



Planning Board – TUESDAY, May 26, 2020, 6:30PM

AGENDA

- This meeting will be conducted using the online meeting platform, Zoom. The public may view the meeting online by visiting www.zoom.us/join and enter the Meeting ID: 897-7942-5636.*
- If you are unable to attend the meeting online, you may call the toll-free # (888) 475-4499 and enter Meeting ID: 897-7942-5636 to listen to the meeting.*
- More info on how to access this meeting is available on the Planning Board webpage at ci.keene.nh.us/planning-board.
- If you encounter any issues accessing this meeting, please call 603-757-0676 during the meeting.

I. **Call to Order** – Roll Call

II. **Minutes of Previous Meeting** – April 13, 2020 & April 27, 2020 Meetings

III. **Boundary Line Adjustment:**

S-03-20 - 522 & 526 Main Street - Applicant 522 Main Street Keene LLC, on behalf of owner Sandri Realty Inc., proposes a boundary line adjustment between the property located at 522 Main St (TMP #112-008-000) and the adjacent lot at 526 Main St (TMP# 114-001-000). This adjustment would result in a net transfer of 47-sf of land from the 80,566-sf parcel at 526 Main St to the 9,636-sf parcel at 522 Main St. This adjustment would transfer 3,297-sf from the southern portion of the parcel at 522 Main St to the parcel at 526 Main St, and would transfer 3,345-sf from the parcel at 526 Main St to the eastern portion of the parcel at 522 Main St. Both properties are located in the Commerce District.

IV. **Public Hearings:**

SPR 108 Modification 1 – 522 & 526 Main Street, VIP Tires & Service - Applicant John Quirk, on behalf of owner, Sandri Realty Inc., proposes to renovate the existing building and modify the parking lot and curb cut for the property located at 522 Main Street (TMP# 112-008-000) and 526 Main Street (TMP# 114-001-000). Waivers are requested from Development Standards #8 – Screening, and #10 – Lighting. The parcel at 522 Main St is 0.26-acres and at 526 Main St is 1.85-acres. Both properties are located in the Commerce District.

V. **Community Development Director Report**

VI. **New Business**

VII. **Upcoming Dates of Interest – June 2020**

- Joint PB/PLD Committee – June 8; 6:30 PM
- Planning Board Steering Committee – June 9; 11:00 AM
- Planning Board Site Visits – June 17; 8:00 AM – **To Be Confirmed**
- Planning Board Meeting – June 22; 6:30 PM

**In Emergency Order #12, issued by the Governor pursuant to Executive Order #2020-04, which declared a COVID-19 State of Emergency, the requirement that a quorum of a public body be physically present at the meeting location under RSA 91-A:2, III(b), and the requirement that each part of a meeting of a public body be audible or otherwise discernible to the public at the meeting location under RSA 91-A:2, III(c), have been waived. Public participation may be provided through telephonic and other electronic means.*

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1 CITY OF KEENE
2 NEW HAMPSHIRE

3
4 PLANNING BOARD
5 MEETING MINUTES

6 Monday, April 13, 2020

6:30 PM

Online Meeting

7 Members Present

Douglas Barrett, Chairman
Chris Cusack, Vice-Chair
Michael Burke
Mayor George Hansel
David Orgaz
Councilor Michael Remy
Andrew Weglinski
Tammy Adams, Alternate
Emily Lavigne-Bernier, Alternate

Staff:

Rhett Lamb, Asst. City Manager/Community
Development Director
Tara Kessler, Senior Planner
Mari Brunner, Planner

Members Not Present:

Pamela Russell Slack
Gail Sommers

8 **I. Statement of Authority to Hold Remote Meeting**

9 Chair Barrett began the meeting by reading the following statement with respect to
10 holding remote meetings:

11
12 “In Emergency Order #12, issued by the Governor of the State of New Hampshire
13 pursuant to Executive Order #2020-04, certain provision of RSA 91-A regulating the
14 operation of public body meetings have been waived during the declared COVID-19
15 State of Emergency.

16
17 Specifically:

- 18 • The requirement that a quorum of a public body be physically present except in an
19 emergency requiring immediate action under RSA 91-A:2, III(b);
20 • The requirement that each part of a meeting of a public body be audible or otherwise
21 discernible to the public at the location specified in the meeting notice as the location
22 of the meeting under RSA 91-A:2, III(c).
23 • Provided, however that the public body must:
24 • Provide access to the meeting by telephone, with additional access
25 possibilities by video or other electronic means;
26 • Provide public notice of the necessary information for accessing the meeting;
27 • Provide a mechanism for the public to alert the public body during the
28 meeting if there are problems with access; and

- 29 • Adjourn the meeting if the public is unable to access the meeting.
30 • All votes are to be taken by roll call.
31 • All board participants shall identify the location from where they are participating and
32 who is present in the room with them.”
33

34 Chair Barrett said the public may access the meeting online by visiting the Zoom website,
35 www.zoom.us/join, and entering the Meeting ID, 669-333-138. The public can, listen, but
36 not view, the meeting by calling the toll-free phone number (888) 475-4499 and entering
37 the Meeting ID. If someone is unable to access the meeting, they should call 603-757-
38 0622.

39
40 **II. Call to order – Roll Call**

41 Chair Barrett called the meeting to order at 6:30 PM and roll call was taken.
42

43 **III. Minutes of previous meeting – – February 24, 2020 Planning Board Meeting**

44 A motion was made by Mayor George Hansel to accept the February 24, 2020. The
45 motion was seconded by Councilor Michael Remy and was unanimously approved by
46 roll call vote.
47

48 **IV. Extension Requests**

49
50 **SPR-876, Mod. #1 – Ametek (formerly Precitech) – 44 Black Brook Rd – Site Plan** –

51 Applicant Brickstone Land Use Consultants LLC, on behalf of owner NH Black Brook
52 LLC, requests a six-month extension of the 180-day conditional site plan approval
53 timeframe. This conditional approval is for the construction of a 7,870 sf building
54 addition and the installation of new parking areas to the north and east of the existing
55 building. The site is 18.4-acres and is located in the Corporate Park District (TMP 221-
56 021-000).
57

58 A motion was made by Mayor George Hansel to grant the six-month extension for SPR-
59 876, Mod. #1. The motion was seconded by Councilor Michael Remy and was
60 unanimously approved by roll call vote.
61

62 **SPR-05-19 – Colonial Theatre – 89 Main St – Site Plan** – Applicant Weller & Michal

63 Architects, on behalf of owner Colonial Theatre Group Inc., requests a six-month
64 extension of the 180-day conditional site plan approval timeframe. This conditional
65 approval is for modifications to the main entrance and the construction of a 2,800 sf
66 addition to the existing building. The site is 0.36-acres and is located in the Central
67 Business District (TMP# 575- 008-000).
68

69 A motion was made by Mayor George Hansel to grant the six-month extension for SPR-
70 05-19. The motion was seconded by Councilor Michael Remy and was unanimously
71 approved by roll call vote.
72
73

74 **V. Boundary Line Adjustment:**

75
76 **S-01-20 – 96 Dunbar St – Knotty Pine Antiques & Railroad St Condo Association -**

77 Applicant Brickstone Land Use Consultants, on behalf of owners Knotty Pine Antique
78 Market Inc. and Railroad St Condominium Association, proposes a boundary line
79 adjustment between the property located at 96 Dunbar St (TMP #585-007-000) and the
80 adjacent lot at 0 Cypress St (TMP# 574-041-000). This adjustment would transfer 0.21-
81 acres from the 9.1-acre parcel at 0 Cypress St. to the 0.39-acre parcel at 96 Dunbar St.
82 Both properties are located in the Central Business District. The property at 0 Cypress St
83 is in the Downtown Historic District.

84
85 A. Board Determination of Completeness.

86 Planner Mari Brunner addressed the Board and stated the applicant has requested
87 exemptions from providing a separate proposed conditions plan, grading plan,
88 landscaping plan, lighting plan, drainage report, and traffic report. After reviewing this
89 request, Staff has determined that exempting the Applicant from submitting this
90 information would have no bearing on the merits of the application. Staff recommends
91 accepting this application as complete.

92
93 A motion was made by Mayor George Hansel that the Board accept this application as
94 complete. The motion was seconded by Councilor Michael Remy and was unanimously
95 approved by roll call vote.

96
97 B. Public Hearing

98 Mr. Jim Phippard of Brickstone Land Use Consultants addressed the Board on behalf of
99 the owner of 96 Dunbar St, Knotty Pine Antique Market Inc. and the owner of 0 Cypress
100 St, Railroad Street Condominium Association. Mr. Phippard referred to an aerial image
101 that shows the two properties. The property shaded in yellow is the property owned by
102 the Railroad Street Condominium Association, which consists of 9.88 acres and contains
103 existing buildings, including the Monadnock Food Co-op, Marriott Hotel, condominium
104 complex, and senior housing. The property shaded in red is the 96 Dunbar Street parcel
105 owned by Knotty Pine Antique Market Inc.

106
107 Mr. Phippard said that the proposal is to transfer 0.207 acres from the 0 Cypress Street lot
108 to the 96 Dunbar Street lot. He referred to the 0.207-acre area that will be affected by the
109 boundary line adjustment, and noted that the proposal would eliminate the interior lot line
110 and make it part of 96 Dunbar Street.

111
112 Mr. Phippard went on to say the existing Dunbar Street property is in the Central
113 Business District consisting of 0.395 acres, if the boundary line adjustment is approved,
114 0.207 acres will be added, to increase the lot size to 0.603 acres, which will be considered
115 a conforming lot in the Central Business District. The property at 0 Cypress Street is
116 9.088 acres in size will be reduced to 8.881 acres. This conclude Mr. Phippard's
117 presentation.

119 Mr. Weglinski asked for explanation of the slide which showed the adjustment. Mr.
120 Phippard showed where Knotty Pines is located on Dunbar Street. He indicated this
121 boundary line adjustment would give 96 Dunbar Street more space to add parking in the
122 future. The area in yellow is located in the historic district and a site plan will need to be
123 submitted for the Historic District Commission's approval before it can be approved by
124 the Planning Board

125

126 Staff comments were next. Ms. Brunner stated this adjustment would transfer 0.207 acres
127 from 0 Cypress Street to 96 Dunbar Street.

128

129 She indicated there were no departmental comments from staff from Code Enforcement,
130 Engineering, Police or Fire. Staff from the Assessing Department noted that a revised
131 condominium plan and documents will need to be submitted to the City of Keene
132 Assessing Department following approval of the Boundary Line Adjustment application
133 by the Planning Board. This comment was shared with the Applicant. Ms. Brunner
134 indicated this boundary line adjustment does not compromise the minimum development
135 capacity of either parcel. As no new development is proposed at this time, many of the
136 Planning Board's development standards are not relevant to this application.

137

138 She noted the Applicant has been notified that, if approved, the portion of the property at
139 96 Dunbar Street that is transferred from the 0 Cypress Street property will be in the
140 Downtown Keene Historic District, and that future proposals to develop that portion of
141 the site may require approval from the Historic District Commission.

142

143 In terms of development standards that could apply, there are no steep slopes present on
144 either parcel and neither parcel is located in the floodplain. There are also no wetlands or
145 surface water present on either site.

146

147 Chair Barrett clarified that only the portion being added is in the historic district. Ms.
148 Brunner answered in the affirmative. She further stated the Downtown Historic Overlay
149 District is part of the zoning map; the portion being transferred will remain in the
150 Downtown Historic District even though it is being transferred to a lot that is outside the
151 Historic District.

152

153 The Chairman asked for public comment next. Attorney Mullins stated he wanted clarify
154 for the Board that he was able to successfully join the session. With no other comment
155 the Chairman closed the public hearing.

156

157 C. Board Discussion and Action

158 A motion was made by Mayor George Hansel that the Planning Board approve S-01-20,
159 as shown on the plan identified as "Boundary Line Adjustment Plan between Parcel 585-
160 007 Owned by Knotty Pine Antique Market, Inc., Book 3030, Page 823 & Parcel 574-
161 041 Owned by Railroad Land Development, LLC Book 2375, Page 581" prepared by
162 Huntley Survey & Design at a scale of 1 inch = 20 feet and dated February 13, 2020 with
163 the following conditions prior to signature by the Planning Board chair:

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1. Applicant submits a revised Boundary Line Adjustment plan that is printed to scale.
2. Owners' signatures appear on plan.

The motion was seconded by Councilor Michael Remy and was unanimously approved by roll call vote.

VI. Public Hearings:

S-02-20 – 88 Arch St – 2-Lot Subdivision – Applicant Cardinal Surveying & Land Planning, on behalf of owner Richard Hartman, proposes to subdivide the 0.99-acre parcel at 88 Arch St (TMP #560-005-000) into a 0.61-acre lot and a 0.38-acre lot. The site is in the Low Density District.

A. Board Determination of Completeness.

Planner Mari Brunner stated the applicant has requested exemptions from providing a grading plan, landscaping plan, lighting plan, drainage report, and traffic report as no development is proposed at this time. Staff have determined that the requested exemptions would have no bearing on the merits of the application and recommend granting these exemptions and accepting the application as complete.

A motion was made by Mayor George Hansel that the Board accept this application as complete. The motion was seconded by Councilor Michael Remy and was unanimously approved by roll call vote.

B. Public Hearing

Ms. Wendy Pelletier of Cardinal Surveying addressed the Board on behalf of owner Richard Hartman. Ms. Pelletier indicated this is a parcel on the corner of Arch Street and Bent Court. It has a single-family dwelling on it. She referred to an image of the topographic plan and noted that the area outlined in red is the current parcel that is proposed to be subdivided into two lots. This parcel is located in the Low Density District. The minimum lot size in the Low Density District is 10,000 square feet. Proposed Lot 1 will be 28,507 square feet and lot 2 will be 16,680 square feet. Both lots are located in the 100-year flood plain. Ms. Pelletier noted building could happen within a floodplain up to the surface water buffer. She said that when someone purchases this lot and is ready to build, they would need to apply for a permit to build within the floodplain.

Ms. Pelletier went on to say the entrance to the second lot would be via Bent Court and there was concern about access to Bent Court and this would be covered during the building permit process. Ms. Pelletier referred to the drainage coming from Wilson Pond, which mostly impacts lot 1, and at the rear of lot 2. Lot 1 has a buildable area of 21,460 square feet and lot 2 has 15,512 square feet. This concluded Ms. Pelletier's presentation.

208 Staff comments were next. Ms. Brunner stated this lot is a .99-acre parcel located
209 approximately 0.3 miles west of Keene High School directly across from Wilson Pond -
210 Black Brook runs along back of the parcel. The applicant proposes to subdivide the
211 parcel into a 0.61-acre lot (Lot #1) and a 0.38-acre lot (Lot #2). Both lots are partially
212 located in the 100-Year floodplain and floodway zone, and have wetlands present on the
213 site. No new development is proposed at this time. Both proposed lots would meet the
214 10,000 square foot minimum lot size required for the Low Density District, as well as the
215 60-foot minimum frontage requirement and the 70-foot minimum width at the building
216 line requirement for this district.

217

218 Ms. Brunner stated staff did receive comments from Code Enforcement staff, who stated
219 noted that no new development would be allowed within the Floodway. The portion of
220 the land in the floodplain can be developed with a floodplain development permit, but no
221 new development is permitted in the floodway. Because no new development is being
222 proposed at this time, many of the Board standards do not apply to this application.

223

224 Ms. Brunner went over the Board Development Standards relevant to this application.

225

226 Hillside Protection - There are no steep slopes present on this site.

227

228 Flooding: A portion of both proposed lots is located in the floodplain. Any future
229 development proposed to occur within the floodplain may require a floodplain
230 development permit. A note on the plan (note 10-A) has been included to alert future
231 property owners of this requirement.

232

233 Sewer and Water: This site has access to city sewer and water. The applicant included a
234 note on the plan, which states, "All necessary permits will be obtained from City of
235 Keene Public Works Department for sewer and water connections. Private on-site sewer
236 ejector pumps may be needed to access city sewer lines." This is note 11 on the plan and
237 hence this standard appears to be met.

238

239 Traffic: The applicant did not submit a traffic narrative; however, the impact to traffic
240 generation is expected to be minimal from the potential future development of Lot #2 into
241 a single or two-family home.

242

243 Comprehensive Access Management: Ms. Brunner stated there is a driveway on Lot #1
244 that provides access to the existing residential house on Arch Street via Bent Court. No
245 new driveways are proposed at this time; however, the applicant included a note on the
246 plan stating that any future driveways will require a driveway permit issued by the City
247 Engineer's office. There is an existing sidewalk network on Arch Street and Hurricane
248 Road; however, there are no sidewalks on Bent Court, which is a low volume, dead-end
249 residential street.

250

251 Wetlands & Surface Waters: There are wetlands and surface waters present on both lots,
252 and per Sec. 102-1494 of City Code, the area of wetlands and other surface waters were

253 subtracted from the minimum lot size calculation for each proposed new lot. In addition,
254 the applicant included the 30-foot Surface Water Protection Overlay buffer on the
255 Topographic plan, as well as a Note, which states, “City permits and approvals will be
256 necessary for any work within the flood plain and within the Surface Water Protection
257 Overlay buffer.”

258
259 This concluded staff comments.

260
261 The Chairman asked for public comment.

262
263 Adam Beaudry and Jennifer Beaudry of 11 Bent Court addressed the Board. Ms. Beaudry
264 asked how the wetlands were defined with respect to subtracting them from the lot area.
265 She further noted Wilson Pond is set to be destroyed in the next few years and asked
266 whether this was taken into consideration when assessing the flood area.
267 Ms. Brunner noted the wetlands were delineated by a certified wetlands scientist.
268 Ms. Pelletier added with reference to the dam across the road this was not taken into
269 consideration, because this is an unknown – the survey was done based on existing
270 conditions of the site.

271
272 Ms. Mary Shea of 20 Bent Court was the next speaker. She asked how much the
273 elevation of Lot #2 would need to increase in order to be built on. She asked how this
274 would affect her abutting property to the south, and if she would then need to raise her
275 property as well. She further stated she also heard mention about one or two-family and
276 noted this street was not zoned for a two-family dwelling.

277
278 Chair Barrett asked for staff comment on the issue with one versus two-family. Ms.
279 Brunner stated she might have mis-spoken and that this lot is intended only for single-
280 family dwelling. She further stated when development is proposed for Lot #2, an
281 applicant will be required to obtain a building permit and at that time, they will be
282 informed that they also need to obtain a floodplain development permit. She further
283 stated the city also has a standard about not allowing runoff onto adjacent properties.

284
285 Planner Tara Kessler confirmed that the Low Density District does not allow for two-
286 family homes. The Chairman asked Ms. Pelletier to comment on the abutter’s concern
287 about directing water onto their property. Ms. Pelletier responded by saying this land will
288 have to be raised as it is above the base flood elevation - it will need to be surveyed and
289 engineered when it is time to be built. All the grading and drainage will need to stay on
290 the lot, it cannot move onto adjoining lots or onto the public right of way. Ms. Shea stated
291 this is going to be difficult as the property at the present time is flush with the road and
292 was not sure how it could be raised and without causing flooding in the road.

293
294 Chair Barrett asked staff how the information about a particular parcel is conveyed to a
295 buyer. Ms. Brunner said that staff requested notes be added to the subdivision plan so
296 when a prospective buyer purchases a piece of land, any development restrictions will be
297 made available to them.

298 Ms. Beaudry pointed out the acreage and square footage of the lot are referred to in three
299 places with three different numbers and asked whether this is something that would be
300 taken into consideration. Ms. Kessler responded by saying the applicant relies on a
301 professional survey for accurate measurements. What is available on the City website is
302 not a professional survey; the numbers from the professional survey are the most
303 accurate. Ms. Beaudry stated the property maps that have been outlined in the proposal
304 refers to plans dated April 1946. Ms. Pelletier stated the reference they had available was
305 from 1946 but added they also performed an on the ground survey and 0.99 acres is what
306 it measures.

307

308 Ms. Brunner read into the record an email the department had received from Colleen
309 Cleveland of 5 Bent Court:

310

311 *"I received notice of a public hearing on this potential subdivision. I am a long term*
312 *resident of Bent Court and have some concerns.*

313

314 *How much of the property floods? Properties nearby experience flooding now. Would a*
315 *subdivided, developed property alter the water table in the area? The property is listed*
316 *as being on Arch St. Will access to the subdivided lot be on Bent Court? Bent Court is a*
317 *dead end, small street. Residents' access to their homes will be disrupted by building*
318 *construction in this area.*

319

320 *Thank you for considering my concerns. Please keep me updated on this important*
321 *matter."*

322

323 Ms. Beaudry addressed the Board again and stated the letter included with this
324 application from Cardinal Surveying dated February 14, 2020 refers to Lot #2 as 0.96
325 acres and felt the statement regarding the survey being done does not make sense. The
326 Chairman referred the comment to Ms. Pelletier who stated it probably could be a
327 typographic error and stated 0.99 acres is the correct number. It was also agreed the
328 number on the application was incorrect. Ms. Beaudry felt this was cause for concern.

329

330 Ms. Shea asked whether anyone has sent in comments with reference to this application.
331 She added if they raise the elevation, she will have flooding and this is of concern to her.
332 Ms. Kessler stated the only other comment was read into the record.

333

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

335

336 Mr. Burke asked whether it would be prudent to make sure the right number is on all
337 documents before an approval is granted for this application. Mr. Lamb in response stated
338 Ms. Pelletier has confirmed the acreage based on the survey is the correct number and did
339 not feel a delay of a vote would be necessary. He felt this was a small discrepancy.

340

341 Vice-Chair Cusack agreed the difference was small and regardless both lots would meet
342 the minimum lot size requirement of 10,000 square feet.

