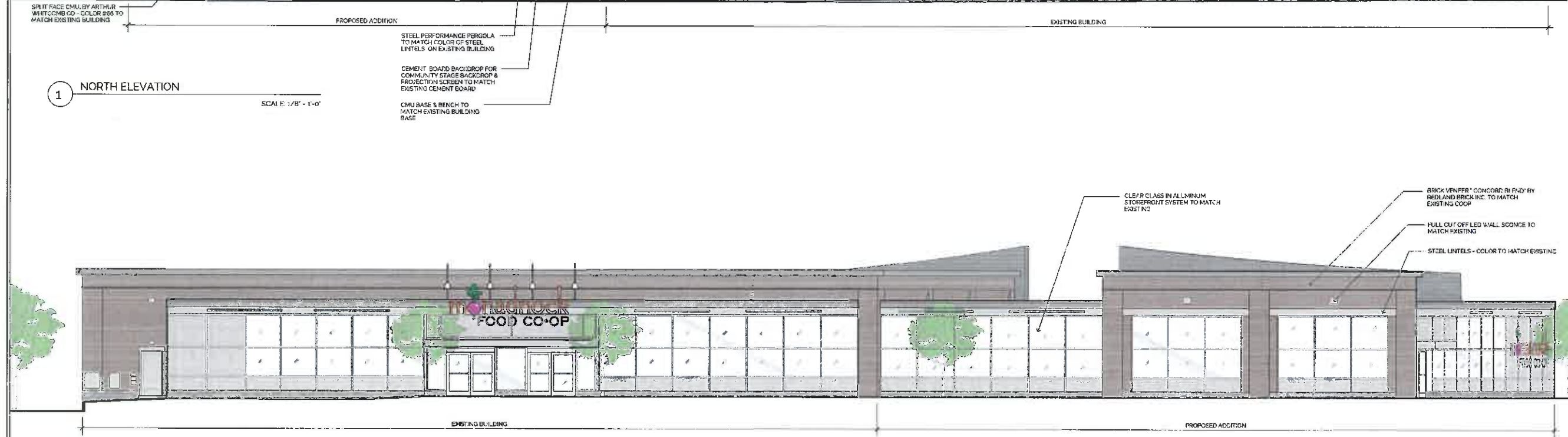
SHEET

LA-1

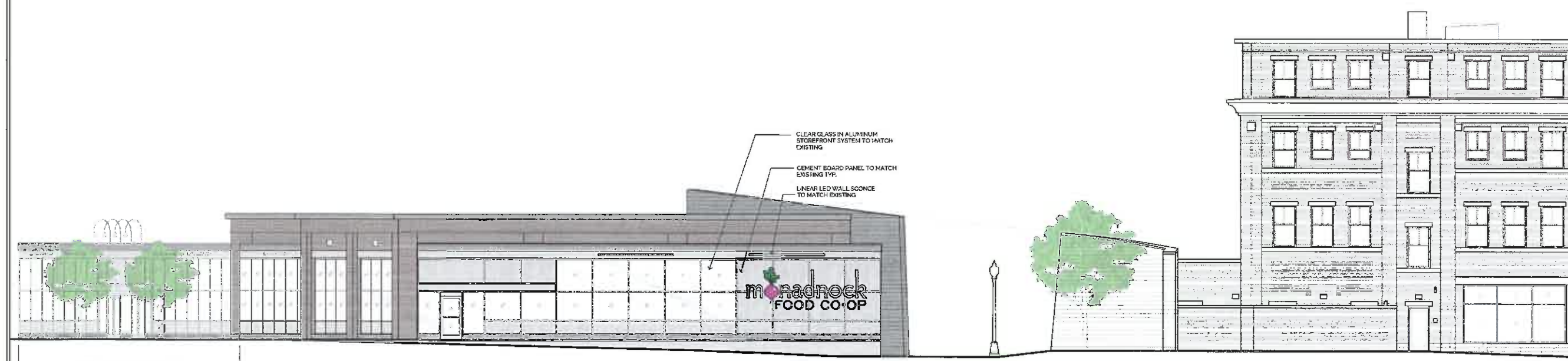
P:\project\K2510 MECC-Co-op Expansion\DWG\Consultants\Don Scott.LA Design\11-20-17 landscape design plan\K2510-LA-1-REV 1 EDITS.dwg, 12/8/2017 10:57:45 AM



