



Planning Board – Monday, July 27, 2020, 6:30PM

AGENDA

NOTE: 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: 857 8338 6440**. If you are unable to attend the meeting online, you may call the toll-free # (888) 475-4499 and enter the Meeting ID to listen to the meeting. More info on how to access this meeting is available at ci.keene.nh.us/planning-board. If you encounter any issues accessing this meeting, please call 603-757-0676 during the scheduled meeting time.

I. Call to Order – Roll Call

II. Minutes of Previous Meeting – June 22, 2020 Meeting

III. Public Hearings:

SPR-972 Mod. 6, Site Plan – Colony Mill New Retail Building, 210-222 West Street – Applicant and owner Brady Sullivan Properties proposes to construct a 4,875-sf retail and office building with two drive-throughs on the properties located at 210-222 West St (TMP# 576-009-000), 0 Gilbo Ave (TMP# 576-008-000) and 0 Island St (TMP#s 583-011-000, 583-012-000, 583-014-000, & 583-015-000). A waiver is requested from Development Standard 10 – Lighting. These properties are 4.6-ac, 0.94-ac, 0.3-ac, 0.21-ac, 0.1-ac, and 0.34-ac in size and are located in the Commerce District.

IV. Community Development Director Report

V. New Business

VI. Upcoming Dates of Interest – August 2020

- Joint PB/PLD Committee – August 10, 6:30 PM
- Planning Board Steering Committee – August 11, 11:00 AM
- Planning Board Site Visits – August 19, 8:00 AM – To Be Confirmed
- Planning Board Meeting – August 24, 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.*

**CITY OF KEENE
NEW HAMPSHIRE**

**PLANNING BOARD
MEETING MINUTES**

Monday June 22, 2020

6:30 PM

Council Chambers

Members Present

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

Staff:

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

Members Not Present:

Gail Sommers
Tammy Adams, Alternate

I. Statement of Authority to Hold Remote Meeting

Chair Barrett began the meeting by reading the following statement with respect to holding remote meetings: *“In Emergency Order #12, issued by the Governor of the State of New Hampshire pursuant to Executive Order #2020-04, certain provisions of RSA 91-A regulating the operation of public body meetings have been waived during the declared COVID-19 State of Emergency.*

Specifically:

- *The requirement that a quorum of a public body be physically present except in an 18 emergency requiring immediate action under RSA 91-A:2, III(b);*
- *The requirement that each part of a meeting of a public body be audible or otherwise 20 discernible to the public at the location specified in the meeting notice as the location of the 21 meeting under RSA 91-A:2, III(c).*

Provided, however that the public body must:

- *Provide access to the meeting by telephone, with additional access possibilities by 24 video or other electronic means;*
- *Provide public notice of the necessary information for accessing the meeting;*
- *Provide a mechanism for the public to alert the public body during the meeting if 27 there are problems with access; and*
- *Adjourn the meeting if the public is unable to access the meeting.*

All votes are to be taken by roll call.

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

Chair Barrett said the public may access the meeting online by visiting the Zoom website, www.zoom.us/join, and entering the Meeting ID, which he stated. The Meeting ID also appeared on the Agenda for the meeting. The public can listen, but not view, the meeting by calling the

36 toll-free phone number (888) 475-4499 and entering the Meeting ID. He noted that if someone is
37 unable to access the meeting, they should call 603-757-0622.

38

39 The Chairman called the meeting to order and a roll call was taken. All members present stated
40 their location and who was in the room with them. Chair Barrett elevated Emily Lavigne-Bernier
41 to a voting position for the meeting.

42

43 **II. Minutes of previous meeting – May 26, 2020 Meeting**

44 A motion was made by Mayor George Hansel to accept the May 26, 2020 minutes. The motion
45 was seconded by Councilor Michael Remy and was unanimously approved by roll call vote.

46

47 **III. Public Hearings:**

48 **SPR 108 Modification 2 –526 Main Street, VIP Tires & Service** - Applicant John Quirk, on
49 behalf of owner, Sandri Realty Inc., proposes to remove a bicycle rack and install parking in
50 front of the building located at 526 Main Street (TMP# 114-001-000). Waivers are requested
51 from Development Standards #12 – Traffic, and #19 – Architecture and Visual Appearance. The
52 site is 1.85 acres and is located in the Commerce District.

53

54 **A. Board Determination of Completeness.**

55 Planner Mari Brunner stated the Applicant has requested exemptions from submitting a Lighting
56 Plan and technical reports that are not relevant to this request. Staff has determined that
57 exempting the applicant from submitting this information would have no bearing on the merits of
58 this application and recommends that the Planning Board accept the application as complete. A
59 motion was made by Mayor Hansel that the Board accept this application as complete. The
60 motion was seconded by Councilor Michael Remy and was unanimously approved by roll call
61 vote.

62

63 **B. Public Hearing**

64 Mr. Michael Petrovich of Michael Petrovich Architects addressed the Board on behalf of
65 Applicant, 522 Main Street LLC. He indicated since the May 2020 Planning Board meeting, 522
66 Main Street LLC has executed a Purchase and Sales Agreement to purchase both 522 and 526
67 Main Street. 526 Main Street is a 1.5-acre parcel of land located on Main Street south of Route
68 101. He noted his client received approval to redevelop this property at the May Planning Board
69 meeting and rehabilitate the existing building for use as a VIP Tire & Auto Center.

70

71 Mr. Petrovich referred to the modification before the Board tonight which consists of adding five
72 parking spaces; one at the northwest corner adjacent to the curb cut and four on the southwest
73 corner of the site. He noted these parking spaces were left out of the original site plan, as the
74 applicant was under the impression the location of these spaces required Zoning Board approval.
75 However, the Zoning Administrator has deemed a variance was not necessary because this is a
76 rehabilitation and not a new site. Even though this decision came prior to the last meeting it was
77 too late to modify the site plan. Hence, staff advised the applicant to come before the Board with
78 a modification. This concluded the applicant's presentation.

79

80 Chair Barrett clarified the applicant was requesting a variance from installing a bike rack. Mr.
81 Petrovich stated the applicant feels the nature of this business would require customers to arrive
82 in cars for car repairs and tire purchase and they would not arrive at the site on a bicycle.

83

84 Staff comments were next.

85

86 Ms. Brunner addressed the Board. She stated the request today is to modify the site plan
87 approved at the May 26 Planning Board meeting. The first request is to add five parking spaces
88 at the front of the building and the second is to remove the bicycle rack which is a condition of
89 approval from the May 26 Planning Board meeting. She noted this application was sent for
90 departmental review but no comments were received from City departments.

91
92 Ms. Brunner noted the first relevant standard for this application is Traffic - Sub-section c.2. of
93 this standard states, "*For Commercial and Multi-Family residential developments, bicycle*
94 *parking shall be provided in racks or other similar facility.*" Ms. Brunner said the Applicant has
95 submitted a written waiver request from this standard, which is attached to this staff report on
96 page 18. She indicated in determining whether to grant this waiver request, the Board should
97 consider the Planning Board waiver criteria, which are included on page 14 of the Board's
98 packet. She pointed out the May 26th site plan application did not have a location for the bike
99 rack but this was a condition of approval to add it in and today's request is to remove the bike
100 rack.

101
102 The second relevant standard is Standard 19 - Architecture and Visual Appearance. Sub-section
103 c.2. of this standard states, "*Off-street parking and traffic flow shall not interfere with the flow of*
104 *pedestrian travel or otherwise detract from the aesthetic character of a development or*
105 *redevelopment. All required off-street parking shall be to the side and/or rear of buildings on the*
106 *proposed site, and such parking shall be screened or aligned so that headlights do not adversely*
107 *impact abutting properties.*" The Applicant proposes to add four parking spaces in the southwest
108 corner of the parking lot facing Main Street, and one parking space in the northwest corner of the
109 parking lot facing the 522 Main Street property to the north. Ms. Brunner noted the applicant has
110 submitted a written waiver request to allow for parking in front of the building, which is attached
111 to page 19 of the Board's packet. This concluded staff comments.

112
113 The Chairman asked for public comment next. With no comments from the public, the Chairman
114 closed the public hearing.

115
116 Chair Barrett stated as far as the parking is concerned, based on the uses in the area he has no
117 issue with the request. With respect to the bike rack, he stated he understands what the applicant
118 indicated with respect to customers arriving at the site in cars but felt there could be employees
119 who might ride a bike to work. He further stated the location of a bike rack is consistent with the
120 city's energy goals adopted by the Council last year. He stated he was not inclined to approving
121 this waiver.

122
123 Councilor Remy thanked the Chairman for raising the issue with employees arriving at the site in
124 cars and agreed with the Chairman.

125
126 Ms. Russel-Slack stated she would vote in favor of this request and asked because the Chairman
127 is in favor of the first request – whether the vote could be split. Community
128 Development Director, Rhett Lamb stated if the Board wished to separate the two requests, he
129 would suggest a motion be made to approve the plan and then an amended motion could be made
130 to add or remove the bicycle rack.

131
132 Ms. Russel-Slack asked for the cost of a bike rack. The Chairman forwarded this question to the
133 applicant. Mr. Petrovich stated a bike rack is not that expensive and added if the Board feels
134 strongly about it, it can be added.

135

136 C. Board Discussion and Action

137 A motion was made by Mayor George Hansel that the Planning Board approve SPR-108
138 Modification #2, including granting a waiver from Development Standard 19, Architecture and
139 Visual Appearance, as shown on the plan set identified as "VIP Tires & Service, 526 Main
140 Street, Keene, New Hampshire" prepared by SVE Associates at varying scales on April 17, 2020
141 and last revised on May 12, 2020 with the following conditions prior to signature by Planning
142 Board chair:

143
144 1. Owner's Signature appears on Plan

145
146 The motion was seconded by Councilor Remy.

147
148 Mr. Lamb stated this would be the time for someone to make an amendment to add the bike rack
149 in if that is the choice the Board wished to make. Councilor Remy questioned how often the City
150 has offered to exempt a bike rack with prior applications. He added if this is an exemption that
151 has been offered in the past he did not wish to unduly place that restriction on this applicant – he
152 asked for staff clarification. The Chairman recalled this is the first time he has seen an applicant
153 asking for the removal of a bike rack.

154
155 Councilor Remy amended the motion to include a bike rack to this site plan. The amended
156 motion was seconded by Chair Barrett.

157
158 Mayor Hansel stated without better reason why there should not be a bike rack he would agree
159 with the amended motion.

160
161 Ms. Russell-Slack asked for clarification from staff whether this was a requirement for all new
162 businesses. Chair Barrett recalled there have been applications that came before the Board with
163 no bike racks included and the Board asked those applications to provide a bike rack but could
164 not recall any applicant requesting a waiver not to include a bike rack. Mr. Lamb stated he could
165 not recall in the past few years where an applicant requested a waiver from not installing a bike
166 rack – he asked Ms. Kessler and Ms. Brunner for their comments as well. Ms. Kessler agreed
167 with Mr. Lamb and so did Ms. Brunner who could not recall anyone asking for a waiver to not
168 provide a bike rack.

169
170 The amendment to the motion carried on a unanimous roll call vote.

171
172 The original motion also carried on a unanimous roll call vote.

173
174 **IV. Community Development Director Report**

175 Mr. Lamb stated that the Board has two significant retirements at the end of 2020; the Chair and
176 Vice-Chair will be done with their second term and will not be eligible to return to the Board as
177 regular members. He stated in the next six months he would like to suggest members take a look
178 at perhaps taking on a leadership role, and encouraged members to reach out to staff and the
179 Chair and Vice-Chair to learn more about this.

180
181 Ms. Kessler addressed the Board next and referred to the schedule for the Land Development
182 Code which the Joint Committee reviewed at its last meeting. The top half is the schedule for the
183 next three months to review a preliminary draft through the Joint Committee setting. Over the
184 next three months there are also various public hearings sessions being scheduled. The plan is to

185 submit the document for Council approval on September 25 and this will begin a series of Joint
186 Committee workshops in the fall.

187

188 She noted the next Joint Committee meeting is scheduled for July 13 where the draft will be
189 reviewed. At the August and September meetings, more education and changes will be reviewed
190 and public comment will be taken at that time as well.

191

192 **VI. New Business**

193 None

194

195 **VII. Upcoming Dates of Interest – July 2020**

196 Joint PB/PLD Committee – July 13; 6:30 PM

197 Planning Board Steering Committee – July 14; 11:00 AM

198 Planning Board Site Visits – July 22; 8:00 AM – To Be Confirmed

199 Planning Board Meeting – July 27; 6:30 PM

200

201 The meeting adjourned at 7:08 pm.

202

203 Respectfully submitted,

204

205 Krishni Pahl

206 Minute Taker

207

208 Review and edits by Mari Brunner, Planner

209

210

211

STAFF REPORT

SPR-972 MODIFICATION #6 – SITE PLAN REVIEW – COLONY MILL RETAIL BUILDING, 210-222 WEST STREET

Request:

Applicant and owner Brady Sullivan Properties proposes to construct a 4,875-sf retail and office building with two drive-throughs on the properties located at 210-222 West St (TMP# 576-009-000), 0 Gilbo Ave (TMP# 576-008-000) and 0 Island St (TMP#s 583-011-000, 583-012-000, 583-014-000, & 583-015-000). A waiver is requested from Development Standard 10 – Lighting. These properties are 4.6-ac, 0.94-ac, 0.3-ac, 0.21-ac, 0.1-ac, and 0.34-ac in size and are located in the Commerce District.