343

344

C. Board Discussion and Action

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A motion was made by Mayor George Hansel that the Planning Board approve S-02-20 for a 2-lot subdivision of the parcel located at 88 Arch Street (TMP #560- 005-000) as shown on the plan identified as “2-Lot Subdivision, Lot 560-005-000, 88 Arch Street, Keene, NH 03431” prepared by Cardinal Surveying & Land Planning at a scale of 1 inch = 20 feet, dated February 14, 2019 and revised through February 28, 2020, with the following conditions prior to signature by Planning Board Chair:

351

1. Submittal of a revised subdivision plan to show the removal of the area labeled “Garden.”

352

353

2. Surveyor’s stamp appears on plan.

354

3. Wetland scientist’s stamp appears on plan.

355

4. Owner’s signature appears on plan.

356

357

The motion was seconded by Councilor Michael Remy and was unanimously approved by roll call vote.

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SPR-908, Mod. #3 – Site Plan Review – 165 Winchester St - Applicant Jim Phippard, on behalf of owner, 165 Winchester St LLC, proposes to narrow the existing 24-ft curb cut to 18- ft. and create a second, 18-ft curb cut at the Montshire Pediatric Dentistry office located at 165 Winchester Street (TMP# 592-035-000). The site is 0.41 acres in size and is located in the Commerce District.

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A. Board Determination of Completeness.

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Planner Mari Brunner stated the applicant has requested exemptions from providing a grading plan, landscaping plan, lighting plan, architectural elevations, a drainage report, a traffic report, and a soils report. Staff has determined that granting the requested exemptions would have no bearing on the merits of the application and recommend accepting this application as complete.

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A motion was made by Mayor George Hansel that the Board accept this application as complete. The motion was seconded by Councilor Michael Remy and was unanimously approved by roll call vote.

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B. Public Hearing

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Mr. Jim Phippard of Brickstone Land Use Consultants addressed the Board on behalf of the owner, 165 Winchester Street LLC. He noted that this is the location of the former Andy’s Bicycle Shop property. This property is located in Commerce District, is 0.41 acres in size, and it is an existing non-conforming lot, which does not meet building set back or parking requirements.

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Mr. Phippard noted this lot has received several variances over the years to remain in the configuration it is in today. He referred to an existing conditions plan, which has parking along the front of the lot. He referred to the spaces numbered 10-16, which are angled spaces because of a porch the prior owner constructed along the front. Mr. Phippard

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386

387

388 explained if someone was parked in any of the angled spaces and wants to enter back into
389 traffic onto Winchester Street, they would back out the space, go to the left, back out the
390 entire length of the parking lot to exit onto Winchester Street, which Mr. Phippard felt
391 was an unsafe condition. In order to address this unsafe condition, the applicant is
392 proposing to add a second curb cut. The proposal is to narrow the existing curb cut shown
393 on the left from 24 feet to 18 feet and designate this as an enter only curb cut (marked
394 with signage and arrows on the pavement). The easterly curb cut will be an exit only curb
395 cut; this will also be 18 feet in width, will be marked with a painted arrow and signage,
396 and will be located directly across from Butler Court.

397
398 Mr. Phippard referred to the catch basin on site and explained how the runoff will be
399 directed to this catch basin, and added there will be no runoff entering the public right of
400 way. This concluded Mr. Phippard's presentation.

401
402 Staff comments were next.

403
404 Ms. Brunner stated that, in 2001, the Planning Board approved SPR-908 for a 1,700 sf
405 addition to the east end of the building. In 2011, an administrative approval was granted
406 for minor changes to the site and it was at this time that the porch was added to the site
407 and the reconfiguration of the parking lot was made to include diagonal parking spaces in
408 front of the eastern end of the building.

409
410 In October 2019, an administrative approval was granted for SPR-908, Modification #2
411 for a change of use from retail to dental office and modifications to the building exterior
412 and site. Ms. Brunner noted those changes are outlined on page 22 of the Board's packet.

413
414 As far as departmental comments, there were no comments from Fire, Police, or Code
415 Enforcement. Engineering staff provided the following comments:

- 416 (1) The proposed driveway location appears to be in compliance with the City's
417 200-foot all-season safe sight distance requirement.
418 (2) The applicant shall not block the flow of drainage in the gutter line and must
419 comply with ADA requirements.
420 (3) The driveway shall be constructed in accordance with Sec. 70-135, "Driveway
421 permit and standards"

422
423 Ms. Brunner then went over the Planning Board standards relevant to this application.

424
425 Drainage: This standard states that the development of a site shall not result in increased
426 runoff or velocity of surface runoff onto adjacent properties. The applicant has specified
427 that stormwater runoff from the proposed new driveway will be directed from the
428 property line back to an existing on-site drywell located at the southeast corner of the
429 parking lot and that no increase in runoff from the site is expected. She noted that this
430 standard appears to be met.

431

432 Hillsides: There are no steep slopes present on the site; hence, this standard does not
433 apply.

434

435 Snow Storage: The applicant does not propose any changes to snow storage and states
436 that there is ample room for snow storage on site. The site plan shows snow storage areas
437 at the west end of the parking lot and the area directly to the east of the building. This
438 standard appears to be met.

439

440 Flooding: This site is not located within the 100-Year floodplain.

441

442 Traffic: This standard states that new development shall not diminish the safety or
443 capacity of existing City streets, bridges and intersections; should provide adequate
444 interior circulation and parking to assure safe passage of vehicles and pedestrians; and,
445 shall comply with the parking requirements of the Zoning ordinance. Ms. Brunner noted
446 the applicant has stated adding the proposed new curb cut and creating a separate
447 entrance and exit will improve on-site traffic circulation and safety by eliminating the
448 need for customers who park in the diagonal parking spaces to back out of the parking lot
449 to exit the site. In addition, the applicant states that locating the new curb cut directly
450 opposite Butler Court will allow for safer left-hand turns for traffic entering Winchester
451 Street. Although fewer parking spaces are provided than is required, the ZBA granted a
452 variance from Sec. 102-793 of the Zoning Ordinance to allow 16 parking spaces where
453 27 spaces are required in September 2019.

454

455 Comprehensive Access Management: This standard states, “new development shall take
456 into consideration current and future needs of walkers, bicyclists and transit riders in
457 addition to private vehicle trips. Driveway locations, sidewalks, crosswalks,
458 bicycle/pedestrian paths and accessible paths of travel shall be considered as an integral
459 design feature of every development proposal.” Ms. Brunner noted there are sidewalks on
460 both sides of Winchester Street; hence, the new curb cut would have an impact on the
461 existing sidewalk. It is also directly adjacent to the Ashuelot Rail Trail and it is on the
462 KSC shuttle route. Currently, no pathway is proposed to connect the on-street sidewalk to
463 the building entrance. Ms. Brunner stated if the Board felt it was important they could ask
464 the applicant how pedestrian and bicycle traffic will safely access the site.

465

466 Wetlands: There are no wetlands on the site.

467

468 Surface Water: There is no surface water on the site.

469

470 Ms Brunner added because this is a curb cut she also included in the Board’s packet a
471 review of the relevant driveway standards as outlined in Section 70-135 subsection (e) of
472 City Code. She went over the standard as follows:

473

474 *“(1) If the installation of a driveway requires disrupting an existin If the installation of a*
475 *driveway requires disrupting an existing sidewalk, the sidewalk must be restored or replaced in*
476 *compliance with section 70-127.”* This request would disrupt an existing sidewalk on

477 Winchester Street, as shown in the aerial image on the screen. The Board may wish to ask
478 the applicant for clarification as to how the disturbed portion of the sidewalk will be
479 restored or replaced in compliance with section 70-127 of City Code.

480

481 *“(2) Driveways must be placed so as to ensure that vehicles entering and exiting the*
482 *driveway have an all season safe sight distance in all directions.”* Engineering staff have
483 confirmed that the proposed driveway location appears to be in compliance with 200-foot
484 safe sight distance requirement. This standard has been met.

485

486 *“(3) For commercial and industrial activities, the use of service roads and/or common*
487 *driveways is encouraged.”* The applicant does not propose to use a service road or
488 common driveway.

489

490 *“(6) Driveways must not block the flow of drainage in gutters or drainage ditches or*
491 *pipes.”* During the February 5, 2020 Planning Board Pre-submission meeting,
492 engineering staff noted that ponding is a known issue in this area of Winchester Street
493 where the new curb cut is proposed, and further stated in their comments as part of their
494 site plan review that the applicant shall not block the flow of drainage in the gutter line.
495 Ms. Brunner stated it would be important to make sure the applicant is aware of this
496 issue.

497

498 *“(7) Driveways must not direct stormwater across sidewalks or onto city streets, except*
499 *that the portion of a driveway within the public right of way may drain towards the*
500 *street.”* The applicant notes in the project narrative that the new curb cut will be graded
501 to direct all runoff to an existing drywell on the southeast corner of the site.

502

503 *“(9) Industrial, commercial, agricultural, multifamily residential or temporary driveways*
504 *shall not be more than 25 feet wide at the property line and 50 feet wide at the curb line.”*
505 The new curb cut will be narrowed to 18-foot wide at the property line and less than 50-
506 feet wide at the curb line. This standard appears to be met.

507

508 *“(10) New driveways must be placed so as not to conflict with existing driveways.”* The
509 new curb cut will be placed directly across from Butler Court, about 78 feet away from
510 the existing driveway on the site and approximately 25-30 feet away from the curb cut for
511 the adjacent property located directly to the east. Engineering staff noted that they have
512 no concerns with the placement of the proposed new curb cut in relation to existing
513 driveways. This standard appears to be met.

514

515 *“(11) Driveways on opposite sides of the street shall be aligned or offset sufficiently, so*
516 *as to avoid turning conflicts.”* The new curb cut will be located directly across from
517 Butler Court in order to minimize turning conflicts with traffic turning on to Winchester
518 Street.

519

520 *“(13) All driveways shall be constructed to standards approved by the city engineer.*
521 *Portions of a driveways lying outside of the public right-of-way shall additionally comply*

522 *with the design standards described in section 102-794. Section 102-794,*” Sec. 102-794
523 “Parking lot and parking space requirements,” discusses the acceptable standards for
524 parking lots including materials, delineated parking spaces, and wheel stops, as well as
525 size requirements for parking spaces, driveways, and internal travel lanes. The applicant
526 proposes to stripe parking spots in the configuration that was administratively approved
527 in 2011.

528

529 This concluded staff comments.

530

531 Ms. Adams asked whether the elevation for the proposed curb cut is sufficient to allow
532 gutter drainage to not go back onto the property. Mr. Phippard referred to the proposed
533 conditions plan and stated the travel lane on Winchester Street is approximately 100.0
534 feet in elevation and it slopes up as you get to the sidewalk. The high point at the
535 driveway was 100.8. The difference in elevation is therefore about 9 inches compared to
536 Winchester Street, which he felt was more than adequate to prevent water from getting
537 onto the property from the street. He added there is no ponding that is happening in front
538 of 165 Winchester Street.

539

540 Chair Barrett asked how the existing curb cut is going to be altered. Mr. Phippard stated
541 this curb cut would be reduced from 24 feet to 18 feet. Six feet of gravel will be removed
542 and will be seeded for turf grass to be replaced.

543

544 The Chairman asked for public comment. With no comments from the public, the
545 Chairman closed public hearing.

546

547 C. Board Discussion and Action

548 A motion was made by Mayor George Hansel that the Planning Board approve SPR-908,
549 Modification #3 for modifications to the existing curb cut and the addition of a second
550 curb cut on the property located at 165 Winchester Street (TMP #592-035-000), as shown
551 on the site plan identified as “Proposed Driveway, Montshire Pediatric Dental Office, 165
552 Winchester Street Keene, NH 03431” prepared by Brickstone Land Use Consultants,
553 LLC at a scale of 1 inch = 20 feet, dated June 27, 2001 and last revised on January 28,
554 2020 with the following condition prior to signature by Planning Board Chair:

555

556 1. Owner’s signature appears on plan.

557

558 The motion was seconded by Councilor Michael Remy and was unanimously approved
559 by roll call vote.

560

561 **SPR-930, Mod. #6 – Site Plan Review** – 11 Production Ave – Owner, Wilco Realty
562 Corp., proposes modifications to the Subaru Building addition that was approved by the
563 Planning Board in September 2018, including changes to exterior materials and the
564 addition of an egress door. The site is 5.67-acres and is located at located at 11
565 Production Ave in the Industrial District (TMP# 242-002-000).

566

567 A. Board Determination of Completeness.

568 Planner Mari Brunner addressed the Board and stated the applicant is requesting
569 exemptions from providing an existing conditions plan, a proposed conditions plan, a
570 grading plan, a landscaping plan, a lighting plan, and technical reports as no site changes
571 are proposed as part of this application. Staff have determined that the requested
572 exemptions would have no bearing on the merits of the application and recommend that
573 the Board grant these exemptions and accept the application as complete.

574

575 A motion was made by Mayor George Hansel that the Board accept this application as
576 complete. The motion was seconded by Councilor Michael Remy and was unanimously
577 approved by roll call vote.

578

579 B. Public Hearing

580 Mr. Phippard addressed the Board and stated this is a 5.67 acre property previously
581 developed in the 1970s. Since that time, it has changed hands and has been redeveloped
582 as the Subaru Dealership. He referred to the former Monadnock Flooring building, and
583 said that in the fall of 2019, Monadnock Flooring vacated the property and Subaru has
584 occupied the space since that time.

585

586 Today's application deals with the main building. Mr. Phippard referred to the proposed
587 façade facing Route 9, which is identical to the existing façade. The elevation that faces
588 Ash Swamp Brook is not visible from Route 9. Mr. Phippard referred to the west
589 elevation that shows the proposed treatment approved by the Planning Board last year.
590 The bottom three feet on this section is exposed concrete block and above that is EIFS.
591 He referred to a photo of the new addition where it meets the existing façade, the EIFS
592 has been extended to be about six inches above the existing grade. The reason for this is a
593 building code requirement – it was determined that the EIFS should be extended to
594 comply with the new energy code for New Hampshire.

595

596 Mr. Phippard stated he incorrectly assumed this item could be approved administratively.
597 He added this same façade was extended to the north to be consistent. He referred also to
598 a passage door that was added to the façade that faces Ash Swamp Brook and this again
599 is for a building code requirement (egress requirement). He further stated when the egress
600 door was added, the overhead full cutoff light fixture had to be turned around to provide
601 more lighting near this door. He stated however, this does not meet the lighting code so
602 the owner will turn this fixture around to face downward. In closing apologized that the
603 Board has to handle this item.

604

605 Staff comments were next. Ms. Brunner stated this request has to do with architectural
606 and visual appearance. Ms. Brunner noted that SPR-930 Modification 4 was approved by
607 the Planning Board in September of 2018, for the construction of a 2,940 sf addition to
608 the Subaru building. In April of 2019, Modification #5 was an administratively approved
609 for a 420 sf addition to the south side of the expansion, in addition to modifications to the
610 former Monadnock Flooring building. During a site visit in February 2020, staff observed
611 that the exterior materials of the building addition did not match the elevations that were

612 approved by the Planning Board, that a second egress door had been added, and wall-
613 mounted lights installed above two egress doors on the west building façade did not meet
614 the Planning Board’s standards for down-lighting.

615

616 At that point, the applicant was notified that these modifications would require approval
617 by the Planning Board. This modification was not sent out for review to other City
618 departments as the changes are related to architecture and visual appearance and lighting.

619

620 Lighting: The lights that were approved were wall-mounted, full cut-off LED fixtures.
621 Ms. Brunner noted staff did speak with the applicant and felt there was an easy fix and
622 that would be to turn the fixtures downward, instead of pointing out away from the
623 building.

624

625 Architectural and Visual Appearance: The Applicant proposes to modify the exterior
626 materials for the addition by extending the EIFS siding down 30 inches to replace the
627 band of split face block that was originally proposed as part of Modification #4 to this
628 project. In addition, a second egress door has been installed on the western façade near
629 the southwest corner of the Subaru building. This egress door is not shown on the
630 architectural elevations that were submitted with this application; staff recommend
631 including the egress door on revised elevations as a condition of approval.

632

633 Community Development Director Rhett Lamb indicated Mr. Phippard had expressed
634 concern that this request was not approved administratively. He noted there was at least
635 one other modification which was approved administratively on this project and the “after
636 the fact” nature of the request is what made staff hesitate, especially because it also had
637 to do with standard 19. This concluded staff comments.

638

639 The Chair asked for public comment next. With no comments from the public, the
640 Chairman closed the public hearing.

641

642 Vice-Chair Cusack thanked the Community Development Director for bringing this item
643 to the Board and giving the Board the opportunity to review same.

644

645 Mr. Weglinski referred to the egress door and asked if this was a code issue and was after
646 the fact why it is coming before the Planning Board. Mr. Lamb stated this is because it
647 relates to standard 19.

648

649 C. Board Discussion and Action

650 A motion was made by Mayor George Hansel that the Planning Board approve SPR-930,
651 Modification #6 as shown on the elevations entitled “Subaru of Keene Addition”
652 prepared by Bruce Ronayne Hamilton Architects on March 14, 2019 at a scale of 1” = 8’
653 with the following conditions prior to signature by Planning Board Chair:

654

- 655 1. Submittal of revised Architectural Elevations to show the addition of a second
656 egress door on the west façade of the building.

- 657 2. All wall-mounted lights on the exterior of the addition to the main building
658 shall be in compliance with Development Standard 10.
659 3. Owner’s signature appears on building elevations.
660

661 The motion was seconded by Councilor Michael Remy and was unanimously approved
662 by roll call vote.
663

664 **VII. Community Development Director Report**

665 Mr. Lamb thanked the Board for their flexibility in managing this process. He also
666 thanked Jim Phippard and Wendy Pelletier as well as Tara Kessler and Mari Brunner for
667 making this new platform work.
668

669 The Chair commended staff, Board and participants for making this work.
670

671 **VIII. New Business**

672
673 **IX. Upcoming Dates of Interest**

- 674 • Planning Board Steering Committee – April 14; 11:00 AM
675 • Planning Board Meeting – Monday, April 27; 6:30 PM
676 • Joint PB/PLD Committee – May 11, 6:30 PM
677

678 The meeting adjourned at 8:30 pm.
679

680 Respectfully submitted,

681
682 Krishni Pahl
683 Minute Taker
684

685 Reviewed and edited by Mari Brunner, Planner
686
687
688

1 **CITY OF KEENE**
2 **NEW HAMPSHIRE**

3
4 **PLANNING BOARD**
5 **MEETING MINUTES**

6 Monday, April 27, 2020

6:30 PM

Online Meeting
(Conducted in Zoom)

7 **Members Present**

Douglas Barrett, Chairman
Chris Cusack, Vice-Chair
Michael Burke
Councilor Michael Remy
Andrew Weglinski
Mayor George Hansel
Pamela Russell Slack
David Orgaz
Gail Sommers

Staff:

Rhett Lamb, Asst. City
Manager/Community Development
Director
Tara Kessler, Senior Planner
Mari Brunner, Planner

8 **I. Statement of Authority to Hold Remote Meeting**

9 Chair Barrett began the meeting by reading the following statement with respect to
10 holding remote meetings:

11
12 “In Emergency Order #12, issued by the Governor of the State of New Hampshire
13 pursuant to Executive Order #2020-04, certain provisions of RSA 91-A regulating the
14 operation of public body meetings have been waived during the declared COVID-19
15 State of Emergency.

16
17 Specifically:

- 18 • The requirement that a quorum of a public body be physically present except in an
19 emergency requiring immediate action under RSA 91-A:2, III(b);
20 • The requirement that each part of a meeting of a public body be audible or otherwise
21 discernible to the public at the location specified in the meeting notice as the location
22 of the meeting under RSA 91-A:2, III(c).
23 • Provided, however that the public body must:
24 • Provide access to the meeting by telephone, with additional access
25 possibilities by video or other electronic means;
26 • Provide public notice of the necessary information for accessing the meeting;
27 • Provide a mechanism for the public to alert the public body during the
28 meeting if there are problems with access; and
29 • Adjourn the meeting if the public is unable to access the meeting.
30 • All votes are to be taken by roll call.

- 31 • All board participants shall identify the location from where they are participating and
32 who is present in the room with them.”
33

34 Chair Barrett said the public may access the meeting online by visiting the Zoom website,
35 www.zoom.us/join, and entering the Meeting ID, which he stated. The Meeting ID also
36 appeared on the Agenda for the meeting. The public can, listen, but not view, the meeting
37 by calling the toll-free phone number (888) 475-4499 and entering the Meeting ID. He
38 noted that if someone is unable to access the meeting, they should call 603-757-0622.
39

40 **II. Call to order – Roll Call**

41 Chair Barrett called the meeting to order at 6:30 PM and roll call was taken.
42

43 **III. Minutes of previous meeting** – April 1, 2020 Meeting Planning Board Meeting
44

45 A motion was made by Mayor George Hansel to accept the April 1, 2020 meeting
46 minutes. The motion was seconded by Pamela Russell Slack and was unanimously
47 approved by roll call vote
48

49 **IV. Public Hearing**

50
51 **S-11-13 Modification #1 – Subdivision – 0 Old Walpole Road** – Applicant
52 Cardinal Surveying and Land Planning, on behalf of owners, Virgil and Terry Copple,
53 proposes to modify the subdivision plan for a 3-lot subdivision approved in 2013, by
54 removing from the plan the note stating “proposed building area” on the 1.75-acre parcel
55 (TMP# 506-064-000). The property is in the Low Density District.
56

57 **A. Board Determination of Completeness.**

58 Senior Planner Mari Brunner addressed the Board and stated the applicant has requested
59 exemptions from providing a grading plan, landscaping plan, lighting plan, drainage
60 report, traffic report, and soils report as no development is proposed at this time. Staff
61 have determined that the requested exemptions have no bearing on the merits of the
62 application and recommend granting these exemptions and accepting the application as
63 complete.