1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



3 EAST ELEVATION
SCALE: 1/8" = 1'-0"

OWNER: MONADNOCK FOOD COOP
ARCHITECT: KCS ARCHITECTS
SITE/LANDSCAPE: KCS ARCHITECTS
STRUCTURAL ENGINEER: KCS ARCHITECTS
MEP CONSULTANT: KCS ARCHITECTS
INTERIOR DESIGN: KCS ARCHITECTS

310 MARLBORO STREET, KEENE, NH 03401
603-439-6648

PROPOSED EXTERIOR ELEVATIONS
SCALE: AS NOTED
DRAWN BY: JG
DATE: 11/15/17

kcs ARCHITECTS
310 MARLBORO STREET, KEENE, NH 03401
603-439-6648

DATE	FOR	ISSUE LOG
11/15/17	HOC	

A2.0

RECEIVED
NOV 20 2017
BY

SPR-967, Mod 8I

Traditions

Solid State Lighting

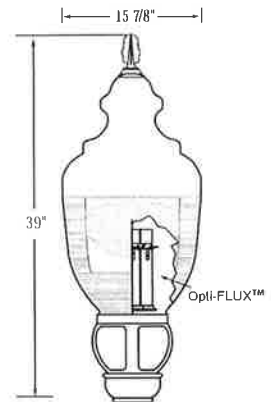
LEXINGTON Prismatic Opti-FLUX™



The Lexington luminaire offers authentic historic styling with prismatic light control for maximum efficiency, light uniformity and low brightness. Designed to create as faithfully as possible the lighting of yesteryear, these luminaires are becoming the furnishings of choice. The Lexington is available with a variety of decorative finials, cages, bands and

other treatments to blend with any streetscape architecture. The Lexington is available with an LED Pod that produces light in a 360° plane that utilizes the intricately molded prismatic refractors in IES types II, III, IV and V lighting distributions. A wide variety of ballast housings are designed to match historically styled aluminum or fiberglass poles. These fixtures are also available with the induction lamp system in wattages of 35, 55, 85, 100, 120, 165 that have a CCT of 5K and efficacies above 70. Individual surge protectors installed in circuitry is standard in all LEDs.

EPA: 2.2 WEIGHT: 32 lbs (max.)
5 Year Limited Warranty on LED System
ETL Listed To UL1598 Standards For Wet Locations



Shown: Lexington LED fixture, mounted on PLC-9 Capital, on a 12' fluted 3" pole, with a cast base, PLB-102.