Background:

This site is comprised of six different parcels of land that are all owned by Brady Sullivan Keene Properties LLC, including the parcel located at 210-222 West Street (the site of the Colony Mill), 0 Gilbo Avenue, and four parcels with an address of 0 Island Street. These parcels are shaded in red in Figure 1. The Applicant has submitted a voluntary merger application to merge these parcels following site plan approval, in order to comply with the dimensional requirements of the Commerce District. The individual parcel boundaries are outlined in orange in Figure 1, and the parcel boundary that would exist after the parcels are merged is shown in black.

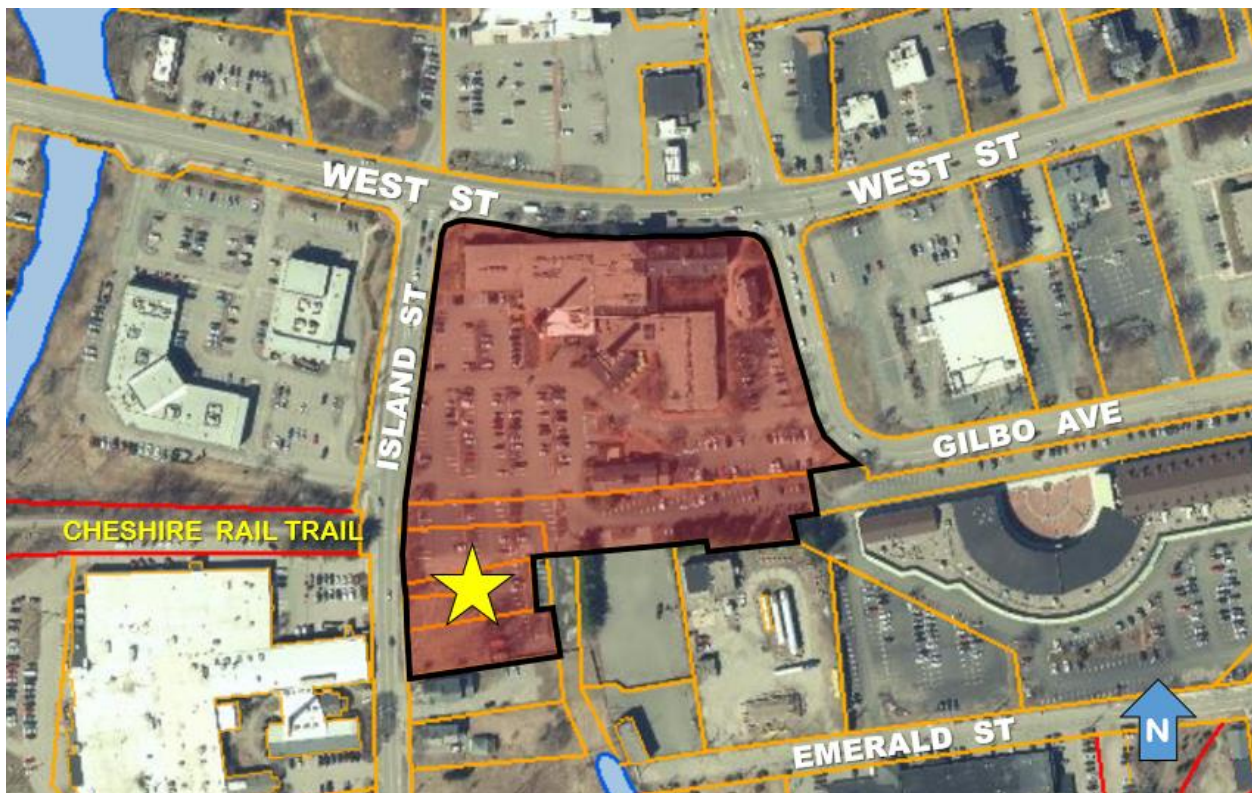


Figure 1. The six parcels of land that are part of site plan application SPR-972, Mod. #6 are shown in red in the aerial image above. The outer boundary of these parcels is outlined in black, and the individual parcel boundaries are shown in orange.

This site is located in close proximity to downtown Keene, about 0.4 miles west of Main Street. The 210-222 West Street parcel has frontage on West Street, and motor vehicles can access the site from both Gilbo Avenue and Island Street. Pedestrians and bicyclists can access the site from Gilbo Avenue, West Street, Island Street, and the Cheshire Rail Trail, and public transit riders can access the site using the City Express Bus #5 (Red Route), which has a stop at the Center at Keene and passes through the Colony Mill site.

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Current uses on the site include the 90-unit Colony Mill Apartment building, which also houses the Elm City Brewery Restaurant, as well as the Casino and NBT Bank, which are located in separate buildings. All three of the existing structures on the site are historic brick buildings. The Colony Mill Building, which was historically known as the Faulker and Colony Woolen Mill, was established in 1815 and was used for textile manufacturing until 1954, making it the longest running family-owned textile mill in the country. The building was replaced twice due to fires in 1825 and 1838. The Mill remained untouched between 1954 and 1981 when it was bought and restored for use as a retail mall and became known as the “Colony Mill Marketplace.”

In 2014, Brady Sullivan Properties purchased the Colony Mill and was granted a use variance from the Zoning Board of Adjustment (ZBA) in December 2016 to allow for multi-family residential uses in the Commerce District. In February of 2017, Brady Sullivan received an administrative approval from the Community Development Department for the change of use to residential (SPR-972, Mod. 2). In June 2019, the Planning Board granted approval for the installation of a perimeter drain and landscaping, as well as penetrations for exterior ventilation, wall mounted lights, and heating and cooling units (SPR-972, Mod. 3). Administrative approval was granted in August 2019 for the installation of wall-mounted lights on the exterior of the Elm City Brewery Restaurant (SPR-972, Mod. 4), and in November of 2019, administrative approval was granted for modifications to the landscaping and walkways on the site as well as the installation of a transformer (SPR-972, Mod. 5).



Figure 2. Aerial image of the site, with the approximate location of the proposed new multi-tenant retail and office building indicated with a yellow star.

With this application, the Applicant proposes to construct a 4,875 square foot multi-tenant retail and office building in the southeast portion of the site, including two drive through windows with drive-through lanes, parking, landscaping, lighting and bioretention areas for stormwater management. The approximate location of the proposed building is shown in Figure 2 with a yellow star.

Completeness:

The Applicant has submitted a full plan set, architectural elevations, drainage report, and a traffic impact study. In addition, the Applicant has submitted a voluntary merger application to merge the six parcels impacted by this proposal into one parcel, which has been reviewed by City staff and found to be in compliance with zoning. Staff recommend accepting the application as “complete.”

Departmental Comments:

Included below are questions and comments from City staff that had not yet been addressed, or which still remain, as the time of this staff report.

Engineering:

1. The City concurs with the recommended improvements to the crosswalk south of the southern driveway. Please incorporate these improvements into the proposed Site Plan. Rectangular Rapid Flashing Beacon (RRFB) units shall be push-button activated, solar powered and compliant with FHWA’s Interim Approval 21.
2. The City concurs with the recommendation to provide a formal extension of the Cheshire Rail Trail (CRT) into the project site. The City would be amenable to accepting an easement for a public

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sidewalk to extend the trail through the site from Island St to Gilbo Ave. Significant benefits to both the development and the public could be achieved by improving the connectivity between the rail trail, the site, downtown Keene and the proposed Arts & Culture Corridor.

3. In order to advance the goals of improved pedestrian accommodations and transportation demand management, the City requests the developer extend the existing sidewalks along the eastern side of Island St approximately 265-feet, between the southern driveway and the terminus of the public sidewalk near West St.
4. Please provide high-point spot grades as needed to clarify the intent of the grading at proposed parking areas (Sheet #CG-101).

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

1. **Drainage:** The applicant proposes to develop the southwest corner of the site with a new retail building with two drive-through lanes, resulting in an increase of approximately 2,918 sf (0.067 acres) of impervious surface. The proposed drainage system includes a roof drain in the southwest corner of the new building, the installation of a bioretention area to the southwest of the proposed building, and the installation of a 125' perforated pipe surrounded by crushed stone (to promote infiltration) to connect the bioretention area to a new catch basin located to the north of the proposed building. . The applicant also proposes to install a bioretention area to the east of the proposed building. Both bioretention areas would have a filter media at the bottom of the pond with a raised rim catch basin six inches from the base of the pond.

The applicant submitted a Stormwater Management Report dated June 17, 2020 to demonstrate that there would not be an increase in the velocity or runoff from the site as a result of this proposal. This standard appears to be met.

2. **Sedimentation and Erosion Control:** The applicant submitted an erosion and sediment control plan (Sheet CE-101) that shows where silt fencing will be installed around the project area and the proposed bioretention areas. In addition, a construction entrance will be installed to prevent tracking or flowing of sediment off of the site. Details for the silt fence and construction entrance are included on Sheets CD-504 and CD-505, respectively. This standard appears to be met.
3. **Hillsides:** There are no steep slopes present on the site. This standard does not apply.
4. **Snow Storage:** In a memo dated July 6, 2020, staff asked the applicant to indicate on the site plan or explain in a narrative how snow storage would be handled on the site. As of the time of this staff report, the applicant had not yet responded to this question. The Board may consider asking the applicant how snow storage will be handled, and whether and how snow will be removed from the site if adequate space is not available on site.
5. **Flooding:** This site is partially located in Flood Zone X (0.2% chance of flood hazard), however, this area is outside the 100-year floodplain. Work within Zone X does not require a Floodplain Development Permit. This standard appears to be met.
6. **Landscaping:** The applicant proposes to remove 7 existing trees and install 14 new Prairie Fire crabapple trees, for a net gain of 3 trees. Seven of the new trees would be planted along Island Street and 7 would be planted along the southern property boundary, between the new building and the site located immediately to the south. The trees that would be removed include 4 trees along Island Street, 2 trees in the grassy area on the southwest portion of the site, and 1 tree in a parking lot landscape

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island. Overall, the ratio of trees to parking spaces on the site exceeds the 1:10 ratio required by this standard.

A mix of 90 shrubs and 12, 1-gallon Indian grass plants are proposed in the planting areas around the new retail building and the planting areas to the east and north of the retail building. Proposed shrub species include Bar Harbor creeping juniper, Berry Heavy winterberry holly, Shamrock inkberry, Coral Knock Out rose, and Double Play Big Bang spirea.

The applicant proposes to protect existing trees on the site within the project area during construction by installing protective fencing at or beyond the dripline of the trees, as shown on the Erosion and Sediment Control Plan (Sheet CE-101). This protective fencing will be a minimum of 3 feet high.

Staff recommend that submittal of a security to ensure that landscaping survives for one year in a healthy condition be included as a condition of approval.

8. Screening: This standard states that landscaping should be used whenever possible to screen vehicular headlights from adjacent properties. To comply with this standard, the Applicant proposes to install 7 Prairie Fire crabapple trees and 18 Berry Heavey Winterberry Holly shrubs along the southern property boundary to screen vehicular headlights from the property located directly to the south at 70 Island Street.

The applicant proposes to install a dumpster in the southeast corner of the site that would be screened by a fence with a double gate. In response to staff comments, the Applicant submitted a detail for dumpster screening on July 17, 2020 that shows a 6-foot tall black vinyl coated chain link fence with slats. However, this standard states that “Chain link fencing with slats is unacceptable for screening.” Staff recommend that submittal of a revised dumpster screening detail to show an acceptable form of screening, such as a solid fence of wood, masonry, or vinyl, be included as a condition of approval.

A transformer is proposed immediately to the north of the dumpster location on a concrete pad with bollards to protect it from damage. Staff requested information about how this transformer will be screened from view. In response to this request, the Applicant added a note to the Utility Plan (Sheet CU-101) that states “Transformer pad - Install per Eversource requirements. Provide screening, coordinate with Eversource.” The Board may consider asking the applicant for clarification on how the transformer will be screened from view.

10. Lighting: The applicant submitted a lighting plan to show illumination levels in footcandles (fc) for the project area. Two 12-foot pole-mounted lights and four wall-mounted lights are proposed to provide lighting for the parking areas and internal travel aisles associated with the new building. According to the Lighting Plan, the parking area will have an average illuminance of 1.3 fc, a minimum illuminance of 0.7 fc, and a uniformity ratio of 1.86. These values fall between the values for medium and low activity parking lots listed in the Planning Board’s Development Standards.