64 A motion was made by Mayor George Hansel that the Board accept this application as
65 complete. The motion was seconded by Pamela Russell Slack and was unanimously
66 approved by roll call vote.
67

68 **B. Public Hearing**

69 Wendy Pelletier of Cardinal Surveying addressed the Board and stated this subdivision
70 was approved in 2013. This property is located on Old Walpole Road (area shown in
71 yellow on the plan) and the existing subdivision plan has a label designating a building
72 area. The property owner would like to remove this label as part of this application. Ms.
73 Pelletier noted that the property has enough width/available land area to accommodate
74 development. She referred to a plan, which showed where the precautionary slopes are
75 located. She noted that the current hillside regulations would allow the owner or future
76 owner to impact less than 20,000 square feet of precautionary slopes. The area outlined in

77 orange on her presentation slide is 15,500 square feet. Prohibitive slopes, which are
78 slopes over 25% in grade, are shown in red on the presentation slide and would not be
79 permitted to be built on. The rear of the property has wetlands. The green area shown on
80 the slide is the 30-foot surface water protection buffer setback, which cannot be impacted
81 unless a conditional use permit is obtained. Ms. Pelletier noted the green and red areas
82 cannot be impacted upon without either a variance or approval from the Planning Board,
83 but the orange area can be built on without permission if less than 20,000 sf of
84 precautionary slopes are impacted. Ms. Pelletier stated what the applicant is requesting is
85 to remove the building area to allow future buyers more freedom to build. She noted there
86 is no requirement to show the building area on the plan.

87

88 Chair Barrett asked why the building area was included in the plan from 2013. Ms.
89 Pelletier recalled she had included this on the plan to perhaps show the 70-foot wide area
90 at the building line – to show there was sufficient area to build without impacting the
91 slopes.

92

93 Staff comments were next. Ms. Brunner addressed the Board and noted when this plan
94 came before the Board in 2013 the building area was already shown on the plan. She
95 noted in reviewing the minutes from 2013, what she learned was that staff at that time
96 had asked for steep slopes and wetlands to be shown on the plan to demonstrate there was
97 a buildable area. Ms. Brunner noted the building area was not specifically requested but
98 added Ms. Pelletier’s recollection is correct in that she added that area on the plan.

99

100 The request before the Board is to remove this building area from the plan so that
101 someone could have more options for building on the lot. Ms. Brunner noted there were
102 no comments on this application from Fire, Police, Engineering, or Code Enforcement
103 staff.

104

105 Ms. Brunner presented on the development standards relative to the application.

106

107 With respect to Hillside Protection, Ms. Brunner noted that there is a total of 22,595
108 square feet of steep slopes, of which 15,510 square feet are precautionary slopes and
109 7,085 square feet are of prohibitive slopes (greater than 25% grade). The Hillside
110 Protection Ordinance allows for certain activities to occur within precautionary slope
111 areas by right, provided that these activities do not impact more than 20,000 square feet
112 of area. The activities that are subject to the 20,000 square feet limitation include
113 construction of a single-family dwelling, construction of accessory buildings,
114 construction of a driveway, and construction of a road. As the application pointed out
115 there is less than 20,000 square feet of precautionary slopes on this site, so they will be
116 able to develop on the precautionary slope area if the building area designation is
117 removed. The Applicant included a note on the plan to alert potential owners that work
118 within the precautionary and prohibitive slope areas will need to comply with the
119 Hillside Protection Ordinance.

120

121 With respect to Flooding, Ms. Brunner noted that no part of this site is located in the
122 floodplain and hence this standard is not applicable.

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With respect to Sewer and Water, Ms. Brunner noted that this site has access to City sewer and water from Old Walpole Road. The Applicant included a note on the plan (see Note #11) to alert potential future owners that permits will be required from the City of Keene Public Works Department for sewer and water connections. Due to the property elevations relative to the city sewer line there is a note included on the plan that private on-site sewer ejector pumps may be needed to access City sewer lines. Back in 2013, this note was added due to comments from Engineering.

With respect to Comprehensive Access Management, Ms. Brunner noted that no new driveways are proposed at this time; however, the applicant included a note on the plan to alert potential owners that a driveway permit will need to be obtained from the City of Keene Public Works Department prior to construction.

With respect to Wetlands & Surface Waters, Ms. Brunner noted that wetlands are present on the 1.75-acre lot, towards the rear of the lot. This wetland area was delineated by a NH certified wetland scientist in August 2013. The proposed subdivision plan also shows the 30-foot surface water protection buffer, and includes a note, which states, “City permits and approvals will be necessary for any work within the surface water protection overlay buffer”. However, the wetland buffer would not need to be crossed or otherwise disturbed in order to develop on the portion of the lot.

This concluded staff comments.

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

Mr. Weglinski noted he was having technical issues and might have to abstain from the vote. Mr. Lamb stated rules do not permit abstaining and stated all members involved in a public hearing will need to cast a vote. The Chairman indicated to Mr. Welingski should he need any clarification on any of the items discussed he could have the applicant or staff address them again. Mr. Weglinski stated he felt he was equipped to vote.

C. Board Discussion and Action

A motion was made by Mayor George Hansel that the Planning Board approve S-11-13 Modification #1, as shown on the plan identified as “3-Lot Subdivision Revised, Map 506 Lots 062, 063, & 064, 102 Old Walpole Road, Keene, NH 03431” prepared by Cardinal Surveying & Land Planning at a scale of 1 inch = 40 feet and dated March 20, 2020 with the following conditions prior to signature by Planning Board Chair:

1. Owner’s signature appears on plan.

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

168 **SPR 03-17 Modification #3 – Site Plan** – 17 Bradco Street – Branch and Blade
169 Outdoor Pavilion and Stage – Applicant Branch and Blade Brewing, on behalf of owners,
170 Tremac Development, propose the installation of a 2,560 sf outdoor pavilion and 560 sf
171 performance stage in the northeast portion of the site, to the rear of the existing building.
172 The site is 6.98- acres and is located in the Industrial District (TMP#s 116-002-000). A
173 waiver is requested from Development Standard 10, Lighting.
174

175 A. Board Determination of Completeness.

176 Senior Planner Tara Kessler addressed the Board and stated applicant has requested
177 exemptions from providing a landscaping plan. Staff has determined that the requested
178 exemptions have no bearing on the merits of the application and recommend granting
179 these exemptions and accepting the application as complete.
180

181 A motion was made by Mayor George Hansel that the Board accept this application as
182 complete. The motion was seconded by Pamela Russell Slack and was unanimously
183 approved by roll call vote.
184

185 B. Public Hearing

186 Mr. David Bergeron addressed the Board and stated the request is to construct a
187 freestanding pavilion and building outside the existing building to use for outdoor events
188 on the weekend for Branch and Blade Brewing. He referred to a plan, which referred to
189 this site located at 17 Bradco Street (6.98 acres in size). The rear of this property is
190 undeveloped and extends to Ash Swamp Brook.
191

192 Mr. Bergeron referred to the gravel parking area and noted the proposal is to construct the
193 pavilion and stage in this area. Mr. Bergeron noted an area on the plan outlined in blue
194 and stated this area is in the 100-year flood plain, which follows Ash Swamp Brook. He
195 indicated the applicant has a survey plan who have tied this area into the USGS Mapping
196 for the Flood Map. The base flood elevation in this area is approximately 471.25' and the
197 existing elevation of the area where the pavilion and stage are proposed range between
198 472' to 473.25'. He noted the applicant would be applying for a flood permit but was
199 confident for the most part that they were above the 100-year floodplain elevation in the
200 area they were going to construct.

201 Mr. Bergeron indicated back in the 1970's this area was used as a municipal landfill but
202 the existing building was constructed outside of the landfill. Mr. Bergeron went on to say
203 a soils test was conducted at this site to determine if construction can happen in this area
204 and how deep the landfill is. He indicated they were able to dig through the landfill into
205 the native soil at about six to eight feet deep. He noted that the structures would be
206 constructed according to the recommendations from the geotechnical report.
207

208 He noted that there would be a grass area that is going to be installed around the stage
209 and pavilion to provide for a nicer look. The area will also be surrounded by a post and
210 rope detail fence – the purpose of the fence is to delineate and secure the area as they will
211 be serving alcohol outside. The grassed area will help with drainage and reduce runoff
212 from the property. There are also gravel infiltration strips being proposed around the
213 pavilion to help infiltrate runoff from the roof of the structure.

214

215 Mr. Bergeron then referred to the four dumpsters on site, which are currently adjacent to
216 where the stage will be located. The plan is to relocate the dumpsters to the side of the
217 existing building in the northeast corner of the site and they will be screened and will
218 have an enclosure around them.

219

220 He then referred to the lighting plan. The plan is to eliminate the need for light poles by
221 having wall-mounted lights. The proposal is to install lighting on the proposed building
222 and existing deck – the applicant feels the lighting being proposed will be sufficient to
223 light the stage, parking areas existing building to the walkway. He referred to two
224 existing decks and noted there will be lights on poles attached to these decks and well as
225 lighting on the stage and pavilion.

226

227 Mr. Bergeron stated in order to sufficiently light the area but not have too many poles in
228 the parking a waiver from the lighting standard is required. He went over the waiver
229 criteria as follows:

230

231 a) *That granting the waiver will not be contrary to the spirit and intent of these*
232 *Regulations;*

233 Mr. Bergeron stated the intent of this criteria is to provide lighting that is safe for
234 pedestrian and vehicle travel through the site. The applicant feels higher light levels are
235 required for the walkways as well as where cars are parked.

236

237 b) *That granting the waiver will not increase the potential for creating adverse impacts*
238 *to abutters, the community or the environment; and*

239 Mr. Bergeron stated the proposed buildings are about 100 feet from the property line.
240 There are no abutters visible and because of the trees that are located between this site
241 and the abutters, the lighting would not have any impact on the abutters. The lights are
242 also going to be full cut off fixtures,

243

244 c) *That granting the waiver has not been shown to diminish the property values of*
245 *abutting properties.*

246 The light fixtures will be about 130 feet from the nearest property line and the applicant
247 is using full cutoff dark sky compliant fixtures, so no abutting properties should be
248 impacted by these lights.

249

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

252 Mr. Bergeron noted the area where the walkway is locate is part of the parking lot, lower
253 poles cannot be placed within the parking area, and larger poles will be required to light it
254 efficiently.

255

256 Mr. Bergeron then talked about traffic. The first use this applicant is proposing the
257 pavilion/stage for is small events during the week, such as local band concerts and
258 releasing of new products. These types of events will happen on a regular basis. The
259 second use would be bigger events a few times a year for which the applicant will be

260 applying to the City for a special license. The special event license process from the City
261 will review things like traffic impacts and pedestrian/vehicle safety for these larger
262 events. The traffic analysis that was conducted for this site plan did not take into account
263 the larger event.

264
265 With the existing seating and with what can be accommodated outside – the seating of
266 Branch and Blade will increase from about 130 to 190 on a weekly basis. He referred to a
267 traffic plan and explained the first column is the existing use now, the second column
268 would be with events held in the pavilion (Saturday afternoon or Friday evening), and the
269 third column is the net change. The center column is the peak hour of traffic – 60 a day
270 during the peak hour generator and during Saturday the generator would be about 42 trips
271 per day. Mr. Bergeron stated what the traffic report looked at was what was happening on
272 Winchester Street and when these activities are going to happen. The peak hour on
273 Saturday for Winchester Street is between 11 am to 12pm, the applicant’s events are after
274 those hours, and hence the peak hours will not be impacted. The basic findings from this
275 report is that the use of the facility will not impact the peak hour traffic on Winchester
276 Street.

277
278 Mr. Bergeron then talked about parking. He noted there are about 212 parking spaces at
279 this site. The existing brewery currently uses about 32 spaces and about 83 spaces on a
280 Friday and 84 spaces on a Saturday. With the pavilion, the number is projected to
281 increase to 51 between 143 spaces depending on the day of week / time of day. Mr.
282 Bergeron felt there was sufficient parking spaces for the proposed use.

283
284 To access the area where the pavilion is going to be located, there will be a primary
285 walkway from the brewery, across the parking lot into the fenced area. The walkway will
286 be 14 feet wide and will be wide enough for vehicle access. He noted to a second ingress
287 and egress that connects the pavilion area to the main parking lot.

288
289 The entrance into the property is not going to change at the end of Bradco Street. Mr.
290 Bergeron then referred to an artist’s rendering of the pavilion, which will be an open
291 sided, timber frame structure with metal roofing. The stage will be a similar structure but
292 closed on three sides, it will be raised up slightly than the elevation of the pavilion. This
293 concluded Mr. Bergeron’s comments.

294
295 Mr. Weglinski asked about the occupancy for the pavilion. Mr. Bergeron the applicant in
296 consultation with the traffic engineer and in reviewing what the building can support with
297 the existing facilities came up with the number of 193 –this number would be mostly for
298 special events for which the applicant would get a permit from the city and additional
299 facilities will be brought in.

300
301 Mr. Orgaz asked whether the two gas tanks will need to be protected in some way. Mr.
302 Bergeron stated the plan is to keep them where they are, but there is a requirement that
303 the building has to be 50 feet from the tanks.

304

305 Staff comments were next. Ms. Kessler referred to Drainage. She indicated the applicant
306 did submit a Drainage Report stamped by a licensed engineer, which notes that drainage
307 will be slightly reduced on site due to the installation of loam and seed in the area that is
308 currently gravel.

309
310 With respect to Flooding, Ms. Kessler noted that the site is within the 100-year flood
311 plain; however, the Applicant has noted that a topographic survey was done, which
312 demonstrates the site is above the base flood elevation. She added that the Applicant will
313 need to submit a Floodplain Permit application to demonstrate that the area is outside the
314 base flood elevation. If this is deemed accurate, no compensatory storage would be
315 required on site. She noted the applicant is aware of it and this item is a condition of
316 approval.

317
318 Ms. Kessler stated the Zoning Ordinance has a standard that noise cannot exceed 70dba
319 at the property line. Based on the proposed use of the area and it being outdoors, there is
320 the chance this level might be exceeded periodically. She noted the nearest residential
321 property to the applicant's site is within 500 feet (Magnolia Way). She noted the
322 industrial uses in the area would not be affected by the activities at the site, which would
323 mostly be after business hours. She also noted that if there were an exceedance, it would
324 likely be intermittent.

325
326 She noted the dumpsters are going to be relocated to the northeast corner of the site and
327 will not be visible from the parking area or from the pavilion. The dumpsters will be
328 screened with fencing.

329
330 With respect to the shipping containers noted in the staff report which are used by the
331 Department of Motor Vehicles (DMV) for motorcycle testing – it is unclear of the plans
332 for these containers. A finding has been included regarding this item.

333
334 With respect to lighting, Ms. Kessler noted that the applicant is requesting a waiver
335 specifically from the standard that states "*The average illumination level on a walkway or*
336 *pathway surface shall not exceed 0.5 footcandles. Maximum lighting levels shall not*
337 *exceed 2 footcandles.*" The current proposal has a maximum light level proposed of 2.6
338 footcandles and the standard limits this to 2 footcandles. The average light level being
339 proposed for walkway is 1.5 and the standard is a maximum of 0.5 footcandles.

340
341 With respect to Comprehensive Access Management, Ms. Kessler noted that there are
342 two walkways being proposed as part of this application. The Applicant has proposed
343 installing an accessible path of travel that connects the pavilion to the main entrance of
344 the brewery. The area between this pathway and the main entrance of the brewery would
345 be striped as a crosswalk – this is the area that is being proposed for pedestrian traffic and
346 having a higher level of lighting in this area might enhance safety of pedestrians.

347
348 With respect to Hazardous or Toxic Materials, Ms. Kessler noted that the applicant did
349 indicate this was a former waste disposal facility. The Applicant has included a report
350 from M&W Soils Engineering where test-pit investigations were done and it

351 demonstrates that layers of solid waste was found. No toxic or hazardous materials were
352 reported in the soils report.

353

354 With respect to traffic, Ms. Kessler noted that the applicant provided a letter prepared by
355 Stephen G. Pernaw & Company, which indicates an increase of traffic because of the
356 proposed use and during the peak hours there will be an increase between 42 – 60 trips
357 over an one hour period. Ms. Kessler noted engineering did not have a concern regarding
358 the potential impact of larger event, but noted the special events the applicant is planning
359 will be much different from the typical weekday event and would require a special
360 license from the city that could impose conditions for traffic management.

361

362 Ms. Kessler noted that the available parking on site exceeds what is required.

363

364 Ms. Kessler stated that a portion of this site is within the Shoreland Water Quality
365 Protection District for Ash Swamp Brook and a Shoreland Protection Permit might be
366 required from NHDES – this is also recommended as a condition of approval.

367

368 Ms. Kessler noted that the applicant has revised the plan with reference to the fence,
369 which is now going to be a post and rope fence, which would be more consistent with the
370 proposed pavilion and stage. She noted the existing building resembles that of an
371 industrial building (brick building with metal siding). The pavilion and stage will be
372 entirely out of view from Bradco Street and would not detract from the existing
373 architecture of this site.

374

375 This concluded staff comments.

376

377 The Chairman asked for public comments. Mr. Bergeron stated they did have a
378 conversation with the DMV regarding the use of the property. The applicant is in the
379 process of renegotiating a lease for this site and in that lease there is a clause where the
380 applicant could notify DMV when there is an event and DMV on that day will not have
381 use of the property.

382

383 Mayor Hansel commended the project and thanked the applicant for making this
384 investment in Keene.

385

386 C. Board Discussion and Action

387 A motion was made by Mayor George Hansel that the Planning Board approve SPR-03-
388 17 Mod. 3, including a waiver from Development Standard 10 - Lighting, as shown on
389 the plan set identified as “Modification to SPR-03-17 Proposed Open Pavilion and Stage
390 Branch and Blade Brewing 17 Bradco Street, Keene, NH 03431” prepared by
391 Monadnock Land Planning on March 20, 2020 and revised April 13, 2020, and as shown
392 on the architectural elevations identified as “Open Pavilion and Stage” dated March 20,
393 2020 at a scale of ¼” equals 1’ with the following findings and conditions:

394

395 **Findings:**

3961. The Applicant has stated that, for larger sized-events, the Applicant/owner will obtain a
397 Special Event License from the City of Keene and commits to undertaking any
398 requirements the City may deem necessary for licensure of special events, including
399 those related to traffic safety and management.
400

4012. The parking lot at 17 Bradco St is currently used by the DMV for motorcycle
402 training/testing. The applicant has stated that the Owner of the property at 17 Bradco St
403 will coordinate with the Applicant/owner of Branch and Blade to ensure there will not be
404 conflicts between outdoor events hosted by the brewery and trainings conducted by the
405 DMV.
406

407 **Conditions:**

- 408 1. Prior to signature by Planning Board Chair:
 - 409 1. Owner’s signature appears on plan.
 - 410 2. Architect’s stamp appears on the architectural elevations.
- 411
- 412 2. Prior to the issuance of a building permit:
 - 413 a. The Applicant will demonstrate, through the submission of a Floodplain
414 Development Permit, that the proposed work is above the NFIP base flood
415 elevation. The Applicant will be required to provide compensatory storage per
416 Sections 56-65 and 56-66 of the City Code of Ordinances, if it is determined
417 that the proposed work is subject to the Floodplain Ordinance and would
418 result in an increase in base flood elevation.
 - 419 b. Submission of an approved Shoreland Permit from NH DES, if required.

420
421 The motion was seconded by Pamela Russell Slack and was unanimously approved.
422

423 **IV. Community Development Director Report**

424 Mr. Lamb thanked the Board for their flexibility for participating in this type of remote
425 meeting He also thanked staff for their effort.
426

427 **V. New Business**

428 None
429

430 **VI. Upcoming Dates of Interest –**

- 431 • Joint PB/PLD Committee – May 11; 6:30 PM MAY HAVE TO MOVE FOR BUDGET
432 MTGS.
- 433 • Planning Board Steering Committee – May 12; 11:00 AM
- 434 • Planning Board Site Visits – May 20; 8:00 AM – To Be Confirmed
- 435 • Planning Board Meeting – TUESDAY, May 26; 6:30 PM
436

437 The meeting adjourned at 7:50 pm.
438

439 Respectfully submitted,
440

441 Krishni Pahl

442 Minute Taker
443
444 Reviewed by: Tara Kessler, Senior Planner
445
446
447

S-03-20 – BOUNDARY LINE ADJUSTMENT – 522 & 526 MAIN ST

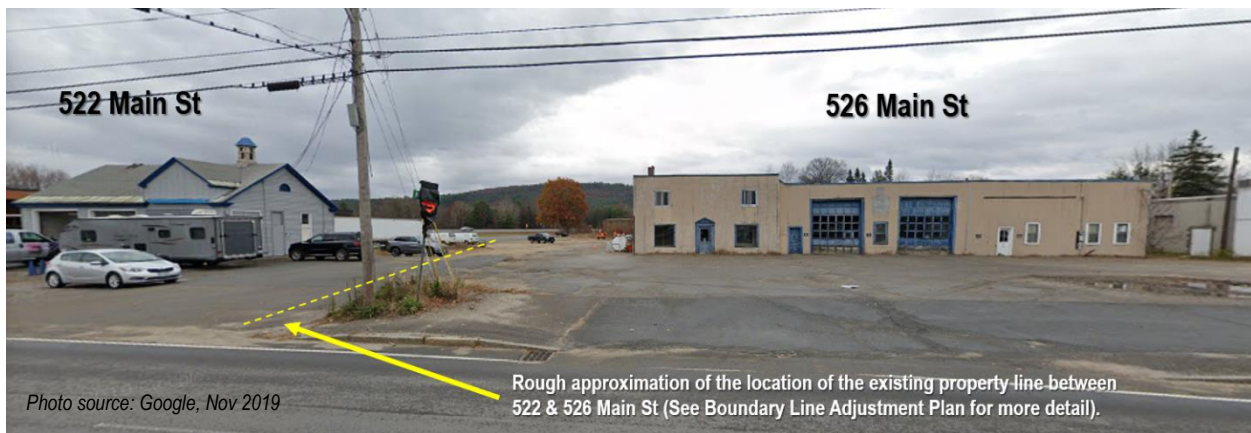
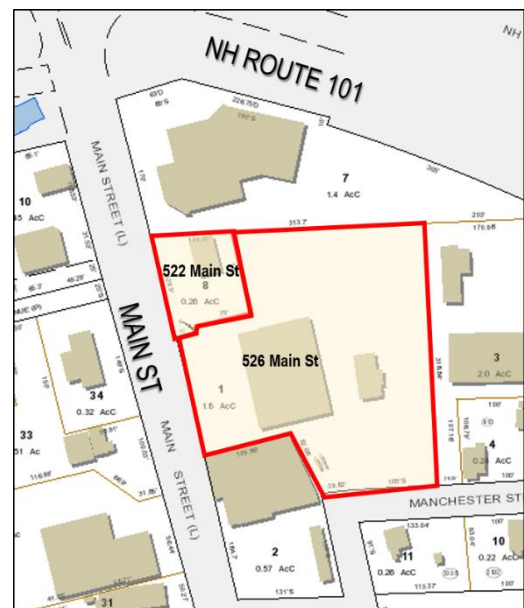
Request:

Applicant 522 Main Street Keene LLC, on behalf of owner Sandri Realty Inc., proposes a boundary line adjustment between the property located at 522 Main St (TMP #112-008-000) and the adjacent lot at 526 Main St (TMP# 114-001-000). This adjustment would result in a net transfer of 47-sf of land from the 80,566-sf parcel at 526 Main St to the 9,636-sf parcel at 522 Main St. This adjustment would transfer 3,297-sf from the southern portion of the parcel at 522 Main St to the parcel at 526 Main St, and would transfer 3,345-sf from the parcel at 526 Main St to the eastern portion of the parcel at 522 Main St. Both properties are located in the Commerce District.