LED LIGHT ENGINE SPECIFICATIONS: PRISMATIC OPTI-FLUX™ INITIAL LUMENS BASED ON UBIN CHIPS

MODEL#	WATTAGE	INITIAL LUMENS	SYSTEM EFFICACY	CCT	CRI	IES DISTRIBUTIONS
31W4C5K	31	4320	115	5K	70	Type II, III, IV, V
39W5C5K	39	5400	115	5K	70	Type II, III, IV, V
47W6C5K	47	6480	115	5K	70	Type II, III, IV, V
55W7C5K	55	7560	115	5K	70	Type II, III, IV, V
63W8C5K	63	8640	115	5K	70	Type II, III, IV, V
70W9C5K	70	9720	115	5K	70	Type II, III, IV, V
78W10C5K	78	10800	115	5K	70	Type II, III, IV, V
86W11C5K	86	11880	115	5K	70	Type II, III, IV, V
94W12C5K	94	12960	115	5K	70	Type II, III, IV, V
31W4C4K	31	3736	110	4K	70	Type II, III, IV, V
39W5C4K	39	4670	110	4K	70	Type II, III, IV, V
47W6C4K	47	5604	110	4K	70	Type II, III, IV, V
55W7C4K	55	6538	110	4K	70	Type II, III, IV, V
63W8C4K	63	7442	110	4K	70	Type II, III, IV, V
70W9C4K	70	8376	110	4K	70	Type II, III, IV, V
78W10C4K	78	9310	110	4K	70	Type II, III, IV, V
86W11C4K	86	10244	110	4K	70	Type II, III, IV, V
94W12C4K	94	11178	110	4K	70	Type II, III, IV, V
31W4C3K	31	3390	99	3K	70	Type II, III, IV, V
39W5C3K	39	4220	99	3K	70	Type II, III, IV, V
47W6C3K	47	5050	98	3K	70	Type II, III, IV, V
55W7C3K	55	5880	98	3K	70	Type II, III, IV, V
63W8C3K	63	6710	98	3K	70	Type II, III, IV, V
70W9C3K	70	7540	98	3K	70	Type II, III, IV, V
78W10C3K	78	8370	98	3K	70	Type II, III, IV, V
86W11C3K	86	9200	98	3K	70	Type II, III, IV, V
94W12C3K	94	10030	98	3K	70	Type II, III, IV, V

ORDERING FORMAT

MODEL # - LENS - LED MODEL # - VOLTAGE - IES DIST. - OPTIONS - FINISH
 LEX ACRYLIC PRISMATIC 39W5C3K UNIVERSAL TYPE III PC BK

OPTIONS						FINISH			
Size	Globe Style POLY=Polycarbonate (425L) ACR=Acrylic (425L) TYP III (Prismatic Type III), TYP V (Prismatic Type V)	Capital PLC-1, PLC-2, PLC-3, PLC-4, PLC-5, PLC-6, PLC-7, PLC-8, PLC-9, PLC-10	Lens Acrylic Prismatic Polycarbonate Prismatic Moon Glow Acrylic	Optical II, III, IV, V ILL=Internal Light Lid (425 and 424 Globes Only) HSS = House Side Shield	Electrical PC=Photo Control Button FS=Fuse (single) FD=Fuse (double) Auto Sensing to 277V AC	Mounting SF=Slip Fitter (3")	Decorative Cages & Bands Dec A1, A2, A3, A4 Decorative Top Spinnings T-101 T-102 T-103 T-104	Standard Colors BK=Black BZ=Medium Bronze DBZ=Dark Bronze WH=White GR=Green SM=Silver Metallic	Premium Colors VP=Verde Patina PP=Pewter Patina SS=Silver Sparkle CC=Custom color HG= Hartford Green TBK=Textured Black

*The 15 7/8" x 14 3/4" clear or frosted acrylic globe is for use with spun tops only.

BEGA LED system bollard - luminaire head with shielded light - 360°

Enclosure: Housing constructed of die-cast aluminum. Die-castings are marine grade, copper free ($\leq 0.3\%$ copper content) A360.0 aluminum alloy. Glass diffuser, inside white. Fully gasketed for weather tight operation using molded silicone gasket.

Installation: BEGA LED system bollards are designed for easy attachment to system bollard tubes using an interlocking stainless steel mechanism and stainless steel set screw threaded into stainless steel insert. An accompanying bollard tube must be selected for proper installation, see below chart for compatible tube options.

Electrical: 24.3W LED luminaire, 28.6 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with a >80 CRI. Available in 4000K (>80 CRI); add suffix K4 to order.

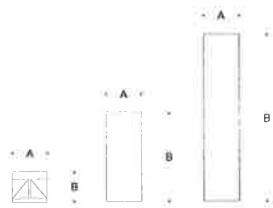
Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 8.4 lbs

Type:
 BEGA Product:
 Project:
 Voltage:
 Color:
 Options:
 Modified:



Bollard heads - shielded - 360°

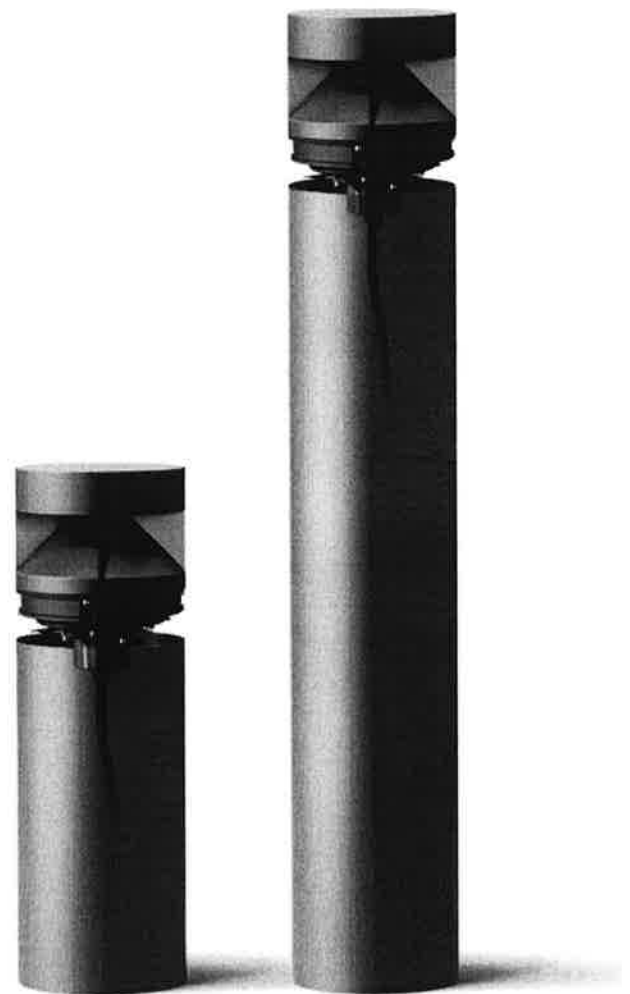
Lamp	A	B
99 862 24.3W LED	7 1/2	5 1/2

Bollard tubes for luminaire heights 19 3/4 - 22 1/2

	A	B	Anch. unit
99 615	7 1/2	14 1/2	79 818

Bollard tubes for luminaire heights 37 1/2 - 42 1/4

Integrated components	Door	A	B	Anch. unit
99 622 -	✓	7 1/2	32	79 818
99 644 1 LED floodlight 19.3W	✓	7 1/2	32	79 818
99 626 GFCI outlet	✓	7 1/2	32	79 818
99 658 Passive infrared motion sensor	✓	7 1/2	32	79 818
99 635 Emergency lighting battery 10W	✓	7 1/2	32	79 818



BEGA-US 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 www.bega-us.com

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DESCRIPTION

SNLED Lensed is a narrow LED lensed striplight series. This high quality luminaire is dedicated to the latest solid state lighting and electronic driver technology for optimal performance and energy efficiency. This Lensed product is available with three different lens types.

The small size of the SNLED makes it an ideal choice for size restricted architectural applications. The SNLED Series can be the illumination solution in commercial, industrial, retail and residential applications. Fixtures can be used in storage/utility areas, coves, display cases, shops, task and general area lighting.

SPECIFICATION FEATURES

Construction

Channel is die formed cold rolled steel with numerous KO's for ease of installation. Groove for Tong Hanger. End plate quickly converts to snap-in channel connector for continuous row alignment. Channel/wireway cover secured with sheet metal screws.

Controls

Equipped standard with a 0-10V continuous dimming driver that works with any standard 0-10V control/dimmer. Combine with energy saving products like occupancy sensors, day lighting controls, and lighting relay panels to maximize energy savings. For motion control, reference options for both end and middle of the row applications. Standard dimming is 0-10V to 10% with 1%, step and Fifth Light DALI dimming options available.

Electrical

Long-Life LED system coupled with electrical driver to deliver optimal performance. LED's available in 3000K, 3500K, 4000K or 5000K with a minimum of 80 CRI. Projected life at 70% lumen maintenance is nearly 170,000 hours with TM21 rating up to L82 >60,000 hours. Electronic drivers are cULus recognized and available for 120-277V, 347V and 480V applications.