The proposed wall pack lights are quarter-sphere LED lights that come with a standard color temperature of 4000 K (greater than 70 CRI). The light fixture cut sheets did not specify a finish color. The pole-mounted lights are proposed to be black LED post-top lights with a color temperature of 5000 K. This pole-top light fixture is not full cut-off. Staff have informed the applicant that this fixture type does not meet Standard 10.C.1, which states, “All lights, including lights placed on buildings, shall be fully shielded (full cut-off), opaque fixtures, which no portion of the bulb visible.” The applicant has been asked to either replace the proposed fixture type with one that would comply with the standard or request a waiver from this standard.

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According to the Lighting Plan submitted by the Applicant, light levels would cross the southern property boundary onto the parcel at 70 Island Street (0.1 fc) as well as onto the public right-of-way for Island Street (0.8 fc). The Applicant has submitted a waiver request from this standard to allow light levels to cross the southern property boundary onto the adjacent parcel at 70 Island Street and to allow light levels in excess of 0.2 fc to cross the western property boundary onto the Island Street right of way. In determining whether to grant this waiver request, the Board should consider the Planning Board's waiver criteria, which are listed 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.”*

11. Sewer and Water: The applicant proposes to connect to the City water line on Island Street and to an existing sewer line on the site, which serves other buildings on the site and eventually connects to City sewer service. At the request of Engineering staff, the Applicant submitted design flow calculations to determine the appropriate pipe sizing for sewer and water connections. Engineering staff reviewed these calculations, and have no further questions about the pipe sizing for the proposed sewer and water connections.

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12. **Traffic:** The applicant submitted a Traffic Impact Study prepared by Vanasse & Associates Inc. to demonstrate the impact this proposed development would have on the surrounding street network. Figure 3 shows the study area included in the Traffic Impact Study. This study assumes that the proposed building would be occupied by a bank and a coffee shop with separate drive-through windows, and concludes the following:

- The study estimates that 550 new vehicle trips would be generated on an average weekday, with 51 new vehicle trips during the weekday morning peak hour, 50 new vehicle trips during the weekday evening peak hour, and 76 new vehicle trips during the Saturday midday peak hour.
- The study states that the project would not have a significant impact on motorist delays or vehicle queuing over existing or anticipated future conditions, and that it would not reduce the level of service (LOS) of nearby intersections. However, the study does note that several nearby intersections are already operating at or over capacity (i.e. LOS “E” or “F”), independent of this proposed project.
- Internal to the site, this study shows an increase in vehicle queuing and delays at the south driveway exit onto Island Street. However, the authors note that the vehicle queue (up to 8 vehicles) can be contained within the project site without inhibiting access to the project site or the movement of vehicles, pedestrians, or bicyclists along Island Street. The authors further note that drivers may choose to use other driveway exits that serve the site when vehicle queuing occurs, which could reduce queuing and delays at the south driveway exit onto Island Street.

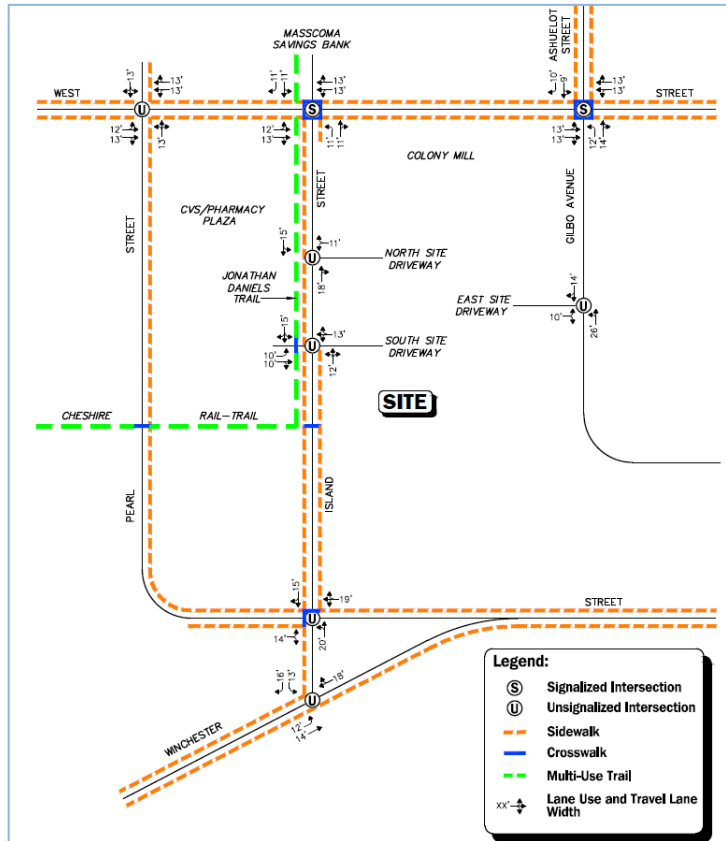


Figure 3. Study area for the Traffic Impact Study prepared by Vanasse and Associates for the Colony Mill site plan application (June 2020).

The Traffic Impact Study includes a number of recommendations to safely accommodate the proposed project within the confines of the existing and planned future transportation infrastructure (e.g. Winchester Street reconstruction project planned to start construction in Summer 2021). Many of the on-site recommendations have been incorporated into the proposed site plan for the project (e.g. driveways minimum 22 feet in width, STOP sign controls, one-way signs, etc.). Recommended improvements to off-site infrastructure include enhancing the Cheshire Rail Trail Crossing at Island Street with a push-button activated Rectangular Rapid Flashing Beacon (RRFB) and creating a formal extension of the trail into the Colony Mill Marketplace, which could be done either by widening the existing sidewalk along the east side of Island Street between the crossing and the south driveway or by creating a direct extension of the trail into the parking area. The study notes that, independent of this project, hi-visibility bicycle crossing warning signs should be installed at this crossing for approaching motorists.

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In addition to the recommended Cheshire Rail Trail crossing improvements, City Engineering staff have requested that the applicant extend the existing sidewalk on the east side of Island Street from the southern driveway to the sidewalk on West Street, a distance of approximately 265 feet (area circled in red in Figure 4). Engineering staff also noted that the City would be amenable to accepting an easement for a public sidewalk to extend the Cheshire Rail Trail through the site from Island Street to Gilbo Avenue. These requests and comments were shared with the applicant in a memo dated July 6, 2020. In response to these requests, the Applicant initially submitted a memo dated July 13, 2020 that stated these changes would be incorporated into the site plan as well as a revised site plant that shows the addition of an RRFB at the Cheshire Rail Trail crossing on Island Street; however, the Applicant submitted a revised memo on July 15, 2020 stating that they are not in agreement with these recommendations, but would be open to further discussion about these issues with the Planning Board. Both of these memos, dated July 13, 2020 and July 15, 2020, are included as attachments to this staff report. These recommendations are further discussed under Standard #13, below.



Figure 4. Aerial image (2015) showing the area where a sidewalk extension has been requested by Engineering staff (circled in red) in relation to the project site.

The Traffic Impact Study also recommends transportation demand management strategies to reduce the number of single occupancy vehicle trips generated as a result of this proposal. Many of these recommendations are operational (e.g. hire a transportation coordinator, post information regarding public transportation options, provide a “welcome packet” to tenants, etc.).

The Applicant proposes to provide bicycle parking on the site with a bicycle rack located west of the parking area, immediately south of the Cheshire Rail Trail / Island Street crosswalk.

13. Comprehensive Access Management: Motor vehicle access to the site is provided by three existing driveways, including two on Island Street and one on Gilbo Avenue. The site is located along the City Express route and the Cheshire Rail Trail, and can be accessed from sidewalks on Island Street and West Street.

This standard states that “Driveway locations, sidewalks, crosswalks, bicycle/pedestrian paths and accessible paths of travel shall be considered as an integral design feature of every development proposal.” In addition, Sub-section e.1. of this standard states “Where appropriate, **connections shall be made** for the continuation of sidewalks, walkways and bicycle lanes within the property, between adjoining properties, and site amenities shall be installed such as bicycle racks, benches and bus stop shelters.” As stated above under Standard #12 – Traffic, the Traffic Impact Study recommends that the Cheshire Rail Trail be extended into the Colony Mill site, which would create a connection between the rail trail and the property. In addition, the traffic engineering consultant recommends safety enhancements to the crosswalk at the Cheshire Rail Trail crossing on Island Street, including the installation of an RRFB. City Engineering staff have requested that the sidewalk on the east side of Island Street be completed to connect to the sidewalk network on West Street. Due to the location of this site along a multi-use path with high volumes of pedestrian and bicycle traffic, these

STAFF REPORT

recommendations appear to be consistent with the Planning Board's standard for comprehensive access management. The Board may wish to ask the applicant how pedestrian and bicycle facilities immediately adjacent to the property will be connected to the site.

As noted earlier in this Staff Report, the proposal includes the installation of two drive-through lanes - one at the north of the proposed building, and the other on the south side of the same building. Sheet CS-102 of the plan set shows the proposed flow of vehicles into and out of these drive-through lanes. An excerpt of this plan sheet is shown in Figure 5 to the right. Staff have addressed concern with the applicant for the potential vehicular conflicts posed by queuing of the proposed drive-throughs, as the entrance for the southern-most drive-through is shared with the exit for the northern-most drive-through. There is also concern for the potential conflict that queued vehicles in the drive-through lanes would cause with parked vehicles in the adjacent parking areas. If the queue lengths of these drive-through lanes exceed the space allocated on the plan, queued vehicles in the southern-most drive-through may block vehicles from exiting the northern-most drive-through, and would impede the ability of vehicles parked in front of the proposed building (adjacent to Island Street) from backing out. Similarly, if more than 7 cars are queued in the northern-most drive-through, vehicles will be queuing in the main travel aisle to access the entrance/exit to the southern portion of the site. The Planning Board may consider asking the Applicant how these potential vehicular conflicts would be prevented / mitigated.

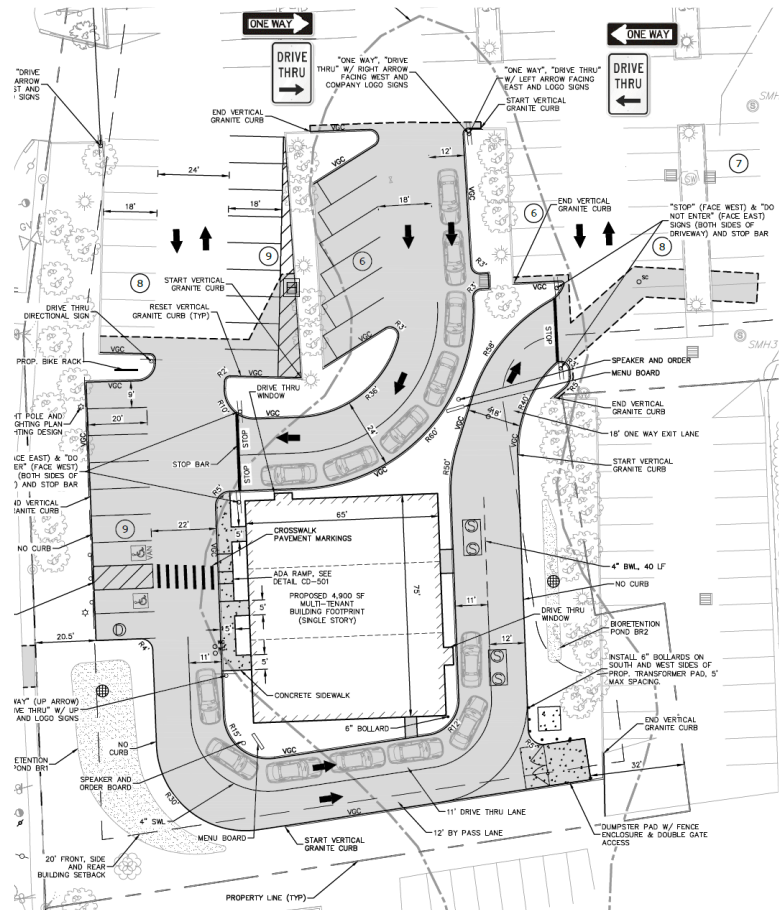


Figure 5. An excerpt of Sheet CS1-02, Site Layout Plan of the application, which shows the flow of vehicles into and out of the proposed drive-through lanes on the site.

15. **Filling and Excavation:** This project would not result in the placement of fill or excavation within a floodplain, wetland, or steep slope. This standard appears to be met.
16. & 17. **Wetlands & Surface Water:** There are no wetlands or surface waters present on the site. These standards do not apply.

STAFF REPORT

19. **Architecture and Visual Appearance:** The Applicant proposes to construct a single story, 4,875-sf retail building with three tenant spaces and two drive-through windows in the southwest corner of the Colony Mill property. The building would be oriented with the storefront entrances facing Island Street. The applicant proposes to clad the building with a mix of brick veneer and EIFs in a light tan color. The west façade, facing Island Street, would have glass and metal storefront windows with metal awnings and a central main entrance set in a tower with decorative blocks placed at the corners and a lintel above the door. The windows would wrap around the first section of the south side of the building, as shown in the elevations and rendering submitted by the applicant and in Figures 6 and 7.



Figure 6. A rendering submitted by the Applicant to show the design of the proposed retail building.