Background:

The parcels at 522 Main St and 526 Main St are located on NH Route 12, near its intersection with NH Route 101. Both parcels are located in the Commerce District and are owned by Sandri Realty Inc. The parcel at 522 Main St is currently 9,636-sf and has a 1,232-sf building that is occupied by Buff Master Auto Dealing. The parcel at 526 Main St is currently 80,566-sf and has located on it a 10,730-sf building, which was previously used as a commercial truck repair garage. This building has been vacant for many years. VIP Tires and Services is seeking to upgrade the building and make improvements to the site at 526 Main St. A separate site plan application has been filed for these proposed improvements, which the Planning Board will review at the May 26, 2020 meeting.

Today, there is no defined border between 522 Main St and 526 Main St – there is only an unobstructed paved area at the property line. The photo below is of the two sites (facing east on NH Route 12/Main St) and displays a rough approximation of where the boundary line is in this area.



As part of the site plan application / site improvements proposed by VIP Tire and Services for 526 Main St, the parking lot would be repaved and striped. As currently proposed, an area of the parking lot (~7

parking spaces) would be partially located on the property at 522 Main St. The Applicant is proposing a boundary line adjustment so that this area of proposed parking would be located entirely on the parcel at 526 Main St.

The Applicant is proposing a boundary line adjustment of the south and east boundary lines of 522 Main St, where it abuts 526 Main St. The proposed adjustment would transfer 3,297-sf from the southern portion of 522 Main St to 526 Main St by moving the property line of 522 Main St approximately 36-ft the north. The Applicant is proposing to transfer 3,345-sf from 526 Main St to the eastern portion of the lot at 522 Main St to ensure that the minimum lot size of 522 Main St is not any less conforming to the Zoning Ordinance than it is today. Currently, the lot at 522 Main St is a legally non-conforming lot and has a minimum lot size of 9,363-sf, where the Commerce District requires a minimum lot size of 20,000 sf. This proposed Boundary Line Adjustment would leave the parcel at 522 Main St with an addition of 47-sf, making it more conforming to the Zoning Ordinance than it is currently.

The image below highlights the areas of land proposed to be transferred between the properties at 522 & 526 Main St, and the proposed adjustment of boundary lines. The Boundary Line Adjustment Plan, which is included in the Agenda Packet for the May 26, 2020 meeting, provides a full view of both parcels and more details regarding the proposed adjustment.

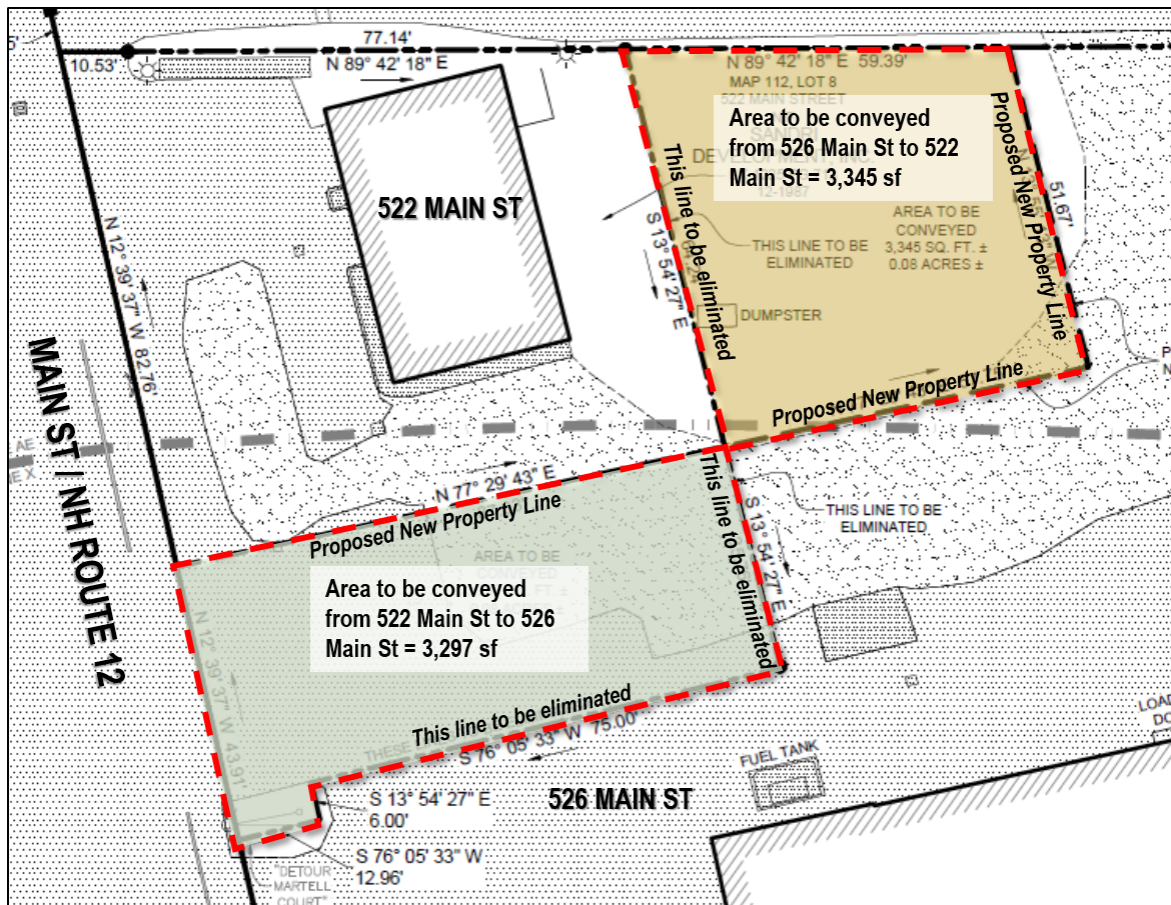


Table 1. Area of Land Affected by Proposed Boundary Line Adjustment		
	522 Main Street (TMP# 112-008-000)	526 Main Street (TMP# 114-001-000)
Prior to Adjustment	9,636 sf	80,566 sf
After Adjustment	9,683 sf <i>(net gain of 47-sf)</i>	80,519 sf <i>(net loss of 47-sf)</i>

Completeness:

The Applicant has requested exemptions from providing a separate proposed conditions plan, grading plan, landscaping plan, lighting plan, drainage report, and traffic report. After reviewing this request, Staff has determined that exempting the Applicant from submitting this information would have no bearing on the merits of the application.

Departmental Comments:

Staff from Code Enforcement reviewed this application and have no issues.

Application Analysis:

This boundary line adjustment does not compromise the minimum development capacity of either parcel. As no new development is proposed as part of this application, the analysis provided below is focused on the Planning Board’s development standards most relevant to this application. As noted earlier in this staff report, the Applicant has submitted a site plan application (SPR 108 Mod.1) that addresses proposed modifications to the site at 526 Main St, which will be introduced to the Planning Board at its meeting on May 26, 2020.

3. Hillsides: No steep slopes are present on either parcel. This standard does not apply.
5. Flooding: The northern portion of the parcel at 526 Main St and the majority of the parcel at 522 Main St are located in the 100-year floodplain. No work is proposed within the floodplain as part of this proposal.
10. Lighting: The proposed boundary line adjustment would give the Applicant more space on the property at 526 Main St to light the parking areas on the site without light crossing onto the adjacent at 522 Main St.
13. Comprehensive Access Management: The proposed boundary line adjustment would provide more space for parking to be located entirely on the parcel at 526 Main St, instead of encroaching partially onto the parcel at 522 Main St. Part of the site improvements proposed by the Applicant with the site plan application, SPR 108 Mod. 1, would be to install wheel stops for each of the parking spaces that would be located along the property line bordering 522 Main St. Having delineated parking spaces, along with the proposed wheel stops would prevent vehicles on 526 Main St from traveling across the adjacent parking area on 522 Main St, and improve how vehicles enter and exit each site.
16. Wetlands: No wetlands are present on either site. This standard does not apply.
17. Surface Water: No surface waters are present on either site. This standard does not apply.

RECOMMENDATION FOR APPLICATION:

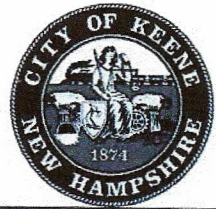
If the Board is inclined to approve the Application, the following motion is recommended:

Approve S-03-20, as shown on the plan identified as “Boundary Line Adjustment 522 Main Street Keene, LLC Tax Map 112, Lot 8 & Tax Map 114, Lot 1” prepared by Little River Land Surveying Inc. at a scale of 1” = 20’ on May 9, 2020 and last revised on May 12, 2020 with the following conditions prior to signature by the Planning Board chair:

- 1. Owners’ signatures appear on plan.**

CITY OF KEENE | PLANNING BOARD

SUBDIVISION 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 VIP Tires & Service	Date Received/Date of Submission:	
	Tax Map Parcel number(s) 114 - 001 - 000 . 000 112 - 008 - 000 . 000	Community Development Dept File #:	
Project Address: 522 & 526 Main Street	Owner	Name/Company: PLEASE PRINT: Sandri Realty, Inc.	
		Address: 400 Chapman Street, Greenfield, MA 01301	
Acreage/S.F. of Parcel: 0.22A / 9,636 SF 1.8A 80,566 SF	Applicant	Telephone: 413 223 1200 E-mail: mbehn@sandri.com	
		Signature: <i>Michael J Behr</i> Printed Name: Michael J. Behr	
Zoning District: Commercial	Applicant	Contact Name/Company: PLEASE PRINT: 522 Main Street Keene, LLC	
		Address: 24 Harriman Drive, Auburn, ME 04210	
		Telephone: 207-740-0151 E-mail: jquirk@vipauto.com	
		Signature: <i>John P. Quirk</i> Printed Name: John P. Quirk	

B Descriptive Narrative Including

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Type of development | <input type="checkbox"/> Sedimentation Control | <input checked="" type="checkbox"/> Scope/scale of development |
| <input checked="" type="checkbox"/> Proposed uses | <input type="checkbox"/> Vegetation | <input checked="" type="checkbox"/> Parcel size |
| <input checked="" type="checkbox"/> Location of access points | <input 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 and dated | <input checked="" type="checkbox"/> Three (3) copies of "D" size architectural elevations (24" x 36") |
| <input checked="" type="checkbox"/> Two (2) copies of descriptive narrative | <input checked="" type="checkbox"/> Plans stamped/signed by reg. professional |
| <input checked="" type="checkbox"/> Notarized list of all owners of property within 200' - include owner and applicant | <input checked="" type="checkbox"/> Two (2) copies on |
| <input checked="" type="checkbox"/> Two (2) sets of mailing labels, per abutter | <input type="checkbox"/> Three (3) copies of all technical reports |
| <input checked="" type="checkbox"/> Seven (7) copies on "D" size paper of plans (24" x 36") | <input checked="" type="checkbox"/> Two (2) color architectural elevations on 11" x 17" |
| | <input checked="" type="checkbox"/> A check to cover the costs of legal notice to advertise the public hearing and mailing notices out to abutters |

Project Narrative – City of Keene Boundary Line Adjustment Application

Project: 522 Main Street Keene, LLC (VIP Tires & Service)
Location: 522 and 526 Main Street
Parcels: 522 Main Street – 114-001-000-000 .22 Acres (9,636 SF)
526 Main Street – 112-008-000-000 1.8 Acres (80,566 SF)

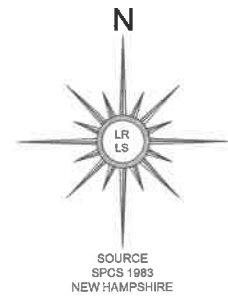
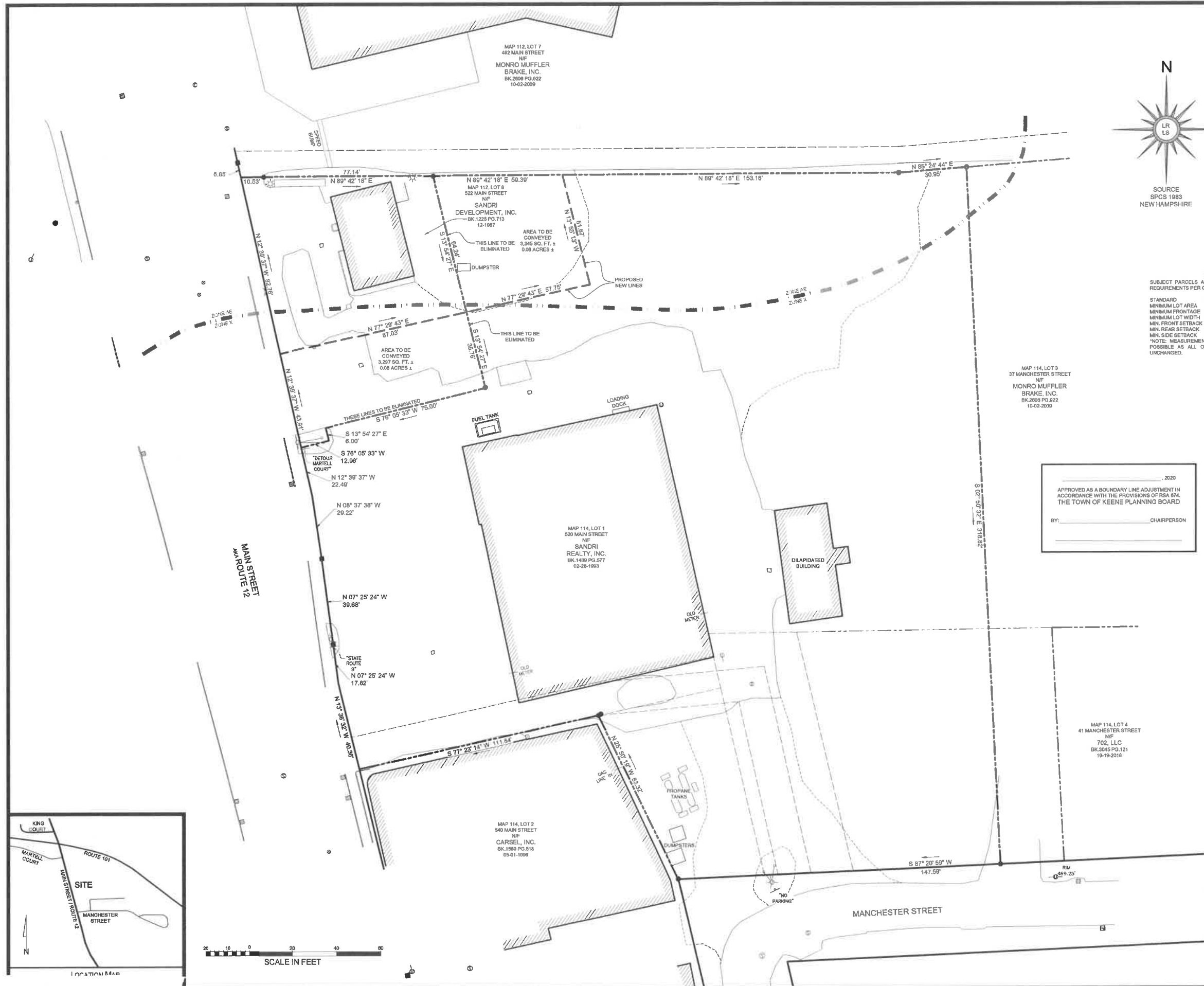
The application proposes a boundary line adjustment of the south and east boundary line between these two lots.

The existing areas of the lots, in common ownership of 522 Main Street Keene, LLC, will be remain unchanged. The proposed adjustment does not create a non-confirming setback for the existing building on 522 Main Street nor does it proposed to reduce the available parking for this lot.

This request is being made by 522 Main Street Keene, LLC to support the rehabilitation and development of the existing building located at 526 Main Street and for safe vehicular maneuvering on the site for the proposed automotive tire and repair center.

This proposed boundary line adjustment does not seek to alter the following: drainage, snow storage and removal, flooding, landscaping, noise, screening, air-quality, lighting, sewer & water of either site. It does not require sediment or erosion control, hillside protection, filling and excavation, hazardous and toxic materials. Traffic flow for both sites will be improved. Traffic entering and leaving 522 Main Street will be more directed and organized.

The architectural appearance of 522 Main Street will remain unchanged.



LEGEND

○	REBAR SET AND CAPPED PLS IR67
●	PIPE OR ROD FOUND
■	4" X 4" GRANITE MONUMENT (UNLESS NOTED)
—	ROAD LINE
---	PROPERTY LINE
- - - -	APPROXIMATE ADJUTING PROPERTY LINE
- - - -	APPROXIMATE HISTORIC PROPERTY LINE
- - - -	EASEMENT OR RIGHT OF WAY
▨	BUILDING
▨	PAVEMENT
▨	GRAVEL AREA
▨	STORMWATER STRUCTURES
○	ELECTRIC PULL BOX
○	UTILITY POLE AND ANCHOR
○	SHUTOFF VALVE
○	HYDRANT
○	LIGHT POLE

BOUNDARY LINE ADJUSTMENT NOTES

SUBJECT PARCELS APPEAR TO FALL WITHIN THE "COMMERCE" (COM) ZONING DISTRICT. DIMENSIONAL REQUIREMENTS PER ONLINE DOCUMENTATION AND SUBJECT TO MUNICIPAL VERIFICATION AS FOLLOWS:

	MAP 112, LOT 8	MAP 114, LOT 1
STANDARD	15,000 SQ. FT.	6,639 SQ. FT.
REQUIRED	15,000 SQ. FT.	6,639 SQ. FT.
MINIMUM FRONTAGE	69 FEET	82.8 FEET
MINIMUM LOT WIDTH	NONE	111.5 FEET
MIN. FRONT SETBACK	20 FEET	38.1 FEET
MIN. REAR SETBACK	20 FEET	19.3 FEET
MIN. SIDE SETBACK	20 FEET	20.0 FEET

*NOTE: MEASUREMENTS WERE MADE TO LINES AFFECTED BY BOUNDARY LINE ADJUSTMENT WHERE POSSIBLE AS ALL OTHER EXISTING SETBACKS, WHETHER CONFORMING OR NOT, ARE TO REMAIN UNCHANGED.

- GENERAL NOTES**
- 1) RECORD OWNERS SANDRI DEVELOPMENT, INC. DEED BOOK 1225, PAGE 713 DATED DECEMBER, 1997 SANDRI REALTY, INC. DEED BOOK 1439, PAGE 977 DATED FEBRUARY 29, 1999 ALL BOOK AND PAGE NUMBERS ARE TO THE CHESHIRE COUNTY REGISTRY OF DEEDS UNLESS OTHERWISE NOTED. FOR EVIDENCE OF RIGHT, TITLE AND INTEREST, SEE A PURCHASE AND SALE AGREEMENT BETWEEN THE RECORD OWNERS AND THE CLIENT CITED BELOW.
 - 2) BEARINGS ARE REFERENCED TO THE STATE PLANE COORDINATE SYSTEM OF 1983, NEW HAMPSHIRE ZONE, AS DETERMINED BY STATIC GNSS OBSERVATION WITH POST PROCESSING BY THE NATIONAL GEODETIC SURVEY ONLINE POSITIONING USER SERVICE.
 - 3) THE SUBJECT PARCELS ARE PARTIALLY IMPACTED BY ZONE AE, BASE FLOOD ELEVATIONS DETERMINED, AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR CHESHIRE COUNTY WITH MAP NUMBER 8305020297E AND AN EFFECTIVE DATE OF MAY 23, 2008. THE BASE FLOOD ELEVATION SHOWN THEREON IS 471 FEET (NAVD83), (471.2 FEET PER FIS CROSS SECTIONS.)
 - 4) FOR NOTES AND DETAILS REGARDING CURRENT BOUNDARY LINES AND EASEMENTS, HISTORICAL PLAN REFERENCES AND MONUMENTATION DETAILS, SEE A PLAN ENTITLED "STANDARD BOUNDARY SURVEY FOR 522 MAIN STREET KEENE, LLC" DATED APRIL 6, 2020 ON FILE AT THE OFFICES OF LITTLE RIVER LAND SURVEYING, INC.

APPROVED AS A BOUNDARY LINE ADJUSTMENT IN ACCORDANCE WITH THE PROVISIONS OF RSA 874, THE TOWN OF KEENE PLANNING BOARD

BY: _____ CHAIRPERSON

OWNER CERTIFICATIONS

I, _____ IN MY CAPACITY AS _____ CERTIFY THAT SANDRI DEVELOPMENT, INC. IS THE OWNER OF MAP 112, LOT 8 AND APPROVES OF THIS BOUNDARY LINE ADJUSTMENT.

SIGNATURE: _____

I, _____ IN MY CAPACITY AS _____ CERTIFY THAT SANDRI REALTY, INC. IS THE OWNER OF MAP 114, LOT 1 AND APPROVES OF THIS BOUNDARY LINE ADJUSTMENT.

