



Planning Board – April 23, 2018, 6:30PM
City Hall Council Chambers – 3 Washington Street, 2nd floor

AGENDA

- I. **Call to Order** – Roll Call
- II. **Minutes of Previous Meeting** – March 26, 2018 Meeting
- III. **Continued Public Hearing**
 1. **SPR-01-18 – 809 Court Street – Summit Athletic Center – Site Plan** – Applicant Fieldstone Land Consultants, PLLC on behalf of owner Hillsborough Capital, LLC is proposing to redevelop the subject parcel into an Indoor Athletic Facility which consists of the construction of a new 28,800 SF building with associated site improvements. A waiver is requested from Planning Board Standard 19.C.2. to allow for parking in the front of the building. The site is 1.812 acres in size and is located in the Commerce Zoning District (TMP# 188-01-001).
- IV. **Public Hearings**
 1. **SPR-11-16, Mod. #3 – Hillside Village – 99 Wyman Road – Site Plan** – Applicant Jim Phippard of Brickstone Land Use Consultants, LLC proposes modification to the Continuing Care Retirement Community (CCRC) to eliminate the cultured stone at the ground floor on the north building elevation and replace it with vinyl siding. The site is approximately 35.7 acres in size and located in the Rural Zoning District (TMP#s 919-09-024 & 919-08-003).
 2. **SPR-09-12, Mod. #6 – Burger King – 480 West Street – Site Plan** – Applicant SVE Associates, on behalf of owner 480 West Street, LLC, is proposing to construct a 2,857 square foot fast food restaurant within an existing parking lot of the Fairbanks Plaza at 420-480 West Street. A waiver is requested from Development Standard #10, Lighting. The site is 15.15 acres in size and is located in the Commerce Zoning District (TMP# 060-01-001).
- V. **Director Reports**
- VI. **New Business**
- VII. **Upcoming Dates of Interest – May 2018**

Planning & Zoning 101 for City Officials – Tuesday, May 1, 6:00PM
Planning Board Meeting – **TUESDAY**, May 29, 6:30 PM
Planning Board Steering Committee – May 15, 12:00 PM
Joint PB/PLD Committee – **WEDNESDAY**, May 16, 6:30 PM
Planning Board Site Visits – May 23, 8:00 AM – To Be Confirmed

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**CITY OF KEENE
NEW HAMPSHIRE**

**PLANNING BOARD
MEETING MINUTES**

Monday, March 26, 2018

6:30 PM

Council Chambers

Members Present

Gary Spykman, Chairman
Douglas Barrett, Vice-Chair
Mayor Kendall Lane
Andrew Bohannon
Martha Landry
Councilor George Hansel
Pamela Russell Slack
Chris Cusack

Staff:

Tara Kessler, Planner
Michele Chalice, Planner
Mary Brunner, Planning Technician

Members Not Present:

Nathaniel Stout

I. Call to order – Roll Call

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

II. Minutes of previous meeting – February 26, 2018 Meeting

A motion was made by Mayor Kendall Lane to accept the February 26, 2018 minutes. The motion was seconded by Councilor George Hansel and was unanimously approved.

III. Public Hearing

1. SPR-01-18 – 809 Court Street – Summit Athletic Center – Site Plan –

Applicant Fieldstone Land Consultants, PLLC on behalf of owner Hillsborough Capital, LLC is proposing to redevelop the subject parcel into an Indoor Athletic Facility which consists of the construction of a new 28,800 SF building with associated site improvements. The site is 1.812 acres in size and is located in the Commerce Zoning District (TMP# 188-01-001). A waiver is requested from Planning Board Standard 19.C.2. to allow for parking in the front of the building.

A. Board Determination of Completeness.

Planner Michele Chalice recommended to the Board that the Application SPR-01-18 was complete. A motion was made by Councilor George Hansel that the Board accept this application as complete. The motion was seconded by Mayor Kendall Lane and was unanimously approved.

B. Public Hearing

Mr. Chad Branon of Field Stone Land Consultants representing Hillsboro Capital LLC. addressed the Board. Mr. Branon also introduced Steve Holland of Hillsboro Capital LLC, Michael Petrovich of Petrovich Architects and Eric Mulligan. Mr. Branon stated he was before the Board regarding the redevelopment of 809 Court Street into an indoor facility which will be called the Summit Athletic Center.

This property is situated about 330 feet north of Starling Street and about 1,300 feet south of the Maple Avenue Roundabout. The property is bordered by the American Legion to the south, American Legion athletic fields to the east, commercial properties to the north and the residential

properties to the west. The property is recently vacant but was occupied by the NH Department of Health and Human Services. The property is 1.82 acres in size and is located in the commerce zoning district.

The proposed improvements consist of replacing the existing 19,943 square foot building (shown in the red hatched area) with a new 28,800 SF metal building. Proposed parking for the site will be at the rear, the south and to the front of the building; the grey hatched is the impervious parking on the site. The property is accessed through a shared driveway off Court Street which is shared with the Legion and the adjacent commercial property. Mr. Branon noted the current parking does not conform to city standards (access isles are too narrow).

The topography on site is generally mild with drainage flowing to the east. Ashuelot River is located about 200 feet off site. The NH DES Shoreland Protection Zone (a 250 foot setback from Ashuelot River) extends onto the property. The eastern portion of the site is located within the 100-year floodplain (shown in blue on the plan).

After review of the conditions of the building a decision was made to raze the structure. The new square would be 28,800 square feet in size. There will be new walkways, site lighting, and there is also a proposal to rework the front traffic configuration in order to reduce the impervious cover and to provide a more conventional layout. The aisle width is going to be increased from 20 feet to 24 feet.

The building will be 120 feet in width and 280 feet in depth and it will follow most of the existing foundation. The building will be serviced by municipal water and sewer as well as overhead utilities. The layout being proposed will provide for 58 parking spaces, with three ADA spaces next to the entrance. 25 spaces will be situated at the front of the building, 28 spaces along the east, and five spaces to the rear. Pedestrian access will be handled by sidewalk located along the front and on the eastern side of the building. There is a pedestrian connection to Court Street being added to the northwest corner of the property.

Site lighting will be handled by five building mounted lights and one pole mounted light. The lighting conforms to city standards. He referred to the area staff raised concerns which is less than .24 candle level at the sidewalk location which changed from the southeast corner of the site to the northwest corner of the site. Mr. Branon noted this area will not have any pedestrian activity or parking. He added there is a pole light in this area which has not been accounted for and the plan is to incorporate this light into the design.

This proposal also includes a landscaping plan – landscaping is being proposed along Court Street as well as three shade trees along the east boundary (per request of staff). Mr. Branon went on to say the applicant feels this design will improve the site as it would increase the green space. The redevelopment would also improve drainage; installation of oil debris hoods is being proposed for the catch basins that exist on site. He noted an infiltration trench would capture the roof runoff and infiltrate it into the ground. This system currently does not exist and would improve the drainage considerably.

This project would require a Shoreland permit through the NH Department of Environmental Services. The applicant does not anticipate any issues in obtaining this permit as the drainage is being reduced considerably by the improvements being proposed. This concluded Mr. Branon's presentation.

Councilor Hansel asked whether the existing light pole the applicant plans on utilizing has a full cutoff fixture. Mr. Branon stated it does not but it is something the applicant could consider addressing if the Board felt it was necessary.

Mayor Lane stated he was happy to see this property redeveloped but asked about the traffic patterns at the front of the site. He noted there is no place for pick up and drop off. Mr. Branon stated this applicant owns a similar property in Marlboro, smaller in size approximately 6,000 square feet in size and what was seen at that facility is that when parents drop off their children at that facility they occupy a parking space for drop off and pickup which avoids congestion and traffic moves through the property.

Chair Spykman asked about the waiver from standard 19. Mr. Branon referred to Standard 19 – C. 2. *Off-street parking and traffic flow shall not interfere with the flow of pedestrian travel or otherwise detract from the aesthetic character of a development or redevelopment. All required off-street parking shall be to the side and/or rear of buildings on the proposed site, and such parking shall be screened or aligned so that headlights do not adversely impact abutting properties.*

Mr. Branon stated they are asking for a waiver from the standard to locate parking in the front of the building which is how the parking exists at the present time. He added this property is severely restricted; there are utilities that run along the front of the property and there is also a deed restriction along the front of the property which prevents any building to extend any close to the front property line. He added the front setback line has not been created by the city but has been created by covenants. What the covenant indicates is that a building on this site will not project beyond the front legion building to the south or to an older building that used to exist to the north, which creates a hardship.

Mr. Branon went on to say this redevelopment would be an improvement to this site. It would have a similar building and parking layout but it would contemplate reconfiguration of the parking to the front which would provide additional buffering (greenspace) from Court Street. It will also provide for better traffic configuration; better access, better turning movement for through traffic because of wider travel isles.

Mr. Branon then went over the four waiver criteria they are required to meet:

- a) *That granting the waiver will not be contrary to the spirit and intent of these Regulations;*
The redevelopment of this site will provide for many improvements compared to what exists at the site currently which will benefit the surrounding areas. Only improvements are being proposed – the applicant is not proposing any conditions that do not already exist.
- b) *That granting the waiver will not increase the potential for creating adverse impacts to abutters, the community or the environment;*
This project will create positive impacts to the neighborhood as the redevelopment will improve the visual impact, create a better traffic pattern throughout the site, and provide drainage improvements that would eventually make a positive impact to the community.
- c) *That granting the waiver has not been shown to diminish the property values of abutting properties.*
The applicant feels this new proposal would improve what exists today.

d) *Consideration will also be given to whether strict conformity with the regulations or Development Standards would pose an unnecessary hardship to the applicant.*

Mr. Branon stated any new development would have to contemplate a new parking layout because of the special constraints and restrictions that exist on this site. Because of all these reasons the applicant is requesting a waiver from this standard.

Mr. Barrett stated because of the waiver request he was interested in the parking between Court Street and this site. Mr. Branon stated there are two landscape islands proposed for this section of the site. The reason it is positioned in this manner is so that any snow storage could happen on the front side of the site. The green space here is depressed and the landscaping would be most effective closest to the right of way. The number of street trees and shrubs are being proposed for this location meets the city requirement. The existing pavement will be removed and greenspace added. There will be shade trees proposed along the east side of the parking area as well.

Mr. Barrett referred to the pedestrian access on the north side; Court Street is about four feet above the grade of the parking lot and asked how this was going to be accommodated for this site. Mr. Branon stated fill is being proposed over that low spot to provide for a level connection as well as a culvert with head walls so there is still connectivity from north to south.

Mr. Bohannon with respect to the traffic concern raised by the Mayor, Mr. Bohannon asked whether this was a practice facility or a game facility. Mr. Branon stated it is primarily a practice/training complex where there could be games scheduled. Mr. Bohannon stated if this was a practice facility the trip generation will be entirely different to a game facility as there will be multiple teams entering and exiting and the drop off/pickup location the Mayor was referring to is going to be crucial. Mr. Branon stated what he has found in facilities similar to this one is, because the site is smaller the team sizes are smaller as well. He felt the parking on site does provide for a turn over scenario if there was a game going on and another one coming in because the owner has the ability to schedule all the peripheral events. Mr. Bohannon agreed this was going to be a great facility.

Ms. Landry asked about screening of the HVAC units. Mr. Branon stated the architect would address this item.

Chair Spykman referred to the area of the entrance where there is a large radius curve and because of the driveway is going to be located between the two isles of parking at this location and there is also an island “jutting” out here which require traffic to take a hard left turn and felt this seems very tight. Mr. Branon stated the layout they are proposing is much better than what exists and a truck utilizing the site should not be utilizing any of this paved because this is an oncoming vehicle scenario. He noted the new plan provides for more control for this turn, a driver would have to make this turn but felt there was adequate space to make this turn. He noted the landscape area at this location will provide for more control of the speed of traffic making this turn.

Chair Spykman asked whether the applicant has given any thought to how headlights would affect adjoining properties. Mr. Branon state the utilization of the parking is something the abutters are accustomed to as this is a parking situation that exists currently. However, felt the landscaping that’s going to be installed would shield some of the headlight issues which would be an improvement.

Councilor Hansel asked whether there was rationale for locating parking on the southern edge; on the property line side versus the building side. Mr. Branon stated this is because of the configuration of the intersection – where the access is along the building side to fit in with the configuration as it

exists right now. He added they wanted to minimize the construction on the eastern edge which is a flood plain area.

The presentation was then turned over to the architects.

Mr. Michael Petrovich addressed the Board next together with Eric Mulligan. Mr. Petrovich stated they have created a building that improves the site. It is a 28,000 square foot building, 50 feet high at its ridge and there are design elements that personalize the building and reduce the visual impact of the building.

He referred to the southwest elevation; the lowest façade is the front façade which faces Court Street. The sloped roof here reduces the scale of the building. The height of the building is required because of the activity that is going to happen inside the building.

The overall feel is agricultural and industrial to keep with what exists in the area. The higher part is a gable roof and a six-foot panel to give the roof a floating look to it.

The lobby and waiting area would have a glass element to it.

The northwest elevation faces the east. The HVAC equipment located on the roof will not be seen because of the height of the building.

Eric Mulligan talked about the material being used on this building. Mr. Mulligan stated this would be a steel structure which would have metal insulated panels wrapped around it (horizontal on the bottom and vertical on the top). The roof would be a standing seam roof similar to what exists on the American Legion building. The north side would have a fire rated panel due to the proximity of the property line, it would however, be painted in the two tone colors.

Staff comments were next. Ms. Chalice first addressed drainage and noted the engineering department has determined that this site will be a net zero runoff as the site would infiltrate all of the runoff from the paved area.

Erosion control – As this site is located very close to the Ashuelot River the applicant is proposing appropriate silt fencing and the applicant has also provided a detail for a construction entrance to keep the silt from entering the river – this is not shown on the plan yet but a condition is being added.

Flooding – A map amendment has been provided by the applicant and there is no council action necessary.

Landscaping and Parking – The plan meets the landscaping buffer standard and the parking requirement has also been met.

The dumpster area is being appropriately screened with a gate.

Lighting – Meets the Board standard, however, the plan shows a zero level at the entrance off Court Street and the sidewalk area. This fixture will need to be changed.

Traffic – The engineer agrees this is an unusual fit but the ITE classification of community recreational center is best and it would be less than the traffic numbers for the state offices that existed here previously.

Comprehensive Management Plan – The applicant has provided a link from this site to the sidewalk. The bicycle rack is situated in the front of the building and the accessible spaces meet city standards.

Standard 19 – The Zoning Board of Adjustment (ZBA) approved a special exception as it relates to height and agreed the building scale is large. Ms. Chalice stated the applicant has done the best they could with reference to orientation, material to make this building feel less over-whelming. She pointed out with reference to the east elevation; pedestrians will be crossing a line of traffic to get to the building. She went on to say as of 4:11 pm the Planning Department received an email from an abutter expressing their concern with this proposal. She noted staff has not had time to go over these concerns. The Chair agreed there are some valid points raised in this email; however, item 4 with respect to the height of the building is out of the Board's hands. Ms. Chalice stated there are legal items staff would need time to review and recommended the continuance as outlined in the Board's packet.

Ms. Chalice read the email into the record as follows:

I have been asked by 815 Court Street, LLC to express their concerns regarding the proposed Summit Athletic Center at 809 Court Street. 815 Court Street, LLC is the owner of the property at 815 Court Street and directly abuts the proposed Summit Athletic Center at 809 Court Street. The owners are currently out of state and unable to attend the meeting. They wish to express several concerns with the proposed site plan and building.

- 1. The proposed site plan calls for removal of a landscaped island on their property at 815 Court Street so the driveway through 809 Court Street can be relocated. They were never asked if this could be done and have not given permission for this change on their property.*
- 2. The existing driveway crossing 809 Court Street to 815 Court Street is part of an access easement held by all the adjoining properties who also share the existing curb cuts at Court Street. 815 Court Street LLC was never asked if this easement could be relocated as they show on their site plan.*
- 3. The reconfiguration of the southerly curb cut at Court Street does not look like it will safely accommodate truck turning movements. This will affect one of the tenants who rely on this curb cut for their daily truck deliveries and truck shipments. Again, this change affects the access easement and is being done without permission from all the easement holders.*
- 4. The proposed building will be 50' tall. It is out of scale and out of character with the existing buildings in this area. They are very concerned that the appearance of this building will affect their ability to attract and keep tenants in their building.*

We respectfully request that the Keene Planning Board not allow the proposed site plan to proceed until all of these concerns are addressed.

*Sincerely,
James P. Phippard, agent for 815 Court Street, LLC*

Mr. Branon addressed the Board again and stated in speaking to one of the owners at 815 Court Street it seems like there could be a misunderstanding with this email. He has been involved with this project since its acquisition and felt it was unfortunate this email just came in. He added in reference to the email there is no actual dimensional easement along the front as it relates to parking – all it says is that future owners will be provided access through the property. What they are proposing is to line up the access isle to the property to the north. The applicant is not going to compromise access at all; they are going to actually improve the access. He stated they have also addressed truck movement and stated they would work with the land owner to address this as well, perhaps a partner of the property who was not property notified.

With reference to building height – this item went before the Zoning Board and the property owner was party to that hearing and was appropriately notified. At that time did the applicant did not hear anything from this property owner regarding the height of the building; he stated receiving opposition on this issue is of surprise to the applicant.

Mr. Branon went on to say that nothing done here was done with malicious intention and they are surprised these issues are being brought to light at this time and felt this is something they would need to settle with the abutters.

The Chairman asked for public comment, with no comments from the public the Chair closed the public hearing.

C. Board Discussion and Action

A motion was made by Mayor Kendall Lane that the Board continue this application to the April 23 hearing. The motion was seconded by Councilor George Hansel.

Ms. Russell-Slack Expressed frustration about seeing the letter at the end of public hearing after having to sit through an hour of testimony from the applicant and staff.

The motion was unanimously approved.

IV. Request for 6-Month Extension

SPR-578, Modification #1 – 219 West Street – Mobil Gas Station – Site Plan

Applicant/Owner Summit Distributing, LLC requests a six-month extension for the site plan approved on September 25, 2017.

Ms. Chalice stated this applicant has just been able to obtain an easement from the city for drainage which item still needs to go before the Council for a final vote. The other easement is with Mascoma Bank and has to do with traffic improvements. Once these easements are recorded the item can move forward. This is the first extension requested for this application.

A motion was made by Mayor Kendall Lane that the Board grant a six month extension for SPR-678, Modification #1. The motion was seconded by Councilor George Hansel and was unanimously approved.

V. Discussion

Planning Board Lighting Standards

Ms. Chalice addressed the Board.

Why regulate lighting? Night time safety, energy conservation, enjoyment, commerce, and curtail light pollution.

Why update lighting standards? Applicant concerns regarding challenging uniformity ratios, outdated gas canopy lighting, lack of LED provisions. There are many variety of LED lighting that is available now. There are creative fixtures available without compromising safety.

She referred to the foot-candle ranges that currently exist in the city. The city's standard calls for 1 to 5 foot candles, gas stations in Keene are ranging from 9 to 53 foot candles.

Human acclimatization was another item discussed – looking at ambient light within the community, 0.1 foot candles is sufficient for many uses, but would be ineffective in a downtown setting with abundant ambient light.

Light and Color – the current standards specify the best colors for safety and the color index shows greater than 70, making sure that incandescent and florescent lighting provided appropriate lighting (not too yellow or orange). The current LED gives us a much different type of light and what is being recommended is a correlated color temperature.

Comparison Analysis – Looking at other towns it can be determined that Keene's standards are thorough. However, Keene seems to be missing a Definitions Chapter. Ms. Chalice went over how communities have their lighting standard structured.

Lighting Consultant Comments – Their general opinion is that Keene's standards are considered to be thorough. However, the minimum pedestrian light levels are low (.2 to .5). The uniformity ratio that Keene has which is strictly 4:1 could be made to be more flexible depending on the development. Up-lighting is not well specified and lacks flexibility. The Illumination Section needs to incorporate LED fixtures and the standard as a whole could have more clarity.

Ms. Chalice talked about two Model Lighting Ordinances. The first one is between the Illuminating Engineering Society and the International Dark Sky Association. The second is from NH's Innovative Land Use Planning Techniques: Handbook for Sustainable Development.

Ms. Chalice then referred to the LEED Standards; they utilize the IES and IDA lighting zone definitions. Each fixture the LEED Standard utilizes needs to have the Back Light, Up Light and Glare (BUG) specifications.

Staff's Recommendation – (1)

- Revise the structure of the standard to one that is more user friendly.
- A Purpose section followed by a Definition section.
- A Residential section and a Non-Residential section.
- A section for lighting by special permit (sports facilities, industrial structures, parking facilities).
- A section for Existing Lighting.
- Major modification and minor modification

(2)

- Consider adding items that exist in the Model Lighting Ordinances which would improve the scope and safety of lighting while creating flexibility for applicants.

- Creating lighting zones to accommodate ambient light and to make sure the lighting is consistent with the use.

Chair Spykman asked how these recommendations relate to the overall code update. Ms. Kessler stated the land use code update will involve a review of the development standards. There would be an opportunity to look at the standards more thoroughly and lighting is a standard that has had some issues.

Councilor Hansel asked whether other communities require controls. Ms. Chalice stated Keene has one of the more progressive standards with the exception of Cambridge and Durham.

Chair Spykman felt staff should be moving forward with this item. Councilor Hansel agreed but asked that staff keep in mind that the city is trying to streamline the process and asked that staff take what the consultants said as a top priority (to allow for LED's etc.). Mr. Barrett agreed with what Councilor Hansel said.

Ms. Landry stated she would like to hold off on adoption until the bigger plan is complete. Ms. Chalice stated she will come back before the Board with a draft version for the Board to review.

VI. Director Reports Southwest Region Planning Commission Nomination Process

Ms. Kessler stated staff is requesting more time before this item can be brought back before the Board forward.

Ms. Kessler introduced Mari Brunner, Planning Technician who started with the Planning Department a few weeks ago.

VII. Upcoming Dates of Interest – April 2018 Planning Board Meeting – April 23, 6:30 PM Planning Board Steering Committee – April 10, 12:00 PM Joint PB/PLD Committee – April 9, 6:30 PM Planning Board Site Visits – April 18, 8:00 AM – To Be Confirmed

The meeting adjourned at 8:20 pm.
Respectfully submitted,

Krishni Pahl
Minute Taker

Reviewed by: Rhett Lamb, Planning Director
Edits, Lee Langella, Michele Chalice

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SPR-01-18 Site Plan Review – Summit Athletic Center – 809 Court Street, Keene

Request:

Fieldstone Land Consultants, PLLC, on behalf of property owner Hillsborough Capital, LLC, is proposing to redevelop the 1.812 acre property at 809 Court Street (TMP 188-01-001) between the Ashuelot River and the Maple Avenue roundabout, approximately 2 miles northwest of downtown Keene,. The project would remove the existing 19,943 SF structure to build a new, 28,800 SF indoor athletic training facility.



Figure 1: 809 Court Street Location Map

Background:

This supplemental staff report addresses issues raised at the application’s first public hearing on March 26, 2018. In particular, a list of concerns was submitted by the adjacent property owner; issues of note were the removal of an adjacent parking lot island and the shifting of vehicular access within the easement. This staff report reviews a revised site plan. The applicant asserts that the adjacent property owners are now in agreement with the submitted layout. The site plan is changed only in the area between the front of the building and Court Street. These changes include a re-created, separate path of travel providing access to the neighboring properties, the creation of a curbed island and additional site lighting

Completeness:

The Planning Board accepted this application as complete at its March 26, 2018 Planning Board meeting.

Departmental Comments:

Code Department: “They at the end of construction, will submit to FEMA a new LOMA prior to a CO. There is a LOMA presently but when the existing building is torn down the existing LOMA goes away. To satisfy Rhett’s concern they will submit a foundation certification that will show the finished floor elevation being in compliance with the ordinance before the structure gets underway.”

Engineering Dept.: No concerns with the revised site layout.