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

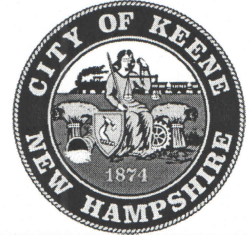
Figure 7. Image of the color elevations submitted by the Applicant to show the proposed design of the multi-tenant retail building.

Recommended Motion:

Staff will provide a recommended motion at the July 27, 2020 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 0 Island Street	Date Received/Date of Submission:
	Tax Map Parcel number(s) 583-011- - 583-012 583-014- - 583-015	Community Development Dept. File #:

Project Address: 0 Island Street	Owner	Name/Company: PLEASE PRINT: Brady Sullivan Properties
Zoning District: Commercial		Address: 670 N. Commercial St Suite 303 Manchester NH 03101
Acreage/S.F. of Parcel: .946 41,200		Telephone\ Email: 603-716-7301 rpearson@bradyullivan.com
Modifications: Is this a modification to a previously-approved site plan? <input checked="" type="checkbox"/> No <input type="checkbox"/> 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.		
Applicant	Contact Name/Company: PLEASE PRINT: Robert Pearson - Brady Sullivan	
	Address: Colony Mill 222 West St	
	Telephone\ Email: 716-7301 rpearson@bradyullivan.com	
	SIGNATURE: <i>Robert Pearson</i>	
	Printed Name: Robert Pearson	

B Descriptive Narrative Including

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

DISCRIPTIVE NARRATIVE:

June 18, 2020

Type of Development: Single story steel and glass building approximately 4,875 square feet. See attached elevations.

Proposed Use: Retail and office

Location of Access points: Access to parking lot from Island and Gilbo Street.

Sediment and Vegetation: Landscaping to match Colony Mill at 222 West Street

Debris Management: Trash pickup by vendor

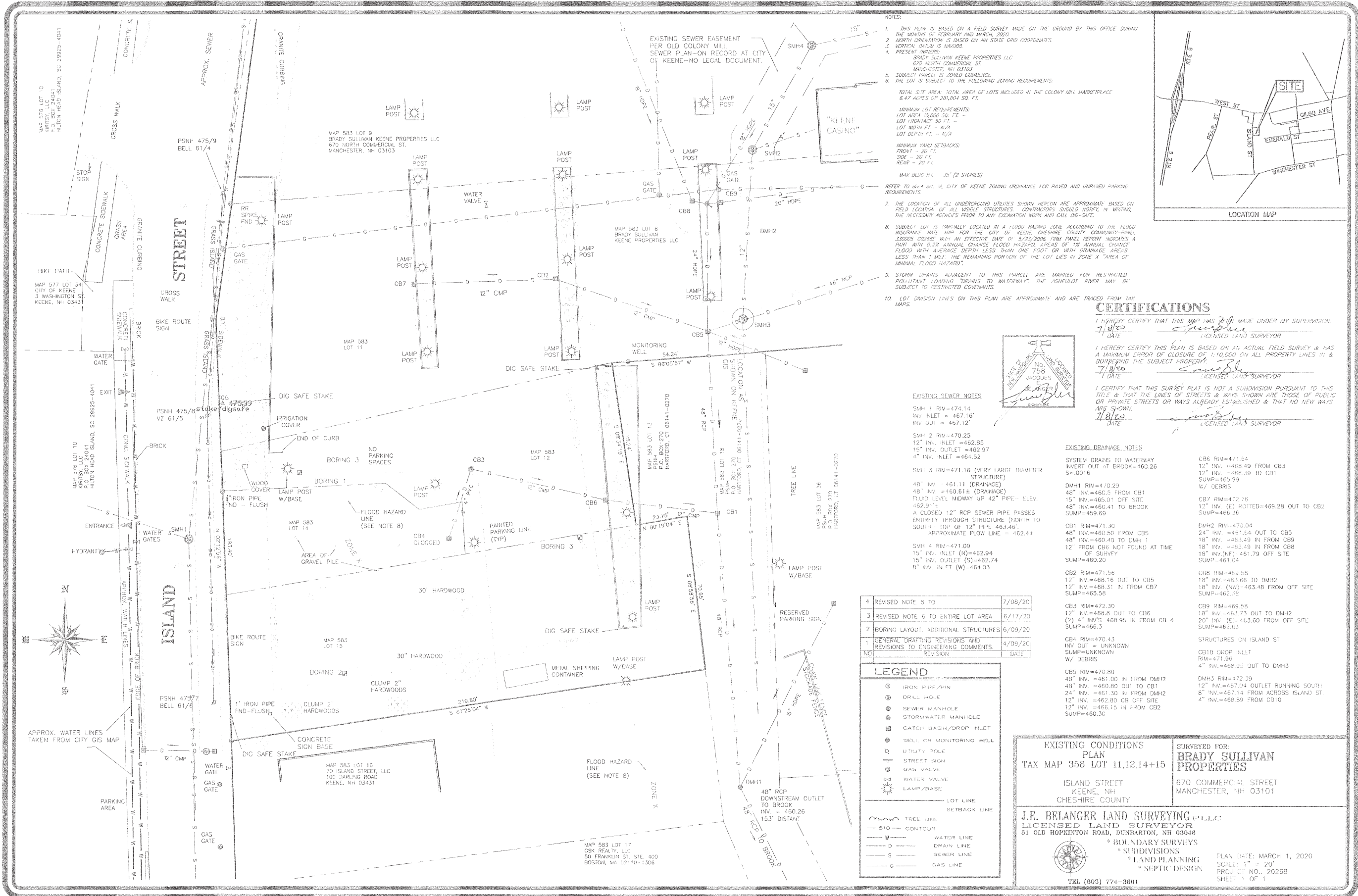
Disposal of boulders/Stumps/Debris: One tree will be removed, stump will be grinded

Scope/Scale of Development: Single story Steel/Glass/Brick Building approximately 4,875 square feet. Building is 65 long, 75' wide and 26' high. Space to be leased out for office and/or retail. See attached elevations

Parcel Size: Lots 583-011, 583-012, 583-014 & 583-015 for .946 acres

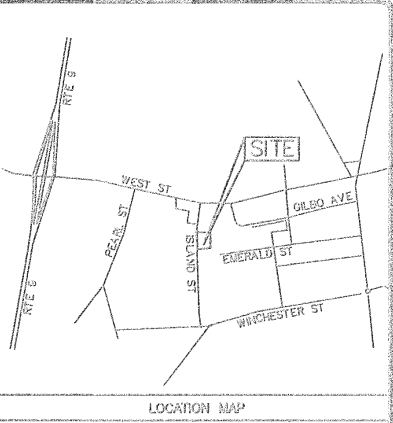
Proposed Storm water, drainage & erosion plan: See attached Stormwater Management Report

See attached elevations and site plan.



NOTES:

1. THIS PLAN IS BASED ON A FIELD SURVEY MADE ON THE GROUND BY THIS OFFICE DURING THE MONTHS OF FEBRUARY AND MARCH, 2020.
2. NORTH ORIENTATION IS BASED ON NH STATE GRID COORDINATES.
3. VERTICAL DATUM IS NAVD83.
4. PRESENT OWNERS: BRADY SULLIVAN KEENE PROPERTIES LLC, 670 NORTH COMMERCIAL ST., MANCHESTER, NH 03103
5. SUBJECT PARCEL IS ZONED COMMERCIAL.
6. THE LOT IS SUBJECT TO THE FOLLOWING ZONING REQUIREMENTS:
TOTAL SITE AREA: TOTAL AREA OF LOTS INCLUDED IN THE COLONY MILL MARKETPLACE 6.47 ACRES OR 281,804 SQ. FT.
MINIMUM LOT REQUIREMENTS:
LOT AREA 15,000 SQ. FT. -
LOT FRONTAGE 50 FT. -
LOT WIDTH FT. - N/A
LOT DEPTH FT. - N/A
MINIMUM YARD SETBACKS:
FRONT - 20 FT.
SIDE - 20 FT.
REAR - 20 FT.
MAX BLDG HT. - 35' (2 STORES)
REFER TO 664.4 OF VC, CITY OF KEENE ZONING ORDINANCE FOR PAVED AND UNPAVED PARKING REQUIREMENTS.
7. THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE, BASED ON FIELD LOCATION OF ALL VISIBLE STRUCTURES. CONTRACTORS SHOULD NOTIFY, IN WRITING, THE NECESSARY AGENCIES PRIOR TO ANY EXCAVATION WORK AND CALL DIG-SAFE.
8. SUBJECT LOT IS PARTIALLY LOCATED IN A FLOOD HAZARD ZONE ACCORDING TO THE FLOOD INSURANCE RATE MAP FOR THE CITY OF KEENE, CHESHIRE COUNTY COMMUNITY-PANEL 130005 CODED WITH AN EFFECTIVE DATE OF 5/23/2006. FIRM PANEL REPORT INDICATES A PART WITH 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS LESS THAN 1 MI². THE REMAINING PORTION OF THE LOT LIES IN ZONE X "AREA OF MINIMAL FLOOD HAZARD".
9. STORM DRAINS ADJACENT TO THIS PARCEL ARE MARKED FOR RESTRICTED POLLUTANT LOADING "DRAINS TO WATERWAY". THE ASHELOT RIVER MAY BE SUBJECT TO RESTRICTED COVENANTS.
10. LOT DIVISION LINES ON THIS PLAN ARE APPROXIMATE AND ARE TRACED FROM TAX MAPS.

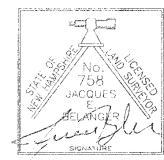


CERTIFICATIONS

I HEREBY CERTIFY THAT THIS MAP HAS BEEN MADE UNDER MY SUPERVISION.
 DATE: 7/10/20
 LICENSED LAND SURVEYOR

I HEREBY CERTIFY THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY & HAS A MAXIMUM ERROR OF CLOSURE OF 1/10,000 ON ALL PROPERTY LINES IN & BOUNDARYING THE SUBJECT PROPERTY.
 DATE: 7/10/20
 LICENSED LAND SURVEYOR

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE & THAT THE LINES OF STREETS & WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED & THAT NO NEW WAYS ARE SHOWN.
 DATE: 7/10/20
 LICENSED LAND SURVEYOR



EXISTING SEWER NOTES

SMH 1 RIM=474.14
 12" INV. INLET = 467.16'
 INV. OUT = 467.12'

SMH 2 RIM=470.25
 12" INV. INLET = 462.85
 15" INV. OUTLET = 462.97
 4" INV. INLET = 464.52

SMH 3 RIM=471.16 (VERY LARGE DIAMETER STRUCTURE)
 48" INV. = 461.11 (DRAINAGE)
 48" INV. = 460.61± (DRAINAGE)
 FLOOD LEVEL MIDWAY UP 42" PIPE - ELEV. 462.91±
 A CLOSED 12" RCP SEWER PIPE PASSES ENTIRELY THROUGH STRUCTURE (NORTH TO SOUTH) - TOP OF 12" PIPE = 463.46'
 APPROXIMATE FLOW LINE = 462.4±

SMH 4 RIM=471.09
 15" INV. INLET (N) = 462.94
 15" INV. OUTLET (S) = 462.74
 8" INV. INLET (W) = 464.03

EXISTING DRAINAGE NOTES

SYSTEM DRAINS TO WATERWAY
 INVERT OUT AT BROOK=460.26
 S= .0016

DMH1 RIM=470.29
 48" INV. = 460.5 FROM CB1
 15" INV. = 465.01 OFF SITE
 48" INV. = 460.41 TO BROOK
 SUMP=459.69

DMH2 RIM=470.04
 24" INV. = 461.64 OUT TO CB5
 18" INV. = 463.49 IN FROM CB9
 18" INV. = 463.49 IN FROM CB8
 18" INV. (NE) = 461.79 OFF SITE
 SUMP=461.04

DMH3 RIM=472.39
 12" INV. = 467.04 OUTLET BURNING SOUTH
 8" INV. = 467.14 FROM ACROSS ISLAND ST.
 4" INV. = 468.89 FROM CB10

CB6 RIM=471.64
 12" INV. = 468.49 FROM CB3
 12" INV. = 468.39 TO CB1
 SUMP=465.99
 W/ DEBRIS

CB7 RIM=472.76
 12" INV. (E) ROTTED=469.28 OUT TO CB2
 SUMP=466.36

CB8 RIM=471.30
 48" INV. = 460.50 FROM CB5
 18" INV. = 463.49 IN FROM CB9
 18" INV. = 463.49 IN FROM CB8
 18" INV. (NE) = 461.79 OFF SITE
 SUMP=460.20

CB9 RIM=470.43
 INV. OUT = UNKNOWN
 SUMP=UNKNOWN
 W/ DEBRIS

CB10 RIM=470.80
 48" INV. = 461.00 IN FROM DMH2
 48" INV. = 460.80 OUT TO CB1
 24" INV. = 461.30 IN FROM DMH2
 12" INV. = 462.80 CB OFF SITE
 12" INV. = 466.15 IN FROM CB2
 SUMP=460.30