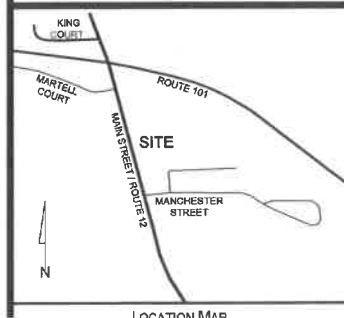
SIGNATURE: _____

SURVEYOR'S CERTIFICATION

I CERTIFY THAT THIS PLAN IS THE RESULT OF A SURVEY MADE ON THE GROUND. FURTHERMORE, THIS SURVEY CONFORMS TO THE STANDARDS OF THE NEW HAMPSHIRE BOARD OF LICENSURE FOR A STANDARD PROPERTY SURVEY, CLASSIFICATION I.

DATE: MAY 9, 2020

J. J. Ramiah
LICENSED LAND SURVEYOR



BOUNDARY LINE ADJUSTMENT

FOR **522 MAIN STREET KEENE, LLC**
24 HARRIMAN DRIVE, AUBURN, MAINE 04210

SITE LOCATION **522 & 526 MAIN STREET, KEENE, NH**
TAX MAP 112, LOT 8 & TAX MAP 114, LOT 1

LITTLE RIVER
LAND SURVEYING, INC.
ME PLS #2376 NH LLS #857
PO BOX 332, LISBON FALLS MAINE 04252
(207) 841-0058

DATE: MAY 9, 2020
REVISED: MAY 12, 2020

SCALE:
1" = 20'

PROJECT #20-025
DRAWING #20-025

DRAWN BY: TJC
CHECKED BY: JJR

SPR-108 Modification #1 – SITE PLAN REVIEW – 522 & 526 Main Street, VIP Tires & Service

Request:

Applicant John Quirk, on behalf of owner, Sandri Realty Inc., proposes to renovate the existing building and modify the parking lot and curb cut for the property located at 522 Main Street (TMP# 112-008-000) and 526 Main Street (TMP# 114-001-000). Waivers are requested from Development Standards #8 – Screening, and #10 – Lighting. The parcel at 522 Main St is 0.22-acres and at 526 Main St is 1.85-acres. Both properties are located in the Commerce District.

Background:

The 522 and 526 Main Street properties are located adjacent to each other on lower Main Street, south of NH Route 101 and north of Manchester Street, as shown in Figure 1. The 522 Main Street property is currently the site of Buffmaster, an automobile detailing store. The 526 Main Street property has been vacant for a number of years, and was last occupied by an automotive retail and repair shop in the early 1990s. This property has access from both Main Street and Manchester Street, and is partially located in the 100-year floodplain. Both the 522 Main Street and 526 Main Street sites are currently in the NH Department of Environmental Services Brownfields Covenant program.

The request is to renovate the existing building on the 526 Main Street site for use as a VIP Tires & Services store, install landscaped islands along the frontage of the property and define one access point to the site off of Main Street, repave the existing asphalt and gravel parking area, and install a landscaped area in front of the northwest section of the building. Some of the proposed site changes, including a portion of the curb cut, some parking spaces, a landscaped island, and a pole-mounted light, are currently proposed to be located on a section of the adjacent 522 Main Street property. However, the applicant is proposing a boundary line adjustment in order to keep these site features on the 526 Main Street property. The Planning Board will review the application for this boundary line adjustment at its meeting on May 26, 2020.

A waiver is requested from Development Standard #8 – Screening, to allow for a dumpster located behind the building that is not fully screened by a solid fence. In addition, a waiver is requested from Development Standard #10 – Lighting, to allow light levels to cross over the property line from the 526 Main Street



Figure 2. Aerial image showing the properties located at 522 Main Street (highlighted in yellow) and 526 Main Street (highlighted in red).



Figure 2. Image of the existing building on the 526 Main Street property. Image source: City of Keene Assessing Department.

property onto the 522 Main Street site. This waiver would only be necessary if the boundary line adjustment application is not approved.

Completeness: The Applicant requests an exemption from submitting a traffic report. Staff has determined that exempting the applicant from submitting this information would have no bearing on the merits of this application and recommends that the Planning Board accept the application as “complete.”

Departmental Comments:

Code Enforcement:

- With respect to zoning, there are issues with parking on the southwest side in what is currently a travel lane but is proposed to be parking in the front setback, as well as the parking being created on the adjacent lot to the north which is also in the front setback.*
- Staff noted concerns with the parking on the abutting 522 Main Street lot, both in terms of impacts to parking for the VIP site and parking and travel lane for the Buffmaster site.

**Note: these items were removed from the plan by the Applicant in order to comply with zoning.*

Engineering: All comments from engineering staff were addressed by the Applicant prior to the Planning Board meeting.

Fire: No comments

Police: No comments

Application Analysis: The following is a review of the Planning Board development standards relevant to this application.

1. **Drainage:** The Applicant proposes to repave the existing parking area, which is currently a mix of asphalt and gravel, and install several landscaping areas in previously paved areas. According to the drainage summary dated May 11, 2020, this will result in a net increase in grassy areas from 0.134-acres to 0.141-acres, a decrease in gravel areas from 0.209-acres to 0.071-acres, and an increase in paved areas from 0.856-acres to 0.986-acres. Currently, the west side of the site drains to the City drainage system in Main Street, the northeast section of the site sheet flows to the northeast corner of the property, and the southeast portion of the site sheet flows south toward Mechanic Street. After development, the existing drainage pattern in the northeast and southeast portions of the site would not change; however, due to the installation of curbing along the frontage with Main Street, runoff from the southwest portion of the site would be directed to a catch basin that connects to the City drainage system in Main Street. Runoff from the northwest portion of the site will continue to flow into a catch basin on Main Street. The pre and post hydro cad reports show that the proposed development would not increase the amount or velocity of runoff from the site. This standard appears to be met.
2. **Sedimentation and Erosion Control:** The Applicant proposes to install silt fencing along the north and northeast portions of the site to prevent sediment from flowing onto the 492 and 522 Main Street properties during construction. Details are provided for both silt fencing and straw wattles on Sheet C-5 of the plan set. This standard appears to be met.
3. **Hillsides:** No hillsides are present on the site; this standard does not apply.
4. **Snow Storage:** Snow storage areas are shown on the proposed site plan in the gravel areas to the north and northwest of the proposed parking lot. In addition, in the project narrative, the Applicant notes that any excess snow will be trucked off site. This standard appears to be met.

5. **Flooding:** The northern portion of this property is located in the 100-year floodplain, as shown in Figure 3 on the right. The Applicant proposes to pave a 1,000-sf area within the floodplain, which would result in the placement of 250 cubic feet of fill. Per Sec. 54-62 of City Code, “Exception for minor fill projects,” a project which involves less than 500 cubic feet of fill is considered a minor fill project and does not require a Floodplain Development Permit. This standard appears to be met.



Figure 3. Aerial image of the 526 Main Street property, highlighted in yellow, with the floodplain area highlighted in blue.

6. **Landscaping:** The applicant proposes to install four crab apple trees and a mixture of 107 shrubs on the site, including Green Mountain Boxwood, P.J.M. Rhododendron, “Blueberry Delight” Juniper, “Compact Pfitzer” Juniper, Golden Threadleaf Chamaecyparis (*Chamaecyparis pisifera* ‘Filifera Aurea’), Burgundy Candy Ninebark, Little Princess Spirea, and Russian Cypress. The areas proposed for landscaping include the areas adjacent to the public right-of-way along the western edge of the site (total of 66 shrubs and 2 trees), the area along the north end of the west building façade (41 shrubs and 1 tree), and the area to the east of the parking area behind the existing building (1 tree).

This standard requires one tree for every 10 parking spaces provided. The Applicant is proposing to demarcate 32 parking spaces and install four trees. The location of landscaping does not appear to impede visibility or safety for vehicles entering or exiting the site, and the crabapple trees are not located in areas where they would interfere with above-ground or below-ground utilities. This standard appears to be met.

8. **Screening:** The Applicant proposes to install a dumpster behind the building, where it would not be visible from Main Street or Manchester Street. The Applicant has requested a waiver from this standard, which requires all dumpsters to be screened regardless of their location on the site. The waiver request is attached to this staff report. In determining whether to grant the waiver request, the Board should consider the Planning Board waiver criteria, which are included below.

“X. WAIVER OF REGULATIONS AND DEVELOPMENT STANDARDS

1. *Unless otherwise set forth in these regulations, the Planning Board may waive strict compliance with the Board’s Development Standards or other regulations on a case-by-case basis, when criteria established for the granting of specific standards are found to be met, and in any case, as long as the granting of such waiver meets each of the following criteria:*

a) That granting the waiver will not be contrary to the spirit and intent of these regulations;

b) That granting the waiver will not increase the potential for creating adverse impacts to abutters, the community or the environment; and

c) That granting the waiver has not been shown to diminish the property values of abutting properties.

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

10. **Lighting:** The applicant proposes to install two pole-mounted lights and 8 wall-pack lights to illuminate the parking area for the site. The Applicant submitted light fixture cut sheets to demonstrate that all light fixtures will be full cut-off LEDs with a color temperature of 4,000K. The pole lights would each be 17.5-ft above grade. One is proposed in the landscaped area adjacent to the sidewalk and public right-of-way along the west edge of the property, and one is proposed to the north of the parking area on the 522 Main Street property.

According to the lighting plan, the average illumination for the parking area would be 1.38-foot-candles (fc), the minimum illumination would be 0.4-fc, and the uniformity ratio (ratio of average to minimum illumination) would be 3.45. These values fall between the illumination levels for medium activity and low activity parking lots, as shown in the table below.

Level of Activity	Foot-candle Recommendations (IESNA)*		
	General Parking and Pedestrian		
	Average Foot-candles	Minimum Foot-candles	Uniformity Ratio
Medium	2.4	0.6	4:1
Low	0.8	0.2	4:1
Proposed	1.38	0.4	3.45

**Note: Values for medium and low activity parking lots in table taken from page 10 of the Planning Board Development Standards*

Sub-section C.2 of this standard, “Glare,” states “*Lighting shall be designed, located, installed, and directed in such a manner as to prevent light levels from crossing property boundary lines.*” As of the date of this staff report, the Applicant proposes to install a pole-mounted light on the 522 Main Street property and direct light across the boundary line between the 522 Main Street and 526 Main Street lots in order to adequately light the proposed parking area. If the Planning Board approves the requested boundary line adjustment, the light pole and light levels would not cross the property line, and a waiver from this standard would not be required. In determining whether to grant the waiver request, the Board should consider the Planning Board waiver criteria, which are referenced above in #8 - Screening..

11. **Sewer and Water:** This site is currently connected into the City’s sewer and water system. The Applicant notes that no changes to the existing sewer and water connections are proposed. This standard appears to be met.
12. **Traffic:** The Zoning Administrator has determined that the proposed use for this site, an automotive retail and minor repair shop, is the same as the previous use of this site, which was an automotive retail and repair shop for cars and trucks. The Applicant proposes to utilize the existing structure on the site and remove the 963-sf, 2-story section of the building, which would decrease the size of the building from 10,730-sf to 9,767-sf. As the use of the property is not changing, and the size of the building is decreasing, the expected traffic generation for the proposed use would be less than the previous use. For this reason, the Applicant has requested an exemption from providing a full traffic report.

With regards to interior circulation of traffic on the site, the Applicant proposes to install wheel stops and a split rail fence to separate traffic on the 526 Main Street site from the 522 Main Street property. A total of 32 parking spaces, including two accessible spaces, are proposed which exceed the required parking for this use. Some of these parking spaces are currently on the 522 Main Street site, but would be on the 526 Main Street site if the boundary line adjustment application is approved. If the Planning Board does not approve this application, staff recommend including a condition of approval that would

require the submittal of an easement to allow for the 526 Main Street property to use a portion of the 522 Main Street property for parking.

In the initial plan set submitted for this application, a bicycle rack was proposed to provide parking for 8 bicycles; however, in the revised plan set submitted on May 11, 2020, the bicycle rack was removed from the plan. Sub-section c.2. of this standard states *“For Commercial and Multi-Family residential developments, bicycle parking shall be provided in racks or other similar facility. Bicycle parking shall not be located within parking areas for motorized vehicles.”* Staff have asked the applicant to submit a revised site plan to show the bicycle rack location prior to the Planning Board meeting; however, if this is not received, staff recommend including a condition of approval which states “submittal of a revised site plan to show the addition of a bicycle rack.”

13. Comprehensive Access Management: The 526 Main Street site currently has access from both Main Street and Manchester Street. The Applicant proposes to narrow the Main Street curb opening by installing curbing and landscape islands along the Main Street frontage. This would narrow the curb opening to approximately 36-ft, with one entry lane and two exit lanes to allow for right turns and left turns onto Main Street. A portion of the curb cut is currently on the 522 Main Street site, but would be on the 526 Main Street site if the boundary line adjustment application is approved. If the Planning Board does not approve this application, staff recommend including a condition of approval to require the submittal of an easement to allow for the 526 Main Street property to use a portion of the 522 Main Street property for access.

The Applicant proposes to install an asphalt sidewalk with granite curbing along Main Street, with detectable domes at the tip-downs to comply with ADA requirements for accessibility. With regards to the Manchester Street curb cut, the Applicant proposes to pave the existing gravel drive to be 22-ft wide and narrow the curb cut, which is currently not well-defined. This standard appears to be met.

14. Hazardous and Toxic Materials: The Applicant notes in the project narrative and correspondence with staff that both the 522 and 526 Main Street sites are part of the New Hampshire Department of Environmental Services Brownfields Covenant Program. For this reason, the Applicant notes that the intent of this project is to minimize disturbance to the site and the existing drainage system. There are several ground monitoring wells on the site, which are indicated on the existing and proposed site plans.
15. Filling and Excavation: As discussed under Development Standard #5 – Flooding, the Applicant proposes to pave a 1,000 sf area within the floodplain, which would result in the placement of 250 cubic feet of fill. Per Sec. 54-62 of City Code, “Exception for minor fill projects,” a project which involves less than 500 cubic feet of fill is considered a minor fill project and does not require a Floodplain Development Permit. This standard appears to be met.

- 16 & 17. Wetlands and Surface Water: There are no wetlands or surface waters present on the site. These standards do not apply.

19. Architecture and Visual Appearance: The Applicant proposes to reuse the existing building on the site and conduct major renovations to upgrade both the exterior and interior of the building. The Applicant submitted an architectural narrative, elevations, and renderings to show what the proposed changes to the existing building would look like. Part of the request is to remove a 963-sf, 2-story section in the northwest corner of the building that is not structurally sound, which would reduce the building footprint from 10,730-sf to 9,767-sf.



Figure 4. Existing (top) and proposed (bottom) images of the west, Main Street facade of the building provided by the Applicant.

The Applicant proposes to clad the building in horizontal clapboard siding with “traditional New England exterior trim details” and install a partial dominant gabled roof and a secondary gabled entrance roof. Existing overhead door openings along the east, west, and south facades of the building will be re-used, and two new overhead doors will be installed on the west façade, for nine car bays with overhead doors. The Applicant states that “The elements of design for the facades serve to reduce the overall scale of the building bringing a human scale to the project while unifying the building into the fabric of the region.”

Driveway Criteria Analysis: As noted earlier in this staff report, the Applicant is proposing to modify the driveway to the site at 526 Main St. Alterations to a driveway, entrance, exit or approach within the City Right of Way shall comply with Section 70-135 of City Code. The relevant standards that apply to this application of this Code section are included below.

- (1) *If the installation of a driveway requires disrupting an existing sidewalk, the sidewalk must be restored or replaced in compliance with section 70-127.*

The Applicant proposes to replace the existing asphalt sidewalk with a new asphalt sidewalk with a granite curb. The new sidewalk would vary between 5-ft and 5.5-ft in width, and has been reviewed by Engineering staff to ensure compliance with Section 70-127 of City Code. This standard appears to be met.

- (2) *Driveways must be placed so as to ensure that vehicles entering and exiting the driveway have an all season safe sight distance in all directions not only of the road, but also of bicycle and pedestrian traffic on the sidewalk. For purposes of this section, an all-season safe sight distance shall be at least 200 feet in all directions within which there are no visual obstructions.*

The Applicant notes in the project narrative that there is a 200-ft all-season safe sight distance for the proposed driveway. Engineering staff reviewed the proposed curb cut modifications and did not express any concerns. This standard appears to be met.

- (3) *For commercial and industrial activities, the use of service roads and/or common driveways is encouraged.*

The Applicant does not propose to use a service road or common driveway.

- (6) *Driveways must not block the flow of drainage in gutters or drainage ditches or pipes.*

The proposed modification to the Main Street curb cut would not alter the existing flow of drainage on Main Street. This standard appears to be met.

- (7) *Driveways must not direct stormwater across sidewalks or onto city streets, except that the portion of a driveway within the public right of way may drain towards the street.*

Currently, runoff sheet flows from the west area of the site onto Main Street, where it enters into an existing catch basin. The Applicant does not propose to change this existing condition in the northwest portion of the site where the curb cut would be located; however, runoff on the southwest corner of the site would be directed to an on-site catch basin before entering the drainage system in Main Street.

- (9) *Industrial, commercial, agricultural, multifamily residential or temporary driveways shall not be more than 25 feet wide at the property line and 50 feet wide at the curbline, unless additional width or lanes are required as the result of a traffic study and/or geometric analysis prepared by an engineer licensed in the State of New Hampshire.*

The Applicant proposes to narrow the existing curb cut, which currently extends almost the entire length of the parcel frontage on Main Street, to be about 36-ft wide at the curb line and the property line with 3 lanes: a 12-ft entrance lane, a 12-ft right-turn exit lane, and a 12-ft left-turn exit lane. The proposed condition does not comply with the 25-ft width requirement at the property line; however, it is an improvement over the existing condition and necessary in order to provide both a right-turn and left-turn exit lanes onto Main Street.

- (10) *New driveways must be placed so as not to conflict with existing driveways.*

The Applicant proposes to install landscaped islands in order to create more separation between the curb cut for the 526 Main Street property and the curb cuts for the adjacent properties at 522 Main Street (Buffmaster site) and 540 Main Street (Cocoplum Appliance site), which is located to the south. This proposed change would decrease conflicts with existing driveways. This standard appears to be met.

- (11) *Driveways on opposite sides of the street shall be aligned or offset sufficiently, so as to avoid turning conflicts.*

The proposed location of the modified curb cut is located on the property line between the 522 Main Street and 526 Main Street sites, which appears to be offset slightly from a curb cut across the street for the 535 Main Street property (Enterprise Rent-A-Car). However, this condition is an improvement over the existing condition, which had a wider curb cut and greater potential for turning conflicts.

- (13) *All driveways shall be constructed to standards approved by the city engineer. Portions of a driveways lying outside of the public right-of-way shall additionally comply with the design standards described in section 102-794.*

Section 102-794, "Parking lot and parking space requirements," discusses the acceptable standards for parking lots including materials (concrete, gravel, or paving), delineated parking spaces, and wheel stops, as well as size requirements for parking spaces, driveways, and internal travel lanes. Engineering and code enforcement staff have reviewed the proposed site plan to ensure compliance with these standards. This standard appears to be met.

Recommended Motion:

Staff will provide a recommended motion at the Planning Board 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 VIP Tires & Service	Date Received/Date of Submission:
	Tax Map Parcel number(s) 114 - 001 - 000 - 000 - 000 112 - 008 - 000 - 000 - 000 -----	Date of pre-application meeting:
		Date Application is Complete:
		Community Development Dept File #: _____

Project Address: 522 & 526 Main Street	O W N E R	PRINTED Name: Sandri Realty, Inc.
		Signature: <i>Michael U. Behn</i>
Acreage/S.F. of Parcel: 0.22A / 9,636 sf 1.8A / 80,566 sf		Address: 400 Chpman Street, Greenfield, MA 01301
		Telephone\ Email: 413 223 1200 mbehn@sandri.com
Zoning District: Commercial	A P P L I C A N T	PRINTED Name: 522 Main Street Keene, LLC
		Signature: <i>John Quirk</i>
		Address: 24 Harriman Drive, Auburn, ME 04210
		Telephone\ Email: (207) 740-0151 jqurk@vipauto.com

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 <u>Descriptive Narrative Including</u>		
<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 <u>A complete application must include the following</u>

PROJECT NARRATIVE

VIP Tires & Service

SVE Project # K2689

April 17, 2020

SVE Associates, on behalf of the 522 Main Street Keene, LLC, is submitting this application for site plan approval. The project consists of redeveloping the 526 Main Street property, renovating the existing building, repaving & adding parking spaces and landscaped islands.

526 Main Street is 1.85 acres, 522 Main Street is 0.22 acres. Redevelopment includes closing the existing wide-open frontage, creating one access point off of Lower Main Street for 526 Main Street, with a right and left turn lane out of the parking lot. This location has adequate site distance.

The proposed plan complies with all City Development Standards:

1.) Drainage:

The existing impervious areas will continue to drain as they currently do. The existing impervious area will not increase.

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-3.

3.) Hillside Protection:

Not applicable.

4.) Snow Storage and Removal:

No change from existing conditions. Excess snow will be trucked off-site if necessary.

5.) Flooding:

The project is not located in the flood plain. Floodplain is shown on site plan.

6.) Landscaping:

Landscaped islands are proposed, as well as landscaping along the front of the building. The existing facility is currently void of any landscaping.

7.) Noise:

The proposed use will generate no more noise than is typical of area businesses.

SVE Associates

8.) Screening:

The dumpster will be located behind the building, out of view of the general public, no screening is proposed.

9.) Air Quality:

The proposed development will not deteriorate existing air quality.

10.) Lighting:

There will be two new light poles, one in the center of the landscaped island along Main Street, the other north of the proposed parking. All other lights will be eight wallpaks on the building. All lights are full cut off LED's.

11.) Water and Sewer:

No changes to existing water and sewer utilities.

12.) Traffic:

Entry and exit will be via one access point with the most site distance. Anticipated trip generation calculations are attached.

13.) Driveways:

Not applicable.