Application Analysis:

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

1. **Drainage:** Per Planning Board (PB) Standard 1. The proposed site plan increases the amount of impermeable area slightly. This increase, however, does not exceed the site's maximum allowable impermeable area or violate the site's required green space percentage. Engineering Department's comments regarding the additional paved areas are pending and will be brought to the Planning Board meeting.
2. **Sedimentation and Erosion Control:** Per Planning Board (PB) Standard 2.b. The revised Grading and Utility Plan still specifies a silt fence encircling the disturbed areas of the site. Unfortunately, no location for a Temporary Construction Entrance is shown on the revised plan. A condition to add this to the Grading-Utility Plan is included in the recommended motion. This is due to the construction site's close to the Ashuelot River and the predominant grade decrease along Court Street toward the river's bridge abutment.
4. **Snow Storage:** The revised site plan reduces the area for snow storage but does not change the proposed snow storage locations. This standard has been met.
5. **Flooding:** As noted earlier, this site is partially located within the 100-year floodplain for the Ashuelot River Watershed as shown on FIRM Map Number 3005CO258E dated 2006. However, as discussed at the March Planning Board hearing, the applicant's survey information did not match the FIRM map data. The applicant had provided an earlier FEMA Letter of Map Amendment (LOMA) for the site however, the Code Enforcement Department will require an updated LOMA to reflect the increased building footprint. This survey work and documentation will happen after construction has been completed. The revised and approved LOMA will be submitted to the Code Department prior to the issuance of a Certificate of Occupancy.

As a precaution, given the circumstances, an additional condition will require an Elevation Certificate per FEMA's Elevation Certificate requirements. This survey and documentation will show that the new building's finished floor elevation, currently located *within* FEMA's Special Flood Hazard Area, has been set at the proper elevation. This survey and documentation happens *during* the construction process. This approved certification will prove compliance of the new building's finished floor elevation with the City's Floodplain Management Ordinance.

10. **Lighting:** The revised site plan now specifies two pole fixtures providing adequate light with compliant fixtures for the site's entrance area and the new sidewalk/path of travel to the building. This standard has been met.
12. **Traffic:**
 - a. Per Planning Board Standard 12.c. As mentioned earlier, the revised site plan re-creates the interior and separate roadway allowing vehicular access from Court Street to the subject site as well as the adjacent properties. This new roadway is now 20' wide allowing two, 10' lanes for safer, two-way traffic. A new 4' wide, curbed island between this interior roadway and the front parking lot creates a stronger, physical separation between the roadway and the front parking area. The two areas are currently separated by sporadic concrete curb stops.
 - b. Per Planning Board Standard 12.a. With regard to the proposed 4' wide curbed island, the current design shows this island as concrete. The Board may want to consider discussing the addition of

medium height shrubs within this 4' wide island for additional vertical separation and screening of car headlights in the parking lot. The growing conditions in this location would be severe and tolerated only by hardy plant species, for example, Chokecherry, Chokeberry, Beach Plum and/or Highbush Blueberry shrub varieties. A planting detail or note for the island would need to specify a slightly lower elevation within the center of the island, versus a common mounding practice, to allow for rainfall to access the plant material, providing a viable, long-term, growing condition.

13. Comprehensive Access Management: The revised site plan specifies a new sidewalk connecting the new building's front entrance to the existing Court Street sidewalk now through the middle of the property's frontage, with two painted crosswalks through the roadway and parking lot. This standard has been met.

19. Architectural and Visual Appearance: With regard to the pertinent standards and the revised site plan:
 - a. BUILDING FAÇADE and MATERIALS: Per Planning Board Standard 19.b. and 19.b.2.: The revised submittal makes no changes to the building's materials or design. These aspects meet a creative interpretation of this standard by the building's visual elements which suggest an aesthetic connection to both the area's industrial past as well as designs of agricultural buildings in the more recent past. The shade trees specified in the landscape screening proposed along Court Street will help to mitigate the scale of the proposed building, providing a measure of "stepping up vertically"; a gradation of heights from the pavement elevation up to a future shade tree height and then up to the first building façade height and finally the overall, full height of the structure.

 - b. FRONT PARKING LOT, AESTHETICS and SCALE: The applicant has revised their responses to the waiver request criteria for the Board's consideration. Please refer to the attached statement. Per Planning Board Standard 19.c.2. and 19.b.4: The revised site plan negatively impacts the goal of this particular standard by creating even more pavement and vehicular movement in front of the building over the previous design. This results in a decrease of the potential aesthetic improvement in a redevelopment. The landscape screening along Court Street will help some to mitigate the scale of the new building by providing a visual gradation in height elements from the roadway/pavement elevation up to the shrub and future shade tree heights, then visually up to the first building façade height and finally up to the full height of the structure. The proposed mitigation of adding more vegetation in the new 4' wide island between the new, interior roadway connection and the new front parking lot could also improve the aesthetics of the site's frontage as well as buffer headlights. The Board may wish to discuss whether additional shade trees in this island location could further mitigate the front parking visual impacts as well as decrease the visual mass of the adjacent, 29,000 SF, 50' tall structure.

RECOMMENDATION FOR APPLICATION:

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

Approve SPR-01-18, with a Standard 19 waiver request, as shown on the plan entitled "The Summit Athletic Center", Tax Map 188-01-001, at 809 Court St. Keene, NH, prepared for Hillsborough Capital, LLC, dated February 19, 2018 and revised April 9, 2018, drawn by Fieldstone Land Consultants, PLLC at a scale of predominantly 1" = 20'; with the following conditions:

1. *Prior to signature by Planning Board Chair, Owner's signature on plan, the applicant shall submit:*
 - a. *An approved NH DES Shoreland Protection Permit.*

- b. A revised Grading-Utility Plan drawing showing the location of a Temporary Construction Entrance at or before the building demolition and excavation work area, to the satisfaction of the Planning Director and City Engineer.*
 - c. A revised Landscape Plan showing medium-height shrubs and shade trees in the 4' island with an appropriate planting detail to the satisfaction of the Planning Director.*
 - d. A security for landscaping, site stabilization and an "as-built" plan per Planning Board Site Plan and Subdivision Regulation VIII in a form and amount acceptable to the Planning Director and City Engineer.*
- 2. Submittal of an approved Elevation Certificate per the Federal Emergency Management Agency requirements to the Code Department confirming that the new structure's finished floor elevation is in compliance with the City's Floodplain Ordinance. This condition is to be met prior to the issuance of a Certificate of Occupancy.*

SITE PLAN SET
THE SUMMIT ATHLETIC CENTER

TAX MAP PARCEL 188-01-001 - 809 COURT STREET

KEENE, NEW HAMPSHIRE

FEBRUARY 8, 2018

LAST REVISED: APRIL 9, 2018



PREPARED FOR & LAND OF:
HILLSBOROUGH CAPITAL, LLC
 63 EMERALD STREET, SUITE 167
 KEENE, NH 03431

SHEET INDEX		
PAGE	SHEET	TITLE
1	CV-1	COVER SHEET
2	SP-1	SITE PLAN
3	EX-1	EXISTING CONDITIONS PLAN
4	GR-1	GRADING & UTILITY PLAN
5	LT-1	LIGHTING PLAN
6	LS-1	LANDSCAPING PLAN
7	DT-1	CONSTRUCTION DETAILS
8	DT-2	CONSTRUCTION DETAILS
9	DT-3	EROSION CONTROL DETAILS

1. THE LOCATION OF THE UTILITIES SHOWN ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PRESERVE ALL UTILITY SERVICES.

2. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING AND COORDINATING WITH ALL JURISDICTIONAL AGENCIES AND UTILITY COMPANIES PRIOR TO AND DURING CONSTRUCTION.

3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND PROPOSED WORK PRIOR TO CONSTRUCTION.

CONTACT DIG SAFE 72 HOURS PRIOR TO CONSTRUCTION
DIGSAFE.COM
 OR DIAL 811
 CALL BEFORE YOU DIG

Surveying ♦ Engineering ♦ Land Planning ♦ Permitting ♦ Septic Designs

FIELDSTONE

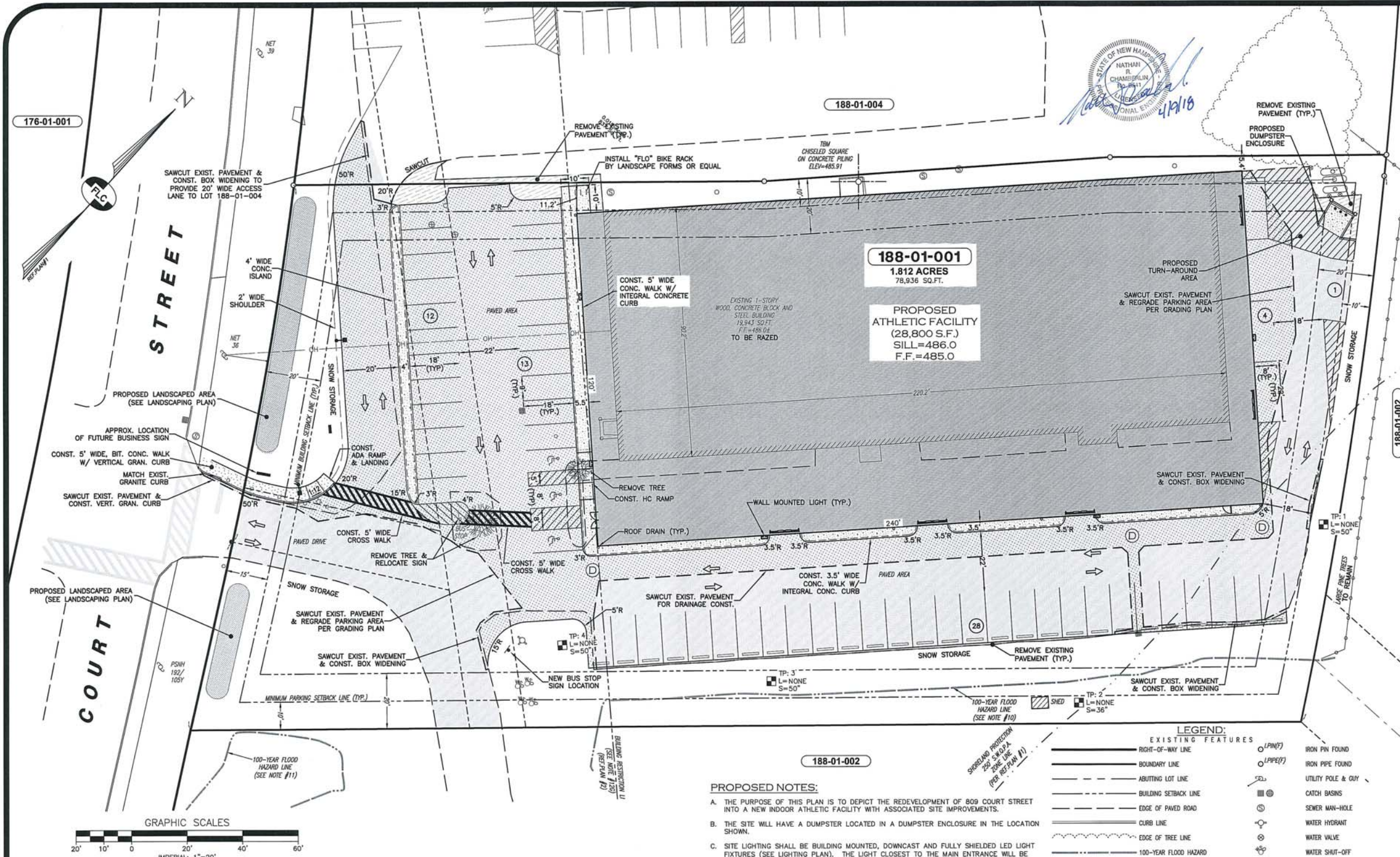
LAND CONSULTANTS, PLLC

206 Elm Street, Milford NH 03055
 Phone: (603)-672-5456 Fax: (603)-413-5456
www.FieldstoneLandConsultants.com



REV.	DATE	DESCRIPTION	C/O	DR	CK
C	4/09/18	REV. LAYOUT PER MTGS W/ABUTTER & CITY REVIEW		NRC	CEB
B	3/20/18	REV. PER CITY REVIEW		PWH	CEB
A	3/12/18	REV. PER CITY REVIEW		PWH	CEB

FILE: 1761CV00C.dwg PROJ. NO. 1761.00 SHEET: CV-1 PAGE NO. 1 OF 9



- NOTES:**
- OWNER OF RECORD FOR LOT 188-01-001 IS HILLSBOROUGH CAPITAL, LLC, 63 EMERALD STREET, SUITE 167, KEENE, NH 03431. THE DEED REFERENCE FOR THE PARCEL IS VOL.2986 PG.244 DATED MAY 22, 2017 IN THE C.C.R.D.
 - THE TOTAL AREA OF TAX MAP PARCEL 188-01-001 IS 1.812 ACRES OR 78,936 SQ.FT. PER REFERENCE PLAN #1.
 - CURRENT ZONING REQUIREMENTS FOR THE COMMERCE ZONE (COM):

MINIMUM LOT REQUIREMENTS	REQUIRED	EXISTING	PROPOSED
LOT AREA SF	15,000	78,936	78,936
LOT FRONTAGE	50 FT.	199.84 FT	199.84 FT
LOT WIDTH	NONE	190.79 FT	190.79 FT
LOT DEPTH	NONE	396.8± FT	396.8± FT
 - THE BOUNDARY INFORMATION SHOWN WAS DEVELOPED ENTIRELY FROM REFERENCE PLAN #1 CITED HEREON.
 - HORIZONTAL ORIENTATION IS BASED ON REFERENCE PLAN #1. VERTICAL DATUM IS NGVD 29 PER REFERENCE PLAN #1.
 - THE SURFACE FEATURES AND SITE TOPOGRAPHY SHOWN WERE DEVELOPED FROM REFERENCE PLAN #1 TOGETHER WITH AN ONSITE FIELD SURVEY BY THIS OFFICE DURING THE MONTH OF JANUARY 2018.
 - THE UNDERGROUND UTILITIES SHOWN HAVE BEEN COMPILED IN PART FROM PLANS OF RECORD AND FIELD LOCATION. THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.
 - JURISDICTIONAL WETLANDS WERE NOT FOUND ON THE SUBJECT PARCEL PER AN ON SITE FIELD INVESTIGATION BY CHRISTOPHER A. GUIDA, C.W.S. IN JANUARY 2018 IN ACCORDANCE WITH THE "CORPS OF ENGINEERS WETLAND DELINEATION MANUAL, TECHNICAL REPORT Y-87-1, DATED JANUARY 1987".
 - SOIL TYPE FOR THE ENTIRE SITE IS 401 - OCCUM FINE SANDY LOAM.
 - TAX MAP PARCEL 188-01-001 LIES PARTIALLY WITHIN THE FLOOD HAZARD AREA AS DETERMINED FROM THE FLOOD INSURANCE STUDY (FIRM), CHESHIRE COUNTY, NEW HAMPSHIRE, COMMUNITY NO. 330023 PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, MAP NUMBER 33005C0258E DATED MAY 23, 2006 AS SHOWN. THE 1% ANNUAL CHANCE FLOOD ELEVATION HAS BEEN DETERMINED TO BE 480.8 (NAV88), REFERENCE LETTER OF MAP AMENDMENT DETERMINATION DOCUMENT (REMOVAL) FOR 809 COURT STREET, CASE NO. 07-01-0036A, DATED OCTOBER 20, 2006. (CONVERSION TO NGVD 29 IS +0.7' = 481.5)
 - THE SITE IS CURRENTLY SERVICED BY OVERHEAD UTILITIES AND BY MUNICIPAL SEWER AND WATER. PROPANE GAS IS PROVIDED BY INDIVIDUAL TANKS LOCATED AT THE NORTHEAST CORNER OF THE LOT.
 - THE PARCEL IS SUBJECT TO OR HAS BENEFIT OF THE FOLLOWING RIGHTS, EASEMENTS AND RESTRICTIONS:
 - ANY AND ALL RIGHTS-OF-WAY, IN COMMON WITH OTHERS, ACROSS A TRIANGULAR PIECE OF LAND DESCRIBED IN A DEED FROM ELMER L. AND DOROTHY H. MACKENZIE AND LAWRENCE H. MACKENZIE TO WARREN A. AND ARLIE M. MACKENZIE, VOL.951 PG. 485 DATED JUNE 6, 1978.
 - A RIGHT-OF-WAY, IN COMMON WITH OTHERS, IN AND OVER ANY AND ALL DRIVEWAYS AND PARKING AREAS, EXISTING NOW OR IN THE FUTURE, FOR INGRESS AND EGRESS FROM THE LOT TO COURT STREET OVER THE FORMER COURT STREET RIGHT-OF-WAY PER REFERENCE PLAN #2 (NOT DEFINED).
 - A PERMANENT WATER MAIN EASEMENT, 20' WIDE, AS SHOWN ON REFERENCE PLANS #1 AND #2 AND CONVEYED TO THE CITY OF KEENE IN VOL.922 PG.635 DATED MAY 19, 1976.
 - A PERMANENT WATER MAIN EASEMENT FOR TANGLEWOOD ESTATES, LEADING WESTERLY FROM THE CITY WATER MAIN LOCATED WITHIN THE OLD COURT STREET RIGHT-OF-WAY TO THE CURRENT COURT STREET, SAID MAIN PROVIDING WATER TO TANGLEWOOD ESTATES PER REFERENCE PLAN #4 (NOT DEFINED).
 - CERTAIN RIGHTS OF OTHERS TO INSTALL, MAINTAIN AND REPAIR STORM DRAINAGE PIPES ACROSS THE LOT FROM LAND FORMERLY OWNED BY ELMER, DOROTHY AND LAWRENCE MACKENZIE TO THE ASHUELOT RIVER. SAID MACKENZIE LAND IS SHOWN NORTHWEST OF LOTS 1A AND 1B ON REFERENCE PLAN #2. SEE ALSO VOL.1133 PG.214 DATED OCTOBER 9, 1985.
 - THE RIGHT IN COMMON WITH OTHERS TO INSTALL, MAINTAIN AND REPAIR STORM DRAINAGE PIPES ACROSS THE LAND OF THE AMERICAN LEGION TO THE ASHUELOT RIVER, AS SHOWN ON REFERENCE PLAN #2 AND DESCRIBED IN AN AGREEMENT RECORDED IN VOL.953 PG.873 DATED JULY 17, 1978.
 - THE RESTRICTION THAT NO BUILDING OF ANY KIND SHALL EVER BE ERRECTED ON THAT PORTION OF THE LOT SOUTHWESTERLY OF THE "BUILDING SETBACK LINE" SHOWN ON REFERENCE PLAN #2.

188-01-001
1.812 ACRES
78,936 SQ.FT.

PROPOSED ATHLETIC FACILITY
(28,800 S.F.)
SILL=486.0
F.F.=485.0

EXISTING 1-STORY WOOD, CONCRETE BLOCK AND STEEL BUILDING
19,943 SQ.FT.
F.F.=486.04
TO BE RAZED

PROPOSED NOTES:

- THE PURPOSE OF THIS PLAN IS TO DEPICT THE REDEVELOPMENT OF 809 COURT STREET INTO A NEW INDOOR ATHLETIC FACILITY WITH ASSOCIATED SITE IMPROVEMENTS.
- THE SITE WILL HAVE A DUMPSTER LOCATED IN A DUMPSTER ENCLOSURE IN THE LOCATION SHOWN.
- SITE LIGHTING SHALL BE BUILDING MOUNTED, DOWNCAST AND FULLY SHIELDED LED LIGHT FIXTURES (SEE LIGHTING PLAN). THE LIGHT CLOSEST TO THE MAIN ENTRANCE WILL BE MOTION SENSORED FOR SECURITY PURPOSES. THERE WILL BE LIGHTING RESTRICTIONS BETWEEN THE HOURS OF 10 P.M. AND 8 A.M. LOW LEVEL LIGHTING SHALL BE ALLOWED DURING THESE TIMES FOR SECURITY PURPOSES.
- THERE IS NO PROPOSED PROJECT SIGNAGE AT THIS TIME. FUTURE SIGNAGE WILL REQUIRE PERMITTING PRIOR TO INSTALLATION AND COMPLY WITH THE CITY OF KEENE REGULATIONS. THIS PLAN DOES DEPICT A PROPOSED LOCATION FOR THE FUTURE SIGN.
- THIS PROJECT REQUIRES THE FOLLOWING STATE PERMITS:
 - INDICES SHORELAND PERMIT
- ADEQUATE SNOW STORAGE IS AVAILABLE ON-SITE. THIS PLAN DESIGNATES POTENTIAL AREAS FOR SNOW STORAGE.
- STUMPS, DEBRIS AND OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY EXISTING PAVEMENT AS DEEMED NECESSARY DURING CONSTRUCTION. THE OWNERS INTENT IS TO UTILIZE THE EXISTING PAVED PARKING AREAS TO THE EXTENT FEASIBLE. PROPOSED GRADING AS SHOWN WILL APPLY IF THE PARKING AREA IS RECONSTRUCTED. ADA COMPLIANCE SHALL BE MAINTAINED. IF EXISTING PAVED AREAS ARE MAINTAINED THEN THE PARKING AREAS SHALL BE SEAL COATED AND RESTRIPE.
- THE TOTAL SITE DISTURBANCE IS APPROXIMATELY 46,000 S.F.

PARKING CALCULATIONS:

THE REQUIRED PARKING CALCULATIONS ARE AS FOLLOWS:
- ATHLETIC FACILITIES REQUIRE 1 SPACE PER 500 S.F. OF GROSS FLOOR AREA

PROPOSED ATHLETIC FACILITY (28,800 S.F. OF GROSS FLOOR AREA):
28,800 S.F. / 500 S.F. = 58 SPACES

REQUIRED = 58 SPACES
PROVIDED = 58 SPACES INCLUDING 3 HANDICAP

REFERENCE PLANS:

- "BOUNDARY LINE ADJUSTMENT - BETWEEN LANDS OF - ASHUELOT RIVER REALTY, INC. - (188-01-001) - 809 COURT STREET - KEENE, NEW HAMPSHIRE - & - 815 COURT STREET, LLC - (188-01-004) - 815 COURT STREET - KEENE, NEW HAMPSHIRE", SCALE 1"=50', DATED JUNE 7, 1978, BY ROY K. PIPER, SURVEYOR. RECORDED IN THE C.C.R.D., PLAN BOOK 41 PAGE 38.
- "SUBDIVISION OF LAND OWNED BY - ARLIE AND WARREN MACKENZIE - KEENE, NEW HAMPSHIRE", SCALE 1"=50', DATED JUNE 7, 1978, BY ROY K. PIPER, SURVEYOR. RECORDED IN THE C.C.R.D., PLAN BOOK 41 PAGE 38.
- "BOUNDARY LINE ADJUSTMENT - BETWEEN TAX MAP LOTS - B14-06-016 & 188-01-004 - PREPARED FOR - KEENE HOUSING AUTHORITY - 105 CASTLE STREET - KEENE, NEW HAMPSHIRE", SCALE 1"=30', DATED MAY 28, 2004, BY SVE ASSOCIATES. RECORDED IN THE C.C.R.D., CAB12 DR10 PLAN#181.
- "PROPOSED SUBDIVISION - OF LAND OWNED BY - ARLIE AND WARREN MACKENZIE - KEENE, NEW HAMPSHIRE", SCALE 1"=100', DATED RECORDED JUNE 15, 1978, BY ROY K. PIPER, SURVEYOR. RECORDED IN THE C.C.R.D., PLAN BOOK 36 PAGE 56.