NO	REVISION	DATE
4	REVISED NOTE 8 TO	7/08/20
3	REVISED NOTE 6 TO ENTIRE LOT AREA	6/17/20
2	BORING LAYOUT, ADDITIONAL STRUCTURES	6/09/20
1	GENERAL DRAFTING REVISIONS AND REVISIONS TO ENGINEERING COMMENTS.	4/09/20

LEGEND

- ⊙ IRON PIPE / PIN
- ⊙ DRILL HOLE
- ⊙ SEWER MANHOLE
- ⊙ STORMWATER MANHOLE
- ⊙ CATCH BASIN / DROP INLET
- ⊙ WELL OR MONITORING WELL
- ⊙ UTILITY POLE
- ⊙ STREET SIGN
- ⊙ GAS VALVE
- ⊙ WATER VALVE
- ⊙ LAMP / BASE
- LOT LINE
- SETBACK LINE
- TREE LINE
- 510 --- CONTOUR
- W --- WATER LINE
- D --- DRAIN LINE
- S --- SEWER LINE
- G --- GAS LINE

EXISTING CONDITIONS PLAN
 TAX MAP 358 LOT 11,12,14+15

SURVEYED FOR:
 BRADY SULLIVAN PROPERTIES

ISLAND STREET
 KEENE, NH
 CHESHIRE COUNTY

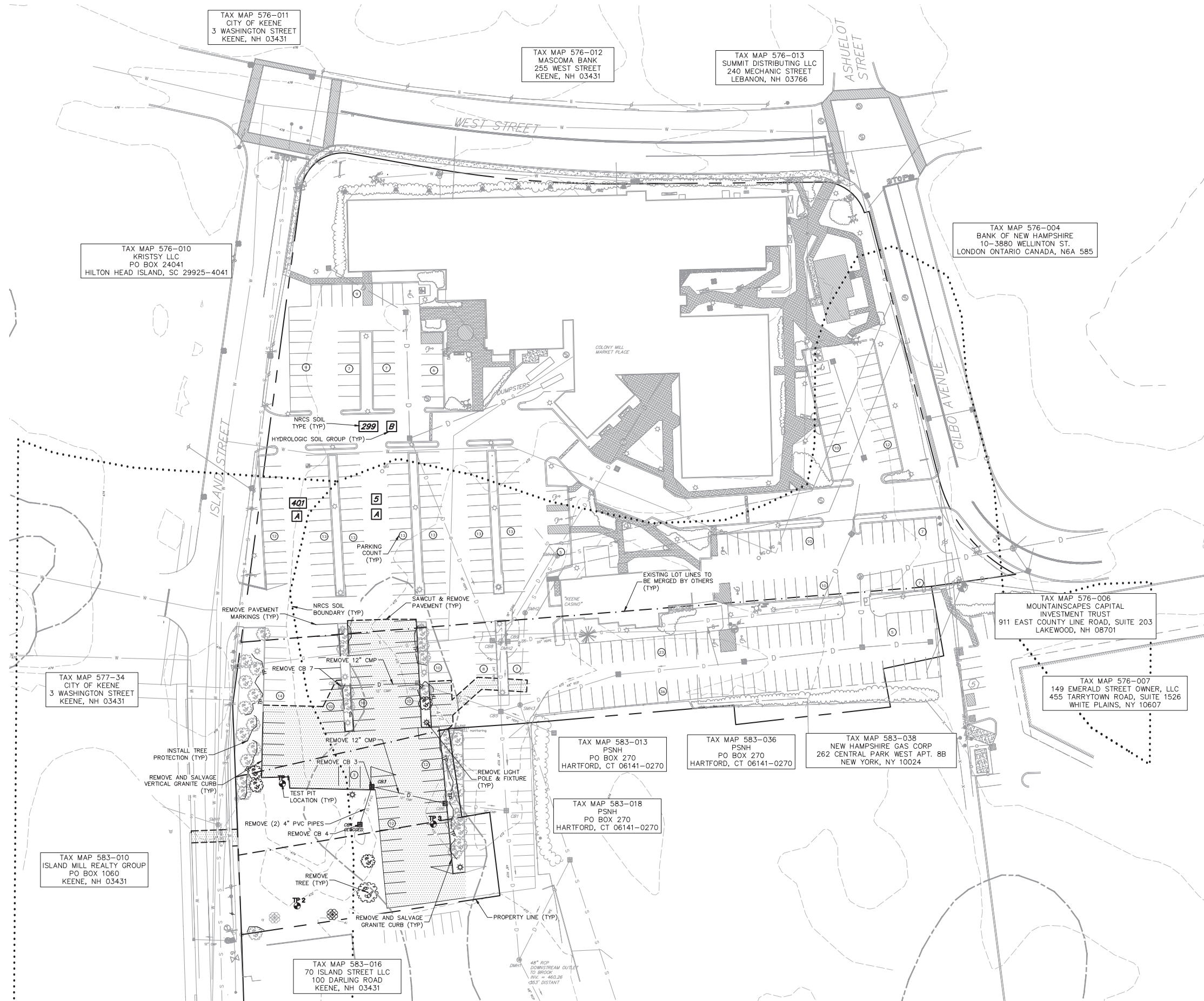
670 COMMERCIAL STREET
 MANCHESTER, NH 03101

J.E. BELANGER LAND SURVEYING P.L.L.C.
 LICENSED LAND SURVEYOR
 61 OLD HOPKINTON ROAD, DUNBARTON, NH 03048

BOUNDARY SURVEYS
 SUBDIVISIONS
 LAND PLANNING
 SEPTIC DESIGN

PLAN DATE: MARCH 1, 2020
 SCALE: 1" = 20'
 PROJECT NO.: 20268
 SHEET 1 OF 1

TEL (603) 774-3601



TAX MAP 576-010
 KRISTSY LLC
 PO BOX 24041
 HILTON HEAD ISLAND, SC 29925-4041

TAX MAP 576-011
 CITY OF KEENE
 3 WASHINGTON STREET
 KEENE, NH 03431

TAX MAP 576-012
 MASCOMA BANK
 255 WEST STREET
 KEENE, NH 03431

TAX MAP 576-013
 SUMMIT DISTRIBUTING LLC
 240 MECHANIC STREET
 LEBANON, NH 03766

TAX MAP 576-004
 BANK OF NEW HAMPSHIRE
 10-3880 WELLINGTON ST.
 LONDON ONTARIO CANADA, N6A 585

TAX MAP 577-34
 CITY OF KEENE
 3 WASHINGTON STREET
 KEENE, NH 03431

TAX MAP 583-010
 ISLAND MILL REALTY GROUP
 PO BOX 1060
 KEENE, NH 03431

TAX MAP 583-016
 70 ISLAND STREET LLC
 100 DARLING ROAD
 KEENE, NH 03431

TAX MAP 583-013
 PSNH
 PO BOX 270
 HARTFORD, CT 06141-0270

TAX MAP 583-036
 PSNH
 PO BOX 270
 HARTFORD, CT 06141-0270

TAX MAP 583-038
 NEW HAMPSHIRE GAS CORP
 262 CENTRAL PARK WEST APT. 8B
 NEW YORK, NY 10024

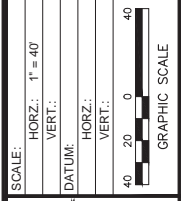
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 PSNH
 PO BOX 270
 HARTFORD, CT 06141-0270

TAX MAP 576-006
 MOUNTAINSCAPES CAPITAL
 INVESTMENT TRUST
 911 EAST COUNTY LINE ROAD, SUITE 203
 LAKEWOOD, NH 08701

TAX MAP 576-007
 149 EMERALD STREET OWNER, LLC
 455 TARRYTOWN ROAD, SUITE 1526
 WHITE PLAINS, NY 10607

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No.	DATE	REV. PER.	7/6/2020	PLANNING COMMENTS	ARS	BAP	DESIGNER REVIEWER
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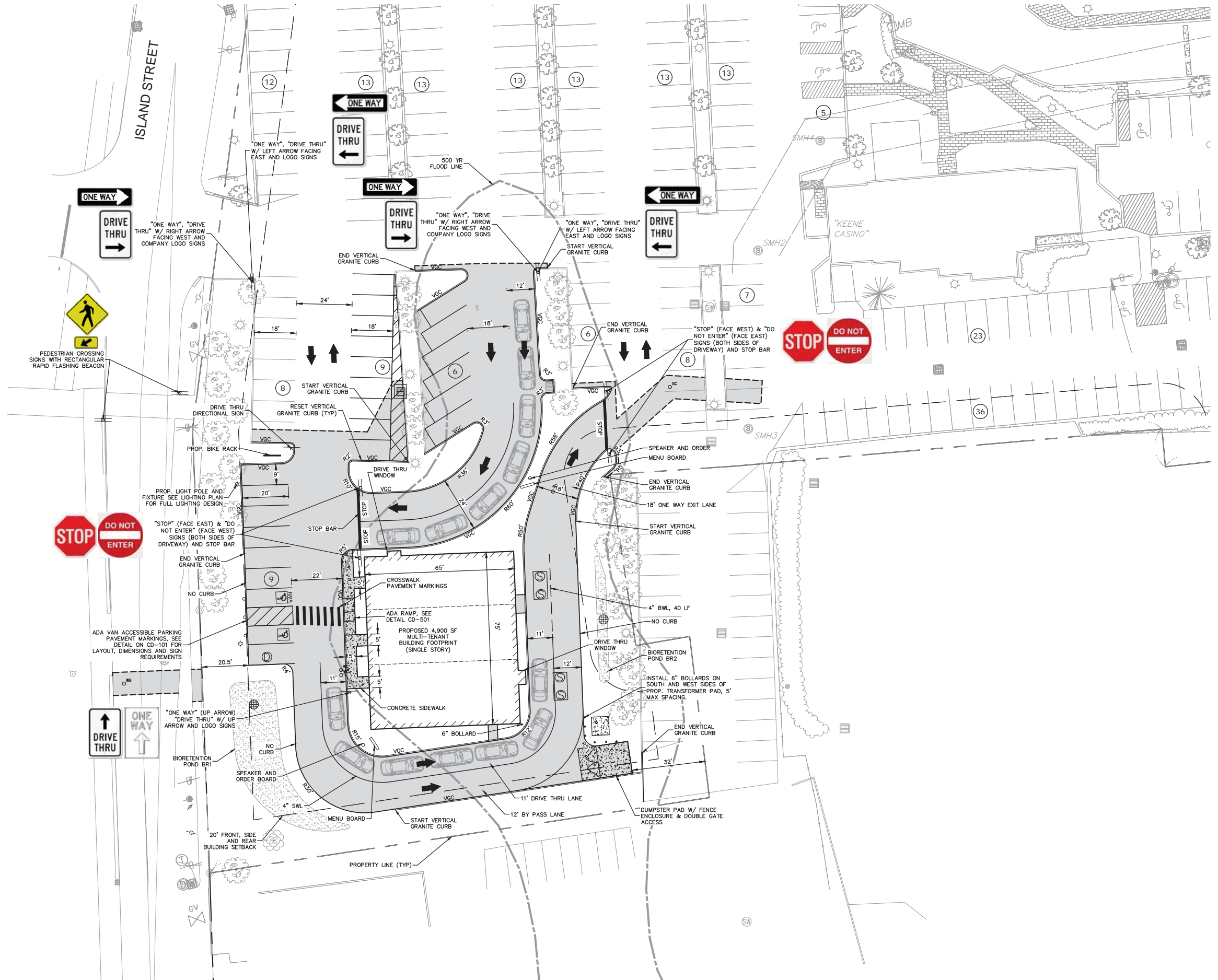
FUSS & O'NEILL

50 COMMERCIAL STREET
 MANCHESTER, NEW HAMPSHIRE 03101
 603.666.8233
 www.fuss.com

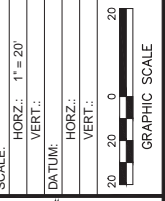
BRADY SULLIVAN PROPERTIES
 DEMOLITION PLAN
 MULTI-TENANT USE
 0 ISLAND STREET
 NEW HAMPSHIRE
 KEENE