Emergency Battery Pack Option

Optional 120v-277v integral emergency battery pack is

available in 7-watts or 14-watts to meet critical life-safety lighting requirements. The 90-minute batteries provide constant power to the LED system, ensuring code-compliance. A test switch/indicator button can be tested safely from the ground using a laser pointer, while the patented EZ Key prevents accidental discharge of the battery during construction. See ordering information for details.

Finish

Multistage iron phosphate pretreatment ensures maximum bonding and rust inhibitor. High reflective paint after fabrication, baked white enamel finish is standard.

Channel/Wireway Cover

Die formed heavy gauge steel. Tight fit for ease of maintenance.

Shielding

Offers three different lensed optical distributions. (LC) Clear with linear optical ribs. (LN) Semi-frost for narrow distribution. (LW) Full frost for wide distribution.

Installation

Fixture may be surface, pendant, or stem mounted. See accessories below in ordering information.

Compliance

Components are UL recognized. Indoor luminaires are cULus listed for 40° C ambient environments, RoHS compliant, damp location listed, and comply with IESNA LM-79. LEDs comply with LM-80 standards. Drivers are NEMA 410 compliant. DesignLights Consortium® Qualified and classified for both DLC Standard and DLC Premium, refer to www.designlights.org for details.

Warranty

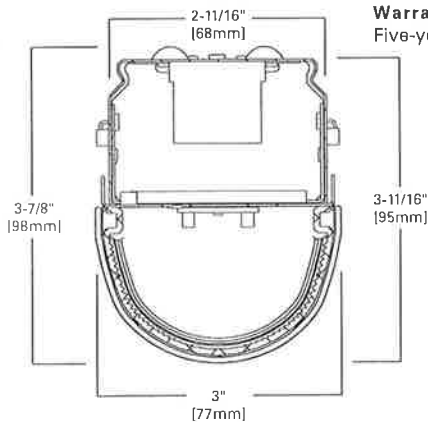
Five-year warranty.