APPROVED BY KEENE PLANNING BOARD

CHAIRMAN: _____ DATE: _____

SECRETARY: _____ DATE: _____

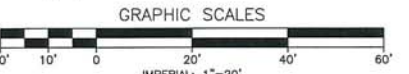
LEGEND:

EXISTING FEATURES

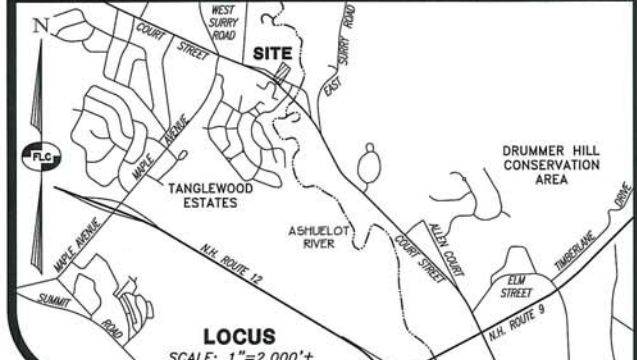
- RIGHT-OF-WAY LINE (P/W)
- BOUNDARY LINE (P/P)
- ABUTTING LOT LINE
- BUILDING SETBACK LINE
- EDGE OF PAVED ROAD
- CURB LINE
- EDGE OF TREE LINE
- 100-YEAR FLOOD HAZARD
- EXISTING EASEMENT LINE
- 5' CONTOUR INTERVAL
- 2' CONTOUR INTERVAL
- CHAIN LINK FENCE
- CULVERT
- OVERHEAD UTILITY LINE
- GAS LINE
- SEWER LINE
- S.W.Q.P.A. ZONE LINE
- EDGE OF PAVEMENT
- VERTICAL GRANITE CURBING
- INTEGRAL CONCRETE CURB
- FENCE
- DRAIN MANHOLE
- HANDICAP PARKING STALL
- SITE LIGHTING
- BOLLARD
- TRAFFIC FLOW (NOT PAINTED ARROWS)

PROPOSED FEATURES

- PARKING & ACCESS AISLES
- NEW PAVEMENT AREA
- EXISTING PAVEMENT TO BE REMOVED
- CONCRETE AREA
- PROPOSED BUILDING
- NUMBER OF PARKING SPACES



REV.	DATE	DESCRIPTION	C/O	DR	CK
C	4/9/18	REV. LAYOUT PER MTGS W/ABUTTER & CITY REVIEW			NRC CEB
B	3/20/18	REV. PER CITY REVIEW			PWH CEB
A	3/12/18	REV. PER CITY REVIEW			PWH CEB



CONTACT DIG SAFE
72 HOURS PRIOR
TO CONSTRUCTION

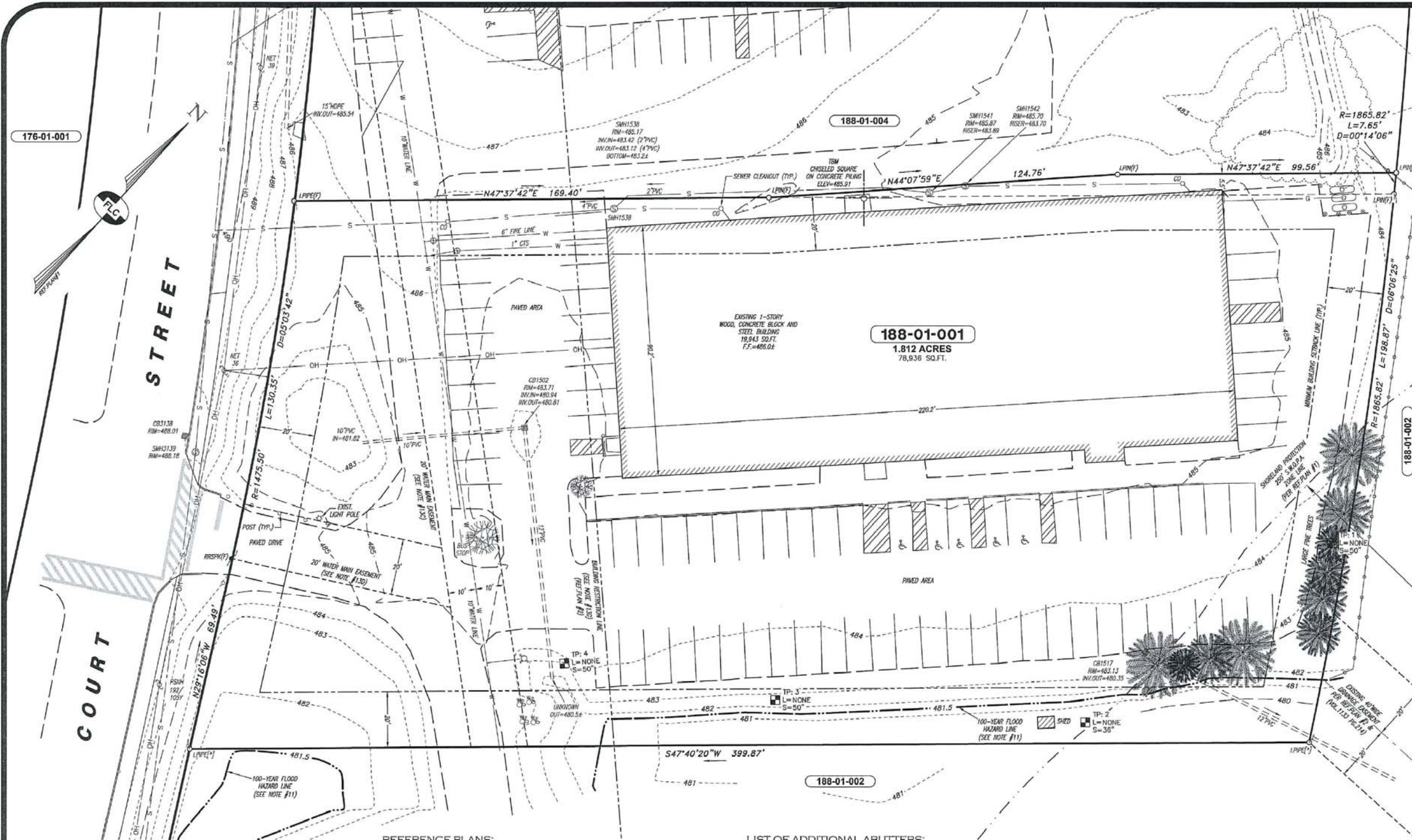
DIGSAFE.COM
OR DIAL 8 1 1
CALL 811 - KNOW WHAT'S BELOW

SITE PLAN
TAX MAP LOT 188-01-001
809 COURT STREET
KEENE, NEW HAMPSHIRE
PREPARED FOR AND LAND OF:
HILLSBOROUGH CAPITAL, LLC
63 EMERALD STREET, SUITE 167, KEENE, NH 03431

SCALE: 1" = 20' FEBRUARY 8, 2018

Surveying + Engineering + Land Planning + Permitting + Septic Designs

206 Elm Street, Milford, NH 03055
Phone: (603) 672-5456 Fax: (603) 413-5456
www.FieldstoneLandConsultants.com



NOTES:

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MINIMUM LOT REQUIREMENTS	REQUIRED	EXISTING
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LOT FRONTAGE	50 FT.	199.84 FT
LOT WIDTH	NONE	190.79 FT
LOT DEPTH	NONE	396.8± FT
MINIMUM BUILDING SETBACKS:		
FRONT	20 FT.	111.70 FT
SIDE	20 FT.	5.78 FT
REAR	20 FT.	44.46 FT
MAX. BUILDING STORIES	2	
MAX. BUILDING HEIGHT	35 FT.	27.5± FT
MAX. BUILDING COVERAGE	80%	25.3%
MAX. LOT COVERAGE	80%	70.8%
MIN. GREEN/OPEN SPACE	20%	29.2%

- THE BOUNDARY INFORMATION SHOWN WAS DEVELOPED ENTIRELY FROM REFERENCE PLAN #1 CITED HEREON.
- HORIZONTAL ORIENTATION IS BASED ON REFERENCE PLAN#1. VERTICAL DATUM IS NGVD 29 PER REFERENCE PLAN #1.
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REFERENCE PLANS:

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- "SUBDIVISION OF LAND OWNED BY - ARLIE AND WARREN MACKENZIE - KEENE, NEW HAMPSHIRE", SCALE 1"=50", DATED JUNE 7, 1978, BY ROY K. PIPER, SURVEYOR. RECORDED IN THE C.C.R.D., PLAN BOOK 41 PAGE 38.
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- "PROPOSED SUBDIVISION - OF LAND OWNED BY - ARLIE AND WARREN MACKENZIE - KEENE, NEW HAMPSHIRE", SCALE 1"=100", DATED RECORDED, JUNE 15, 1976, BY ROY K. PIPER, SURVEYOR. RECORDED IN THE C.C.R.D., PLAN BOOK 36 PAGE 58.

LIST OF ADDITIONAL ABUTTERS:

MAP 188 LOT 01-001 HILLSBOROUGH CAPITAL, LLC 63 EMERALD STREET, SUITE 157 KEENE, NH 03431 VOL.2986 PG.244 5/22/17 (809 COURT STREET)	MAP 188 LOT 01-002 AMERICAN LEGION GORDON-BISSELL POST #4 C/O PATRICK MALLOY P.O. BOX 862 KEENE, NH 03431 VOL.917 PG.33 6/16/76 (797 COURT STREET)	MAP 176 LOT 01-001 THE COURT 800 PARK AVENUE, RM 120 KEENE, NH 03431 VOL.965 PG.80 4/2/79 (792-818 COURT STREET)
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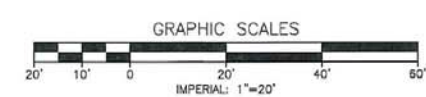
LEGEND:

— RIGHT-OF-WAY LINE	○ LPP(E)	● IRON PIN FOUND
— BOUNDARY LINE	○ LPP(E)	○ IRON PIPE FOUND
— ABUTTING LOT LINE	—	— UTILITY POLE & GUY
— AMERICAN LEGION	—	— CATCH BASINS
— BUILDING SETBACK LINE	—	— SEWER MAN-HOLE
— EDGE OF PAVED ROAD	—	— WATER HYDRANT
— CURB LINE	—	— WATER VALVE
— EDGE OF TREE LINE	—	— WATER SHUT-OFF
— 100-YEAR FLOOD HAZARD	—	— PROPANE TANK
— EXISTING EASEMENT LINE	—	— BOLLARD
- - - 500 - 5' CONTOUR INTERNAL	—	— SINGLE SIGN POST
- - - 501 - 2' CONTOUR INTERNAL	—	— EXISTING BUILDING
— CHAIN LINK FENCE	—	— TAX MAP & LOT NUMBER
— CULVERT	—	— WATER LINE
— OVERHEAD UTILITY LINE	—	— SEWER CLEANOUT
— GAS LINE	—	— POLE MOUNTED LIGHT
— SEWER LINE	—	
— S.W.Q.P. ZONE LINE	—	

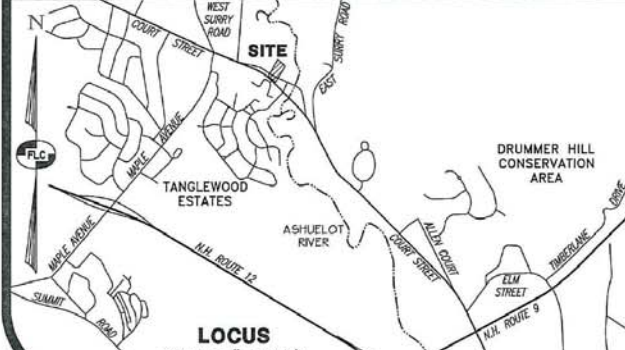
CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING IMPROVEMENTS SHOWN ARE THE RESULT OF AN ON-SITE FIELD SURVEY PERFORMED BY FIELDSTONE LAND CONSULTANTS, PLLC DURING THE MONTH OF JANUARY, 2018 TOGETHER WITH DATA COMPILED FROM REFERENCE PLAN #1 CITED HEREON.

DATE: 3/20/18



B	3/20/18	REV. PER CITY REVIEW		PWH	CEB
A	3/12/18	REV. PER CITY REVIEW		PWH	CEB
REV.	DATE	DESCRIPTION	C/O	DR	CK

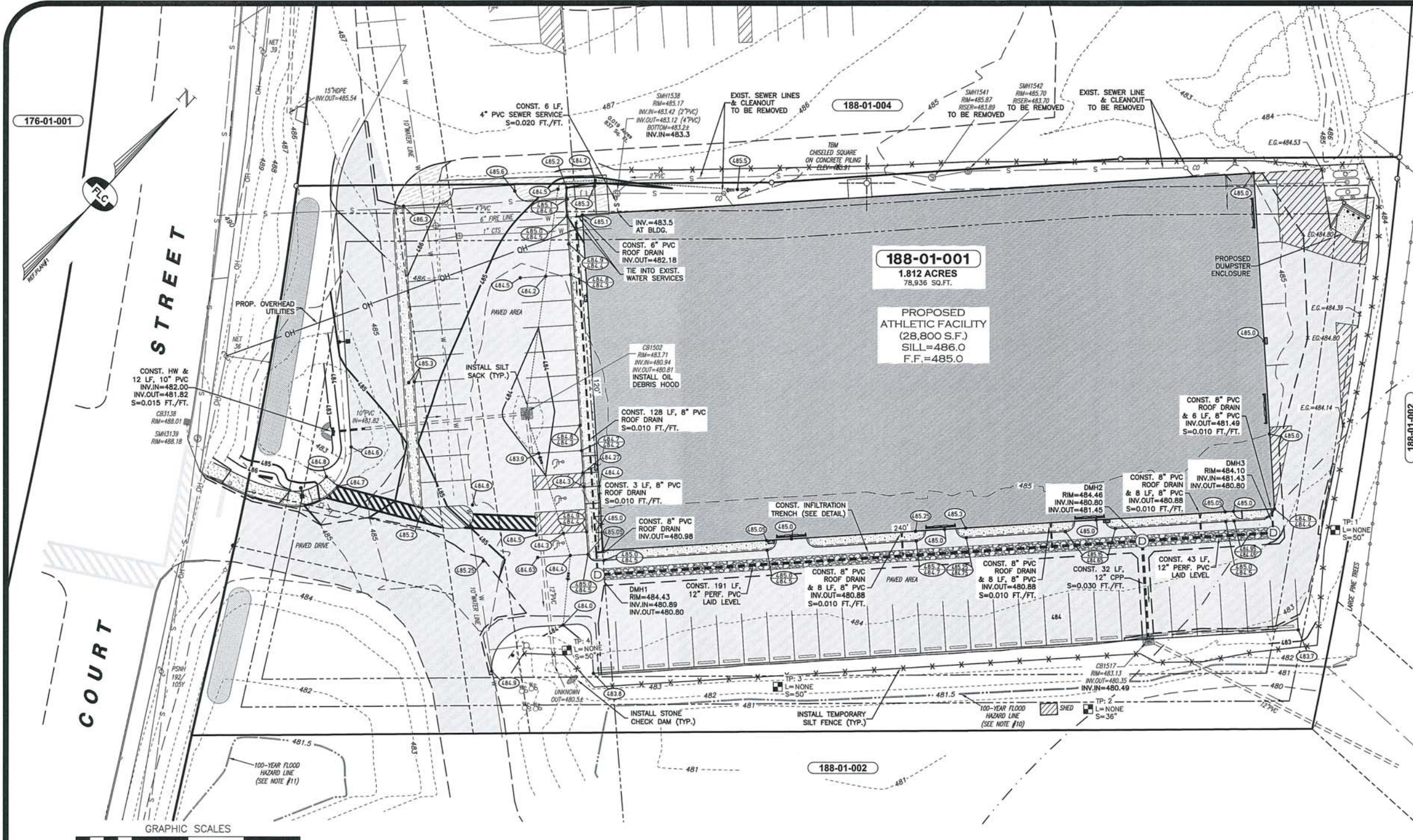


EXISTING CONDITIONS PLAN
TAX MAP LOT 188-01-001
809 COURT STREET
KEENE, NEW HAMPSHIRE
 PREPARED FOR AND LAND OF:
HILLSBOROUGH CAPITAL, LLC
 63 EMERALD STREET, SUITE 167, KEENE, NH 03431

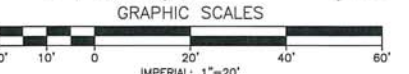
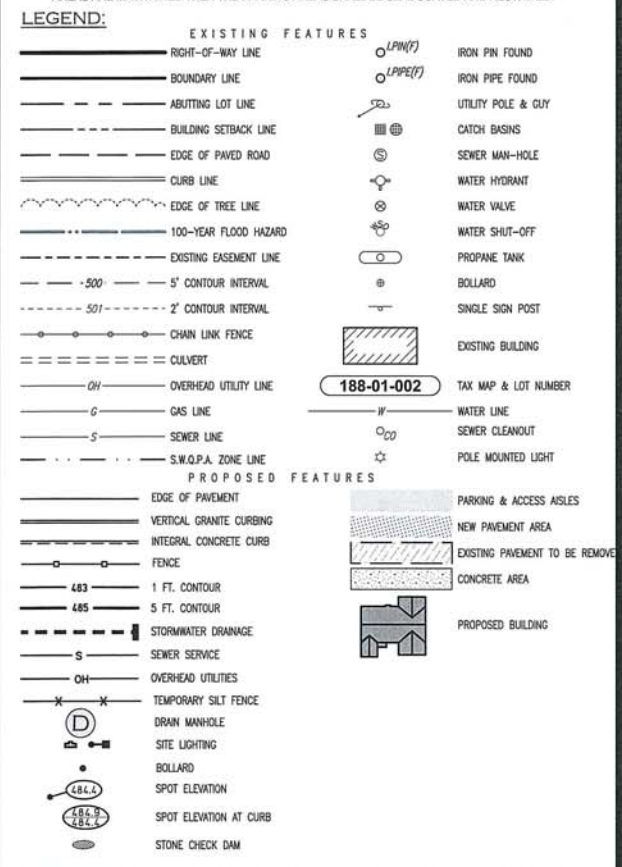
SCALE: 1" = 20' FEBRUARY 1, 2018

Surveying ♦ Engineering ♦ Land Planning ♦ Permitting ♦ Septic Designs

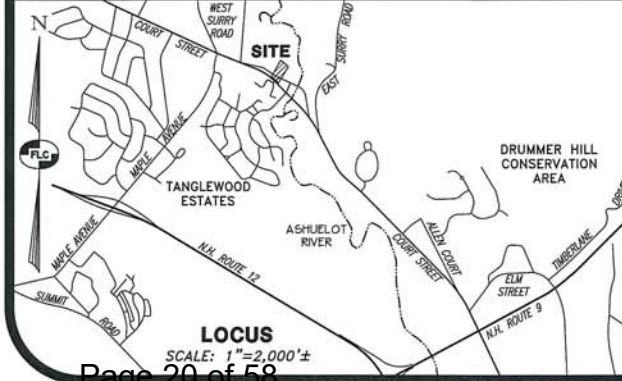
206 Elm Street, Milford, NH 03055
 Phone: (603) 672-5456 Fax: (603) 413-5456
 www.FieldstoneLandConsultants.com



- GENERAL CONSTRUCTION NOTES:**
- ALL WORK SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS OF THE CITY OF KEENE AND SHALL BE BUILT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE CITY OF KEENE DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS FOR ROAD CONSTRUCTION AND SEWERS AND DRAINS AND THE NHDOT STANDARDS FOR ROAD AND BRIDGE CONSTRUCTION APPROVED AND ADOPTED 2016 ARE HEREBY INCORPORATED BY REFERENCE.
 - SITE AND DRAINAGE CONSTRUCTION SHALL CONFORM TO THE TYPICAL SECTIONS AND DETAILS SHOWN ON THE PLANS AND THE SPECIFICATIONS NOTED ABOVE. ANY ALTERATION OF THIS DESIGN OR CHANGE DURING CONSTRUCTION MAY REQUIRE APPROVAL OF VARIOUS TOWN/CITY BOARDS OR AGENCIES AND SHALL BE DISCUSSED WITH THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, SIZE, AND ELEVATION OF ALL EXISTING UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS AND SHALL VERIFY THAT ALL THE INFORMATION SHOWN HEREON IS CONSISTENT, COMPLETE, ACCURATE, AND CAN BE CONSTRUCTED PRIOR TO AND/OR DURING CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES, ERRORS, OMISSIONS, OR EXISTING UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION SO THAT REMEDIAL ACTION MAY BE TAKEN BEFORE PROCEEDING WITH THE WORK.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING "DIGSAFE" AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION (DIGSAFE.COM OR DIAL 811).
 - THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE APPROPRIATE CITY DEPARTMENTS PRIOR TO CONSTRUCTION TO ARRANGE FOR NECESSARY INSPECTIONS.
 - ALL STUMPS SHALL BE DISPOSED OF OFF-SITE IN A LEGAL MANNER.
 - ALL DISTURBED NON-PAVED AREAS SHALL BE LOAMED AND SEEDED IMMEDIATELY UPON BEING CONSTRUCTED.
 - THE CONTRACTOR IS RESPONSIBLE FOR EXTENDING ALL UTILITIES TO WITHIN 5 FEET OF THE BUILDING FOUNDATION AND COORDINATING WITH THE APPROPRIATE CONTRACTORS TO ENSURE LOCATION IS APPROPRIATE AND MEETS ALL APPLICABLE CODES.
 - MATERIAL USE FOR FILL ON SITE SHALL BE FREE OF HAZARDOUS OR TOXIC SUBSTANCES.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY EXISTING PAVEMENT AS DEEMED NECESSARY DURING CONSTRUCTION. THE OWNERS INTENT IS TO UTILIZE THE EXISTING PAVED PARKING AREAS TO THE EXTENT FEASIBLE. PROPOSED GRADING AS SHOWN WILL APPLY IF THE PARKING AREA IS RECONSTRUCTED. ADA COMPLIANCE SHALL BE MAINTAINED. IF EXISTING PAVED AREAS ARE MAINTAINED THEN THE PARKING AREAS SHALL BE SEAL COATED AND RESTRIPTED.



REV.	DATE	DESCRIPTION	C/O	DR	CK
C	4/9/18	REV. LAYOUT PER MTGS W/ABUTTER & CITY REVIEW			NRC CEB
B	3/20/18	REV. PER CITY REVIEW			PWH CEB
A	3/12/18	REV. PER CITY REVIEW			PWH CEB



- REFERENCE PLANS:**
- "BOUNDARY LINE ADJUSTMENT - BETWEEN LANDS OF - ASHUELOT RIVER REALTY, INC. - (188-01-001) - 809 COURT STREET - KEENE, NEW HAMPSHIRE - & - 815 COURT STREET, LLC - (188-01-004) - 815 COURT STREET - KEENE, NEW HAMPSHIRE", SCALE 1"=30', DATED FEBRUARY 15, 2016, BY SVE ASSOCIATES. RECORDED IN THE C.C.R.D., PLAN #16022.
 - "SUBDIVISION OF LAND OWNED BY - ARLIE AND WARREN MACKENZIE - KEENE, NEW HAMPSHIRE", SCALE 1"=50', DATED JUNE 7, 1978, BY ROY K. PIPER, SURVEYOR. RECORDED IN THE C.C.R.D., PLAN BOOK 41 PAGE 38.
 - "BOUNDARY LINE ADJUSTMENT - BETWEEN TAX MAP LOTS - 814-06-016 & 188-01-004 - PREPARED FOR - KEENE HOUSING AUTHORITY - 105 CASTLE STREET - KEENE, NEW HAMPSHIRE", SCALE 1"=30', DATED MAY 28, 2004, BY SVE ASSOCIATES. RECORDED IN THE C.C.R.D., CAB12 DR10 PLAN#181.
 - "PROPOSED SUBDIVISION - OF LAND OWNED BY - ARLIE AND WARREN MACKENZIE - KEENE, NEW HAMPSHIRE", SCALE 1"=100', DATED RECORDED, JUNE 15, 1976, BY ROY K. PIPER, SURVEYOR. RECORDED IN THE C.C.R.D., PLAN BOOK 36 PAGE 56.