PROJ. No.: 20191323.A10
 DATE: 6/17/2020Y

CP-101



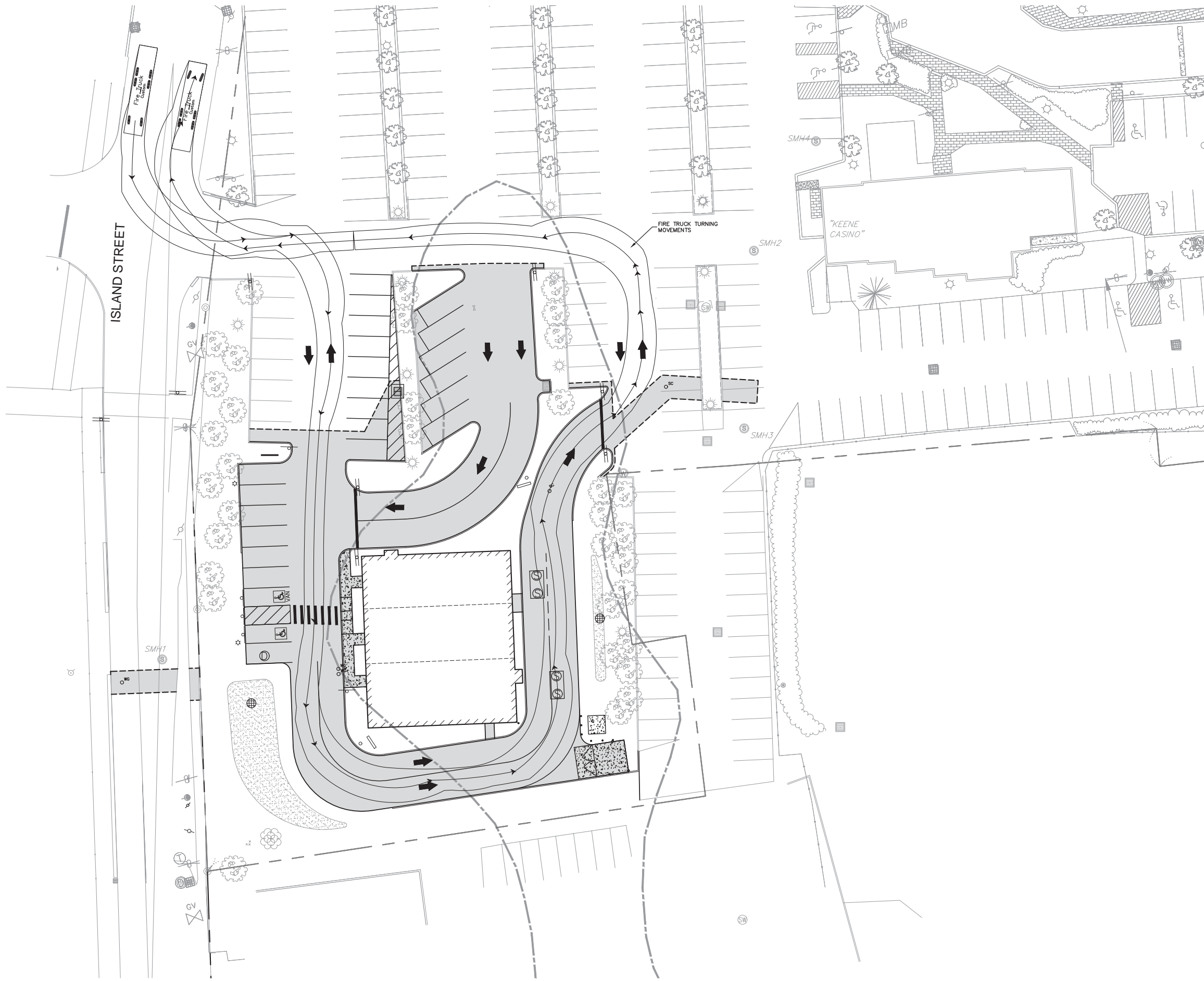
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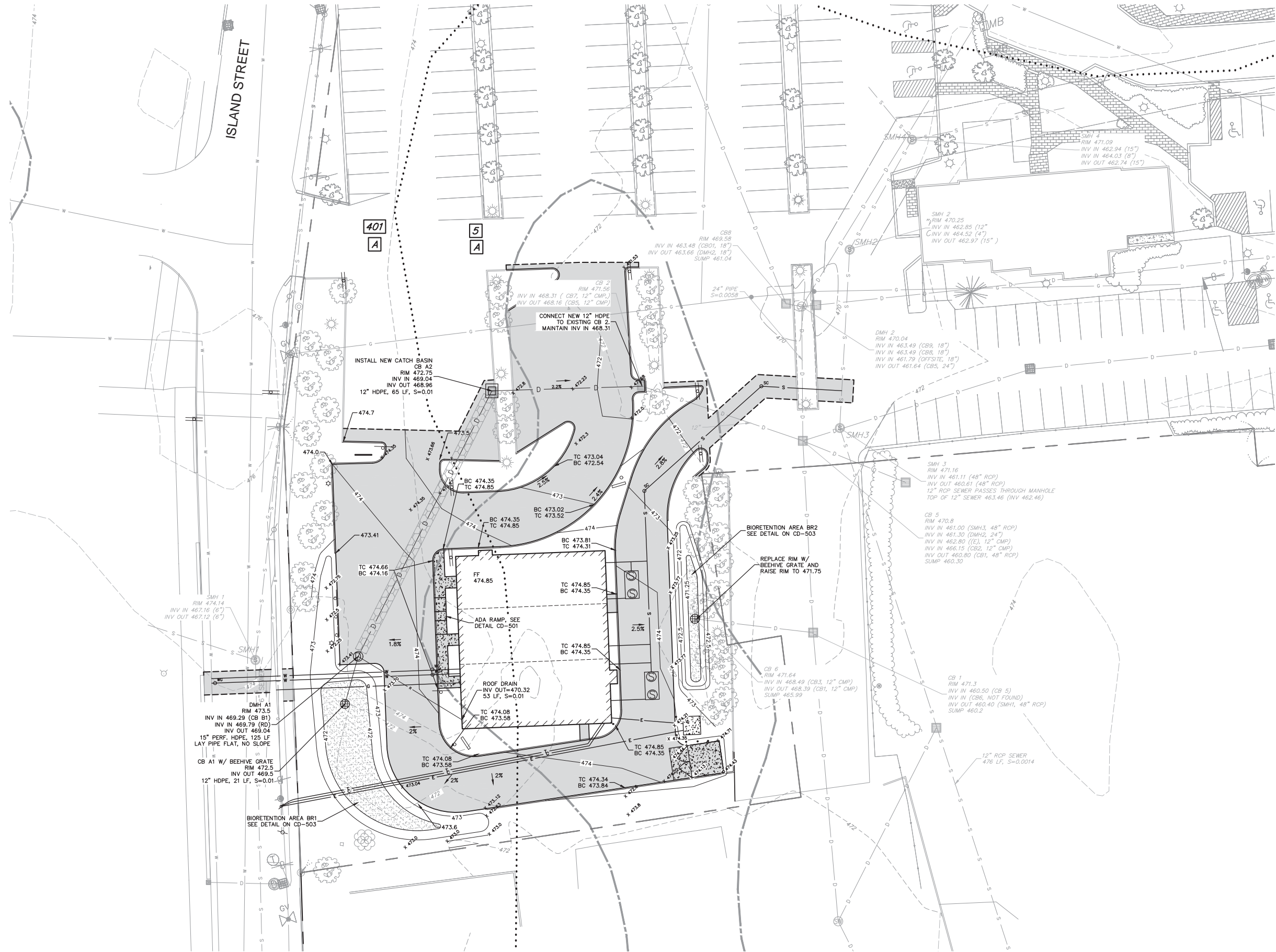
FUSS & O'NEILL
 50 COMMERCIAL STREET
 MANCHESTER, NEW HAMPSHIRE 03101
 603.666.8233
 www.fuss.com

BRADY SULLIVAN PROPERTIES
 SITE LAYOUT PLAN
 MULTI-TENANT USE
 0 ISLAND STREET
 NEW HAMPSHIRE
 KEENE

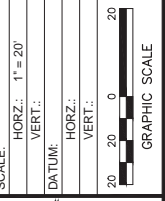
PROJ. No.: 20191323.A10
 DATE: 6/17/2020Y



21 of 61											
<p>FUSS & O'NEILL 50 COMMERCIAL STREET MANCHESTER, NEW HAMPSHIRE 03101 603.666.8233 www.fao.com</p>	<p>BRADY SULLIVAN PROPERTIES SITE CIRCULATION PLAN MULTI-TENANT USE 0 ISLAND STREET NEW HAMPSHIRE</p>										
<p>SCALE: HORIZ.: 1" = 20' VERT.: 1" = 10' DATUM: 1985 HORIZ.: 1" = 20' VERT.: 1" = 10'</p> <p>GRAPHIC SCALE 0 20 40 60 80</p>	<p>PROJ. No.: 20191323.A10 DATE: 6/17/2020Y</p>										
<p>CS-102</p>											
<p>KEENE</p>	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>No.</th> <th>DATE</th> <th>REVISION</th> <th>DESIGNER</th> <th>REVIEWER</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>7/13/2020</td> <td>REV. PER. 7/6/2020 PLANNING COMMENTS</td> <td>ARS</td> <td>BAP</td> </tr> </tbody> </table>	No.	DATE	REVISION	DESIGNER	REVIEWER	1.	7/13/2020	REV. PER. 7/6/2020 PLANNING COMMENTS	ARS	BAP
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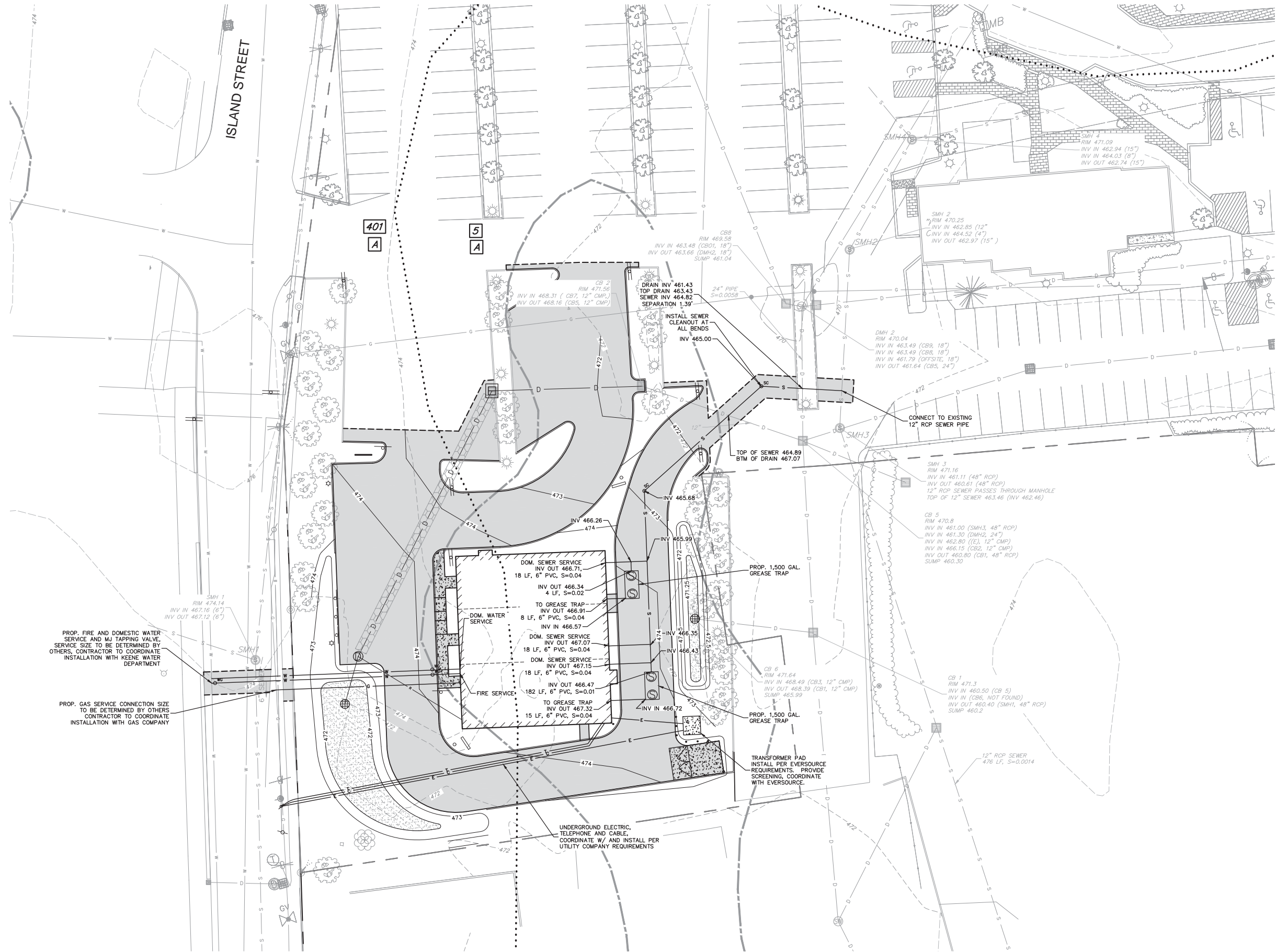


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 603.668.8233
 www.fob.com

BRADY SULLIVAN PROPERTIES
 GRADING AND DRAINAGE
 PLAN
 MULTI-TENANT USE
 0 ISLAND STREET NEW HAMPSHIRE
 KEENE

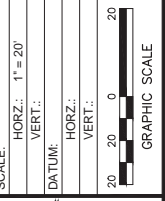
PROJ. No.: 20191323.A10
 DATE: 6/17/2020Y

CG-101



PROP. FIRE AND DOMESTIC WATER SERVICE AND MJ TAPPING VALVE, SERVICE SIZE TO BE DETERMINED BY OTHERS; CONTRACTOR TO COORDINATE INSTALLATION WITH KEENE WATER DEPARTMENT