14.) Hazardous and Toxic Materials:

This facility is part of the NHDES Brownfields Covenant Program.

15.) Filling and Excavation:

The volume of filling and excavation required is minimal. Re-grading will be done to minimize pot holes and improve drainage.

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:

See attached Architectural narrative.

SVE Associates

SVE Associates

Engineering * Surveying * Landscape Architecture * Planning

May 11, 2020

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

Re: SPR-108 – 526 Main Street, VIP Tires and Service

Dear Members of the Board:

On behalf of the applicant, 522 Main Street Keene, LLC, we respectfully request a waiver of full compliance with Development Standard 8, Screening, specifically the screening of the dumpster as well as Standard 10 Lighting, for the light pole proposed on the northwest corner of the project. Our application is seeking approval to redevelop the 526 Main Street property. The proposed dumpster will be located behind the existing building, between the tire storage trailer and another building used for storage. It will be out of the public's view. The light pole is located on an adjacent parcel, also controlled by the applicant.

We think the proposed location for the dumpster, hidden behind the building and between the storage trailer and storage building meets the spirit and intent of the regulations. The abutters have unscreened dumpsters behind the buildings too, so we see no adverse impacts to the abutters, community or environment, and no diminution of abutting property values. Constructing a fence around the dumpster seems an unnecessary expense and exercise given the general public will not be able to see the fence.

Granting a waiver for the lighting will not be contrary to the spirit or intent of the regulations, the adjacent parcel is controlled by the same entity as 526 Main Street. There will not be an increase in potential for adverse impacts to the community or environment, light levels do not extend onto Main Street and are full cut off fixtures. Installation of the proposed light in the northwest corner will not diminish the property value of 522 Main Street. Strict conformity of the regulations would create an unlit portion of the parking lot/parcel entrance.

Thank you for your consideration of our waiver request.

Respectfully submitted,

SVE Associates

Liza Sargent

Liza Sargent, P.E.

Cc: Michael Petrovick

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\NH PROJECTS\K2689 VIP Petrovick\Docs\Permit Apps\PB\K2689 WAIVER REQUEST.doc

Project Architectural Narrative
VIP Tires & Services
526 Main Street
Keene, NH 03431
Tax Map Parcel#: 114-001-000-000

522 Main Street Keene, LLC
22 Harriman Drive
Auburn, ME 04210

April 16, 2020

This project proposes to rehabilitate the existing 10,730 SF structure located at 526 Main Street in Keene as a VIP Tires & Services automobile and light truck retail tire sales and mechanical repair center. The existing structure was previously a commercial truck repair operation and has gone unoccupied for many years. This project proposes to rehabilitate and update this property with a unifying architecturally pleasing aesthetic.



The Owner VIP Tires & Services, also owns the adjacent property 522 Main Street, which was previously a Sunoco location and is now occupied by Buffmaster Car Detailing. VIP is not intending to rehabilitate that property as part of this project and hopes to retain Buffmaster as their tenant.

The project proposes to upgrade the exterior aesthetic of the building to reflect VIP's brand and exceptional customer in-store experience with clean, up-to-date facilities. The upgraded facility will feature new exterior finishes, including a gable roof, horizontal siding, exterior trim and colors to provide a classic New England appearance as shown in the provided exterior rendering.

The interior will be rehabilitated as per the attached floor plan. The facility will include a retail sales showroom, office, tire storage and service bays. The plan uses the existing overhead door openings with improvements made to the structure.

VIP currently has approximately 60 locations in Maine, New Hampshire, Vermont and Massachusetts. Many of their locations are existing structures which have been rehabilitated to reflect their high-quality brand.

The project proposes to reduce the footprint of the building by 963 SF to 9,767 SF by removing the existing 2-story portion of the building at the northwest corner.

The proposed rehabilitation of the existing building proposes to take cues from the New England vernacular present throughout the region while incorporating a recognizable VIP Tires & Service brand or aesthetic. The project introduces: partial dominant gabled main roof, secondary gabled entrance roof, horizontal clapboard siding and traditional New England exterior trim details. The design makes use of existing overhead door openings along with several new ones to introduce partially glazed overhead doors giving passersby a glimpse of the work being performed in the shop. The use of a small amount of glazing into the retail spaces allows visibility to the products being displayed.

The elements of design for the facades serve to reduce the overall scale of the building bringing a human scale to the project while unifying the building into the fabric of the region.

The project seeks to remove the existing two-story portion of the building. The architectural scale of the project is harmonious with surrounding structures and with those of lower Main Street.



VIP Tires & Service

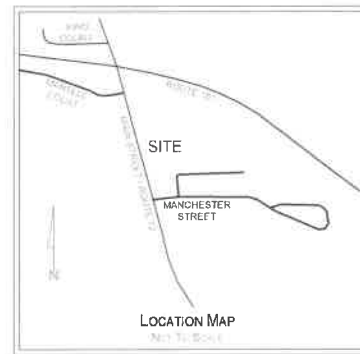
526 MAIN STREET, KEENE, NEW HAMPSHIRE

PROPERTY OWNER & APPLICANT:
522 MAIN STREET KEENE, LLC
22 HARRIMAN DRIVE
AUBURN, MAINE 04210
(207) 841-0056



Liza Sargent 5/11/20

LIZA P. SARGENT R.C.E. NUMBER: 13385 DATE
FOR PERMITTING



INDEX OF PLANS

- N-1 NOTES & LEGEND
- TOPOGRAPHIC SURVEY
- STANDARD BOUNDARY SURVEY
- BOUNDARY LINE ADJUSTMENT
- C-1 SITE PLAN
- C-2 GRADING & DRAINAGE PLAN (NORTH)
- C-3 GRADING & DRAINAGE PLAN (SOUTH)
- C-4 CONSTRUCTION DETAILS
- C-5 CONSTRUCTION DETAILS
- LT-1 LIGHTING PLAN
- LT-2 REDUCED LIGHTING PLAN
- LA-1 LANDSCAPING PLAN

SVE PROJECT #: K2689
PREPARED BY

Land Surveyor:
**Little River
Land Surveying, Inc.**
P.O. Box 332
Lisbon, ME 04252
PHONE (207) 841-0056
jraitt@lrsls.net

Civil Engineer:
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Brattleboro, VT 05302
PHONE (802) 257-0561
lsargent@sveassoc.com

Architect:
**Michael Petrovick
Architects, PLLC**
25 Roxbury Street, Suite 205
Keene, NH 03431
PHONE (603) 491-2536
mpetrovick@mjparchitect.com

Landscape Architect:
Don Scott LA Design
P.O. Box 45
Harrisville, NH 03450
PHONE (603) 313-9335
dscott.rla@myfairpoint.net

APPROVED BY THE APPLICANT:

522 MAIN STREET KEENE, LLC

ON _____

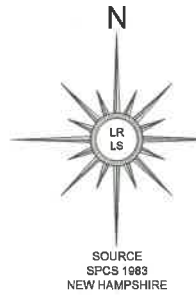
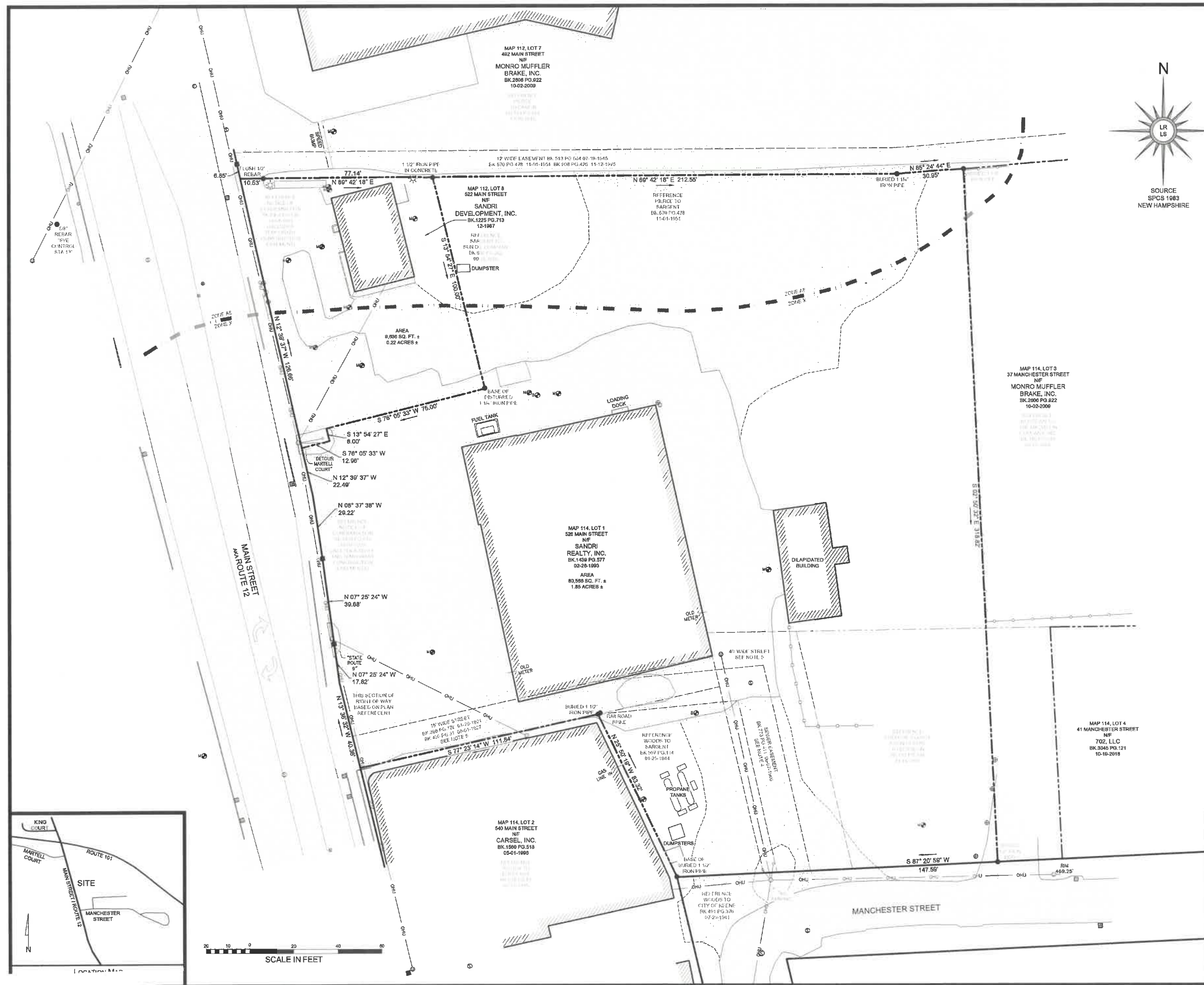
INSPECTION PERMISSION: UPON APPROVAL OF THIS SITE PLAN, THE OWNER GRANTS PERMISSION FOR THE MEMBERS OR AGENTS OF THE KEENE PLANNING BOARD TO INSPECT THIS SITE AS NECESSARY.

APPROVED BY THE KEENE PLANNING BOARD

ON _____

CERTIFIED BY CHAIRMAN _____

April 17, 2020
revised thru May 11, 2020



LEGEND

○	REBAR SET AND CAPPED PLS #857
●	PIPE OR ROD FOUND
■	4" X 4" GRANITE MONUMENT (UNLESS NOTED)
---	ROAD LINE
---	PROPERTY LINE
---	APPROXIMATE ABUTTING PROPERTY LINE
---	APPROXIMATE HISTORIC PROPERTY LINE
---	EASEMENT OR RIGHT OF WAY
▨	BUILDING
▨	PAVEMENT
▨	GRAVEL AREA
⊠	STORMWATER STRUCTURES
⊙	ELECTRIC PULL BOX
⊙	UTILITY POLE AND ANCHOR
⊙	SHUTOFF VALVE
⊙	HYDRANT
⊙	LIGHT POLE
⊙	MONITORING WELL
⊙	TEST BORE
⊙	CONCRETE / STEEL BOLLARDS
OHU	OVERHEAD UTILITY LINES
---	CHAIN LINK FENCE
---	WOOD FENCE

GENERAL NOTES

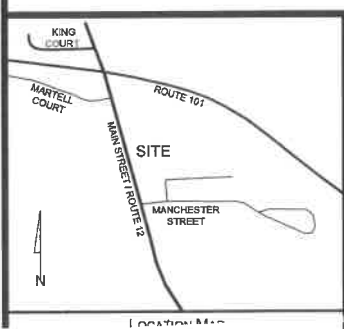
- RECORD OWNERS SANDRI DEVELOPMENT, INC. DEED BOOK 1225, PAGE 713 DATED DECEMBER, 1987 SANDRI REALTY, INC. DEED BOOK 1489, PAGE 577 DATED FEBRUARY 26, 1993 ALL BOOK AND PAGE NUMBERS ARE TO THE CHESTER COUNTY REGISTRY OF DEEDS UNLESS OTHERWISE NOTED.
- BEARINGS ARE REFERENCED TO THE STATE PLANE COORDINATE SYSTEM OF 1983, NEW HAMPSHIRE ZONE, AS DETERMINED BY STATE GNSS OBSERVATION WITH POST PROCESSING BY THE NATIONAL GEODETIC SURVEY ONLINE POSITIONING USER SERVICE.
- THE SUBJECT PARCELS ARE PARTIALLY IMPACTED BY ZONE AF, BASE FLOOD ELEVATIONS DETERMINED, AS DEPICTED ON THE FLOOD INSURANCE RATE MAP FOR CHESTER COUNTY WITH MAP NUMBER 3305C0287E AND AN EFFECTIVE DATE OF MAY 23, 2008. THE BASE FLOOD ELEVATION SHOWN THEREON IS 471 FEET (NAVD83) (471.2 FEET PER FIS CROSS SECTIONS.)
- THIS REPRESENTS A LIBERAL INTERPRETATION OF THE DESCRIPTION OF THIS SEWER EASEMENT. PLAN REFERENCE 1 DEPICTS A STRICT INTERPRETATION OF THE DESCRIPTION AS FOUND IN BOOK 773, PAGE 411. BASED ON SURFACE EVIDENCE THE STRUCTURES DO NOT CONFORM TO THE DESCRIPTION FOUND THEREIN. THE RECORD DESCRIPTION CONTAINS AMBIGUITIES, INCLUDING RECITING THE WIDTH AS 30 FEET THEN DESCRIBING A 15 FOOT WIDE CORRIDOR. THIS SURVEYOR RECOMMENDS CONSULTATION WITH LEGAL COUNSEL REGARDING THIS ISSUE.
- THE 15 FOOT WIDE STREET AND THE 40 WIDE STREET ARE DEPICTED ON PLAN REFERENCE 7. WHAT RIGHTS OTHERS MAY HAVE IN THESE "STREETS" SHOULD BE DISCUSSED WITH LEGAL COUNSEL. THE 15 FOOT STREET IS CLEARLY DESCRIBED IN VARIOUS DEEDS AND APPEARS, AT THE LEAST, TO BENEFIT LAND OF CARSEL, INC.

PLAN REFERENCES

- "PLAN SHOWING LAND OF SANDRI DEVELOPMENT INC. AND SANDRI REALTY INC." DATED JUNE 4, 1999 BY WILLIAM J. FITZGERALD.
- PLAN OF LAND ENTITLED "NORMAN H. COTTON AND JAMES D. WALKER, KEENE SPECIALTY SALES" DATED APRIL, 1998 WITH ADDITIONS MADE OCTOBER 1976. RECORDED IN PLAN BOOK 35, PAGE 9.
- "SITE PLAN PREPARED FOR TIRE WAREHOUSE CENTRAL, INC." DATED OCTOBER 3, 1998 BY DAVID A. MANN ASSOCIATES. ON FILE WITH THE CITY OF KEENE.
- "THE STATE OF NEW HAMPSHIRE, DEPARTMENT OF TRANSPORTATION, RIGHT-OF-WAY, SOUTH MAIN STREET (NH ROUTE 12) DATED SEPTEMBER 8, 1983, NH PROJECT NUMBER C-3006, SHEETS 7 THROUGH 9 OF 13. SEE ALSO PLAN CABINET 11, DRAWER 7, PAGES 416, 418, 427, 481 AND 482.
- "TWO LOT DIVISION OF TAX MAP 608-22-007-000, 580 MAIN STREET, PREPARED FOR CITY OF KEENE" DATED JUNE 28, 2004 BY CLOUGH, HARBOUR & ASSOCIATES LLP. ON FILE WITH THE CITY OF KEENE.
- "TRANSIT & TAPE SURVEY FOR C.R. & E.M. BERGEMAN" DATED JANUARY 7, 1974 BY JOHN H. KIRK. ON FILE WITH THE CITY OF KEENE.
- "MAIN STREET TERRACE" DATED MARCH 1924. RECORDED IN PLAN BOOK 2, PAGE 121.

CERTIFICATION

I CERTIFY THAT THIS PLAN IS THE RESULT OF A SURVEY MADE ON THE GROUND. FURTHERMORE, THIS SURVEY CONFORMS TO THE STANDARDS OF THE NEW HAMPSHIRE BOARD OF LICENSURE FOR A STANDARD PROPERTY SURVEY, CLASSIFICATION U.
 PURSUANT TO RSA 876: 18, 19 AND RSA 876: 14
 I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.
 DATE: APRIL 9, 2020
 [Signature] LICENSED LAND SURVEYOR



STANDARD BOUNDARY SURVEY

FOR **522 MAIN STREET KEENE, LLC**
 24 HARRIMAN DRIVE, AUBURN, MAINE 04210

SITE LOCATION **522 & 526 MAIN STREET, KEENE, NH**
 TAX MAP 112, LOT 8 & TAX MAP 114, LOT 1

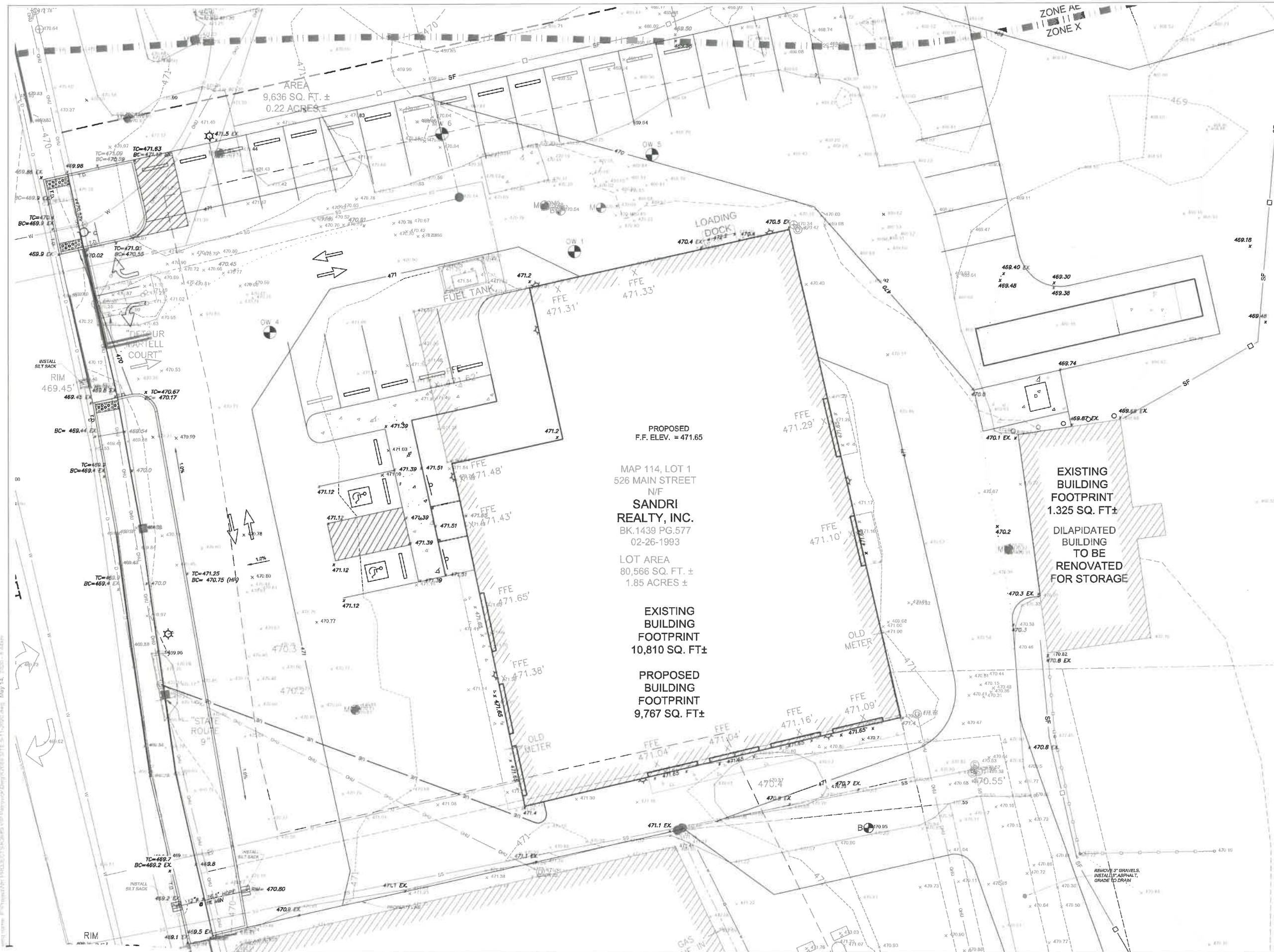
LITTLE RIVER
 LAND SURVEYING, INC.
 ME PLS #2376 NH LLS #957
 PO BOX 332, LISBON FALLS MAINE 04252
 (207) 841-0058

DATE: APRIL 6, 2020
 REVISED: MAY 9, 2020

SCALE:
 1" = 20'

PROJECT #20-025
 DRAWING #20-025

DRAWN BY: TJC
 CHECKED BY: JJR



LIZA P. SARGENT
R.C.E. NUMBER: 13365
DATE
FOR PERMITTING

NO.	REVISION	DATE	BY	CHK	COMMENTS
		01-MAY-20	LPS	LPS	

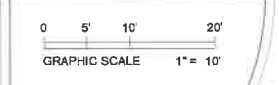
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GRADING & DRAINAGE PLAN (NORTH)