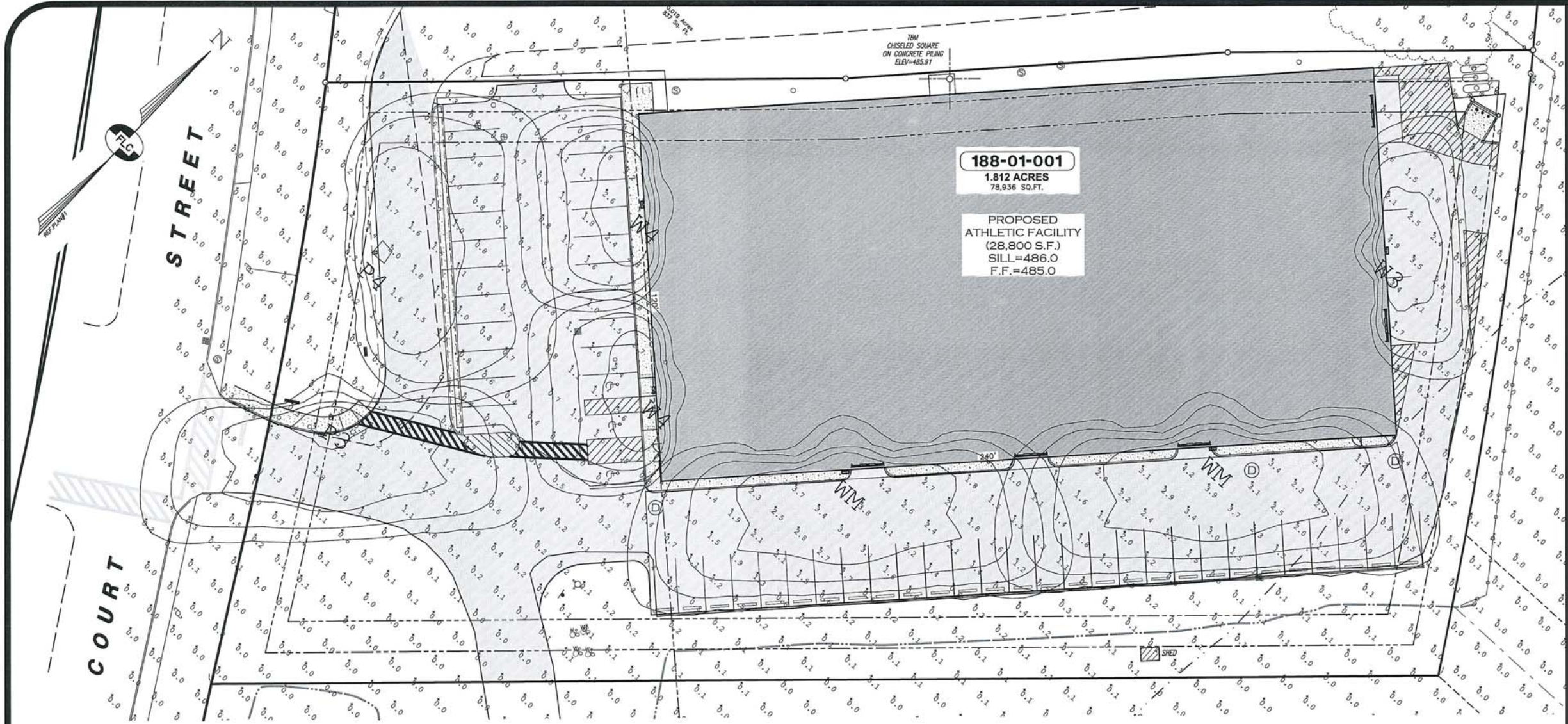
GRADING & UTILITY PLAN
TAX MAP LOT 188-01-001
809 COURT STREET
KEENE, NEW HAMPSHIRE
 PREPARED FOR AND LAND OF:
HILLSBOROUGH CAPITAL, LLC
 63 EMERALD STREET, SUITE 167, KEENE, NH 03431

SCALE: 1" = 20' FEBRUARY 8, 2018

Surveying ♦ Engineering ♦ Land Planning ♦ Permitting ♦ Septic Designs

FIELDSTONE
LAND CONSULTANTS, PLLC

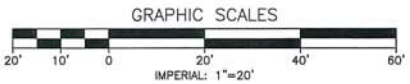
206 Elm Street, Milford, NH 03055
 Phone: (603) 672-5456 Fax: (603) 413-5456
 www.FieldstoneLandConsultants.com



188-01-001
 1.812 ACRES
 78,936 SQ.FT.
 PROPOSED
 ATHLETIC FACILITY
 (28,800 S.F.)
 SILL=486.0
 F.F.=485.0

StatArea 2
 FRONT PARKING LOT AREA ONLY
 Illuminance (Fc)
 Average = 1.03
 Maximum = 2.7
 Minimum = 0.3
 Avg/Min Ratio = 3.43
 Max/Min Ratio = 9.00

StatArea 1
 SIDE PARKING LOT
 Illuminance (Fc)
 Average = 1.78
 Maximum = 4.2
 Minimum = 0.5
 Avg/Min Ratio = 3.56
 Max/Min Ratio = 8.40



Symbol	Qty	Label	Arrangement	Description
[Symbol]	1	P3	SINGLE	GLEON-AF-01-LED-E1-SL3/ SSS4A20SPN1 (20' AFG)
[Symbol]	1	P4	SINGLE	GLEON-AF-01-LED-E1-SL4/ SSS4A20SPN1 (20' POLE)
[Symbol]	1	W3	SINGLE	GWC-AF-01-LED-E1-SL3-600/ WALL MTD 12' AFG
[Symbol]	2	W4	SINGLE	GWC-AF-01-LED-E1-SL4-600/ WALL MTD 12' AFG
[Symbol]	2	WM	SINGLE	GWC-AF-02-LED-E1-SL3/ WALL MTD 20' AFG

GLEON GALLEON LED

NOMINAL POWER LUMENS (1.2A)

Number of Light Squares	1
Nominal Power (Watts)	67
Input Current @ 120V (A)	0.58
Input Current @ 208V (A)	0.33
Input Current @ 240V (A)	0.29
Input Current @ 277V (A)	0.25
Input Current @ 347V (A)	0.20
Input Current @ 480V (A)	0.15

Optics

4000K/5000K Lumens	6,837
3000K Lumens	6,062
BUG Rating	B1-U0-G2

GWC GALLEON WALL LUMINAIRE

POWER AND LUMENS

Number of Light Squares	1				2			
	600mA	800mA	1.0A	1.2A	600mA	800mA	1.0A	1.2A
Drive Current								
Nominal Power (Watts)	34	44	59	67	66	85	113	129
Input Current @ 120V (A)	0.30	0.39	0.51	0.58	0.58	0.77	1.02	1.18
Input Current @ 208V (A)	0.17	0.22	0.29	0.33	0.34	0.44	0.56	0.63
Input Current @ 240V (A)	0.15	0.19	0.26	0.29	0.30	0.38	0.48	0.55
Input Current @ 277V (A)	0.14	0.17	0.23	0.25	0.28	0.36	0.42	0.48
Input Current @ 347V (mA)	0.11	0.15	0.17	0.20	0.19	0.24	0.32	0.39
Input Current @ 480V (mA)	0.08	0.11	0.14	0.15	0.15	0.19	0.24	0.30

Optics

4000K/5000K Lumens	4,188	5,137	6,358	6,974	6,186	10,038	12,424	13,628
3000K Lumens	3,707	4,547	5,628	6,173	5,246	8,996	10,999	12,054
BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3

ORDERING INFORMATION

Sample Number: GWC-AF-02-LED-E1-T3-GM

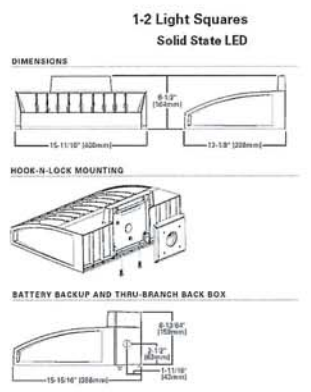
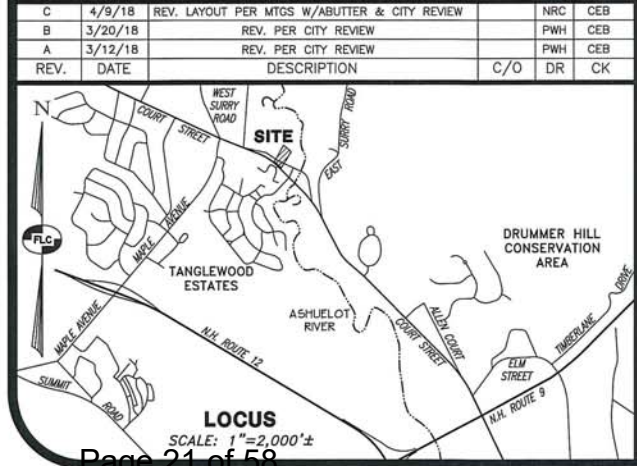
Product Family	Light Engine	Number of Light Squares	Lamp Type	Voltage	Distribution	Color
GWC-Galleon Wall	AF-1A Drive Current	01-1 02-2	LED-Solid State Light Emitting Diodes	E1-120-277V 347-347V 480-480V	T2-Type II T3-Type III T4F-Type IV Forward Throw T4W-Type IV Wide SL2-Type II w/Spill Control SL3-Type III w/Spill Control SL4-Type IV w/Spill Control SLR-90° Spill Light Eliminator Left SLR-90° Spill Light Eliminator Right RW-Rectangular Wide Type I SMQ-Type V Square Medium SMQ-Type V Square Wide	AP-Gray BZ-Bronze BK-Black DP-Dark Platinum GM-Graphite Metallic WH-White

Options (Add as Suffix)

7030-70 CRI / 3000K
 8030-80 CRI / 3000K
 7050-70 CRI / 5000K
 7060-70 CRI / 6000K
 600-Drive Current Factory Set to 600mA

Accessories (Order Separately)

0A/RA1013-Photocontrol Shorting Cap
 0A/RA1016-NEMA Photocontrol - Multi-Tap 105-285V
 0A/RA1201-NEMA Photocontrol - 347V
 0A/RA1027-NEMA Photocontrol - 480V
 MA252-10KV Circuit Module Replacement



DIMENSION DATA

Number of Light Squares	30\"/>				
1-4	15-1/2\"/>	7\"/>	Optional Arm Length	Weight with Arm (lbs. Ft.)	EM with Arm (lbs. Ft.)
5-8	21-5/8\"/>	7\"/>	12\"/>	44	100
7-8	23-5/8\"/>	7\"/>	15\"/>	54	107
9-10	23-3/4\"/>	7\"/>	18\"/>	63	112

NOTES: 1. Optional arm length to be used when mounting two fixtures at 90° on a single pole. 2. EM calculated with optional arm length.

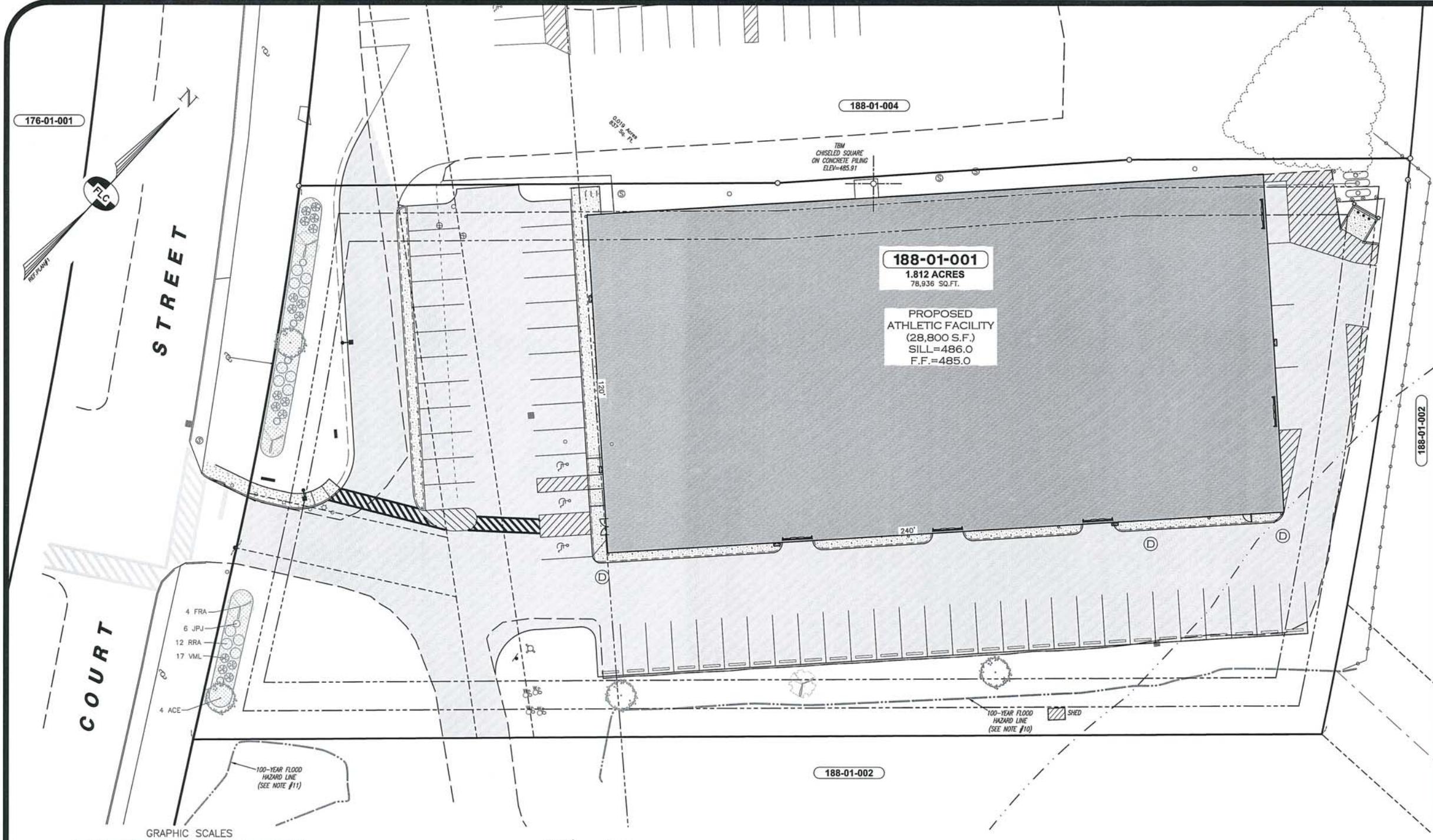
LIGHTING PLAN
TAX MAP LOT 188-01-001
809 COURT STREET
KEENE, NEW HAMPSHIRE
 PREPARED FOR AND LAND OF:
HILLSBOROUGH CAPITAL, LLC
 63 EMERALD STREET, SUITE 107, KEENE, NH 03431

SCALE: 1" = 20' FEBRUARY 8, 2018

Surveying + Engineering + Land Planning + Permitting + Septic Designs

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 Phone: (603) 672-5456 Fax: (603) 413-5456
 www.FieldstoneLandConsultants.com



PLANT SYMBOLS

Symbol	Plant Name	Quantity	Size
ACE	ACER RUBRUM (RED SUNSET MAPLE)	4	3" CAL.
FRA	FRAZINUS (GREEN ASH)	4	3" CAL.
RRA	RHODODENDRON CANADENSE (RHODORA AZELEA)	12	3'-4" B&B
JPJ	JUNIPERUS COMMUNIS (PASTURE JUNIPER)	6	5 GAL.
VML	VIBURNUM ACERIFOLIUM (MAPLE LEAF VIBURNUM)	17	3'-4" B&B

MISCELLANEOUS:
 GENERAL LAWN SEED (BLUE SEAL LAWN MIX 11-A) OR EQUAL
 PREMIUM BLEND PINE/HEMLOCK BARK MULCH

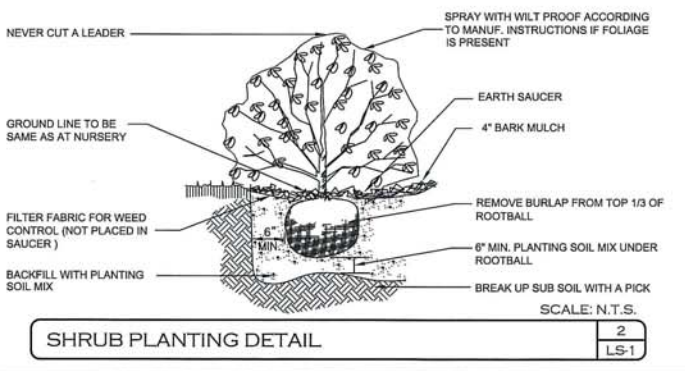
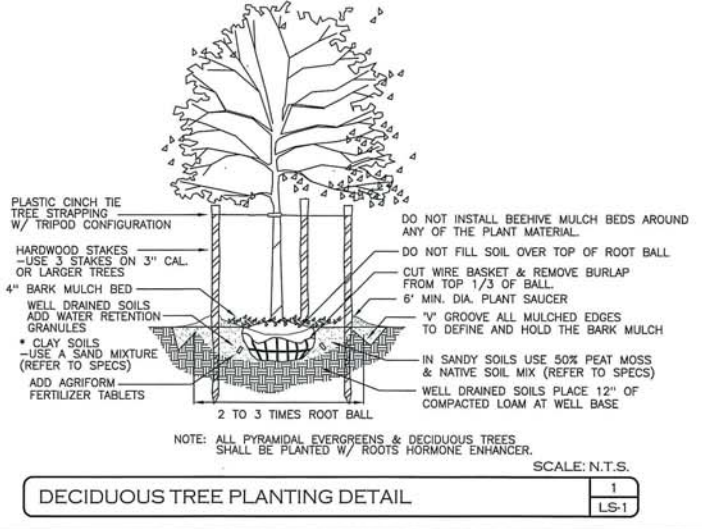
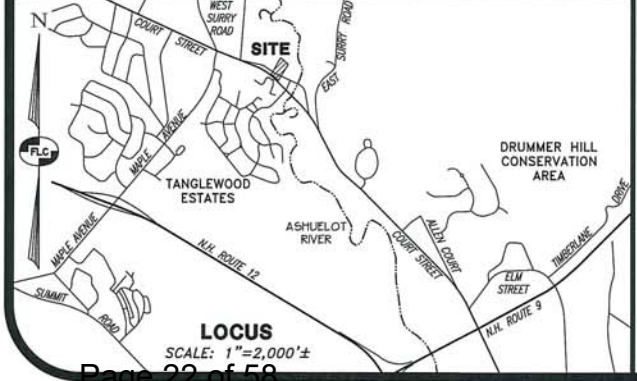
NOTE: THE SITE LANDSCAPING ADHERES TO SECTIONS 102-1229 AND 102-1230 OF THE CITY OF KEENE'S ZONING ORDINANCE.

LEGEND:

Symbol	Feature
---	EXISTING FEATURES
---	RIGHT-OF-WAY LINE
---	BOUNDARY LINE
---	ABUTTING LOT LINE
---	BUILDING SETBACK LINE
---	EDGE OF PAVED ROAD
---	CURB LINE
---	EDGE OF TREE LINE
---	100-YEAR FLOOD HAZARD
---	EXISTING EASEMENT LINE
---	5' CONTOUR INTERVAL
---	2' CONTOUR INTERVAL
---	CHAIN LINK FENCE
---	CULVERT
---	OVERHEAD UTILITY LINE
---	GAS LINE
---	SEWER LINE
---	S.W.Q.P.A. ZONE LINE
---	PROPOSED FEATURES
---	EDGE OF PAVEMENT
---	VERTICAL GRANITE CURBING
---	INTEGRAL CONCRETE CURB
---	FENCE
---	DRAIN MANHOLE
---	HANDICAP PARKING STALL
---	SITE LIGHTING
---	BOLLARD
---	EXISTING BUILDING
---	TAX MAP & LOT NUMBER
---	WATER LINE
---	SEWER CLEANOUT
---	POLE MOUNTED LIGHT
---	PARKING & ACCESS AISLES
---	NEW PAVEMENT AREA
---	EXISTING PAVEMENT TO BE REMOVED
---	CONCRETE AREA
---	PROPOSED BUILDING

CONTACT DIG SAFE
 72 HOURS PRIOR
 TO CONSTRUCTION
DIGSAFE.COM
 OR DIAL 8 1 1
 CALL 811 - KNOW WHAT'S BELOW

REV.	DATE	DESCRIPTION	C/O	DR	CK
C	4/9/18	REV. LAYOUT PER MTGS W/ABUTTER & CITY REVIEW		NRC	CEB
B	3/20/18	REV. PER CITY REVIEW		PWH	CEB
A	3/12/18	REV. PER CITY REVIEW		PWH	CEB



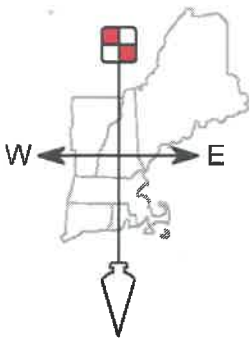
STATE OF NEW HAMPSHIRE
 NATHAN R. CHAMBERLIN
 No. 8571
 LICENSED PROFESSIONAL ENGINEER
 4/9/18

LANDSCAPING PLAN
TAX MAP LOT 188-01-001
809 COURT STREET
KEENE, NEW HAMPSHIRE
 PREPARED FOR AND LAND OF:
HILLSBOROUGH CAPITAL, LLC
 63 EMERALD STREET, SUITE 167, KEENE, NH 03431

SCALE: 1" = 20' FEBRUARY 8, 2018

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LAND CONSULTANTS, PLLC

206 Elm Street, Milford, NH 03055 - Phone: 603-672-5456 - Fax: 603-413-5456
www.FieldstoneLandConsultants.com

April 9, 2018

Rhett Lamb, Planning Director
City of Keene
3 Washington Street
Keene, NH 03431



RE: The Summit Athletic Center – Hillsborough Capital, LLC
Tax Map Parcel 188-01-001, 809 Court Street
(Waiver Request Letter)

Dear Planning Board Members,

As agent for Hillsborough Capital, LLC, Fieldstone Land Consultants, PLLC hereby requests the following waiver from the City of Keene Development Standards, regarding the above referenced Project:

Waiver Request:

Regulation: Development Standard 19 addresses Architecture and Visual Appearance. Part C of this section addresses the site design and relationship to the surrounding community. Number 2 within Part C states that off-street parking and traffic flow shall not interfere with the flow of pedestrian travel or otherwise detract from the aesthetic character of a development or redevelopment. It further states that all required off-street parking shall be to the side and/or rear of buildings on the proposed site, and such parking shall be screened or aligned so that headlights do not adversely impact abutting properties.

Waiver Request: We are requesting a waiver from this section to permit the construction of a parking lot in front of the new building.

Basis of Waiver: The subject site is currently developed with parking and a shared access located in front of the existing building in the same location as we are proposing with this application. It became apparent after researching the subject property why the existing development is situated as such on-site. We ultimately found that the front of this property is severely restricted. There are existing utilities that run along the front of the property with easements and there is also a deed restriction that prevents any building from extending beyond the building setback line which is located approximately 10 feet off the front of the existing building as depicted in the submitted plan set. Given these restrictions the redevelopment of the site cannot adhere to Development Standard 19.C.2. and therefore we are respectfully requesting a waiver. It is important to point out that the redevelopment of the subject property will be an improvement over what currently exists. The redevelopment will have a similar building and parking layout but will contemplate improvements to the parking and shared access. The shared

The Summit Athletic Center – Hillsborough Capital, LLC
Tax Map Parcel 188-01-001, 809 Court Street
(Waiver Request Letter)

Page 2 of 2

access will be widened to better accommodate two way traffic and a formal separation from the shared access and parking area will be constructed. The new design will also provide for Low Impact Design drainage elements that will reduce the rate and volume of runoff leaving the site and the plans will provide for additional landscaping on the property. We believe that the plan as designed provides for a reasonable redevelopment over the subject property. A denial of this waiver request would result in an unnecessary hardship for the owner as it would impact their ability to reasonable develop their property. For all of these reasons we respectfully request that the Board approve this waiver request.

Taking a closer look at the waiver criteria:

- A. Granting this waiver will not be contrary to the spirit and intent of these regulations because the redevelopment of this site will provide for an improvement to the property and surrounding areas. As I previously stated this project will improve the Architectural and Visual appearance of the property through landscaping and a nice new building. This project will also contemplate improvements for vehicular, bicycle and pedestrian traffic which will all be consistent with the spirit and intent of the regulations.
- B. Granting this waiver will not increase the potential for creating adverse impacts to abutters, the community or the environment. In fact we believe this project will create positive impacts to the abutters, community and environment as the redevelopment of the site will improve the visual appearance of the property, provide traffic and pedestrian improvements, provide drainage improvements and provide a new facility for abutters and members of the community to utilize.
- C. Granting this waiver will not diminish the values of abutting properties as this facility will be an improvement over what exists. In contrast we think a new facility like this will increase the values of neighboring properties as The Summit Athletic Center will be an amenity to the community and the neighboring properties and this project will provide a visual improvement to the neighborhood.
- D. Strict conformance to these regulations would create an unnecessary hardship for the owner as it would prevent their ability to reasonably develop their property as any development on this site would have to contemplate this type of layout when you consider the spatial constraints that exist.

Thank you for your consideration.
Very truly yours,

Fieldstone Land Consultants, PLLC



Chad E. Branon, P.E.
Project Manager



April 11, 2018

Keene Planning Board
Rhett Lamb, Planning Director
City of Keene
3 Washington Street
Keene, NH 03431

Re: SPR-01-18, Summit Athletic Facility, 809 Court Street

Dear Rhett:

On behalf of 815 Court Street, LLC I am writing to inform you that we have reached agreement with Hillsborough Capital, LLC on the relocation of the driveway shared by our properties. We fully support the proposed changes to the site plan as they relate to the shared driveway and to 815 Court Street. Thank you for providing us the opportunity to work with the applicant on this issue. We believe this is a safe solution that will work best for both parties and for the public.