PROP. GAS SERVICE CONNECTION SIZE TO BE DETERMINED BY OTHERS; CONTRACTOR TO COORDINATE INSTALLATION WITH GAS COMPANY



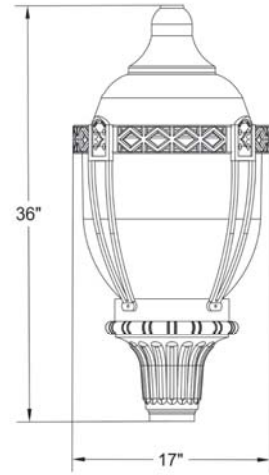
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BRADY SULLIVAN PROPERTIES
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 0 ISLAND STREET
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 KEENE

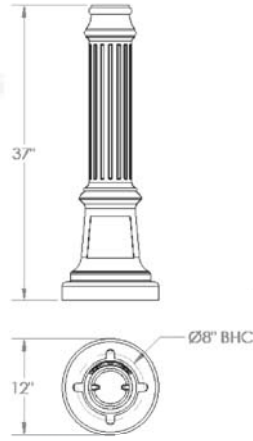
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 DATE: 6/17/2020Y

CU-101

No.	DATE	REVISION	DESCRIPTION
1.	7/13/2020	REV. PER. 7/6/2020 PLANNING COMMENTS	ARS DESIGNER REVIEWER



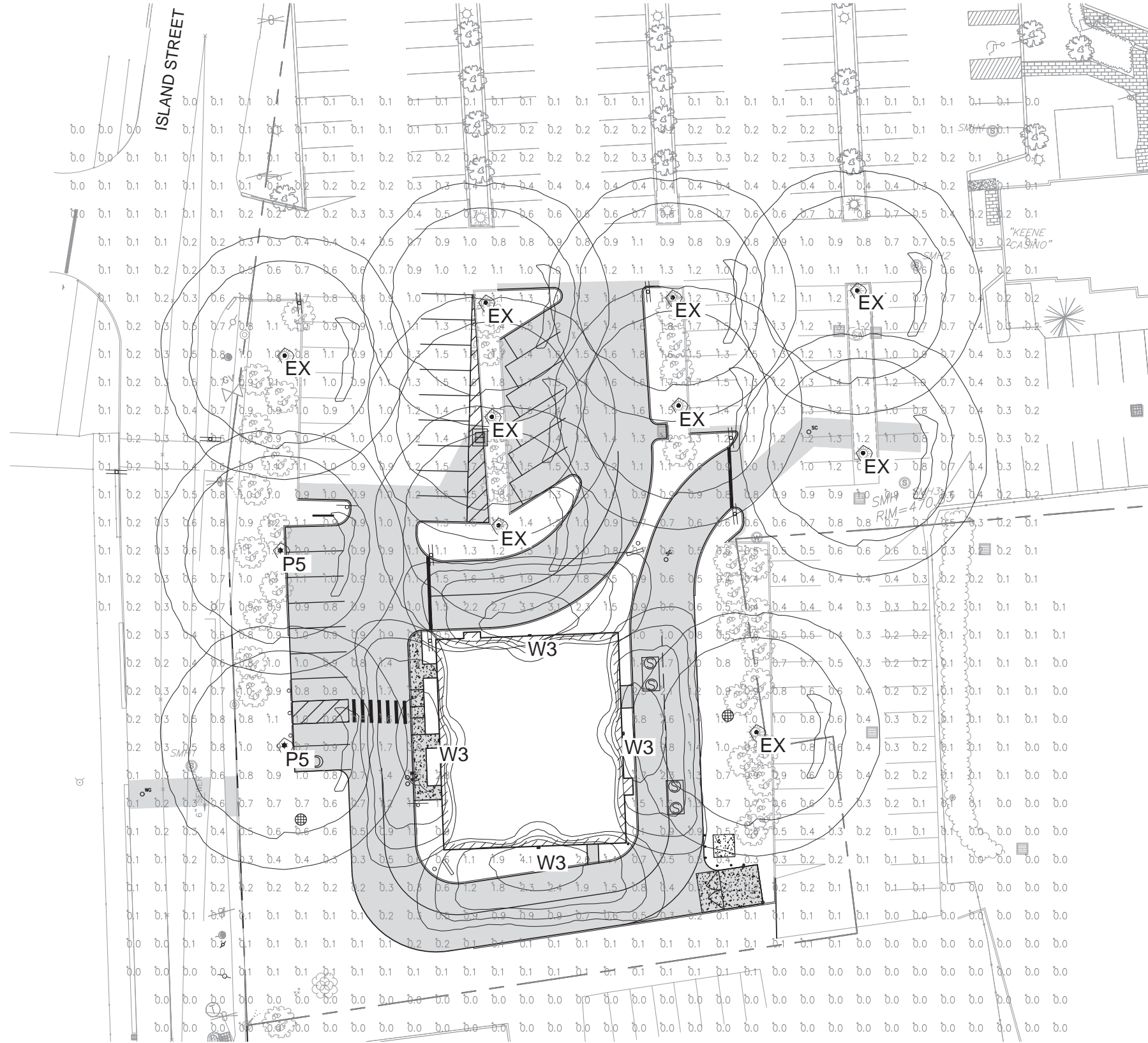
LEXINGTON 2
 MANUFACTURED BY PEMCO
 LIGHTING PRODUCTS



PLB220 DECORATIVE ALUMINUM
 POLE MANUFACTURED BY PEMCO
 LIGHTING PRODUCTS



ISS IMPACT ELITE LED
 MANUFACTURED BY MCGRAW
 EDISON

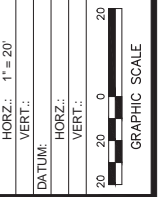


NOTE: FIXTURE TYPE EX, IS THE EXISTING LIGHT TO REMAIN AND ARE INCLUDED FOR LOCATION PURPOSES. ACTUAL
 FIXTURE LUMENS AND PERFORMANCE MAY DIFFER IN THE FIELD.

LIGHTING PARKING AREA
 STATISTICS
 ILLUMINANCE (FC)
 AVERAGE = 1.30
 MAXIMUM = 3.3
 MINIMUM = 0.7
 AVG./MIN RATIO = 1.86
 MAX./MIN RATIO = 4.71

Symbol	Qty	Label	Arrangement	Description
★	9	EX	SINGLE	EXISTING POLE LIGHT
★	2	P5	SINGLE	LEX2-PA-C5-80W6K-U-5-N-N-BK / PLB220-4-12-S-188-T300-BK, MT. HT, 12'
□	4	W3	SINGLE	ISS-AF-600-LED-E1-SL3/ WALL MTD 12' AFG

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER
1.	7/13/2020	PLANNING COMMENTS	ARS	BAP

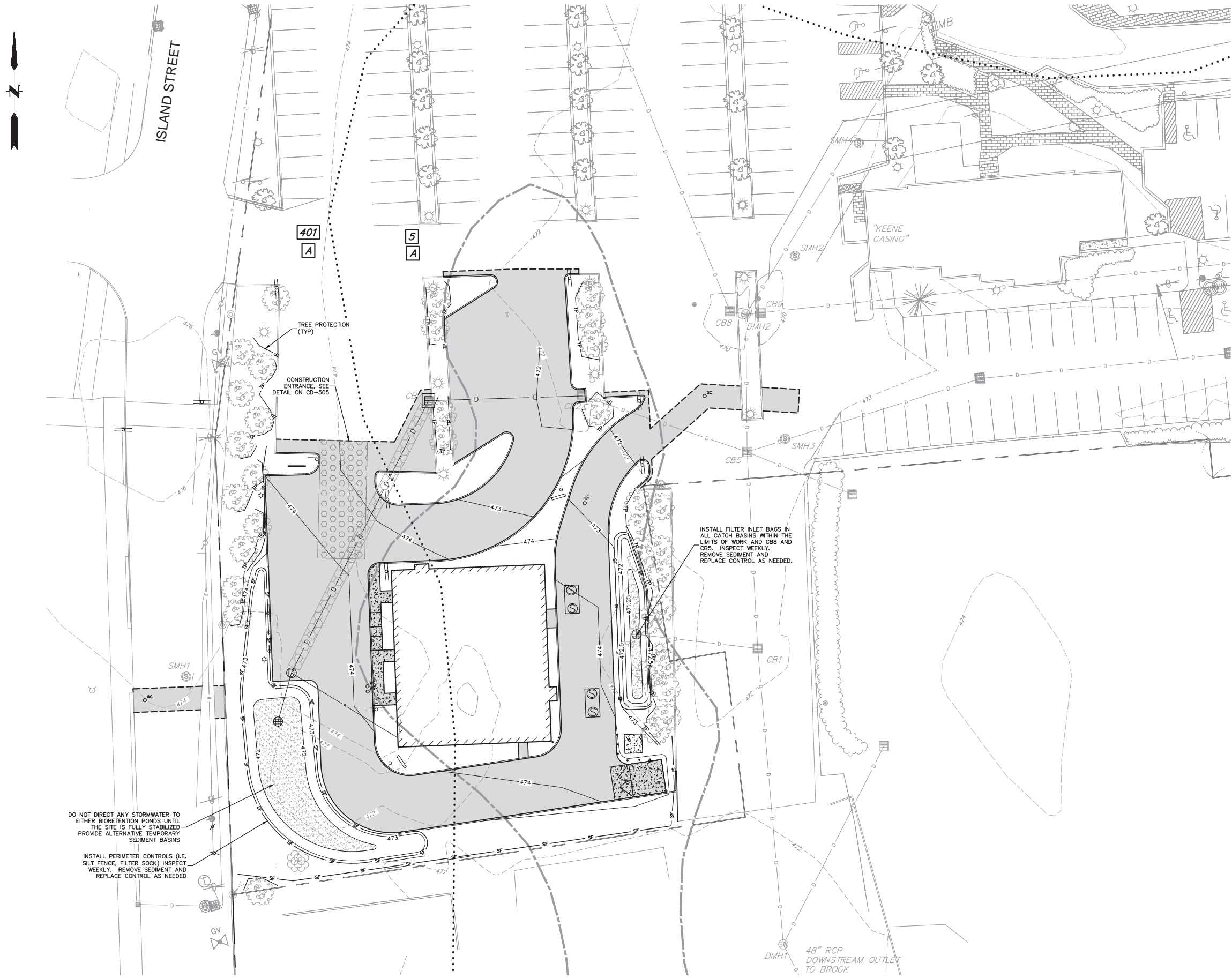


FUSS & O'NEILL
 50 COMMERCIAL STREET
 MANCHESTER, NEW HAMPSHIRE 03101
 603.666.8233
 www.fob.com

BRADY SULLIVAN PROPERTIES
 LIGHTING PLAN
 MULTI-TENANT USE
 0 ISLAND STREET
 NEW HAMPSHIRE
 KEENE

PROJ. No.: 20191323.A10
 DATE: 6/17/2020Y

CL-101



25 of 61

No.	DATE	REVISION	DESCRIPTION	DESIGNER	REVIEWER
1.	7/13/2020	REV. PER. 7/6/2020 PLANNING COMMENTS		ARS	BP

SCALE: 1" = 20'

HORIZ.: 1" = 20'

VERT.: 1" = 20'

DATE: 7/13/2020

HORIZ.: 1" = 20'

VERT.: 1" = 20'

GRAPHIC SCALE

FUSS & O'NEILL

50 COMMERCIAL STREET
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BRADY SULLIVAN PROPERTIES
 EROSION AND SEDIMENT
 CONTROL PLAN
 MULTI-TENANT USE
 0 ISLAND STREET NEW HAMPSHIRE
 KEENE