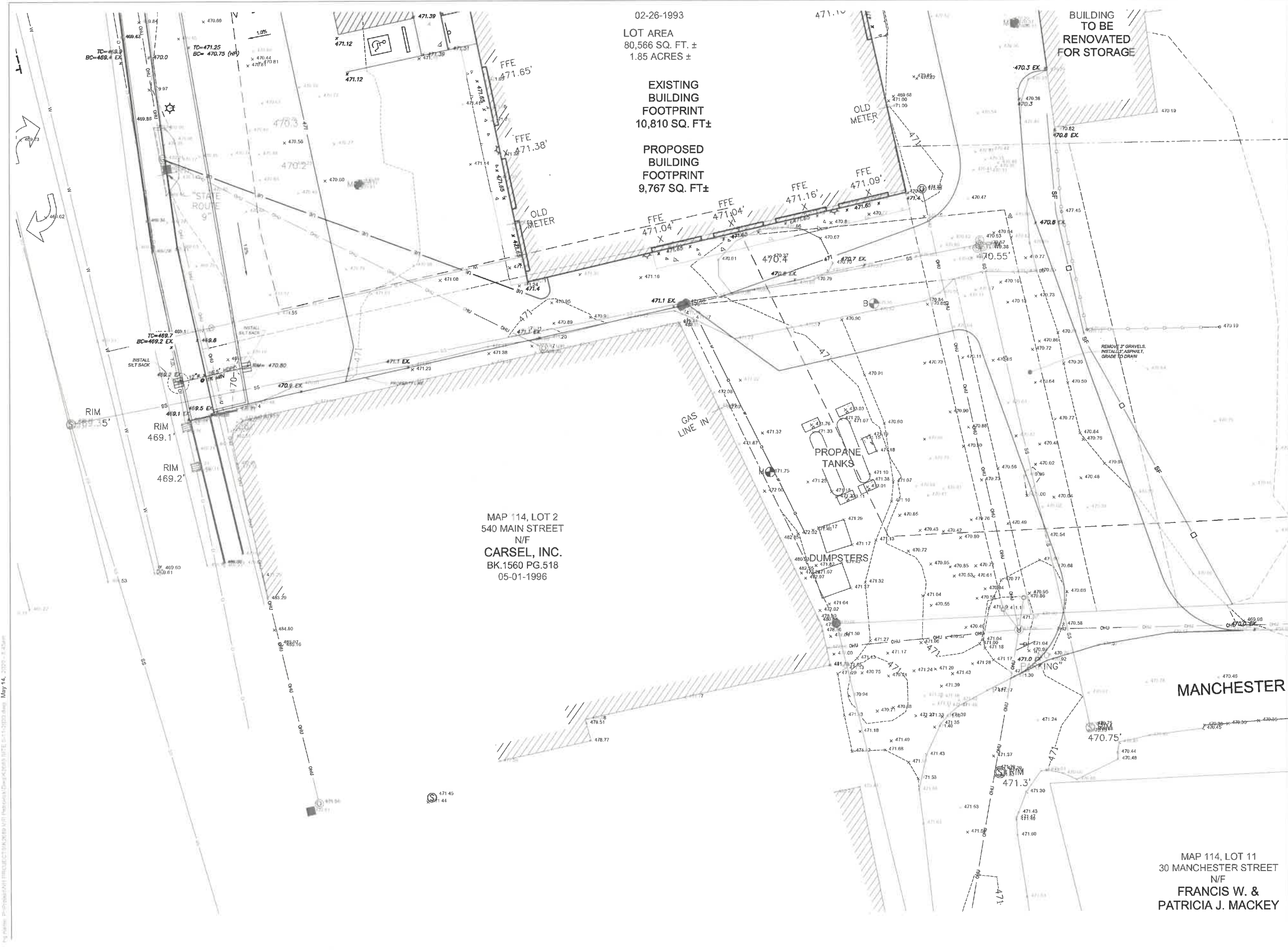
VIP TIRES & SERVICE

522 MAIN STREET KEENE, LLC
24 HARRIMAN DRIVE
AUBURN, MAINE 04210



PROJ. #: K2689
DATE: 06-APR-20
DESIGN: RH
DRAWN: LPS
CHECKED: RH

SHEET
C-2



02-26-1993
 LOT AREA
 80,566 SQ. FT. ±
 1.85 ACRES ±

EXISTING
 BUILDING
 FOOTPRINT
 10,810 SQ. FT.±

PROPOSED
 BUILDING
 FOOTPRINT
 9,767 SQ. FT.±

MAP 114, LOT 2
 540 MAIN STREET
 N/F
 CARSEL, INC.
 BK.1560 PG.518
 05-01-1996

MAP 114, LOT 11
 30 MANCHESTER STREET
 N/F
 FRANCIS W. &
 PATRICIA J. MACKEY

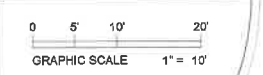


LIZA P. SARGENT R.C.E. NUMBER: 13365 DATE
FOR PERMITTING

NO.	REVISION	DATE	DWN	CHK	LPS
1	PER COMMENTS	01-MAY-20			

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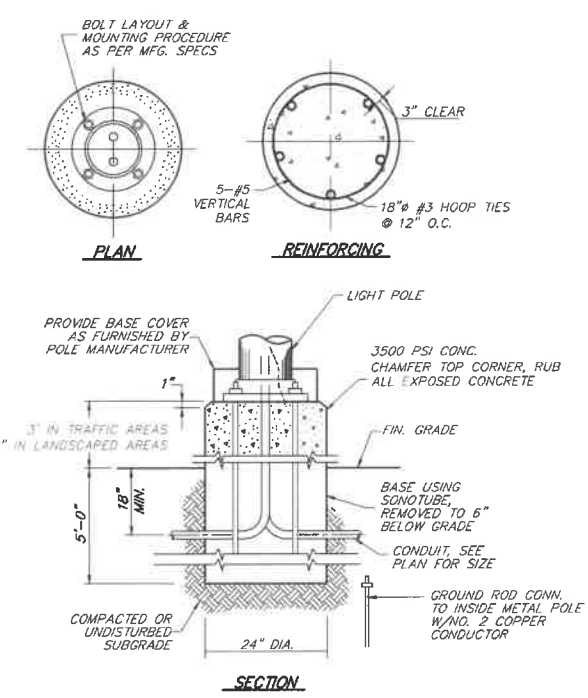
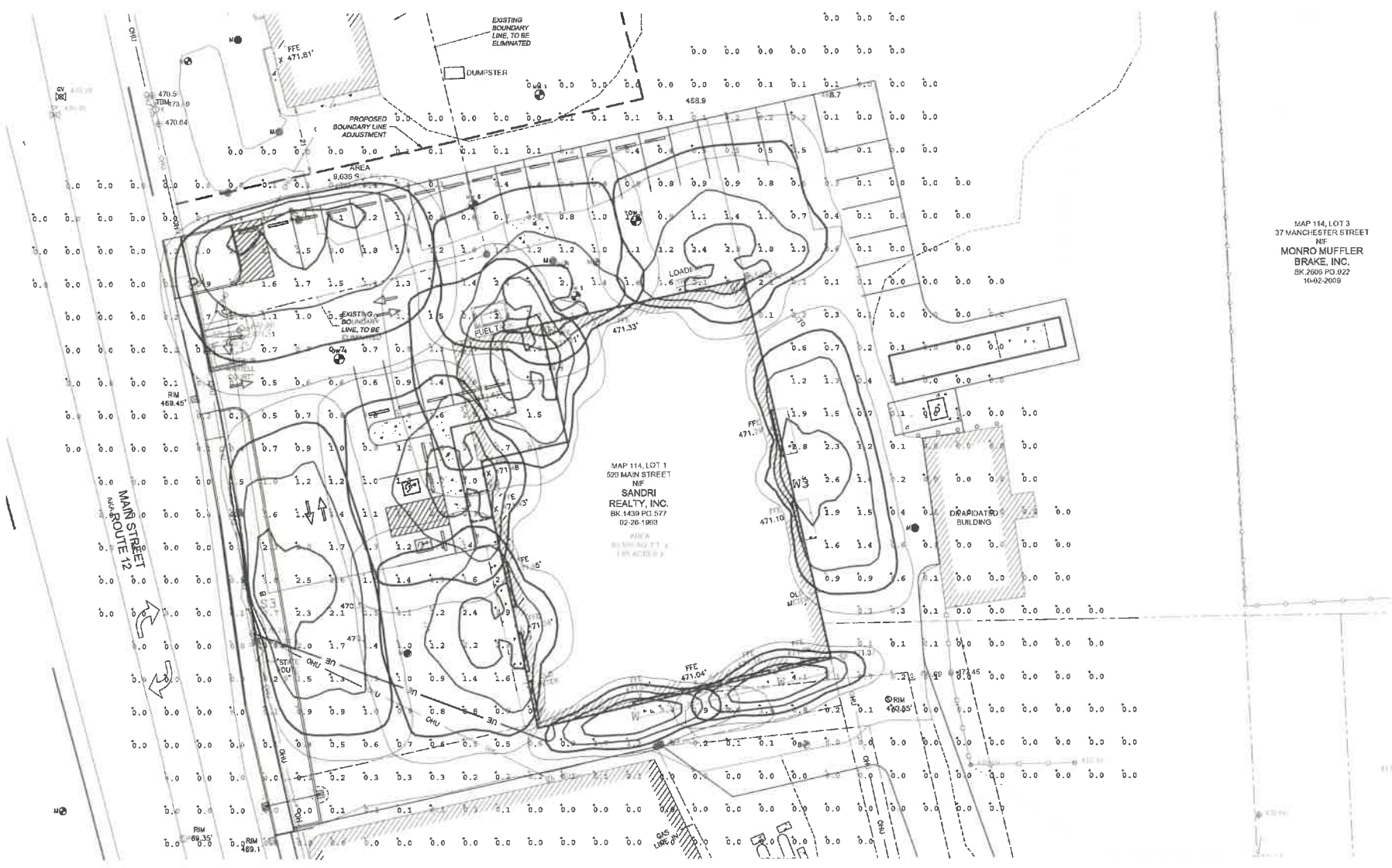
GRADING & DRAINAGE PLAN
 VIP TIRES & SERVICE
 522 MAIN STREET KEENE, LLC
 24 HARRIMAN DRIVE
 AUBURN, MAINE 04210



PROJ. #: K2689
 DATE: 06-APR-20
 DESIGN: RH SHEET
 DRAWN: LPS
 CHECKED: RH
C-3

Symbol	Qty	Label	Arrangement	Description
[Symbol]	1	S3	SINGLE	GLEON-AF-01-LED-E1-SL3-HSS-MS/DIM-L20/ SSS4A15SFN1 (15' POLE ON 2.5' BASE) 17.5' AFG
[Symbol]	1	S4	SINGLE	GLEON-AF-01-LED-E1-SL4-HSS-MS/DIM-L20/ SSS4A15SFN1 (15' POLE ON 2.5' BASE) 17.5' AFG
[Symbol]	2	W	SINGLE	MERU-LED-AC-DB/ WALL MTD 12' AFG
[Symbol]	1	W3	SINGLE	GWC-AF-01-LED-E1-SL3-600-MS/DIM-L20/ WALL MTD 14' AFG
[Symbol]	5	W4	SINGLE	GWC-AF-01-LED-E1-T4FT-600-MS/DIM-L20/ WALL MTD 14' AFG

StatArea 1
 PARKING AREAS
 Illuminance (Fc)
 Average = 1.38
 Maximum = 3.7
 Minimum = 0.4
 Avg/Min Ratio = 3.45
 Max/Min Ratio = 9.25



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

LIGHT POLE BASE DETAIL
 NOT TO SCALE

FOR PERMITTING

NO.	REVISION	DATE	DWN	CHK

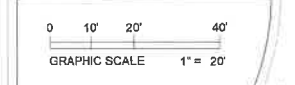
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LIGHTING PLAN

VIP TIRES & SERVICE

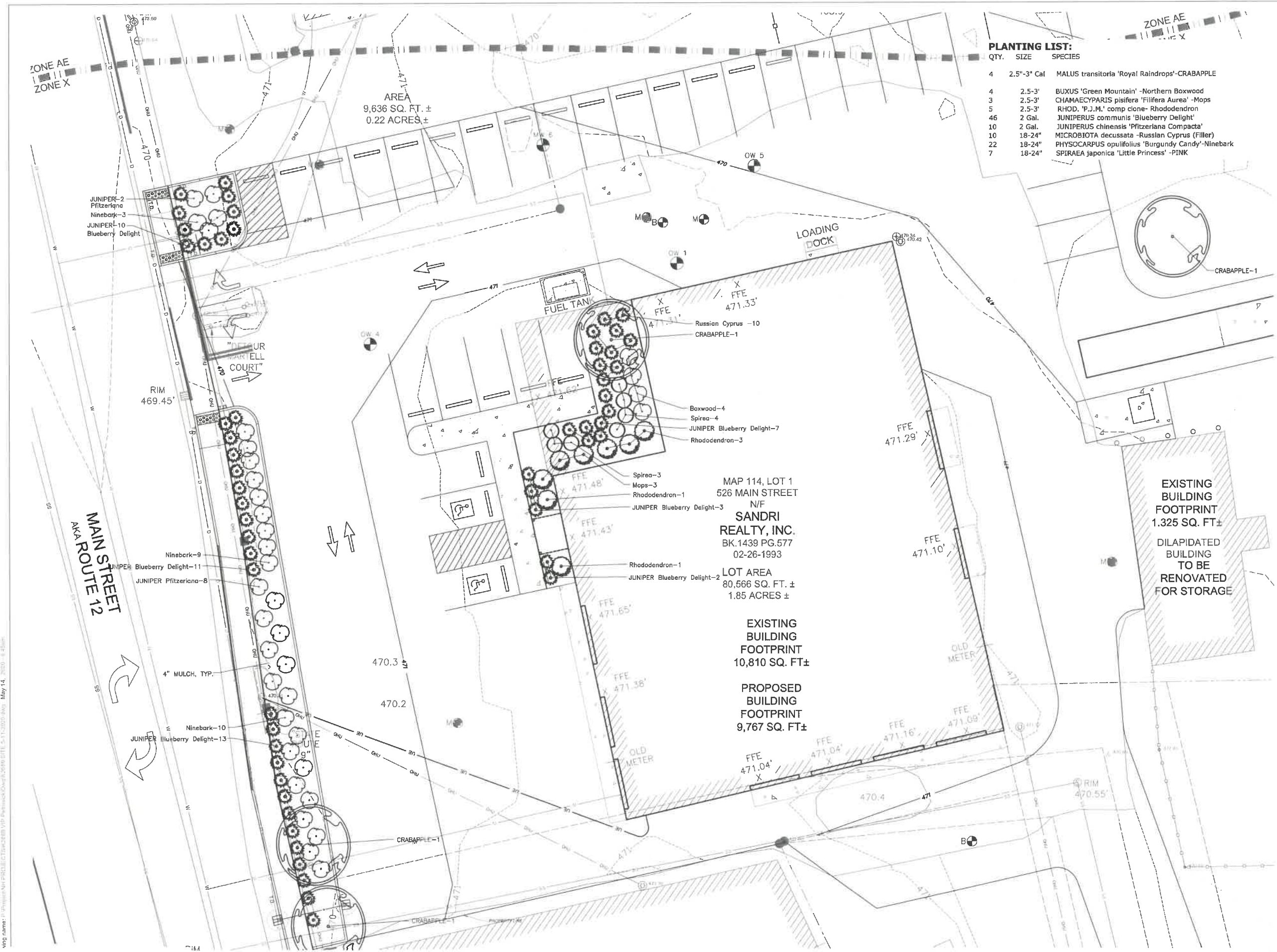
522 MAIN STREET KEENE, LLC
 24 HARRIMAN DRIVE
 AUBURN MAINE 04210



PROJ. #: K2689
 DATE: 06-APR-20

DESIGN: RH
 DRAWN: LPS
 CHECKED: RH

SHEET
LT-1



PLANTING LIST:

QTY.	SIZE	SPECIES
4	2.5"-3" Cal	MALUS transitoria 'Royal Raindrops'-CRABAPPLE
4	2.5-3'	BUXUS 'Green Mountain' -Northern Boxwood
3	2.5-3'	CHAMAECYPARIS pisifera 'Filifera Aurea' -Mops
5	2.5-3'	RHOD. 'P.J.M.' comp clone- Rhododendron
46	2 Gal.	JUNIPERUS communis 'Blueberry Delight'
10	2 Gal.	JUNIPERUS chinensis 'Pfitzeriana Compacta'
10	18-24"	MICROBIOTA decussata -Russlan Cyprus (Filler)
22	18-24"	PHYSOCARPUS opulifolius 'Burgundy Candy'-Ninebark
7	18-24"	SPIRAEA japonica 'Little Princess' -PINK

FOR PERMITTING

NO.	REVISION	DATE	CHK
1	PER COMMENTS	11-MAY-20	LPS

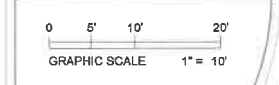
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LANDSCAPING PLAN

VIP TIRES & SERVICE

522 MAIN STREET KEENE, LLC
 24 HARRIMAN DRIVE
 AUBURN, MAINE 04210



PROJ. #: K2689
 DATE: 06-APR-20
 DESIGN: RH
 DRAWN: LPS
 CHECKED: RH

SHEET
LA-1



PROPOSED MAIN STREET FACADE



EXISTING MAIN STREET FACADE



VIP Tires & Service

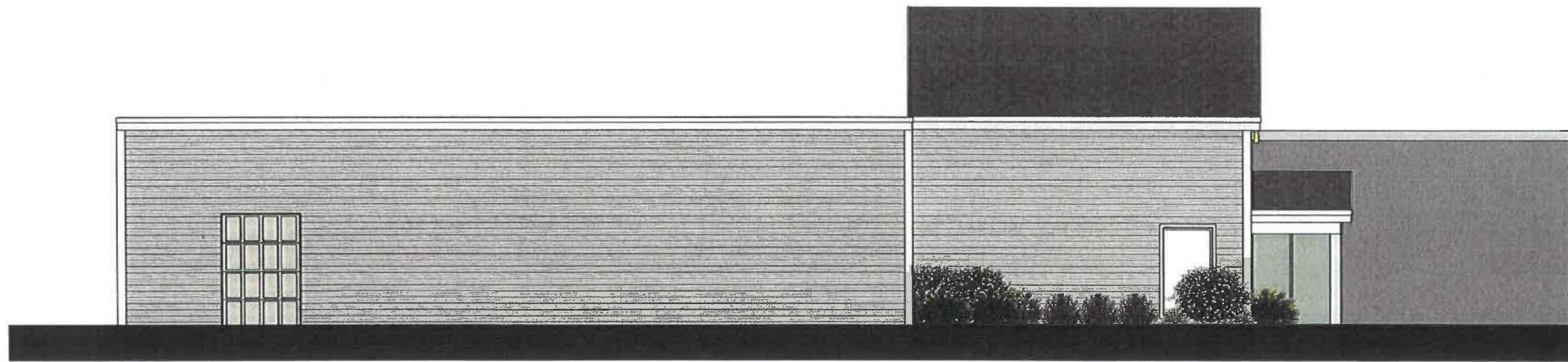
526 Main Street
Keene, New Hampshire

SCHEMATIC DESIGN

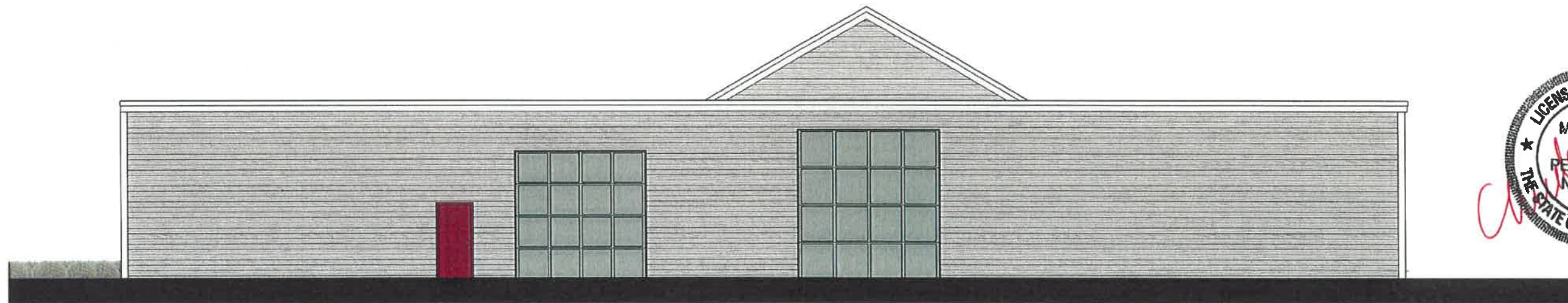
11 May 2020



51 Railroad Street Suite 140
Keene, New Hampshire 03431
(603) 636-7056



① NORTH ELEVATION
3/32" = 1'-0"



② EAST ELEVATION
3/32" = 1'-0"