Thank you for your attention to this matter.

Sincerely,

James P. Phippard, agent

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SPR-11-16 MODIFICATION 3 - 99 WYMAN ROAD – HILLSIDE VILLAGE CONTINUING CARE RETIREMENT COMMUNITY

Request:

Applicant Prospect-Woodward Home proposes to modify the exterior sheathing of the lower portion of the north façade on the Health Care building at the Hillside Village Continuing Care Community, 99 Wyman Road. The site is approximately 35.7 acres in the Rural Zoning District (TMP# 919-09-024).

Background:

In November of 2016, the Planning Board approved the site plan for Hillside Village, a continuing care retirement facility proposed on 48 acres at 99 & 0 Wyman Rd in the Rural Zoning District. The approved development consists of three buildings: the Woodside Apartment building, a Health Care building, and a Community building. A first modification, approved administratively on April 7, 2017, increased the height of the Health Care Building to four stories and added a vegetative screen of Weeping Willow trees. A boundary line adjustment this past winter increased the size of the property to allow for a second modification, both approved by the Planning Board on February 26, 2018. This second modification added six parking garages for the Woodside Apartment building for a total of twenty-four parking garages.

This application proposes to change the cultured stone approved for the exterior, north façade of the Health Care building, see Exhibit 1 to additional vinyl siding, see Exhibit 2.

Completeness:

The applicant has requested exemptions from required submittal materials which have no bearing on the current application. Staff recommends the Board grant the application as complete.

Departmental comments:

Fire: No issues.

Engineering: No issues.

Police: No Issues.

Code: No issues

Application Analysis:

This application affects only one of the Board's standards:

19. Architectural and Visual Appearance:

- a. Per PB Standard 19.a. "...to preserve property values by encouraging development...that is consistent with the prevailing...design of the City." The proposed material change from cultured stone to vinyl siding provides a consistent aesthetic to that which was previously approved by the Board for this project.
- b. Per PB Standard 19.b.4. "Exterior materials ...shall minimize aggressiveness..." The proposed, neutral toned, vinyl siding is not aggressive and will match the siding previously approved by the



**Exhibit 1: Health Care Building - Approved North Facade
Cultured Stone & Vinyl Siding**

Planning Board. The approved elevation was composed of approximately ¾ vinyl shingles and approximately ¼ cultured stone, see Exhibit 1. Whereas the proposed elevation would be approximately ¼ “Khaki Brown” Hardie fiber cement board shingle and approximately ¾ “Natural Clay” vinyl siding, see Exhibit 2.

RECOMMENDATION FOR APPLICATION:

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

Approve SPR-11-16, Modification 3, as shown on the plan identified as “Health Center North Elevation, Hillside Village, Proposed CCRC Wyman Road, Keene NH”, prepared for The Prospect-Woodward Home on March 15, 2018, and received on March 16, 2018, prepared by Tsomides Associate Architects Planners without a scale, with the following conditions:



Exhibit 2: Health Care Building - Proposed North Facade Vinyl Siding and Hardie Board

- 1. Owner’s representative’s signature on the elevation.*
- 2. Signature by Planning Board Chair.*



March 16, 2018

Rhett Lamb, Planning Director
City of Keene
3 Washington Street
Keene, NH 03431

Re: Request for Modification #3, SPR-11-16, Hillside Village, 99 Wyman Road

Dear Rhett:

On behalf of The Prospect-Woodward Home, I am hereby submitting an application for modification #3 to SPR-11-16. The modification involves the following:

1. **Health Center Building North Elevation:** Eliminate the cultured stone at the ground floor on the north building elevation and replace with vinyl siding to match rest of building.

Attached is an application for modification to an approved site plan along with color copies of the building elevation for the north side of the Health Center.

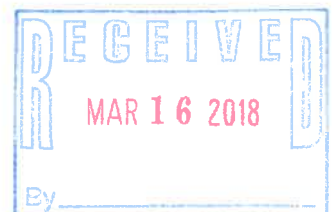
Exemptions are requested from providing information on items not applicable or items not changed with this modification.

Please let me know if any additional information is needed.

Thank you for your consideration of this request.

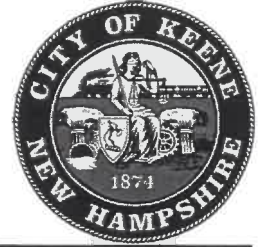
Sincerely,

James P. Phippard, agent



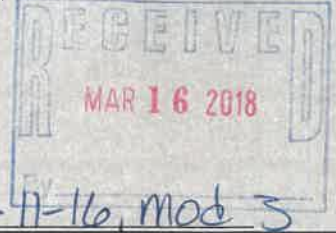
CITY OF KEENE | PLANNING BOARD

SITE PLAN REVIEW / MODIFICATION APPLICATION



This form must be filled out in its entirety. If a box is not checked, staff will assume that the information is not provided and the application is, therefore, not complete. Incomplete applications will not be accepted for review.

A	Project Name Hillside Village	Date Received/Date of Submission:
	CCR Community Mod #3	Date of pre-application meeting:
	Tax Map Parcel number(s) 9 1 9 - 0 9 - 0 2 4 0 0 0 0 <u>9 1 9 - 0 8 - 0 0 3 0 0 0 0</u>	Date Application is Complete:
		Planning Department File #: <u>SPR-11-16, Mod 3</u>
Project Address: 99 Wyman Road	O w n e r	Name: The Prospect - Woodward Home
Acreage/S.F. of Parcel: 35.7 / 11555.92		Address: 194-202 Court Street Keene NH 03431
Zoning District: Rural	A p p l i c a n t	Telephone\ Email:
		Signature: <i>Nancy Thompson via Chair Trustee</i>
		Name: Same as above
		Address:
		Telephone\ Email:
		Signature:



Modifications: Is this a modification to a previously-approved site plan: No Yes: SPR#: 11-16 Date: 11/28/16

For those sections of the application that are not affected by the proposed modification to the previously approved site plan, you are encouraged to request exemptions in lieu of submitting required documents.

B Descriptive Narrative Including

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Type of development | <input checked="" type="checkbox"/> Sedimentation Control | <input checked="" type="checkbox"/> Scope/scale of development |
| <input checked="" type="checkbox"/> Proposed uses | <input checked="" type="checkbox"/> Vegetation | <input checked="" type="checkbox"/> Parcel size |
| <input checked="" type="checkbox"/> Location of access points | <input checked="" type="checkbox"/> Debris management | <input type="checkbox"/> Proposed stormwater, drainage & erosion plan |
| <input checked="" type="checkbox"/> Any other descriptive information | <input checked="" type="checkbox"/> Disposal proposals for boulders, stumps & debris | |

C A complete application must include the following

- | | |
|---|---|
| <input checked="" type="checkbox"/> Two (2) copies of completed application forms signed & dated | <input checked="" type="checkbox"/> Plans stamped/signed by reg. professional |
| <input checked="" type="checkbox"/> Two (2) copies of descriptive narrative | <input checked="" type="checkbox"/> Two (2) copies on 11" x 17" |
| <input checked="" type="checkbox"/> Notarized list of all owners of property within 200' | <input checked="" type="checkbox"/> Three (3) copies of all technical reports |
| <input checked="" type="checkbox"/> Two (2) sets of mailing labels, per abutter | <input checked="" type="checkbox"/> Two (2) color architectural elevations on 11" x 17" |
| <input checked="" type="checkbox"/> Seven (7) copies on "D" size paper of plans (24" x 36") | <input checked="" type="checkbox"/> A check to cover the costs of legal notice to advertise |
| <input checked="" type="checkbox"/> Three (3) copies of "D" size architectural elevations (24" x 36") | the public hearing, mailing notices out to abutters |

**Modification #3 to Approved Site Plan
SPR-11-16
Hillside Village
A Continuing Care Retirement Community
99 Wyman Road
Keene, NH**

March 16, 2018

Development Standards

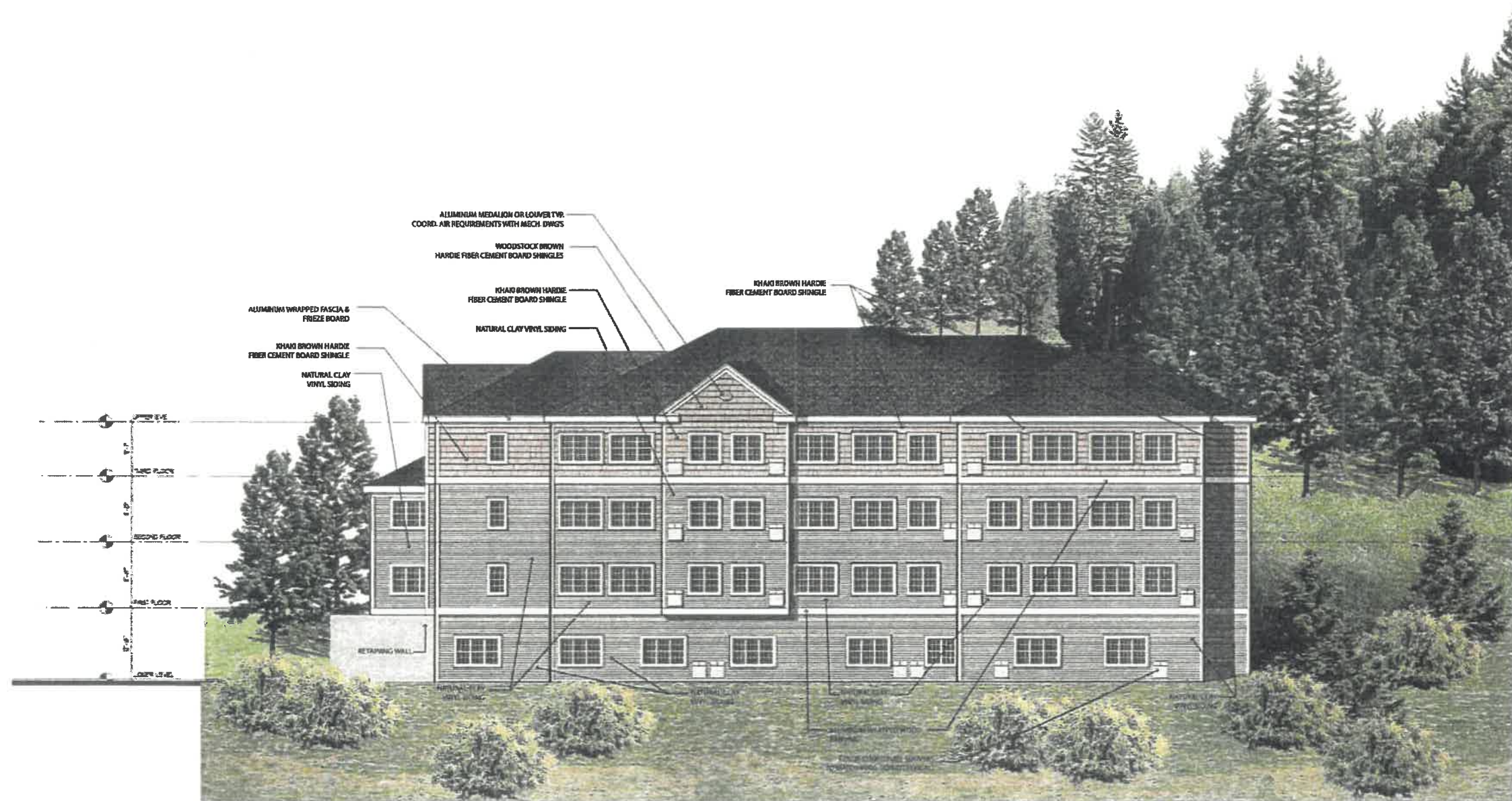
1. **Drainage** - No change.
2. **Sediment/Erosion Control** - No change.
3. **Hillside Protection** – No change.
4. **Snow Storage and Removal** – No change.
5. **Flooding** - No change.
6. **Landscaping** – Landscaping will not be changed with the proposed modifications.
7. **Noise** - No change.
8. **Screening** - No changes are proposed. The screen plantings will remain.
9. **Air Quality** – N/A
10. **Lighting** – No change.
11. **Sewer and Water** – No changes are proposed.
12. **Traffic** – The proposed modifications will not result in additional traffic.
13. **Comprehensive Access Management**– No change.
14. **Hazardous and Toxic Materials** – The property owner has no knowledge of existing contamination on the property.
15. **Filling/Excavation** – No change.
16. **Wetlands** – No change.
17. **Surface Waters** – No change.



18. Stump Dumps – None.

19. Architecture and Visual Appearance –

This modification will remove the cultured stone from the ground floor of the Health Center building on the north elevation and replace it with vinyl siding to match the rest of the siding on that elevation. The north elevation faces the former Miracles in Motion building which is now owned by the applicant. The screen plantings between this elevation and Wyman Road which were previously approved will remain.



RECEIVED
 MAR 16 2018
 By _____

Hillside Village
 Proposed CCRC Wyman Road
 Keene, NH

HEALTH CENTER NORTH ELEVATION
 DATE: 03/15/2018

**Tsomides
 Associate
 Architects
 Planners**

STAFF REPORT

SPR-09-12 MODIFICATION 6 SITE PLAN REVIEW – Burger King Restaurant

Request:

Applicant SVE Associates, on behalf of owner 480 West Street, LLC, is proposing to construct a 2,857 square foot fast food restaurant within an existing parking lot of the Fairbanks Plaza at 420-480 West Street. A waiver is requested from Development Standard #10, Lighting. The site is 15.15 acres in size and is located in the Commerce Zoning District (TMP# 060-01-001).



Background:

480 West Street, LLC, owns the site which is the current home of Kohl's, Aldi, Walgreens, and a number of other businesses. This property is less than 0.1 miles from the northbound and southbound ramp junctions for the NH Route 9, 10, & 12 interchange on West Street and is located within the Commerce Zoning District. Primary access to the property is from West Street.

The applicant proposes constructing a new 2,857 square foot Burger King Restaurant within an underutilized section of the existing parking lot. The approximate location is shown in red in the image above. The restaurant will have 60 seats and two drive-through order lines with one pick-up window.

Completeness:

The applicant has requested exemptions from providing a lighting plan and a drainage report. After review of each request, Staff has determined that exempting the applicant from submitting a drainage report would have no bearing on the merits of the application. With respect to the lighting plan, the applicant has submitted a waiver request from Standard 10, Lighting. The board might consider asking the applicant if additional lighting information will be forthcoming so that the adequacy of the site lighting can be determined.

STAFF REPORT

Departmental Comments:

Note: These comments pertain to the original proposal submitted by the applicant. These comments have since been addressed by the applicant.

Code: I do understand that the parking area which is used for snow storage is seldom used for parking, however I think they either need to have an agreement to haul off the snow after a storm or they need to get a Variance.

Police Dept.: No comments. Fire Dept.: No comments.

Engineering Dept.:

Site Plans:

1. Provide a grading plan for proposed development site.
2. The proposed grease trap to be reviewed by the Superintendent of the Wastewater Treatment Plant, who will determine if the grease trap sized properly.

Traffic Impact Study:

1. No particular objections to the basic assumptions/LUC's/study methodology.
2. Applicant should submit a copy of the traffic report to NHDOT for their review, as they control the signals at the Rt. 9/10/12 intersection.
3. Traffic engineer should determine and state whether the existing queue capacity can accommodate the anticipated increases in Queue length. In particular, please review the queuing capacity for Left turn lanes.
4. The consultant indicates that the existing signals are "demand Responsive." Please confirm the operational status of sensors with KPD. If sensors are not currently operational, recommend replacement as a condition of approval.

Application Analysis:

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

1. **Drainage:** The existing site is almost entirely paved and will continue to drain to the existing storm water system via six proposed catch basins. As proposed, this project will result in an increase from 490 square feet to 5,375 square feet of pervious area, a measure which meets the City's requirement for low impact design. This standard appears to be met.
2. **Sedimentation and Erosion Control:** Erosion control measures in the form of straw wattle will be installed around the site prior to any site disturbance as well as around stockpiled materials to prevent any sediment from leaving the site. This standard appears to be met.
3. **Hillside Protection:** This site does not contain any steep slopes. This standard is not applicable.
4. **Snow Storage:** Adequate space for snow storage is not available on-site. If the restaurant is constructed as presented, a total of 560 parking spaces would be available on the property, all of which would be required to meet the parking requirements of the Zoning Ordinance. The applicant has noted that they will be submitting an agreement which states there will be no snow storage onsite and any snow accumulation will be housed off-site prior to the Planning Board meeting.
5. **Flooding:** This site is not located in the flood plain. This standard is not applicable.
6. **Landscaping:** The applicant proposes to remove four existing planting islands in the parking lot and install new landscaped areas in the immediate vicinity of the proposed restaurant as shown on Sheet L-1. In addition, the applicant proposes to add six new shrubs and nine 1-gallon perennials to the landscaped area northeast of the proposed restaurant at the corner of West Street and the driveway

STAFF REPORT

entrance to the parking lot. There will be no net increase in the number of trees; however, a total of 132 new shrubs will be added (see Sheet L-1 for planting list). New trees will include 6 new Katsuratrees and 2 new Crabapple trees. This standard appears to be met.

7. Noise: The proposed use will not generate any noise disturbances. This standard appears to be met.
8. Screening: The applicant proposes to screen the dumpster with a 6 foot tall split face CMU (i.e. concrete masonry unit) fence with a 3-foot door and black aluminum gates (see Sheet C-2 for note). The HVAC system components will be located on the roof near the center, which has a 3-foot parapet. This standard appears to be met.
9. Air Quality: The applicant has noted that the proposed development will not deteriorate existing air quality. This standard appears to be met.
10. Lighting: The applicant has requested a waiver from Development Standard 10, Lighting. In lieu of submitting a professionally prepared lighting plan, the applicant submitted field measured readings of the existing light levels in the area of the parking lot where the proposed Burger King Restaurant would be located. These readings show an average lighting level of 3.3 footcandles (fc), a minimum of 0.7 fc, and a uniformity ratio of 4.7:1. The Development Standards require an average of 3.6 fc, a minimum of 0.9 fc, and a uniformity ratio of 4:1 for high activity parking lots (examples of high activity include regional shopping centers and fast food facilities). The applicant notes that the parking lot lighting has existed for several years without complaint. The applicant proposes to relocate two existing pole-mounted lights by moving them approximately 10 feet; all other existing pole-mounted lights will remain in place. In addition, the applicant proposes to install wall-mounted lights on the exterior of the Burger King Restaurant.

In the absence of a lighting plan, Staff are unable to determine whether there will be adequate lighting on the site for the proposed change in use, which will generate a higher level of activity on the site. In addition, without manufacturer's specifications for the proposed wall-mounted lights, there is not enough information to determine whether new lighting will comply with the City's standards for shielding, glare, illumination, and lighting between the hours of 10:00 p.m. and 6:00 a.m. The applicant has indicated that they may be able to provide manufacturer specifications for the wall-mounted lights and a professionally prepared lighting plan prior to the Planning Board meeting.

In order for the Planning Board to grant a waiver, it is the responsibility of the applicant to prove the criteria for granting a waiver have been met. The criteria (from Section X of the Regulations) are:

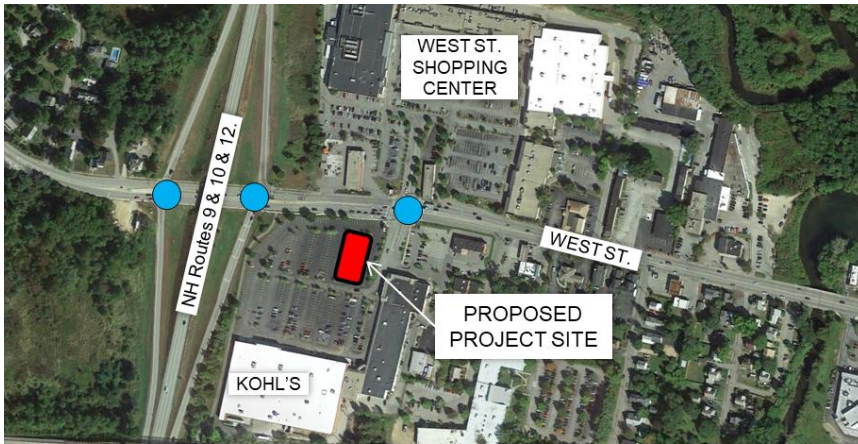
- i. That granting the waiver will not be contrary to the spirit and intent of these regulations;
 - ii. That granting the waiver will not increase the potential for creating adverse impacts to abutters, the community or the environment; and
 - iii. That granting the waiver has not been shown to diminish the property values of abutting properties.
 - iv. Consideration will also be given to whether strict conformity with the regulations or Development Standards would pose an unnecessary hardship to the applicant.
11. Sewer and Water: The applicant proposes to connect to the existing water and sewer system on the site. The water will connect to the water main off of West Street, and the sewer will connect to the existing sewer pump near the northeast corner of the Walgreens building. A 1,500 gallon grease trap will be installed to intercept greases and solids before they enter the wastewater system. This standard appears to be met.

STAFF REPORT

12. **Traffic:** Per Development Standard 12. d, the applicant has submitted a Traffic Impact Assessment dated February 2018 prepared by Stephen G. Pernaw & Company, Inc. As required by Standard 12. e., this report was submitted to the New Hampshire Department of Transportation on April 4, 2018. The trip generation analysis included within the report indicates that the proposed restaurant will generate approximately 93 trips during the weekday evening peak hour and 157 trips during the Saturday peak hour, as shown in the table below. Depending on the day, this will result in a +3% (weekday PM peak hour) or +5% (Saturday peak hour) increase in utilization of the signalized intersection located at West Street/Kohl’s Driveway/West Street Shopping Center. The report notes that “a significant portion of these trips constitute “pass-by” trips which will be drawn into the site from the existing traffic stream.” The report concludes that there will be no change in level of service for the three intersections located at West Street/Kohl’s Driveway/West Street Shopping Center Driveway, the West Street/NH 9 & 10 & 12 Northbound Ramp junction, or the West Street/NH 9 & 10 & 12 Southbound Ramp junction.

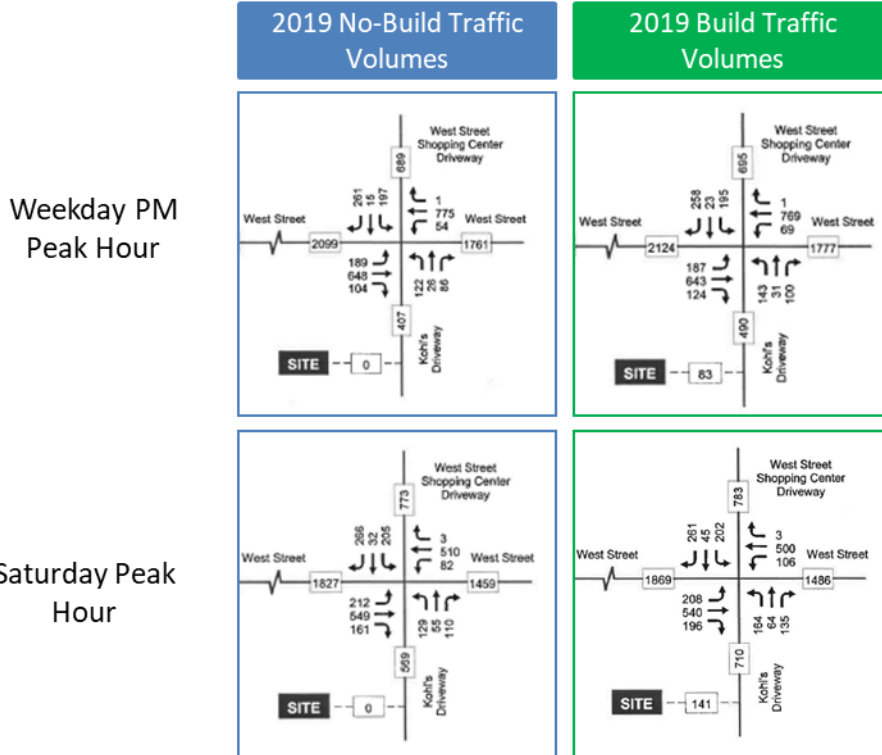
	<u>Primary Trips</u>	<u>Pass-by Trips*</u>	<u>Total Trips</u>
Weekday PM Peak Hour			
Entering	25 veh	22 veh	48 veh
Exiting	<u>22 veh</u>	<u>23 veh</u>	<u>45 veh</u>
Total	47 trips	46 trips	93 trips
Saturday Peak Hour			
Entering	41 veh	39 veh	80 veh
Exiting	<u>38 veh</u>	<u>39 veh</u>	<u>77 veh</u>
Total	79 trips	78 trips	157 trips

Left: Trip generation summary for proposed Burger King. See attached for full table (Table 1) from the Traffic Impact Assessment Report.