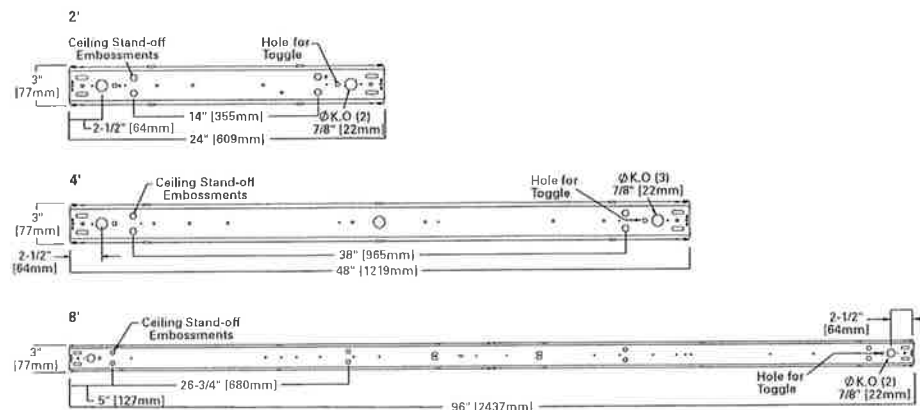
SNLED LENSED LED

Lensed LED Striplight

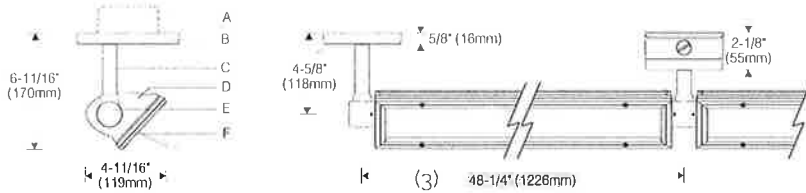
powered by



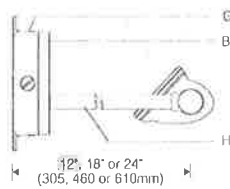
MOUNTING DATA



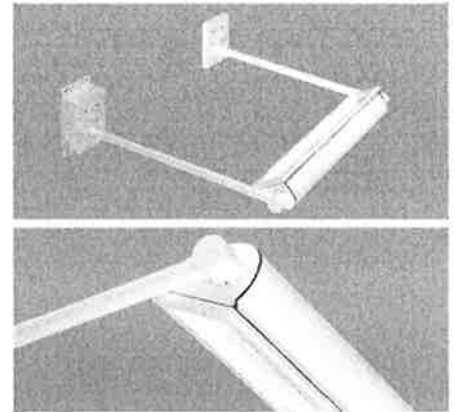
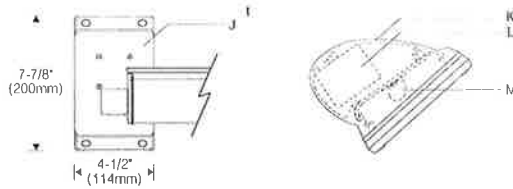
Surface Hanger (Lighting Downward) 1:8 Scale



Cantilever Hanger with Splice Box



Internal Components 1:4 Scale



Specifications

- | | | | |
|------------------------------------|---|---|---|
| A Recessed outlet box (by others) | D Die-cast aluminum end plate | G Die-cast aluminum splice box | L Integral high power factor constant current driver |
| B Die-cast aluminum mounting plate | E Die-cast aluminum hub (1.5"W x 1.5" dia.) | H Schedule 40 galvanized steel cantilever arm (7/8" O.D.) | M Field serviceable light engine with fraqtir™ asymmetric optic |
| C Aluminum surface hanger stem | F Extruded aluminum door frame with milled corners, tempered micro-prismatic glass lens | J Aluminum access cover with silicone gaskets | |
| | | K Extruded aluminum heat sink/housing | |

Optic Assembly:

Two-piece extruded aluminum heat sink housing and light engine. Precision formed asymmetric optical light bar of high temperature, water-clear acrylic. Extruded aluminum door frame with tamper-resistant fasteners. Tempered microprismatic glass lens and holographic diffuser with silicone gasket for watertight operation when facing upward or downward.

Finish:

Exterior surfaces – 6 stage pretreatment and electrostatically applied thermoset polyester powder coating for a durable abrasion, fade and corrosion resistant finish. All hardware and components – non-corrosive stainless steel or aluminum.

Electrical:

Integral electronic HPF constant current driver(s), dimming drivers are optional. For complete driver specifications, see website, reference document MA-1303. 84" leads exit one end of housing (0F option, 84" leads exit both ends for feed-through wiring).

Mounting:

1-1/2" diameter x 1-1/2" aluminum hubs with 1/2" NPT threaded entry. Housing aiming is adjustable – locks with set screws.

Optional accessory surface, pendant or cantilever hangers (ordered separately). Hangers include aluminum mounting plate, cover plate and hub with 7/8" O.D. steel arm/stem. Specify end kit or intermediate hubs/hangers.

Standard:

UL listed or CSA certified for wet locations when mounted horizontally. For positions other than horizontal, consult factory. 5 year warranty, maximum ambient temperature 45°C (113°F).

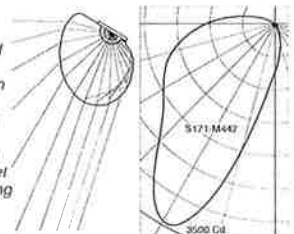
Features

- Watertight operation facing up or down
- Rugged all aluminum and stainless steel construction – polyester powder coat exceeds 1000 hour salt spray test
- Versatile – surface, cantilever or pendant mount
- Several lumen packages that put the light on target



Performance

fraqtir technology uses a combination of refraction and total internal reflection, creating a distribution of light ideal for illuminating surfaces uniformly. Glare is minimized while light delivered to the target is maximized, resulting in high application efficiency.