VIP Tires & Service

526 Main Street
Keene, New Hampshire

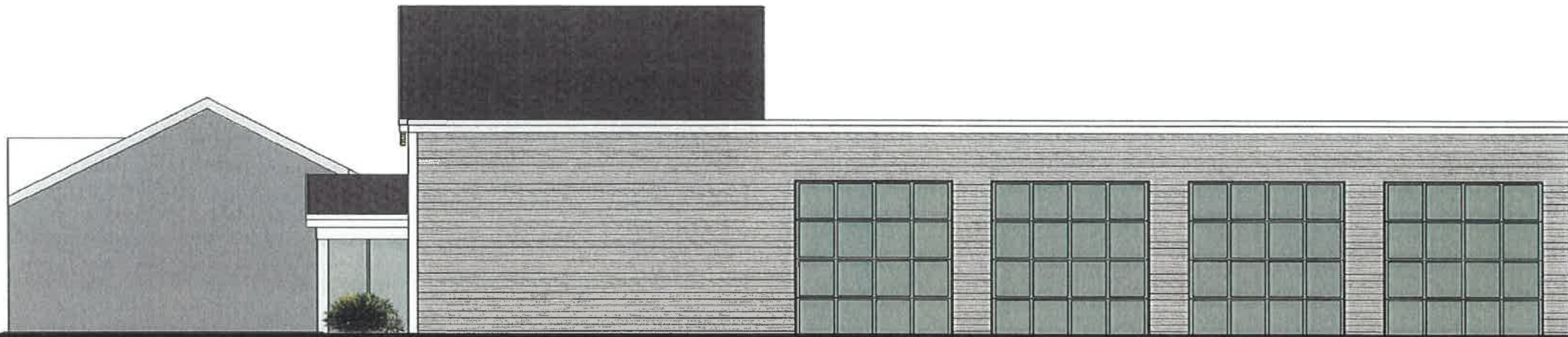
SCHEMATIC DESIGN

11 May 2020

MICHAEL PETROVICK
ARCHITECTS, PLLC

51 Railroad Street Suite 140
Keene, New Hampshire 03431
(603) 636-7056

2 OF 4



① SOUTH ELEVATION
3/32" = 1'-0"



② WEST ELEVATION
3/32" = 1'-0"



VIP Tires & Service

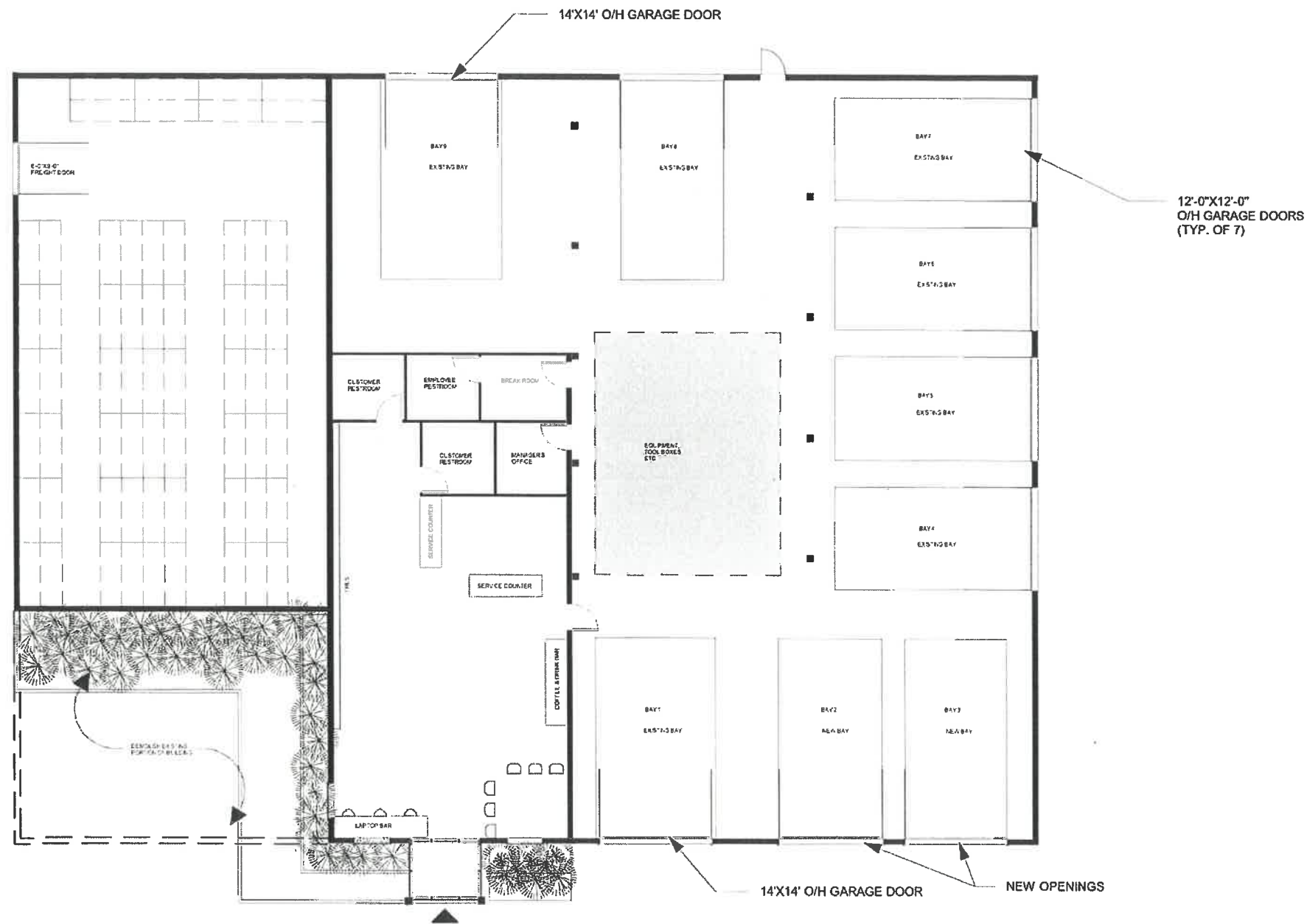
526 Main Street
Keene, New Hampshire

SCHEMATIC DESIGN

11 May 2020

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ARCHITECTS, PLLC

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Keene, New Hampshire 03431
(603) 636-7056



① FIRST FLOOR PLAN
1/16" = 1'-0"

VIP Tires & Service

526 Main Street
Keene, New Hampshire

SCHEMATIC DESIGN

11 May 2020



M MICHAEL PETROVICK
ARCHITECTS, PLLC

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(603) 636-7056

Drainage Summary

for

**VIP Tires & Service
526 Main Street, Keene, NH**

**Prepared by SVE Associates
May 11, 2020**

A comparison of peak stormwater runoff for the 25-year rainfall events in the post-development conditions was completed by SVE Associates using HydroCad 10.0 software. The storm event used in the model was Type III, 24-hour storm with the following rainfall depths for Keene, NH:

25 Year Event: 4.93 inches

OVERVIEW:

This project will consist of redeveloping the 526 Main Street property, renovating the existing building, repaving & adding parking spaces and landscaped islands.

EXISTING CONDITIONS:

The existing conditions of this development include the buildings, parking areas and driveway that have all been constructed to date. Currently the front paved area drains to Main Street and into the City storm drain. The northeast portion of the project sheet flows to the north east corner of the property. The South east portion of the property sheet flows toward Mechanic Street.

PROPOSED CONDITIONS:

The proposed conditions, modeled in the "Post-Development" drainage model, consist of the existing buildings, parking areas and driveway. With the front of the re-paved parking lot curbed, stormwater runoff will sheet flow to a catch basin that is piped to the City storm drain in Main Street. The south east portion of the project will continue to sheet flow towards Mechanic Street. The northeast portion of the project will sheet flow to the north east portion of the property, and the northwest portion of the project will drain towards Main Street, and be collected in the City storm drainage system. Although this project involves paving a portion of currently graveled areas, it also includes constructing landscaped islands in areas that are currently paved. This measure off sets any increase in stormwater runoff.

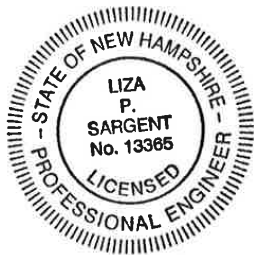
SVE Associates

Engineering * Surveying * Landscape Architecture * Planning
P.O. Box 1818, Brattleboro, VT 05302 Phone: (802) 257-0561 Fax (802) 257-0721 E-mail svek@sveassoc.com
P:\Project\NH PROJECTS\K2689 VIP Petrovick\Hydrocad\K2689 Drainage Summary PB.doc

	25 year	
	<i>Existing</i>	<i>Proposed</i>
	<i>Runoff (cfs)</i>	<i>Runoff (cfs)</i>
<i>Summary Node 101R</i>	2.2	2.2
<i>Summary Node 102R</i>	1.3	1.2
<i>Summary Node 103R</i>	1.8	1.3

CONCLUSION:

There will be no adverse impact to downstream abutters due to stormwater runoff from the facility. Overall there is no significant change in stormwater runoff post development.



Liza Sargent

SVE Associates



MERU Series

LED GENERAL & EMERGENCY LIGHTING



PROJECT: _____
 FIXTURE TYPE: _____
 LOCATION: _____
 CONTACT/PHONE: _____

PRODUCT DESCRIPTION

The MERU Series is an architectural, low-profile outdoor light, offering “normally On” AC and emergency lighting with powerful LED illumination. The housing is fully sealed and gasketed, and has an IP65 rating. Designed for wall mounting with universal K/O pattern in back-plate for easy installation to most standard size junction boxes. Includes a single 1/2” NPT conduit entry in the top, center of the housing. Illumination provided by 8 high power LEDs which achieve 1,600 lumens in AC and 600 lumens in emergency. LED color at 4000K.

PRODUCT SPECIFICATIONS

CONSTRUCTION

Die cast aluminum housing with superior heat sink • Scratch resistant Polyester powder coat finish • UV resistant polycarbonate lens • Snap-fit housing and mounting plate are held together by four stainless steel clips • Universal mounting pattern molded into the back plate • 1/2" threaded top access for surface conduit installation • Silicone rubber seal with hollow center, shape adaptive design protects the electrical components • Junction box neoprene seal is attached to the back plate for a weather proof installation • Dark Bronze or White textured finish.

ELECTRICAL

Dual voltage 120/277VAC 60Hz input • Solid state charging and switching • Battery low voltage disconnect • AC power indicator and test switch at the bottom of the unit • Standard with Self Diagnostics to monitor proper operation.

LAMPS

Supplied with eight (8) LG SMD 4000K LED'S • L70 > 72,000hours • 17 Watts total (32 Watts with IH option) • 1600 Lumens in AC mode, 600 Lumens in Emergency mode • Full cut-off optics for Dark Sky compliance

BATTERY

Maintenance-free, long-life rechargeable NiCad battery will operate fixture for a minimum of 90 minutes in the event of a power outage • 24 hour recharge after 90 minute discharge.

CODE COMPLIANCE

UL924 • Listed for wet location applications (0°C-50°C) • Optional "IH" cold weather package for (-40°C-50°C) • IP65 Rated • NFPA 101 Life Safety Code compliant • NEC and OSHA compliant • DLC Listed • RoHS Compliant

WARRANTY

5-year warranty. Product specifications subject to change without notice.

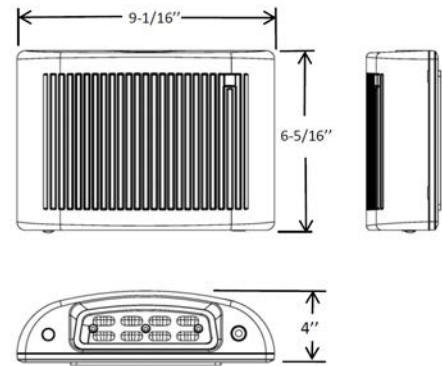
INSTALLATION

MOUNTING

Suitable for indoor or outdoor wall mounting on junction box, or with surface conduit using the supplied 1/2" threaded top access • Mounting plate has molded universal mounting pattern for simple mounting over junction box.

ORDERING INFORMATION

model	operation mode	housing color	options
MERU-LED	ACEM = General & Emergency Lighting AC = General Lighting	DB = Dark Bronze WH = White BK = Black NK = Nickel	Self-Diagnostics & Photocell (Included Standard) IH = Internal Heater PIR = Passive Infra-Red Motion Sensor
Ordering Example: MERU-ACEM-DB			



ACEM Model (NiCad Battery Backup)

Integral photocell: Unit operates as a dusk to dawn luminaire and in the event of a power failure as an emergency light.

Remote Switched: The integral photocell can be defeated to allow remote switching for normal operation. In the event of a power failure unit operates as an emergency light.



DESCRIPTION

The Galleon™ Wall LED luminaire's appearance is complementary with the Galleon area and site luminaire bringing a modern architectural style to lighting applications. Flexible mounting options accommodate wall surfaces in both an upward and downward configuration. The Galleon family of LED products deliver exceptional performance with patented, high-efficiency AccuLED Optics™, providing uniform and energy conscious lighting for parking lots, building and security lighting applications.

SPECIFICATION FEATURES

Construction

Driver enclosure thermally isolated from optics for optimal thermal performance. Heavy wall aluminum housing die-cast with integral external heat sinks to provide superior structural rigidity and an IP66 rated housing. Overall construction passes a 1.5G vibration test to ensure mechanical integrity. UPLIGHTING: Specify with the UPL option for inverted mount upright housing with additional protections to maintain IP rating.

Optics

Choice of thirteen patented, high-efficiency AccuLED Optics. The optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K, 5000K and 6000K CCT. Greater than 90%

lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 1200mA, 800mA, and 600mA drive currents.

Electrical

LED drivers are mounted for ease of maintenance. 120-277V 50/60Hz, 347V or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Drivers are provided standard with 0-10V dimming. An optional Eaton proprietary surge protection module is available and designed to withstand 10kV of transient line surge. The Galleon Wall LED luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Emergency egress options for -20°C ambient environments and occupancy sensor available.

Mounting

Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Galleon Wall "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws which are concealed but accessible from bottom of fixture.

Finish

Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

Warranty

Five-year warranty.

Catalog #		Type	
Project		Date	
Comments			
Prepared by			

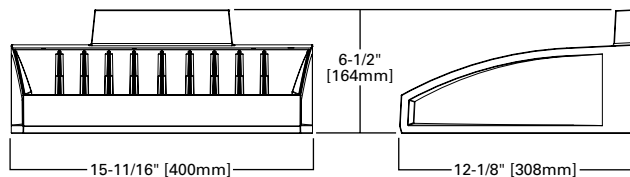


GWC GALLEON WALL

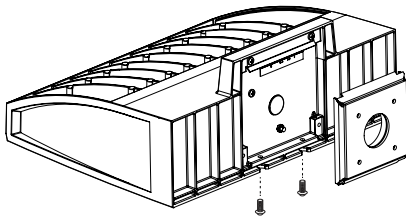
1-2 Light Squares
Solid State LED

WALL MOUNT LUMINAIRE

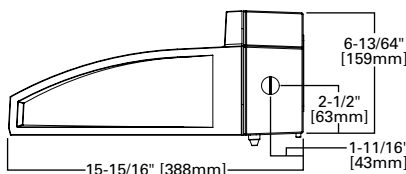
DIMENSIONS



HOOK-N-LOCK MOUNTING



BATTERY BACKUP AND THRU-BRANCH BACK BOX



CERTIFICATION DATA

UL/cUL Listed
LM79 / LM80 Compliant
IP66 Housing
ISO 9001
DesignLights Consortium® Qualified*

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V 50/60Hz
347V, 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

SHIPPING DATA

Approximate Net Weight:
27 lbs. (12.2 kgs.)



DESCRIPTION

The Galleon™ LED luminaire delivers exceptional performance in a highly scalable, low-profile design. Patented, high-efficiency AccuLED Optics™ system provides uniform and energy conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. IP66 rated and UL/cUL Listed for wet locations.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Construction

Extruded aluminum driver enclosure thermally isolated from Light Squares for optimal thermal performance. Heavy-wall, die-cast aluminum end caps enclose housing and die-cast aluminum heat sinks. A unique, patent pending interlocking housing and heat sink provides scalability with superior structural rigidity. 3G vibration tested and rated. Optional tool-less hardware available for ease of entry into electrical chamber. Housing is IP66 rated.

Optics

Patented, high-efficiency injection-molded AccuLED Optics technology. Optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT 70 CRI. Optional 3000K, 5000K and 6000K CCT.

Electrical

LED drivers are mounted to removable tray assembly for ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Standard with 0-10V dimming. Shipped standard with Eaton proprietary circuit module designed to withstand 10kV of transient line surge. The Galleon LED luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Light Squares are IP66 rated. Greater than 90% lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 600mA, 800mA and 1200mA drive currents (nominal).

Mounting

STANDARD ARM MOUNT: Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during mounting. When mounting two or more luminaires at 90° and 120° apart, the EA extended arm may be required. Refer to the

arm mounting requirement table. Round pole adapter included. For wall mounting, specify wall mount bracket option. **QUICK MOUNT ARM:** Adapter is bolted directly to the pole. Quick mount arm slide into place on the adapter and is secured via two screws, facilitating quick and easy installation. The versatile, patent pending, quick mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the quick mount arm enables wiring of the fixture without having to access the driver compartment. A knock-out enables round pole mounting.

Finish

Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Heat sink is powder coated black. Standard housing colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available.

Warranty

Five-year warranty.



GLEON GALLEON LED

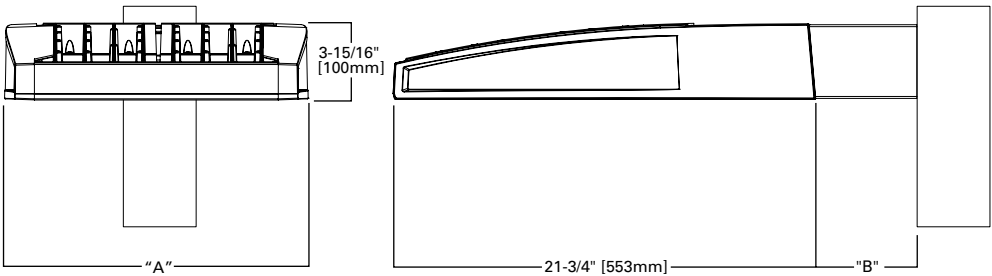
1-10 Light Squares Solid State LED

AREA/SITE LUMINAIRE



LumenSafe Technology
[CLICK HERE](#)

DIMENSIONS

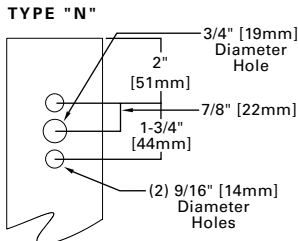


DIMENSION DATA

Number of Light Squares	"A" Width	"B" Standard Arm Length	"B" Optional Arm Length ¹	Weight with Arm (lbs.)	EPA with Arm ² (Sq. Ft.)
1-4	15-1/2" (394mm)	7" (178mm)	10" (254mm)	33 (15.0 kgs.)	0.96
5-6	21-5/8" (549mm)	7" (178mm)	10" (254mm)	44 (20.0 kgs.)	1.00
7-8	27-5/8" (702mm)	7" (178mm)	13" (330mm)	54 (24.5 kgs.)	1.07
9-10	33-3/4" (857mm)	7" (178mm)	16" (406mm)	63 (28.6 kgs.)	1.12

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

DRILLING PATTERN



CERTIFICATION DATA

UL/cUL Wet Location Listed
ISO 9001
LM79 / LM80 Compliant
3G Vibration Rated
IP66 Rated
DesignLights Consortium® Qualified*

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120V-277V 50/60Hz
347V & 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)



Steel Poles



SSS SQUARE STRAIGHT STEEL

Catalog #		Type
Project		
Comments		Date
Prepared by		

FEATURES

- ASTM Grade steel base plate with ASTM A366 base cover
- Hand hole assembly 3" x 5" on 5" and 6" pole; and 2" x 4" on 4" pole
- 10'-39' mounting heights
- Drilled or tenon (specify)

DESIGN CONSIDERATIONS

Wind induced vibrations resulting from steady, unidirectional winds and other aerodynamic forces, as well as vibration and coefficient of height factors for non-grounded mounted installations (e.g., installations on bridges or buildings) are not included in this document. The information contained herein is for general guidance only and is not a replacement for professional judgement. Consult with a professional, and local and federal standards, before ordering to ensure product is appropriate for the intended purpose and installation location. Also, please review Eaton's Light Pole White Paper for risk factors and design considerations. [Learn more.](#)

Specifications and dimensions subject to change without notice. Consult your lighting representative at Eaton or visit www.eaton.com/lighting for available options, accessories and ordering information.

ORDERING INFORMATION

SAMPLE NUMBER: SSA5A20SFM1XG

Product Family	Shaft Size (Inches) ¹	Wall Thickness (Inches)	Mounting Height (Feet)	Base Type	Finish	Mounting Type	Number and Location of Arms	Arm Lengths (Feet)	Options (Add as Suffix)
SSS=Square Straight Steel	4=4" 5=5" 6=6"	A=0.120" M=0.188" X=0.250"	10=10' 15=15' 20=20' 25=25' 30=30' 35=35' 39=39'	S=Square Steel Base	F=Dark Bronze G=Galvanized Steel J=Summit White K=Carbon Bronze L=Dark Platinum R=Hartford Green S=Silver T=Graphite Metallic V=Grey W=White X=Custom Color Y=Black	2=2-3/8" O.D. Tenon (4" Long) 3=3-1/2" O.D. Tenon (5" Long) 4=4" O.D. Tenon (6" Long) 9=3" O.D. Tenon (4" Long) 6=2-3/8" O.D. Tenon (6" Long) 7=4" O.D. Tenon (10" Long) A=Type A Drilling C=Type C Drilling E=Type E Drilling F=Type F Drilling G=Type G Drilling J=Type J Drilling K=Type K Drilling M=Type M Drilling N=Type N Drilling R=Type R Drilling S=Standard Upsweep Arm Z=Type Z Drilling	1=Single 2=2 at 180° 3=Triple ² 4=4 at 90° 5=2 at 90° X=None	X=None 2=2' 3=2.5' 4=4' 6=6' 8=8'	A=1/2" Tapped Hub ³ B=3/4" Tapped Hub ³ C=Convenience Outlet ⁴ E=GFCI Convenience Outlet ⁴ G=Ground Lug H=Additional Hand Hole ⁵ V=Vibration Dampener

NOTES: 1. All shaft sizes nominal. 2. Square poles are 3 at 90°, round poles are 3 at 120°. 3. Tapped Hub is located 5' below the pole top and on the same side of pole as hand hole, unless specified otherwise. 4. Outlet is located 4' above base and on same side of pole as hand hole, unless specified otherwise. Receptacle not included, provision only. 5. Additional hand hole is located 12" below pole top and 90° from standard hand hole location, unless otherwise specified.

DIMENSIONS