● = intersection turning movement count location

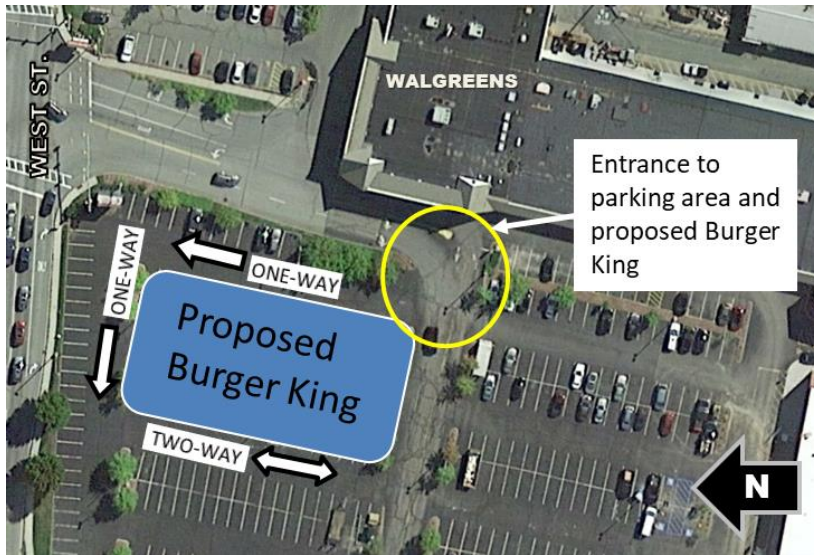
STAFF REPORT



According to the applicant, the 95th percentile vehicle queue length for the drive-through is estimated at 9 vehicles for a conventional single-lane drive-through system with one order window and one pick-up window. The applicant proposes a two-lane drive-through system with two order windows and one pick-up window, so it is expected that the 95th percentile vehicle queue length will be shorter than 9 vehicles. The proposed drive-through system can accommodate a queue length of 10 vehicles before vehicles would start backing up into the travel aisle.

With respect to interior circulation of vehicles, staff were initially concerned about the potential for vehicular conflict between vehicles turning left to exit the parking lot (from the travel aisle to the east of the proposed Burger King) and vehicles turning right to enter the site (from the main entrance to the plaza). This area is circled in yellow in the image below. However, the applicant revised the application to allow for one-way traffic only in the travel aisles to the east and north of the proposed restaurant to alleviate this concern.

STAFF REPORT



13. Comprehensive Access Management: Currently, the proposed site plan on Sheet C-2 shows a striped pedestrian path connecting the existing sidewalk on West Street to a sidewalk that leads to the main entrance of the building, which provides access to the site for pedestrians coming from West Street. Four bike racks are depicted on Sheet C-2, "Proposed Site Plan" which would accommodate 8 bicycles. There are some high activity uses on the eastern side of the site, including the Walgreens and a City Express bus stop, which may result in pedestrians moving internally within the site from east to west to access the Burger King. As proposed, there is no clear path of travel for pedestrians to travel from the east of the site to the Burger King. The board may consider asking the applicant for more information about how pedestrian travel within the site will be accommodated.
14. Hazardous or Toxic Materials: The proposed restaurant will not use, store, or handle hazardous or toxic substances. This standard appears to be met.
15. Filling and Excavation: The applicant has indicated that the volume of excavation and fill is minimal. This standard appears to be met.
16. Wetlands: There are no wetlands on this site. This standard is not applicable.
17. Surface Waters: This property is outside the Surface Water Protection Overlay District. This standard is not applicable.
18. Stump Dumps: There are no existing stump dumps on the site and none are proposed. This standard appears to be met.
19. Architectural and Visual Appearance: According to information submitted by the applicant, the front façade and exterior walls of the restaurant will utilize a combination of taupe-tone stucco fiber cement panels, cedar color fiber cement panels (to mimic wood panels) and brick, with a red parapet light band and metal canopies above the windows and doors. The architectural appearance is more contemporary in style in comparison with Keene's historic architecture; however, it does appear to be in keeping with the surrounding buildings in terms of scale, orientation, and design. Please see the image below for the color rendering submitted by the applicant and photographs depicting other buildings located on the same parcel as the proposed restaurant.

STAFF REPORT



Top: Color rendering of the proposed Burger King restaurant submitted by the applicant.



Bottom: Images of existing buildings on the same property as the proposed Burger King restaurant.

RECOMMENDATION FOR APPLICATION:

Staff will provide a recommendation at the meeting.

CITY OF KEENE | PLANNING BOARD

SITE PLAN REVIEW / MODIFICATION APPLICATION



This form must be filled out in its entirety. If a box is not checked, staff will assume that the information is not provided and the application is, therefore, not complete. Incomplete applications will not be accepted for review.

A	Project Name Burger King Restaurant	Date Received/Date of Submission:	RECEIVED MAR 16 2018
	Tax Map Parcel number(s) 060 - 01 - 0010000	Date of pre-application meeting:	
		Date Application is Complete:	
		Planning Department File #: <i>SPR-09-12, mod 6</i>	
Project Address: 420-480 West Street	O W N E R	Name: 480 West Street LLC	
Acreage/S.F. of Parcel: 15.15 ac / 659,934 sf		Address: 177 Huntington Ave. Suite 1901/ c/o Unison Realty Partners LLC Boston, MA 02115	
Zoning District: Commerce		Telephone\ Email: <i>wadam</i> 617-702-8504/ <i>weronin@unisonrealtypartners.com</i>	
		Signature: <i>[Signature]</i>	
	A P P L I C A N T	Name: Rob Hitchcock, PE/SVE Associates	
		Address: 47 Marlboro Street, Keene, NH 03431	
		Telephone\ Email: 355-1532/rhitchcock@sveassoc.com	
		Signature: <i>[Signature]</i>	

Modifications: Is this a modification to a previously-approved site plan: No Yes: SPR#: _____ Date: _____

For those sections of the application that are not affected by the proposed modification to the previously approved site plan, you are encouraged to request exemptions in lieu of submitting required documents.

B Descriptive Narrative Including

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Type of development | <input checked="" type="checkbox"/> Sedimentation Control | <input checked="" type="checkbox"/> Scope/scale of development |
| <input checked="" type="checkbox"/> Proposed uses | <input checked="" type="checkbox"/> Vegetation | <input checked="" type="checkbox"/> Parcel size |
| <input checked="" type="checkbox"/> Location of access points | <input checked="" type="checkbox"/> Debris management | <input checked="" type="checkbox"/> Proposed stormwater, drainage & erosion plan |
| <input type="checkbox"/> Any other descriptive information | <input type="checkbox"/> Disposal proposals for boulders, stumps & debris | |

C A complete application must include the following

- | | |
|---|---|
| <input checked="" type="checkbox"/> Two (2) copies of completed application forms signed & dated | <input checked="" type="checkbox"/> Plans stamped/signed by reg. professional |
| <input checked="" type="checkbox"/> Two (2) copies of descriptive narrative | <input checked="" type="checkbox"/> Two (2) copies on 11" x 17" |
| <input checked="" type="checkbox"/> Notarized list of all owners of property within 200' | <input type="checkbox"/> Three (3) copies of all technical reports |
| <input checked="" type="checkbox"/> Two (2) sets of mailing labels, per abutter | <input checked="" type="checkbox"/> Two (2) color architectural elevations on 11" x 17" |
| <input checked="" type="checkbox"/> Seven (7) copies on "D" size paper of plans (24" x 36") | <input checked="" type="checkbox"/> A check to cover the costs of legal notice to advertise |
| <input checked="" type="checkbox"/> Three (3) copies of "D" size architectural elevations (24" x 36") | the public hearing, mailing notices out to abutters |

8.16.2017

PROJECT NARRATIVE

SPR-09-12 Site Plan Modification
Fairbanks Plaza
Applicant: 480 West Street, LLC

March 16, 2018

SVE Associates, on behalf of the applicant 480 West Street, LLC, is submitting this application for modification of an approved site plan. The project consists of construction of a new restaurant within the existing parking lot. The proposed plan complies with all City Development Standards:

1.) Drainage:

The existing impervious areas will continue to drain to the existing storm drainage system via the six proposed catch basins. The existing impervious area will be reduced by 4,885 sf under the new restaurant site plan (existing pervious area is 490 sf, proposed pervious area is 5,375 sf).

2.) Sedimentation/ Erosion Control:

The site is relatively flat, minimizing the potential for erosion problems. Regardless, the Contractor is to install, monitor, and repair erosion control measures on a regular basis. These instructions are included in the notes on Sheet N-1 and details on Sheet C-6.

3.) Hillside Protection:

Not applicable.

4.) Snow Storage and Removal:

The subject site has routinely been used for snow storage in the past. Snow storage in the future will be more to the west, as it has been this year. Should snow storage space run short, the excess snow will be trucked off site.

5.) Flooding:

The site is not located in the flood plain.

6.) Landscaping:

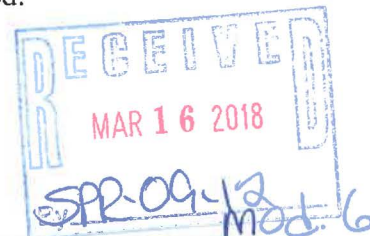
We are replacing the trees being removed and adding a substantial number of shrubs.

7.) Noise:

The proposed use will generate no more noise than previously existed.

8.) Screening:

The new dumpster will be enclosed.



SVE Associates

Engineering * Surveying * Landscape Architecture * Planning
47 Marlboro St., Keene, NH 03431 Phone: (603) 355-1532 Fax (603) 355-2969 E-mail svek@sveassoc.com

9.) Air Quality:

The proposed development will not deteriorate existing air quality.

10.) Lighting:

2 of the existing pole mounted lights will be shifted about 10' each. Full cut off wall mounted lights will be located on the building at each door.

11.) Water and Sewer:

The new restaurant will require connection to the existing sewer and water. A new connection to the water main will be off of West Street. The sewer will connect to the existing privately owned sewer pump station near the northeast corner of the Walgreens building.

12.) Traffic:

A traffic study has been performed and concludes there will not be any decrease in level of service at the adjacent intersections on West Street.

13.) Driveways:

Not applicable.

14.) Hazardous and Toxic Materials:

This facility will not use, store, or handle hazardous or toxic substance.

15.) Filling and Excavation:

The volume of excavation and fill required is minimal.

16.) Wetlands:

Not applicable.

17.) Surface Waters:

Not applicable.

18.) Stump Dumps:

There are no existing stump dumps on the site and none are proposed.

19.) Architecture and Visual Appearance:

The appearance of the building is typical fast food style. There is a lot of window glass with some brick used around the base of the building and wood plank siding applied to highlight the entry.

SVE Associates

Engineering * Surveying * Landscape Architecture * Planning
47 Marlboro St., Keene, NH 03431 Phone: (603) 355-1532 Fax (603) 355-2969 E-mail svek@sveassoc.com

SVE Associates

Engineering * Surveying * Landscape Architecture * Planning

March 16, 2018

Keene Planning Board
c/o Planning Staff
City of Keene
3 Washington Street
Keene, NH 03437

Re: SPR-09-12 - Site Plan Modification Application - 480 West Street

Dear Members of the Board:

On behalf of the applicant, 480 West Street, LLC, we respectfully request a waiver of full compliance with Development Standard 10, Lighting, specifically the submission of formal light level calculations. Our application is seeking approval to construct a restaurant in the Fairbanks Plaza parking lot, in front of Kohl's and Aldi's. That lot is already lighted and has been since the Kmart store was approved and constructed 15+/- years ago. We expect lighting calculations were submitted and approved at that time.

We propose to relocate two existing pole mounted lights sliding each pole light approximately 10'. All other pole lights will remain in place. The only new lights will be wall mounted adjacent to the building doors. No other lighting changes are proposed.

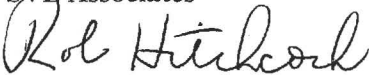
Existing lighting levels in the area of the proposed restaurant were recorded on the evening of March 6th, 2018 by Rob Hitchcock, SVE Associates, using a hand held light meter. The light levels ranged from 0.7 foot-candles to 9.8 foot-candles (under the lights). These light levels can be seen on Exhibit 2 titled "Existing Lighting Levels". The average of the foot-candle readings measured, taken at pavement level, is 3.3 foot-candles and align well with the prescribed average light level for shopping centers and fast food facilities. We acknowledge that the readings were not taken on a highly accurate grid locations but we feel the readings are representative of the light there today.

We think providing the field measured readings in addition to the Kmart approval meets the spirit and intent of the regulations. Lighting for the proposed restaurant has existed for several years without complaint so we see no adverse impacts to the abutters, community or environment, and no diminution of abutting property values. Creating a professionally prepared lighting plan with calculations seems an unnecessary expense and exercise given the prior approval and the field measured light levels.

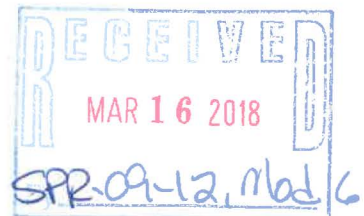
Thank you for your consideration of our waiver request.

Respectfully submitted,

SVE Associates



Rob Hitchcock, P.E., Project Manager



47 Marlboro St., Keene, NH 03431 Phone: (603) 355-1532 Fax (603) 355-2969 E-mail svek@sveassoc.com
P.O. Box 1818, Brattleboro, VT 05302-1818 Phone: (802) 257-0561 Fax (802) 257-0721

P:\project\K2613 480 West St., LLC\Does\Permit Apps\waiver.doc



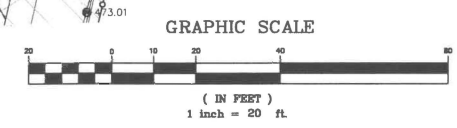
- ### I. Survey Notes
- NORTH SHOWN ON THIS PLAN IS REFERENCED TO PLAN Ref. No.6 AND IS ASSUMED TO BE NAD83 NH STATE PLANE GRID, AS NOTED ON SAID PLAN.
 - UNDERGROUND UTILITIES, STRUCTURES AND FACILITIES HAVE BEEN PLOTTED FROM DATA OBTAINED FROM FIELD SURVEY OF SURFACE LOCATIONS AND MAP REFERENCES INDICATED. THEIR EXISTENCE AND LOCATION MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER UNDERGROUND UTILITIES THE EXISTENCE OF WHICH ARE NOT KNOWN. THE SIZE AND LOCATION OF ALL UTILITIES AND STRUCTURES MUST BE VERIFIED PRIOR TO ANY AND ALL CONSTRUCTION. CALL DIG-SAFE PRIOR TO ANY CONSTRUCTION.
 - THE PROPERTY DEPICTED ON THIS PLAN LIES IN ZONE X. AREAS OUTSIDE THE 100 YEAR FLOOD ZONE, AS SHOWN ON THE FEMA FIRM No.33005C0268E, AFFECTIVELY DATED MAY 23, 2006.
 - THERE ARE NO WETLAND WITHIN THE PROJECT AREA.
 - THE PURPOSE OF THIS SURVEY IS TO SHOW TOPOGRAPHY WITHIN THE AREA SHOW AS "LIMITS OF 2017 SURVEY" THE LOCATIONS SHOWN WITH THAT AREA ARE FROM AN ACTUAL FIELD SURVEY PERFORMED BY SVE ASSOCIATES DURING THE MONTH OF SEPTEMBER 2017, ALL OTHER LOCATIONS ARE BASED ON PLAN REF 15.
 - SEE PLAN REF 15 FOR ALL BOUNDARY AND EASEMENT INFORMATION.
 - TOPOGRAPHY SHOWN ON THIS PLAN IS FROM AN ACTUAL FIELD SURVEY. VERTICAL DATUM IS NAVD 1988 FROM PLAN REFERENCE No.9. CONTOURS ARE SHOWN AT ONE (1) FOOT INTERVALS.

- ### II. Plan References
- REFERENCES INCLUDE ALL INFORMATION REFERRED TO ON ANY OF THE FOLLOWING PLANS
- DIGITAL FILE: "keenesewerdata.dwg" OBTAINED FROM KED
 - DIGITAL FILE: "tax2003final.dwg" OBTAINED FROM KED
 - BOUNDARY SURVEY PREPARED FOR ANTIOCH NEW ENGLAND GRADUATE SCHOOL OF LANDS AT TAX MAP 56-01-001, 40 AVON STREET, KEENE, NH, DATED JANUARY 25, 1993 BY CLOUGH, HARBOUR & ASSOCIATES (NOT RECORDED - STAMPED COPY OBTAINED AT CHA)
 - RECOMBINATION AND SUBDIVISION PLAN PREPARED FOR FAIRBANKS REALTY CORP. LAST REVISED AUGUST 25, 1994 BY DOUGHTY SURVEYING (Cob.11 Dr.8 No.124 CCRD)
 - MAP SHOWING NEW EASEMENTS PREPARED FOR ANTIOCH NEW ENGLAND GRADUATE SCHOOL OF LANDS AT TAX MAP 56-01-001, 40 AVON STREET, KEENE, CHESHIRE COUNTY, NH, LAST REVISED JUNE 29, 1993 BY CLOUGH HARBOUR & ASSOCIATES (Cob.11 Dr.8 No.485 CCRD)
 - RECOMBINATION AND SUBDIVISION PLAN PREPARED FOR FAIRBANKS REALTY CORP. CITY OF KEENE COUNTY OF CHESHIRE STATE OF NH, REVISED THROUGH JUNE 29, 1994, BY DOUGHTY SURVEYING, (Cob.11 Dr.9 No.166 CCRD)
 - EASEMENT REVISION MAP PREPARED FOR FAIRBANKS PLAZA, LLC CITY OF KEENE COUNTY OF CHESHIRE STATE OF NH, DRAFTED SEPTEMBER 1995, BY DOUGHTY SURVEYING, (Cob.11 Dr.10, Nos.79 & 80 CCRD)
 - EASEMENT MODIFICATION PLAN FOR HJ HEYMAN SON'S, LLC AND THE CITY OF KEENE TAX MAP 60, BLOCK 01, LOT 001 ALONG THE CHESHIRE TRAIL AT ROUTES 9, 10 & 12 KEENE, NEW HAMPSHIRE, DATED DECEMBER 9, 2009 AND LAST REVISED JULY 14, 2010, BY DOUCET SURVEY, INC., (Cob.13, Dr.6, Nos.194 & 195 CCRD)
 - ALTA/ACSM LAND SURVEY OF KOHLS BUILDING LEASE AREA, FAIRBANKS PLAZA, 480 WEST STREET, KEENE, CHESHIRE COUNTY, NH, DATED SEPTEMBER 25, 2012, LAST REVISED OCTOBER 25, 2012; BY TRACEY T. SWEENEY, GM2 ASSOCIATES INC (Provided by Client)
 - ASH SWAMP WATERSHED CHANNEL IMPROVEMENT, CHESHIRE COUNTY, NEW HAMPSHIRE, BY THE USDA SCS. SHEET 63 & 71 OF 71 (ON FILE AT KED)
 - RIGHT OF WAY AND TRACK MAP, FITCHBURG RAILROAD COMPANY OPERATED BY THE BOSTON & MAINE R.R. - V39,NH/33
 - BOUNDARY LINE ADJUSTMENT PLAN BETWEEN LANDS OF ANTIOCH NEW ENGLAND GRADUATE SCHOOL & H.J. HEYMAN SONS LLC DATED DECEMBER 10, 2013; BY RUSSELL J. HUNTLEY, SVE ASSOCIATES. (Plan No.14061 CCRD)
 - PLAN OF PROPOSED STREETS THROUGH LAND OF CLARA A HOLBROOK, BY SAMUEL WADSWORTH (10-72A KED)
 - TOPOGRAPHIC SURVEY OF TAX DITCHES BETWEEN WEST AND WOOD STREETS IN THE CITY OF KEENE FOR NEW ENGLAND ENVIRONMENTAL SERVICES, INC DATED 1/27/2007; BY RUSSELL J. HUNTLEY, SVE ASSOCIATES (ON FILE AT SVE)
 - ALTA/ACSM LAND TITLE SURVEY PREPARED FOR UNISON REALTY PARTNERS LLC, DATED SEPTEMBER 24, 2014; BY SVE ASSOCIATES; JOB NUMBER K2352, (ON FILE AT SVE)

Symbol Legend

○	SIGN POST	●	CONIFEROUS TREE
⊙	PROPANE TANK	●	DECIDUOUS TREE
⊞	CATCH BASIN	—	CHAIN LINK FENCE
⊕	DRAIN MANHOLE	○	FENCE/GATE POST
—SD—	STORM SEWER LINE	○	IRON PIN/PIPE
⊕	HYDRANT	⊞	STONE/CONCRETE BOUND
⊕	WATER VALVE	⊞	5/8" REBAR WITH CAP (SET)
—W—	CURB STOP	⊞	RAILROAD SPIKE (SET)
—W—	WATER LINE	⊞	KED
—S—	SEWER MANHOLE	⊞	CHESHIRE COUNTY DEPARTMENT OF DEEDS
—S—	SEWER CLEANOUT	⊞	(1-2-3)
—S—	SANITARY SEWER LINE	⊞	123/456
○	MANHOLE	⊞	TAX MAP PARCEL NUMBER
PSNH	UTILITY POLE W/GUY WIRES, OVERHEAD LINES AND NUMBERS	⊞	DEED VOLUME & PAGE
—E—	UNDERGROUND ELECTRIC LINE	⊞	ROW
—T—	UNDERGROUND TELECOM LINES	⊞	TO TO SCALE
⊕	LIGHT	⊞	FF
⊕	GAS VALVE	⊞	FINISH FLOOR
⊕	GAS SHUT OFF VALVE LID	⊞	JURISDICTIONAL WETLANDS
—P—	PROPANE LINE	⊞	EDGE OF WATER

NO.	DATE	REVISION	BY



Topographic Survey
Prepared for
Jones & Beach Engineers, inc.
of land located at
Fairbanks Plaza
420-480 West Street, Keene, New Hampshire

SVE Associates © 2018
Engineering Surveying Landscape Architecture Planning
47 Marlboro St., Keene, NH 03431 Phone (603) 355-1532
Fax (603) 355-2869 website: www.sveassoc.com

DATE PLAN: 10/09/2017
DATE SURVEY: 5/14 & 9/17
DESIGNED BY: —
DRAWN BY: MM/RJH
CHECKED BY: RJH
SCALE: 1"=20'

PROJ. NO.: K2494
CAD NO.: K2494 01
SHEET: —
S-1



0 30 60
SCALE: 1"=30'

REV.	DESCRIPTION	DATE

DESIGNED BY: AJS
 CHECKED BY: RH
 DATE PLAN: 03/18/18
 DATE SURVEY: 5/14 & 9/17
 PROJECT NO.: K2813
 CAD NO.: K2813_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