For photometric and lumen maintenance reports, visit thelightingquotient.com

L90(10k) > 60,000 hrs. @ 25°C per TM-21



elliptipar with fraqtir™ LED

**Wall washers
with asymmetrical light distribution**

Housing: One piece die-cast aluminum supplied with universal mounting bracket for direct attachment to 3½" or 4" octagonal wiring box. A round "rotation" plate allows the housing to be precisely leveled (or rotated) after installation. Die castings are marine grade, copper free (≤ 0.3% copper content) A360.0 aluminum alloy.

Enclosure: Tempered clear glass, ¼" thick, retained by one piece die-cast aluminum frame, secured by four (4) captive socket head, stainless steel, screws threaded into stainless steel inserts. Internal full semi-specular optical system with a reflector made of pure anodized aluminum. Enclosure is fully gasketed for weather tight operation in any mounting orientation using a molded silicone rubber "U-channel" gasket.

Mounting: Mounts directly to a standard 4" wiring box (by others) using the mounting kit supplied.

Electrical: 52W LED luminaire, 55.2 total system watts, -30° C start temperature. Integral 120V or 277V electronic LED driver, 0-10V dimming. The LED module and driver are mounted on a removable inner assembly for easy replacement. Standard LED color temperature is 3000K with an 80 CRI. Available in 4000K (80 CRI); add suffix K4 to order.

Note: Due to the dynamic nature of LED technology, LED luminaire data in this catalog is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. These luminaires are available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA certified to U.S. and Canadian standards. Protection class: IP65.

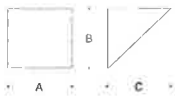
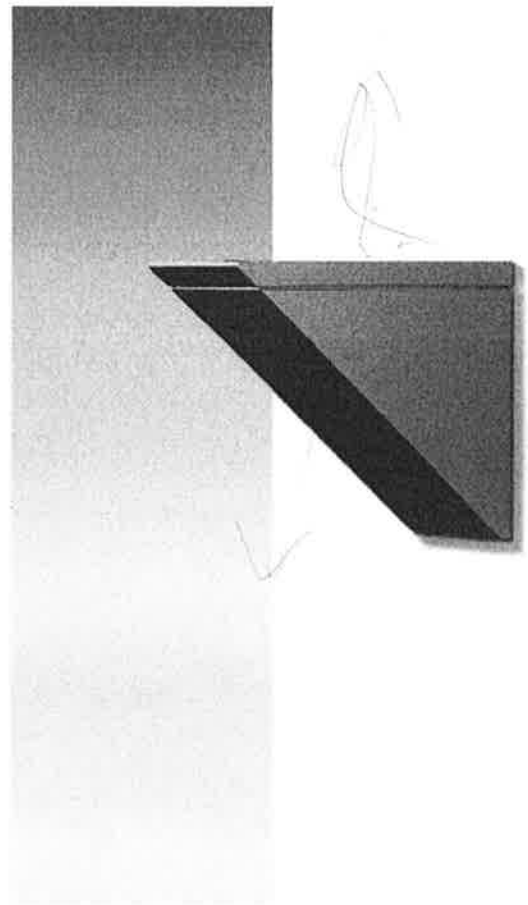
Weight: 11.5 lbs.

Luminaire Lumens: 2982

Tested in accordance with LM-79-08

Mounted with light facing down to match existing

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:



Asymmetrical light distribution

	Lamp	A	B	C
22 434	50.6W LED	10 ¼	8 ½	9 ⅝

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Tara Kessler

From: Michael Faber, Monadnock Food Co-op <gm@monadnockfood.coop>
Sent: Friday, November 24, 2017 2:57 PM
To: Tara Kessler
Subject: Temporary Parking Request

Hi Tara,

Following our meeting a couple weeks back. I would like to withdraw the planning board application I submitted to get temporary use of the gravel lot, which I believe was SPR 967 MOD 8H.

Jack and I plan to move ahead with negotiating a lease with the city for parking spaces in the Wells Street garage and hope to include a smaller parking area in that lot in our expansion project if that project gets all the approvals it needs.

Thanks

Michael Faber, General Manager
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Keene, NH 03431
603-283-5400
Email: gm@monadnockfood.coop
Website: <http://monadnockfood.coop>