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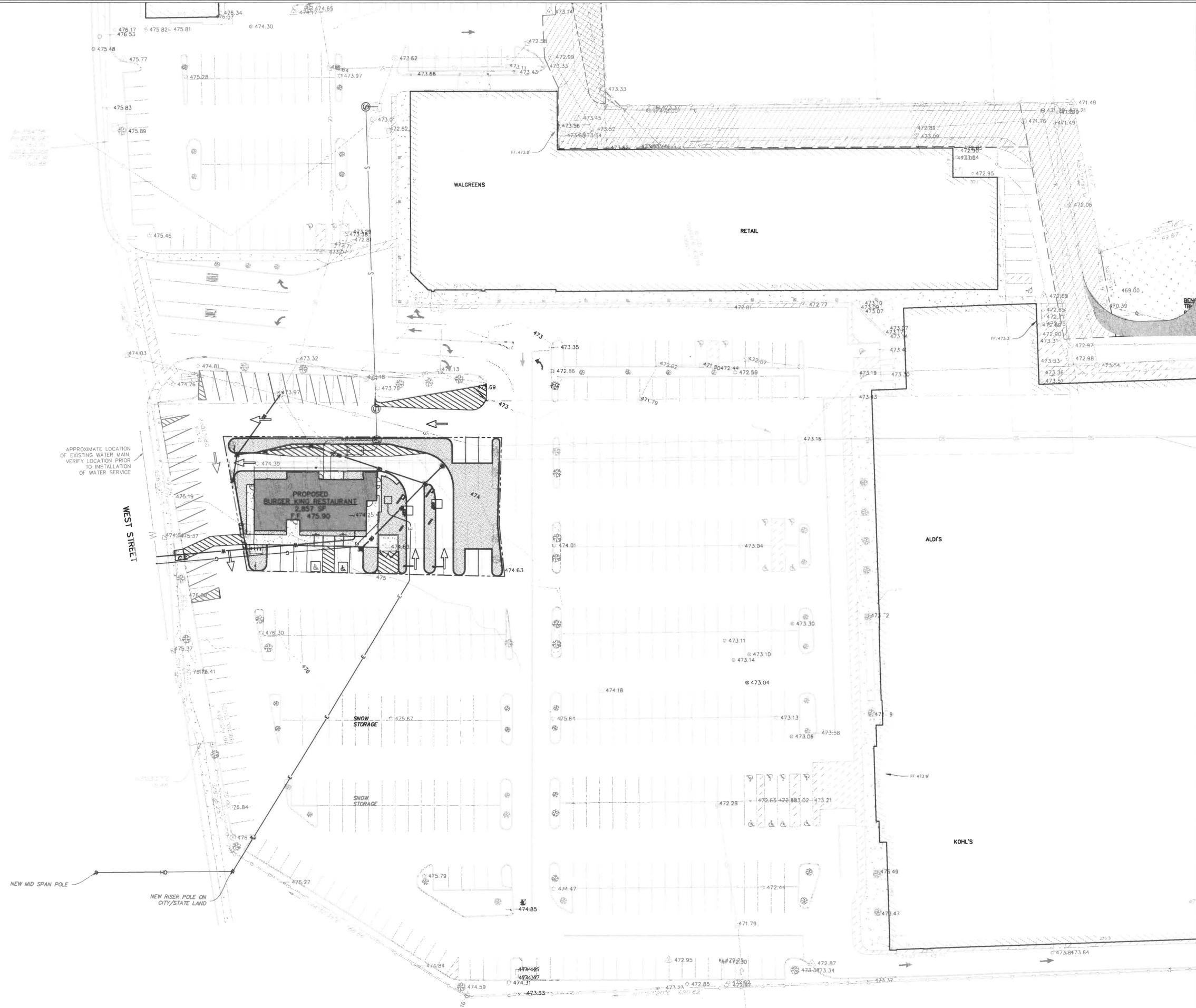
Project:
BURGER KING RESTAURANT

For:
480 WEST STREET LLC
 C/O THE WILDER COMPANIES
 800 BOYLSTON STREET,
 SUITE 1300
 BOSTON, MA 02199

PROPOSED
 OVERALL
 SITE PLAN

SHEET

C-1



APPROXIMATE LOCATION
 OF EXISTING WATER MAIN.
 VERIFY LOCATION PRIOR
 TO INSTALLATION
 OF WATER SERVICE

WEST STREET

PROPOSED
 BURGER KING RESTAURANT
 2,857 SF

SNOW STORAGE

SNOW STORAGE

NEW MID SPAN POLE

NEW RISER POLE ON
 CITY/STATE LAND



SCALE: 1"=10'

REV.	DESCRIPTION	DATE

DESIGNED BY: AJS
 CHECKED BY: NH
 DATE PLAN: 03/18/18
 DATE SURVEY: 5/14 & 9/17
 PROJECT NO.: K2813
 CAD NO.: K2813_SITE

SVE Associates

Engineering
 Surveying
 Landscape Architecture
 Planning
 47 Marlboro Street
 Keene, NH 03431
 Phone (603) 355-1532
 Fax (603) 355-2969
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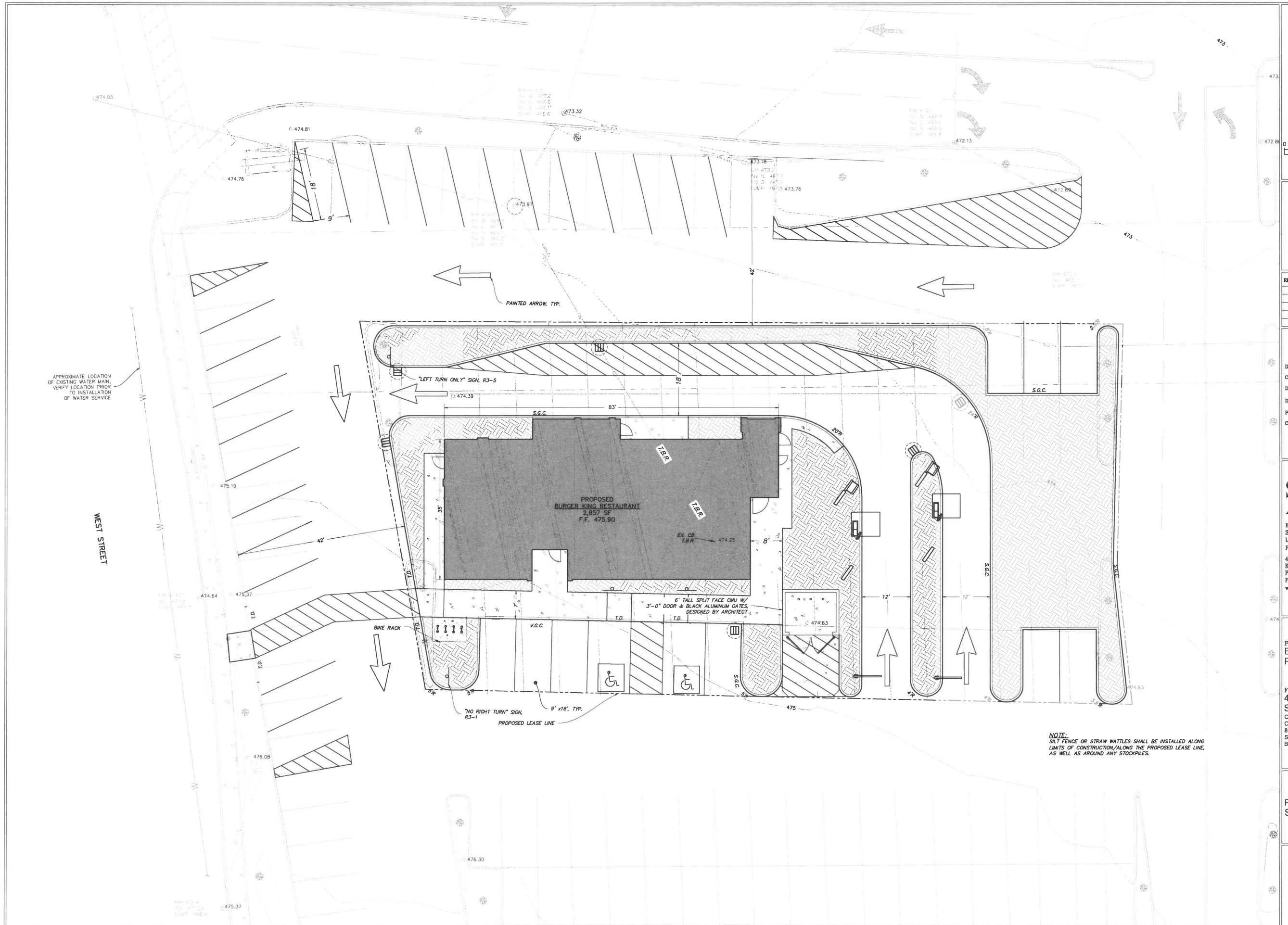
Project:
BURGER KING RESTAURANT

For:
480 WEST STREET LLC
 C/O THE WILDER COMPANIES
 800 BOYLSTON STREET,
 SUITE 1300
 BOSTON, MA 02199

PROPOSED
 SITE PLAN

SHEET

C-2

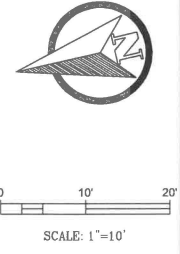
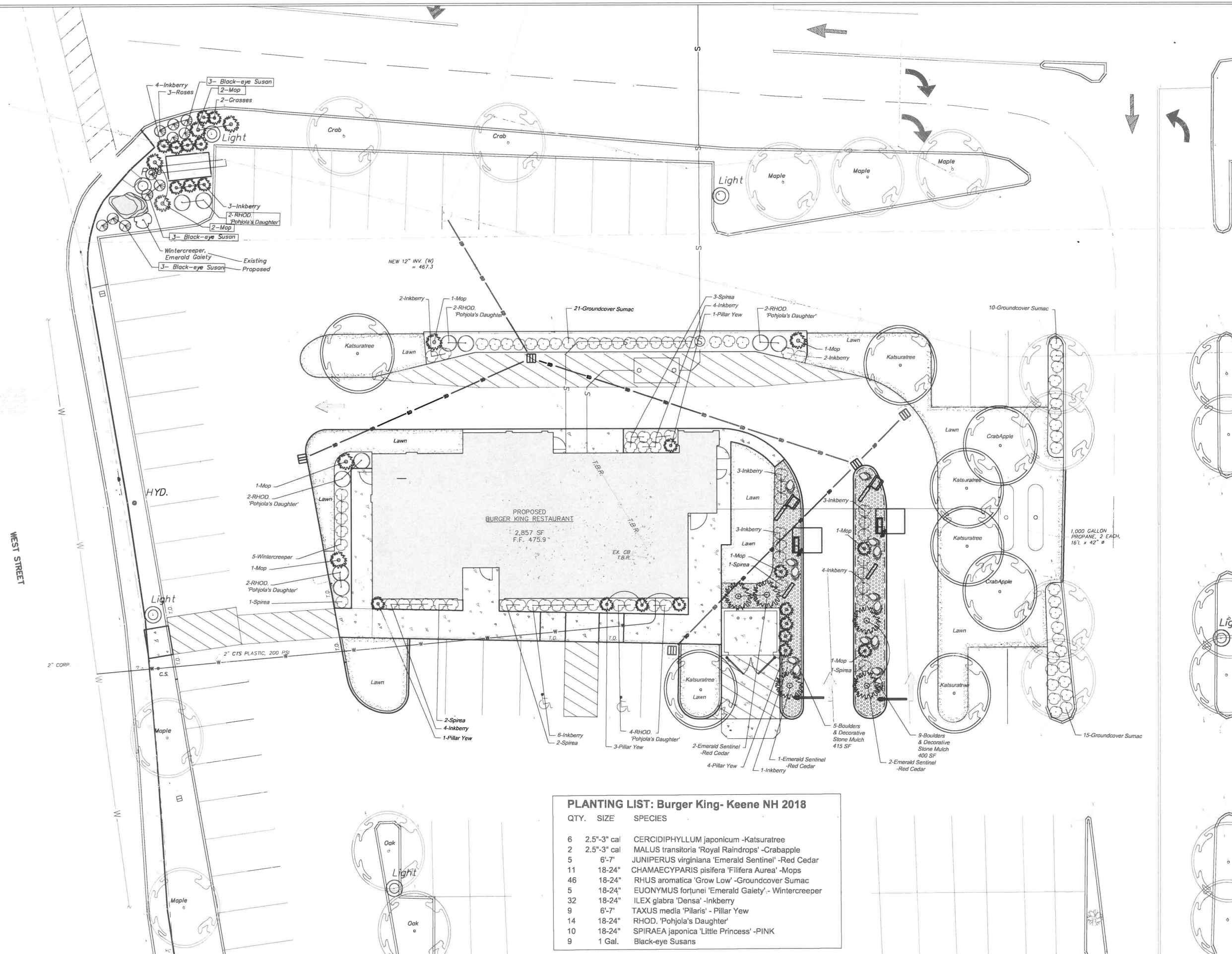


APPROXIMATE LOCATION
 OF EXISTING WATER MAIN,
 VERIFY LOCATION PRIOR
 TO INSTALLATION
 OF WATER SERVICE

WEST STREET

6" TALL SPLIT FACE CMU W/
 3'-0" DOOR & BLACK ALUMINUM GATES,
 DESIGNED BY ARCHITECT

NOTE:
 SILT FENCE OR STRAW WATTLES SHALL BE INSTALLED ALONG
 LIMITS OF CONSTRUCTION ALONG THE PROPOSED LEASE LINE,
 AS WELL AS AROUND ANY STOCKPILES.



Donald R
Scott, RLA
Landscape
Architect
144 Main St. Box 45
Harrisville, NH 03450
603-313-9335 Cell
Dscott.RLA@myfairpoint.net

REV.	DESCRIPTION	DATE

DESIGNED BY: JAC
CHECKED BY: RH
DATE: 11-28-2018
3:15 SUP. EX. 10.1.9.17
PROJECT NO. 18013
SHEET NO. 2613 SITE1

SVE Associates
Engineering
Surveying
Landscape Architecture
Planning
47 Marlboro Street
Keene, NH 03431
Phone (603) 356-1532
Fax (603) 356-2969
website: www.sveassoc.com

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Project:
BURGER KING RESTAURANT

For:
480 WEST

PROPOSED
LANDSCAPE
PLAN
3-15-2018

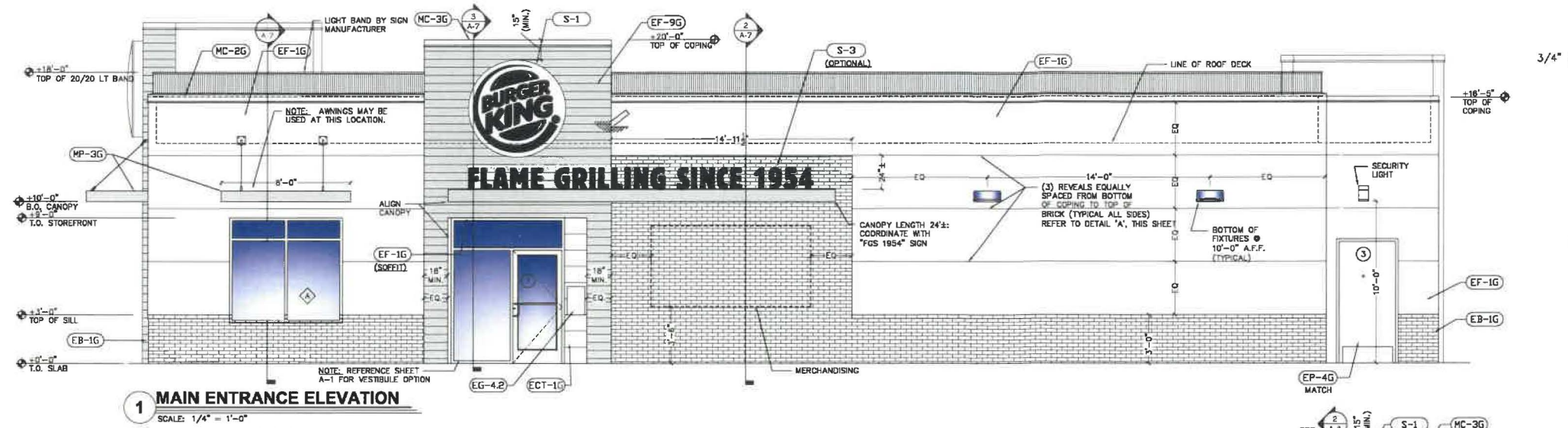
SHEET

L-1

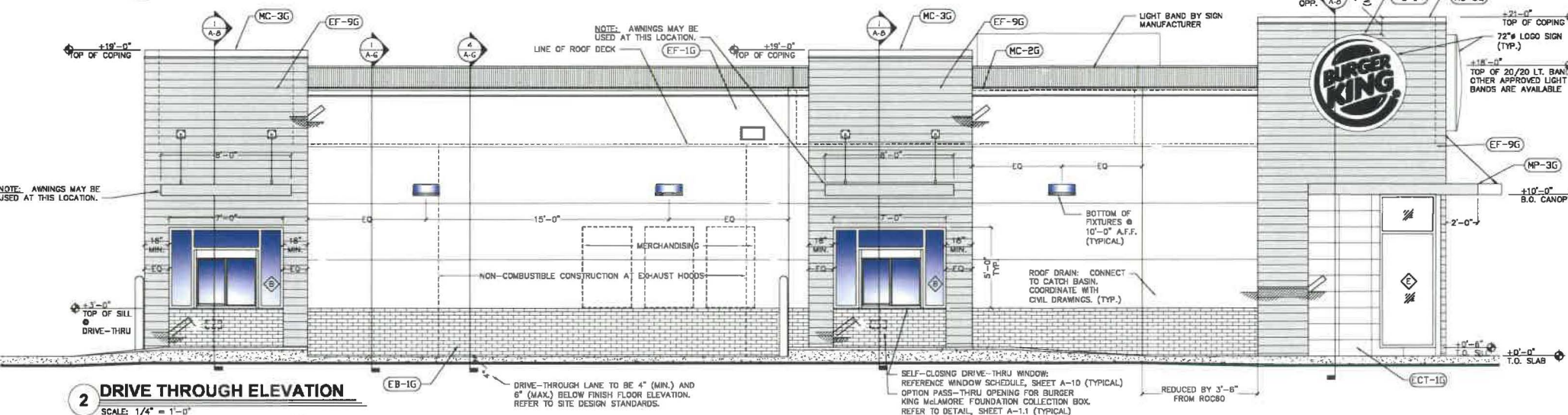
PLANTING LIST: Burger King- Keene NH 2018

QTY.	SIZE	SPECIES
6	2.5"-3" cal	CERCIDIPHYLLUM japonicum -Katsuratree
2	2.5"-3" cal	MALUS transitoria 'Royal Raindrops' -Crabapple
5	6'-7'	JUNIPERUS virginiana 'Emerald Sentinel' -Red Cedar
11	18-24"	CHAMAECYPARIS pisifera 'Filifera Aurea' -Mops
46	18-24"	RHUS aromatica 'Grow Low' -Groundcover Sumac
5	18-24"	EUONYMUS fortunei 'Emerald Gaiety' - Wintercreeper
32	18-24"	ILEX glabra 'Densa' -Inkberry
9	6'-7'	TAXUS media 'Pilaris' - Pillar Yew
14	18-24"	RHOD. 'Pohjola's Daughter'
10	18-24"	SPIRAEA japonica 'Little Princess' -PINK
9	1 Gal.	Black-eye Susans

NOTE:
 (EF-9G) - INSTALL PER MANUFACTURER'S SPECIFICATIONS. VERTICAL SEAMS SHALL BE MINIMIZED. ALL SPANS OF 10' OR MORE SHALL HAVE VERTICAL CAULKED SEAMS ALIGNED IN THE CENTER OF THE ARCHON



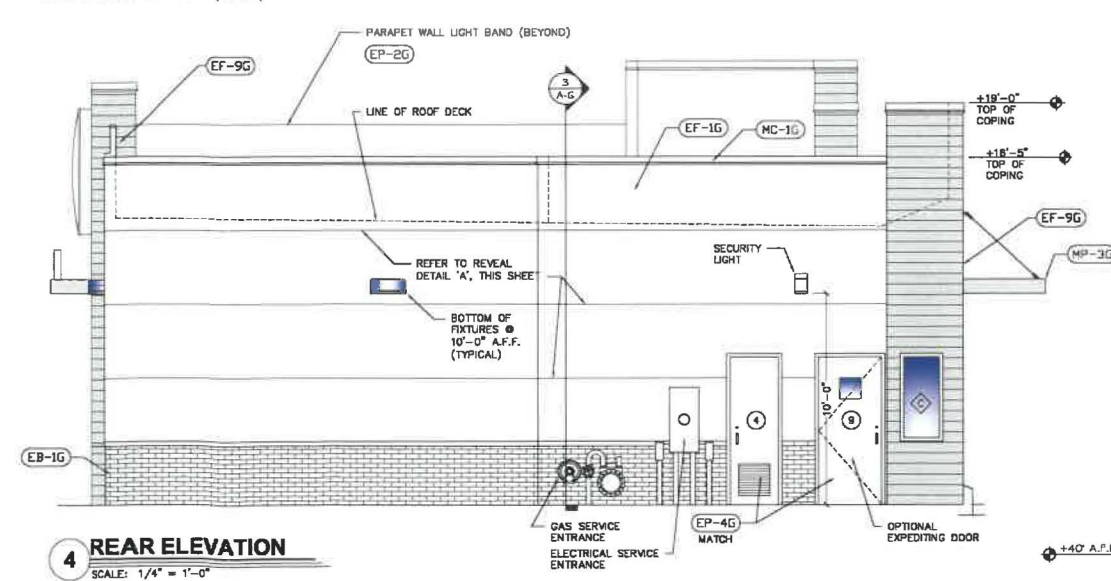
1 MAIN ENTRANCE ELEVATION
 SCALE: 1/4" = 1'-0"



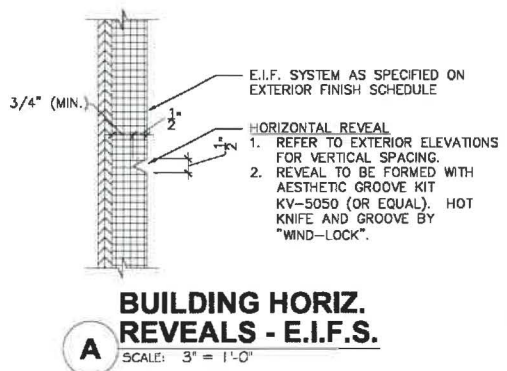
2 DRIVE THROUGH ELEVATION
 SCALE: 1/4" = 1'-0"



3 FRONT ELEVATION
 SCALE: 1/4" = 1'-0"



4 REAR ELEVATION
 SCALE: 1/4" = 1'-0"



A BUILDING HORIZ. REVEALS - E.I.F.S.
 SCALE: 3" = 1'-0"



B WINDOW DECAL
 SCALE: NONE

NOTE: ALL FINISHES AS PER GARDEN GRILL FINISH SCHEDULE



AMARA ASSOCIATES
 148 West River St.-Suite-5
 Providence, RI 02904
 Tel: 401.454.6867
 Fax: 401.454.5485

CONSULTANT:



REVISIONS:
 No. DATE DESCRIPTION

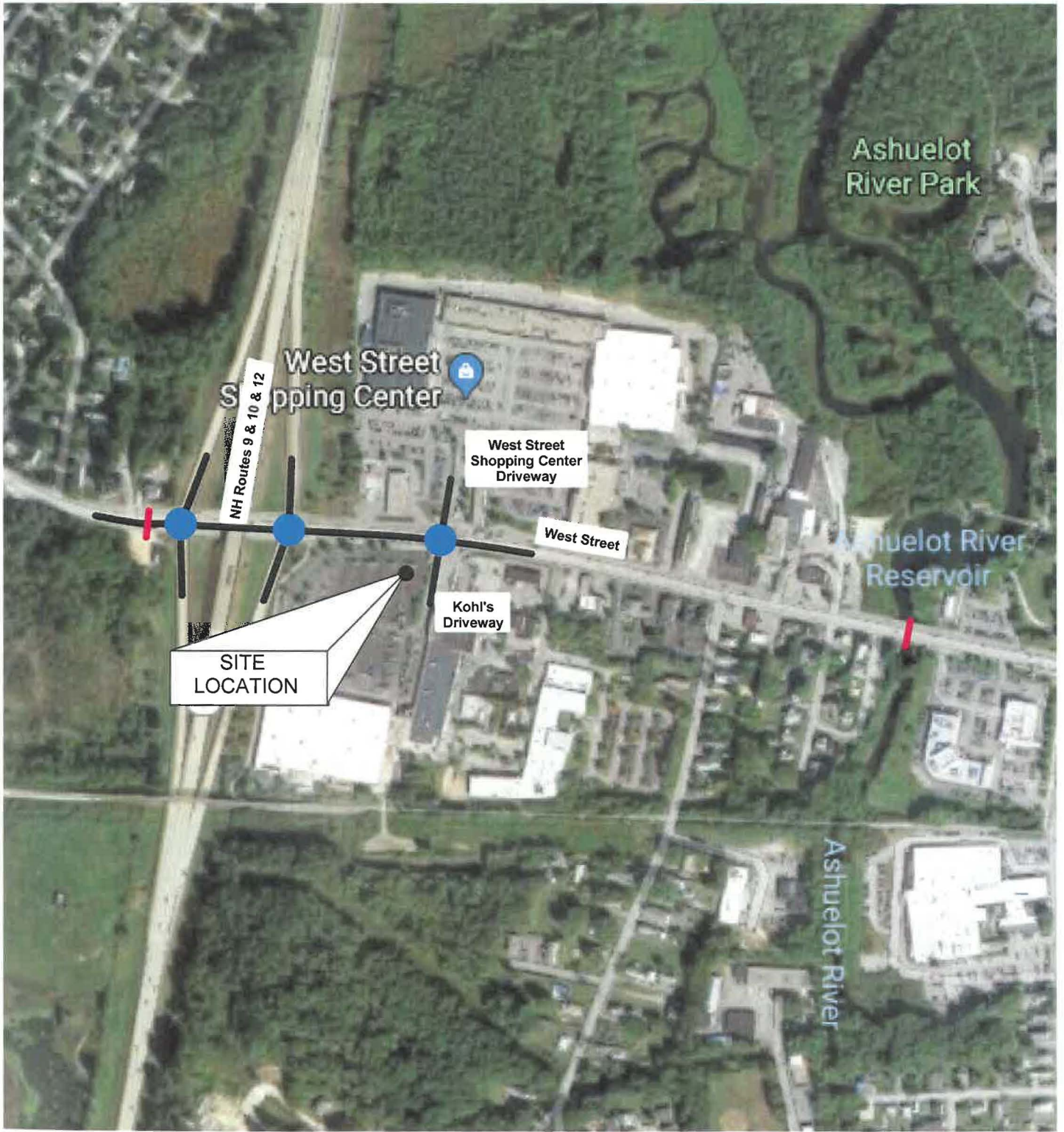
SCALE: NOTED
 DRAWN BY: WRG
 CHECKED BY: DH
 DATE ISSUED:
 JOB NUMBER: 16003

SHEET TITLE:
EXTERIOR ELEVATIONS AND DETAILS
 PROJECT:
PROPOSED BURGER KING WEST STREET KEENE, NH

SHEET NUMBER:

A-2

SPR-09-12, MOD 6

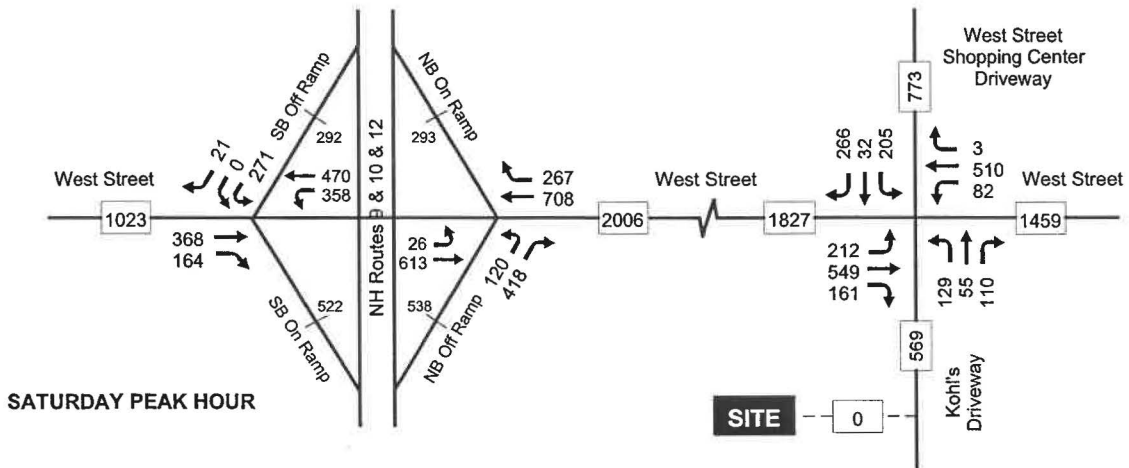
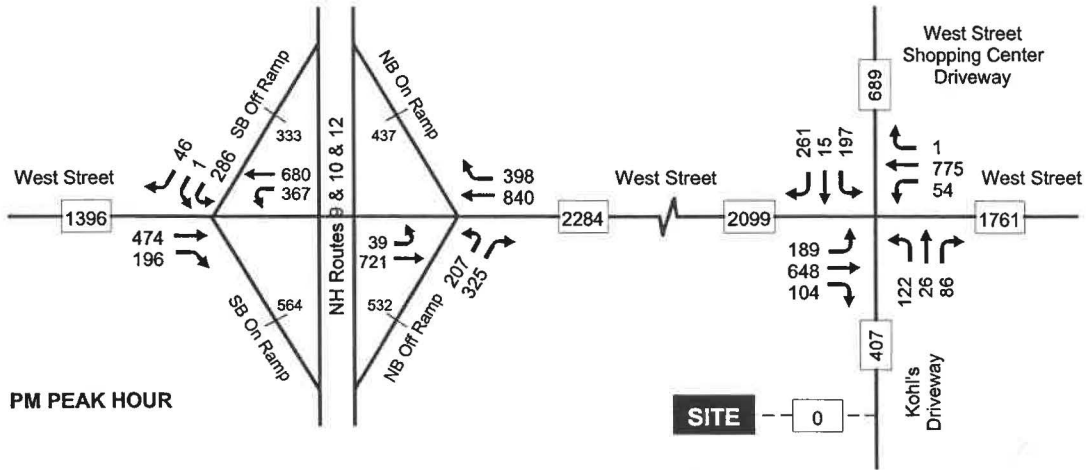


-  = AUTOMATIC TRAFFIC RECORDER LOCATION (NHDOT)
-  = INTERSECTION TURNING MOVEMENT COUNT LOCATION

1733A

Figure 1

Site Location



1733A



Figure 3
Page 51 of 58

2019 No-Build Traffic Volumes

Traffic Impact Assessment, Proposed Burger King Restaurant, Keene, New Hampshire

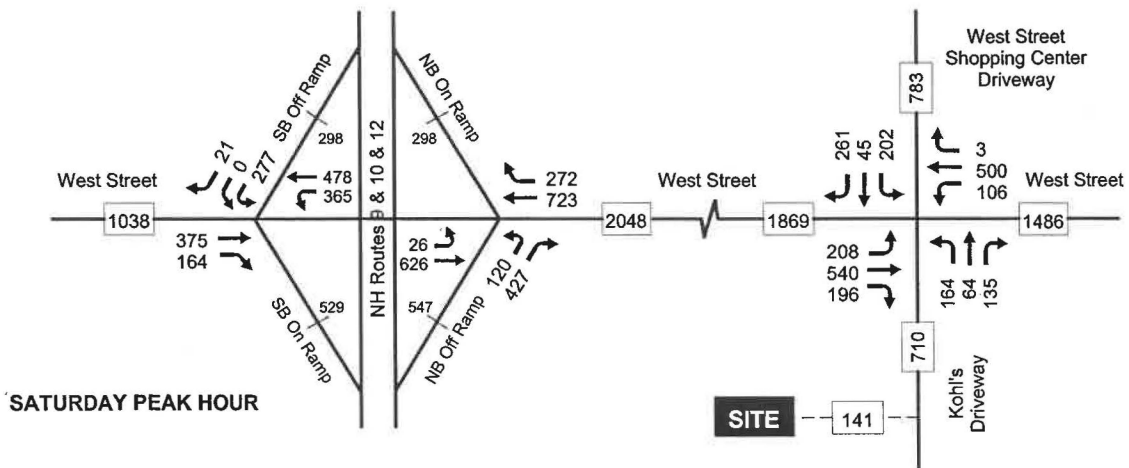
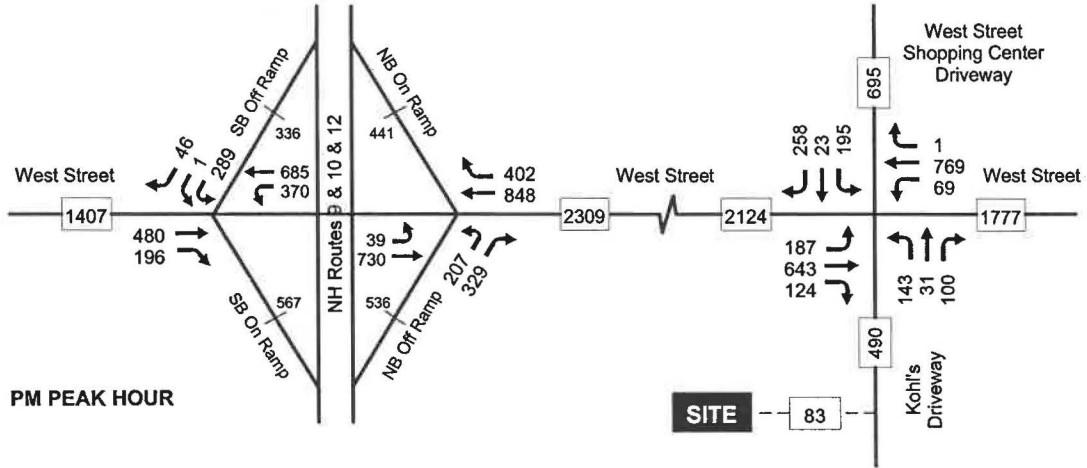


Table 1 **Trip Generation Summary - Proposed Burger King**

	<u>Primary Trips</u>	<u>Pass-By Trips ²</u>	<u>Total Trips ¹</u>
Weekday PM Peak Hour			
Entering	25 veh	23 veh	48 veh
Exiting	<u>22 veh</u>	<u>23 veh</u>	<u>45 veh</u>
Total	47 trips	46 trips	93 trips
Weekday Total			
Entering	337 veh	337 veh	674 veh
Exiting	<u>337 veh</u>	<u>337 veh</u>	<u>674 veh</u>
Total	674 trips	674 trips	1,348 trips
<hr/>			
Saturday Peak Hour			
Entering	41 veh	39 veh	80 veh
Exiting	<u>38 veh</u>	<u>39 veh</u>	<u>77 veh</u>
Total	79 trips	78 trips	157 trips
Saturday Total			
Entering	440 veh	441 veh	881 veh
Exiting	<u>440 veh</u>	<u>441 veh</u>	<u>881 veh</u>
Total	880 trips	882 trips	1,762 trips

¹ITE Land Use Code 934 - Fast-Food Restaurant with Drive-Through (2,857 sf)

²50% Pass-By Trips ("Trip Generation Handbook - 3rd Edition": Table E.32, Page 214)

Table 3

Signal-Controlled Intersection Capacity Analysis Summary
West Street / Kohl's Driveway / West Street Shopping Center Driveway

	2017 Existing				2019 No-Build				2019 Build				2029 No-Build				2029 Build			
	V/C	Delay	LOS	Queue Avg/95 ^{tn}	V/C	Delay	LOS	Queue Avg/95 ^{tn}	V/C	Delay	LOS	Queue Avg/95 ^{tn}	V/C	Delay	LOS	Queue Avg/95 ^{tn}	V/C	Delay	LOS	Queue Avg/95 ^{tn}
Weekday PM Peak Hour																				
West Street - EB LT	0.88	56.6	E	3 (8)	0.88	56.6	E	3 (8)	0.86	53.0	D	3 (8)	0.99	87.9	F	3 (8)	0.97	80.1	F	3 (8)
West Street - EB TH	0.57	19.6	B	5 (7)	0.64	20.5	C	5 (8)	0.70	22.9	C	5 (8)	0.70	21.9	C	6 (9)	0.77	25.0	C	6 (9)
West Street - EB RT	0.07	11.2	B	0 (0)	0.07	11.2	B	0 (0)	0.09	12.1	B	0 (1)	0.07	11.2	B	0 (0)	0.09	12.1	B	0 (0)
West Street - WB LT	0.35	29.7	C	1 (2)	0.35	29.7	C	1 (2)	0.37	28.5	C	1 (3)	0.35	29.7	C	1 (2)	0.37	28.5	C	1 (3)
West Street - WB TH&RT	0.73	24.8	C	6 (8)	0.81	27.8	C	6 (10)	0.86	31.2	C	6 (10)	0.85	29.3	C	7 (11)	0.90	33.6	C	7 (11)
Kohl's Driveway - NB LT	0.46	26.0	C	2 (4)	0.46	26.0	C	2 (4)	0.51	25.8	C	2 (4)	0.46	26.0	C	2 (4)	0.51	25.8	C	2 (4)
Kohl's Driveway - NB TH	0.10	23.5	C	0 (1)	0.10	23.5	C	0 (1)	0.11	22.8	C	0 (1)	0.10	23.5	C	0 (1)	0.11	22.8	C	0 (1)
Kohl's Driveway - NB RT	0.06	17.2	B	0 (1)	0.06	17.2	B	0 (1)	0.07	15.8	B	0 (1)	0.06	17.2	B	0 (1)	0.07	15.8	B	0 (1)
West Street Driveway - SB TH<	0.76	35.7	D	4 (7)	0.76	35.7	D	4 (7)	0.77	36.3	D	4 (8)	0.76	35.7	D	4 (7)	0.77	36.3	D	4 (8)
West Street Driveway - SB RT	0.19	19.6	B	0 (1)	0.19	19.6	B	0 (1)	0.19	19.2	B	0 (1)	0.19	20.4	C	0 (1)	0.19	19.9	B	0 (1)
Overall	0.85	25.8	C		0.89	26.7	C		0.93	27.8	C		0.94	29.8	C		0.98	31.0	C	
Cycle Length (Lost Time)	100 (26.0)				100 (26.0)				100 (26.0)				100 (26.0)				100 (26.0)			
Saturday Midday Peak Hour																				
West Street - EB LT	0.76	35.1	D	4 (7)	0.83	43.1	D	4 (8)	0.81	42.1	D	4 (8)	0.91	58.6	E	4 (8)	0.90	56.7	E	4 (8)
West Street - EB TH	0.59	21.6	C	4 (6)	0.62	21.2	C	5 (6)	0.61	21.4	C	5 (6)	0.68	22.5	C	5 (7)	0.68	22.5	C	5 (7)
West Street - EB RT	0.12	12.9	B	0 (1)	0.12	12.2	B	0 (1)	0.14	12.3	B	0 (1)	0.12	12.2	B	0 (1)	0.14	12.3	B	0 (1)
West Street - WB LT	0.45	29.1	C	1 (3)	0.45	29.1	C	1 (3)	0.59	32.7	C	2 (4)	0.45	29.1	C	1 (3)	0.59	32.7	C	2 (4)
West Street - WB TH&RT	0.69	27.4	C	4 (6)	0.66	25.0	C	4 (6)	0.65	25.0	C	4 (6)	0.68	24.7	C	5 (7)	0.68	24.8	C	4 (7)
Kohl's Driveway - NB LT	0.48	25.5	C	2 (4)	0.48	25.5	C	2 (4)	0.59	27.7	C	3 (5)	0.48	25.5	C	2 (4)	0.59	27.7	C	3 (5)
Kohl's Driveway - NB TH	0.19	23.3	C	1 (2)	0.19	23.3	C	1 (2)	0.22	23.3	C	1 (2)	0.19	23.3	C	1 (2)	0.22	23.3	C	1 (2)
Kohl's Driveway - NB RT	0.08	15.9	B	0 (1)	0.08	15.9	B	0 (1)	0.10	15.9	B	0 (1)	0.08	15.9	B	0 (1)	0.03	15.9	B	0 (1)
West Street Driveway - SB TH<	0.73	32.2	C	4 (8)	0.79	37.8	D	4 (9)	0.83	41.5	D	4 (9)	0.79	37.8	D	4 (9)	0.83	41.5	D	4 (9)
West Street Driveway - SB RT	0.19	16.3	B	0 (1)	0.19	17.7	B	0 (1)	0.18	17.8	B	0 (1)	0.19	18.4	B	0 (1)	0.18	18.6	B	0 (1)
Overall	0.84	24.1	C		0.85	25.0	C		0.89	25.5	C		0.90	26.7	C		0.94	26.9	C	
Cycle Length (Lost Time)	100 (26.0)				100 (26.0)				100 (26.0)				100 (26.0)				100 (26.0)			

1) Volume-to-capacity ratio
2) Delay in vehicles per second
3) Level of Service


STUDY FINDINGS AND RECOMMENDATIONS

Based upon the existing conditions data collected at the existing three study area intersections on West Street, the anticipated traffic increases from the proposed fast-food restaurant, and the analysis of future traffic levels in the study area, Pernaw & Company, Inc. concludes:

1. According to the NHDOT short-term traffic recorder station located on West Street (west of NH 9 & 10 & 12), this section of roadway carried an Annual Average Daily Traffic (AADT) volume of 13,383 vehicles in 2016. A similar count on West Street east of the site (at Ashuelot River Bridge) revealed that it carried an AADT of 19,825 vehicles per day in 2016. In both instances, the highest hourly traffic volumes typically occurred during the weekday PM peak hour.
2. Intersection counts conducted by Pernaw & Company, Inc. at the three study area intersections in November 2017 revealed that the highest traffic hours occurred from 4:15 to 5:15 PM on Thursday (11/9/17) and from 11:15 AM to 12:15 PM on Saturday (11/11/17). During these peak periods, the two-way traffic volume on West Street (west of Kohl's Driveway) totaled 1,956 vehicles (PM) and 1,729 vehicles (Sat). Similarly, the hourly traffic volume on West Street (east of Kohl's Driveway) totaled 1,618 (PM) and 1,361 (Sat) vehicles. The Kohl's Driveway accommodated 407 (PM) and 569 (Sat) vehicles during the peak hour periods.
3. The trip generation analysis indicates that the proposed fast-food restaurant will generate approximately 93 trips (48 arrivals, 45 departures) during the PM peak hour and 157 trips (80 arrivals, 77 departures) during the Saturday peak hour. A significant portion of these trips constitute "pass-by" trips which will be drawn into the site from the existing traffic stream, by impulse or in conjunction with a regular trip on the West Street corridor.
4. A comparison between the No-Build and Build traffic projections revealed that site traffic will increase the utilization of the West Street/Kohl's Driveway/West Street Shopping Center Driveway signalized intersection by approximately +3% to +5% during the peak hour periods, depending on the day. During the worst-case Saturday peak hour period, the net increase is projected at +110 additional vehicles traveling through the intersection.
5. The West Street/Kohl's Driveway/West Street Shopping Center Driveway intersection is expected to operate at an overall LOS C during both peak hour periods in 2029, with overall delays ranging from 27-31 seconds, depending upon the peak hour period. The overall intersection will be operating close to capacity by 2029 regardless of the proposed restaurant.
6. The West Street/NH 9 & 10 & 12 Northbound Ramp junction is expected to operate at an overall LOS B during the PM peak hour period in 2029 with an overall delay of 19 seconds. During the Saturday peak hour period it is expected to operate at an overall LOS C with an overall delay of 21 seconds. This intersection is projected to operate at 68% of its capacity by 2029 with the restaurant fully operational.

7. The West Street/NH 9 & 10 & 12 Southbound Ramp junction is expected to operate at an overall LOS C during both peak hour periods in 2029, with overall delays of 32 to 33 seconds during the peak hour periods. This intersection is projected to operate at 83% of its capacity by 2029 with the restaurant fully operational.

This section of West Street is under the jurisdiction of City of Keene. No physical modifications to the study area intersection are required to safely and effectively accommodate the additional +65 (PM) and +110 (Sat) restaurant vehicles during the peak hour periods. The existing traffic signal system is demand responsive and capable of accommodating the anticipated increases without modifications to the signal phasing plan and timing parameters (cycle length).



Stephen G. Pernaw 2/19/08

MEMORANDUM

Ref: 1733A

To: Kelli Burke, The Wilder Companies, Ltd.
Rob Hitchcock, P.E., SVE Associates

From: Stephen G. Pernaw, P.E., PTOE

Subject: Proposed Burger King Restaurant
Keene, New Hampshire

Date: April 2, 2018

On February 19, 2018 our office published the report entitled: *“Traffic Impact Assessment – Proposed Burger King Restaurant”* for The Wilder Companies, Ltd. Recently we received review comments from the City Planning and Engineering Departments via several email messages. The purpose of this memorandum is to reiterate each comment and provide responses, as follows:

Planning Comment #1: *“The trip generation analysis indicates that the restaurant will generate approximately 93 trips during the PM peak hour and 157 trips during the Saturday peak hour. Do you have an estimate of the queue length at the drive-through during these peak hours?”*

SGP Response: Yes, according to our in-house calculations the 95th percentile queue is estimated at 9 vehicles for a conventional single-lane system (one order window; one pick-up window). Recognizing that the proposed plan shows a more advanced drive-through system with dual order stations; we expect the actual vehicle queues will be somewhat shorter.

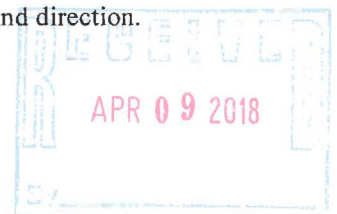
According to data collected and analyzed by “ITE Technical Council Committee 5D-10,” the average maximum queue for a hamburger fast-food type restaurant was 7 vehicles.

Planning Comment #2: *“How do you plan to accommodate pedestrian traffic coming from the east side of the site (i.e. near Walgreens, where the City Express Bus currently stops) to the entrance of the proposed building?”*

SGP Response: The designer’s intent is not to encourage walkers from Walgreens as they would be approaching via the back door. If Walgreen shoppers intend to walk to the proposed restaurant, then they should utilize the sidewalk from Walgreen’s to West Street, across the Kohl’s Driveway to additional sidewalk along West Street to the designated path/marked crosswalk to the restaurant (see Attachment).

Planning Comment #3: *“With respect to the flow of vehicles entering and exiting the site, there is concern for vehicular conflict between vehicles turning left to exit the parking lot (from the travel aisle to the east of the drive-thru) and vehicles turning right to enter the site (from the main entrance to the plaza).”*

SGP Response: To address this concern said parking aisle is now one-way in the northbound direction. See SVE Associates revised concept (attached).



Engineering Comment #1: "No particular objections to the basic assumptions/LUC's/study methodology."

SGP Response: None required.

Engineering Comment #2: "Applicant should submit a copy of the traffic report to NHDOT for their review, as they control the signals at the Rt. 9/10/12 intersection."

SGP Response: This will be done by SVE Associates.

Engineering Comment #3: "Traffic engineer should determine and state whether the existing queue capacity can accommodate the anticipated increases in Queue length. In particular, please review the queuing capacity for Left turn lanes."

SGP Response: According to Tables 3, 4 & 5 in the study, the 95th percentile queue lengths in the various lane groups increase by 0 or 1 vehicle as a result of site traffic. This means that site traffic will not dramatically alter the prevailing queuing conditions at the three study area intersections. The storage for westbound vehicles on West Street that turn left on to the southbound on-ramp is limited to approximately 11 vehicles due to the spacing of the two ramp junctions. Standing and rolling queues were observed to extend back to and through the northbound ramp junction on occasion; however these vehicles cleared the intersection prior to the end of the green signal phase.

Engineering Comment #4: "The consultant indicates that the existing signals are "demand Responsive". Please confirm the operational status of sensors with KPD. If sensors are not currently operational, recommend replacement as a condition of approval."

SGP Response: An email message from the City on 3/30/18 states: "There were no comments from police. The sensors at the intersection are operational and will not need to be replaced."

Engineering Comment #5: "How does the east bound left turn traffic decrease in the build scenario? Is this correct?"

SGP Response: This is correct, as the "pass-by" trips that are drawn to the subject site are expected to do so in proportion to the various approach volumes at the adjacent signalized intersection. Those who divert from the eastbound left-turn movement to visit the restaurant are then manifested as a northbound through movement after their stop.

Engineering Comment #6: "In the build scenario some of the West Street queuing increases. Is there room on the pavement to accommodate the increased queue?"

SGP Response: See the response to Engineering Comment #3.

Engineering Comment #7: "Some of the loops used to control the intersection signal response based on demand may not be working. If the loops aren't working does that impact any conclusions? The CE will check with his traffic folks to see what works vs doesn't work. If some loops are out he would like a \$\$\$ contribution to get them all working."

SGP Response: See the response to Engineering Comment #4.

Engineering Comment #8: "Is there a concern that during peak hour of restaurant that the queue will back up far enough to impact the main east west travel lane?"

SGP Response: Vehicle queues on the Kohl's Driveway approach to West Street are not expected to extend back to the internal east-west travel lane that is located on the south side of the restaurant.

Attachment