PROJ. No.: 20191323.A10
 DATE: 6/17/2020Y

CE-101



LEGEND



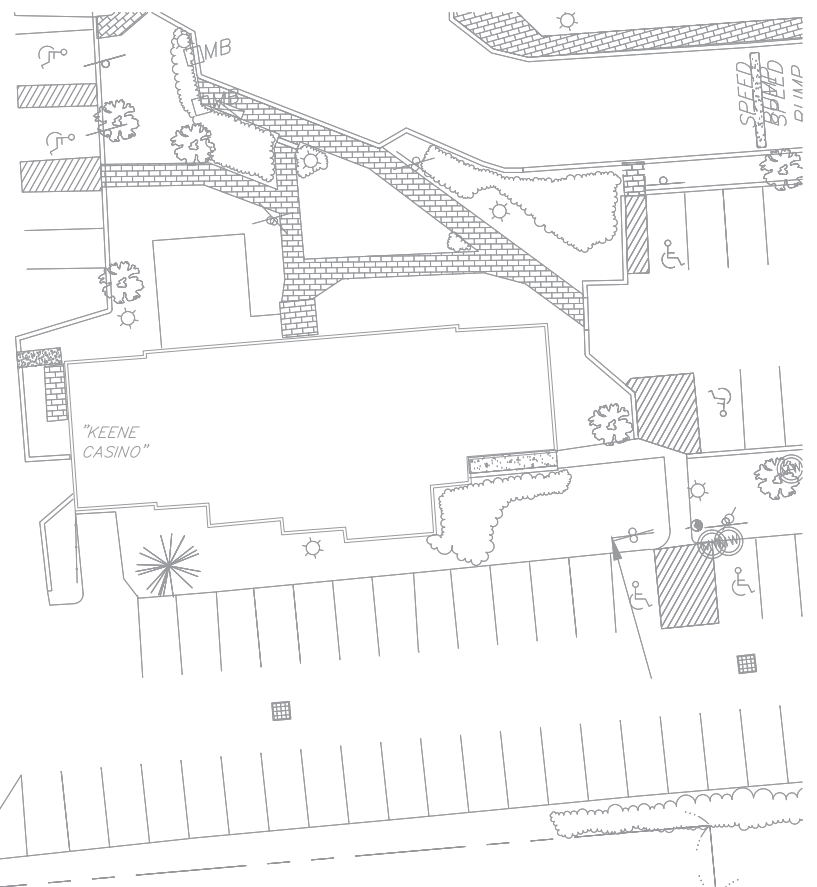
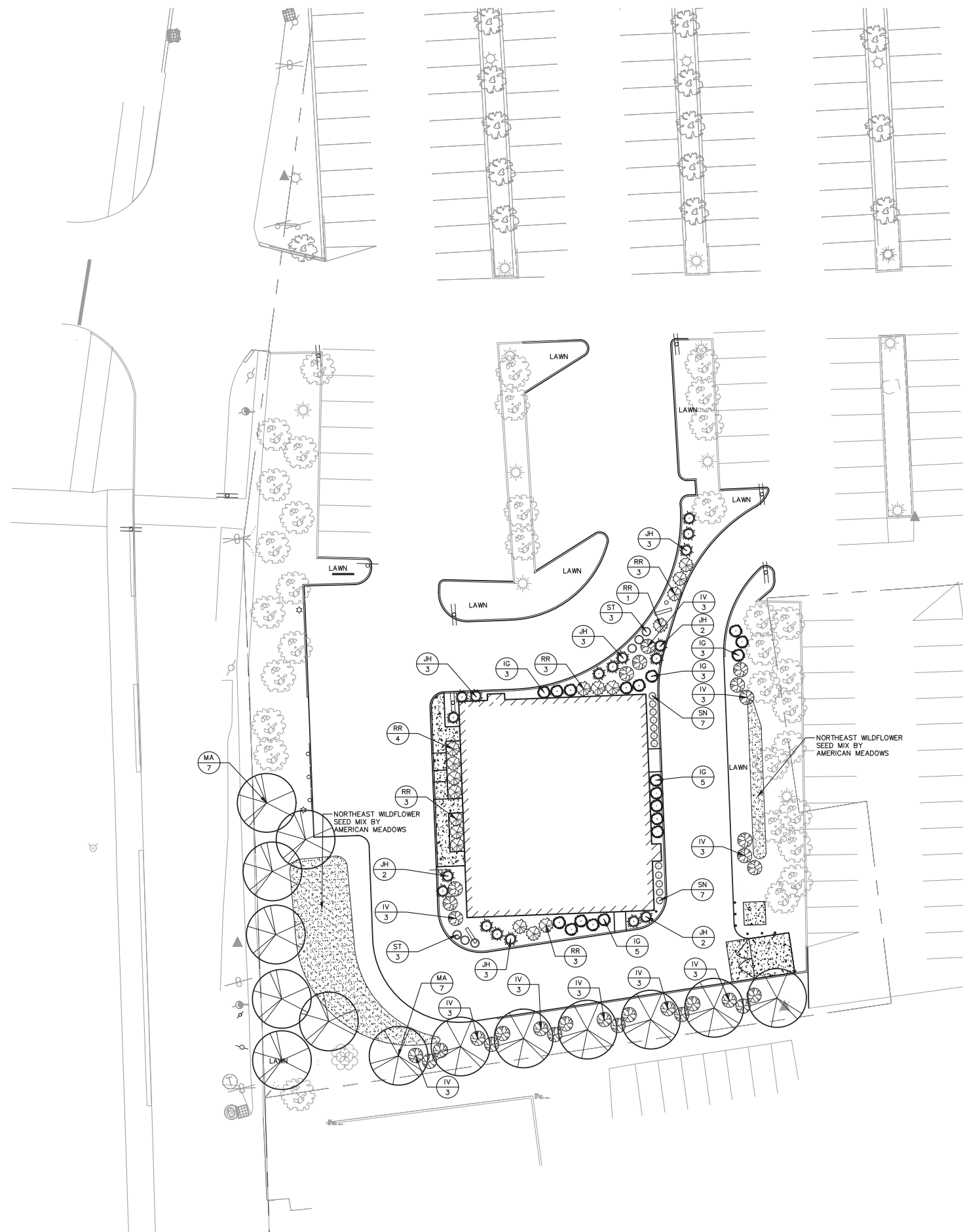
FLOWERING TREE



SHRUBS



EVERGREEN SHRUBS



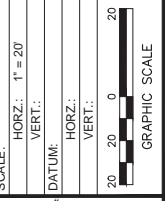
PLANTING NOTES:

1. ALL PLANTING MATERIAL TO BE NURSERY GROWN STOCK SUBJECT TO A.A.N. STANDARDS
2. THE CONTRACTOR SHALL SUPPLY ALL PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE THE WORK SHOWN ON THE DRAWINGS AND LISTED IN THE PLANT LIST. IN THE EVENT OF A DISCREPANCY BETWEEN QUANTITIES SHOWN IN THE PLANT LIST AND THOSE REQUIRED BY THE DRAWINGS, THE LARGER NUMBER SHALL APPLY.
3. ALL PLANTS SHALL BE APPROVED PRIOR TO INSTALLATION AND SHALL BE LOCATED ON SITE BY THE CONTRACTOR FOR THE APPROVAL OF THE LANDSCAPE ARCHITECT. ANY INSTALLATIONS WHICH WERE NOT APPROVED BY THE LANDSCAPE ARCHITECT AND WHICH ARE SUBSEQUENTLY REQUESTED TO BE MOVED WILL BE DONE AT THE CONTRACTOR'S EXPENSE.
4. PRECISE LOCATION OF ITEMS NOT DIMENSIONED ON THE PLAN ARE TO BE FIELD STAKED BY THE CONTRACTOR AND SHALL BE SUBJECT TO THE REQUIREMENTS SPECIFIED IN THE PREVIOUS NOTE.
5. ALL SHRUB MASSINGS AND TREE PITS SHALL BE MULCHED TO A DEPTH OF 3" WITH SHREDDED CEDAR BARK MULCH.
6. TREES SHALL NOT BE STAKED UNLESS OTHERWISE NOTED.
7. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGED VEGETATION AND SHALL REPLACE OR REPAIR ANY DAMAGED MATERIAL, AT HIS OWN EXPENSE. THE CONTRACTOR SHALL CONTACT "DIG SAFE" AT 811 PRIOR TO CONSTRUCTION.
8. ALL SHRUB AND GROUNDCOVER PLANTING AREAS SHALL HAVE CONTINUOUS BEDS OF TOPSOIL 12" DEEP. ALL SOD AND HYDROSEED AREAS SHALL HAVE A MINIMUM TOPSOIL BED OF 6".
9. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES IN THE FIELD. WHERE PLANT MATERIAL MAY INTERFERE WITH UTILITIES, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT TO COORDINATE THEIR INSTALLATION.
10. FOR PLANTING SOIL MIX, SEE SPECIFICATIONS OR PLANTING DETAILS.
11. ALL EXISTING RILL, GULLY OR CHANNEL EROSION SHALL BE FILLED WITH APPROPRIATE BACKFILL MATERIAL, FINE RAKED, SCARIFIED AND STABILIZED WITH APPROPRIATE VEGETATIVE MATERIAL AND / OR APPROPRIATE SEDIMENTATION AND EROSION CONTROL MEASURES.
12. ADJUSTMENTS IN THE LOCATION OF THE PROPOSED PLANT MATERIAL AS A RESULT OF EXISTING VEGETATION TO REMAIN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
13. THE CONTRACTOR IS RESPONSIBLE FOR ALL MAINTENANCE REPAIR AND REPLACEMENT OF PLANT MATERIAL, AS REQUIRED, FOR THE DURATION OF THE PROJECT AND SUBSEQUENT WARRANTY PERIOD.
14. PLANTINGS INSTALLED IN THE DRY SUMMER MONTHS AND / OR LAWN SEEDED OUT OF SPRING OR FALL PERIODS, IF ALLOWED BY OWNER, WILL REQUIRE AGGRESSIVE IRRIGATION PROGRAMS AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE DIRECTED BY THE OWNER.
15. UPON COMPLETION OF PLANTING, REMOVE FROM SITE ALL EXCESS SOIL, MULCH, AND MATERIALS AND DEBRIS RESULTING FROM WORK OPERATIONS. CLEAN UP SHOULD BE COMPLETED AT THE END OF EACH WORKING DAY. RESTORE TO ORIGINAL CONDITIONS ALL DAMAGED PAVEMENTS, PLANTING AREAS, STRUCTURES AND LAWN AREAS RESULTING FROM LANDSCAPING OPERATIONS.
16. CONTRACTOR SHALL SURVEY, LOCATE, AND PROTECT ALL TREES WITHIN AREAS SHOWN AS "EXISTING VEGETATION TO REMAIN" WITHIN THE DEVELOPMENT ENVELOPE FOR REVIEW BY L.A. PRIOR TO CLEARING OPERATIONS.
17. CONTRACTOR TO RESEED ALL DISTURBED AREAS.

PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE
TREES				
MA	MALUS 'PRAIRIE FIRE'	PRAIRIE FIRE CRABAPPLE	14	2.5"-3" CAL.
SHRUBS				
JH	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	BAR HARBOR CREEPING JUNIPER	18	3 GAL.
IV	ILEX VERTICILLATA 'BERRY HEAVY'	BERRY HEAVY WINTERBERRY HOLLY	30	3 GAL.
IG	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY	19	3 GAL.
RR	ROSA 'RADRAL' 'CORAL KNOCK OUT'	CORAL KNOCK OUT ROSE	17	3 GAL.
ST	SPIRAEA X 'TRACY' 'DOUBLE PLAY BIG BANG'	DOUBLE PLAY BIG BANG SPIRAEA	6	3 GAL.
PERENNIALS/GRASSES/GROUNDCOVERS				
SN	SORGHASTRUM NUTANS	INDIAN GRASS	12	1 GAL.

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER
1.			xx/xx	xx



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 LANDSCAPE PLAN
 MULTI-TENANT USE
 0 ISLAND STREET
 NEW HAMPSHIRE
 KEENE

PROJ. No.: 20191323.A10
 DATE: 6/17/2020Y

LP-101



NEW COMMERCIAL BUILDING
 222 WEST STREET, KEENE NH

THESE DRAWINGS ARE IN DESIGN DEVELOPMENT. THEY ARE PROGRESS DRAWINGS. THEY ARE NOT INTENDED TO BE CONSTRUCTION DOCUMENTS AND SHOULD NOT BE USED FOR CONSTRUCTION.

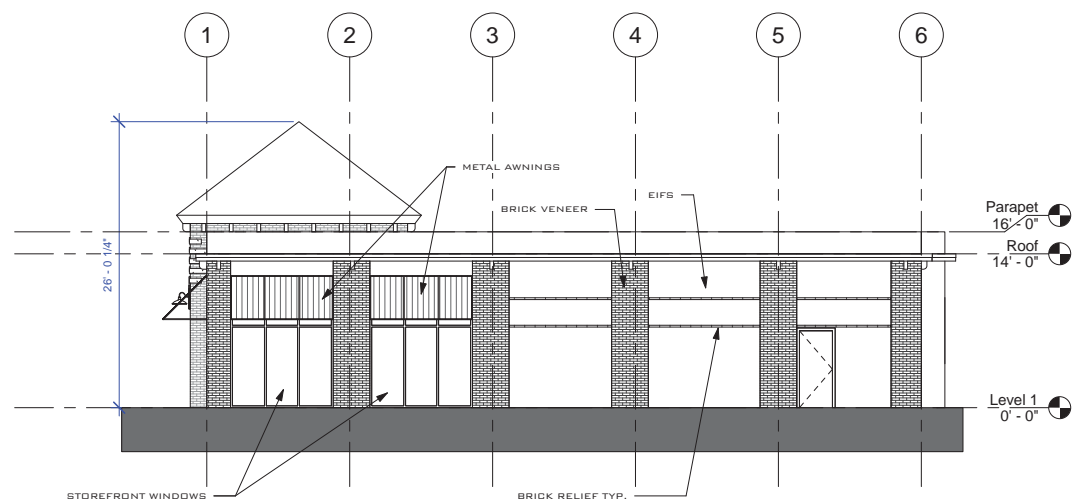
NO.	DESCRIPTION	DATE

PROPOSED ELEVATIONS

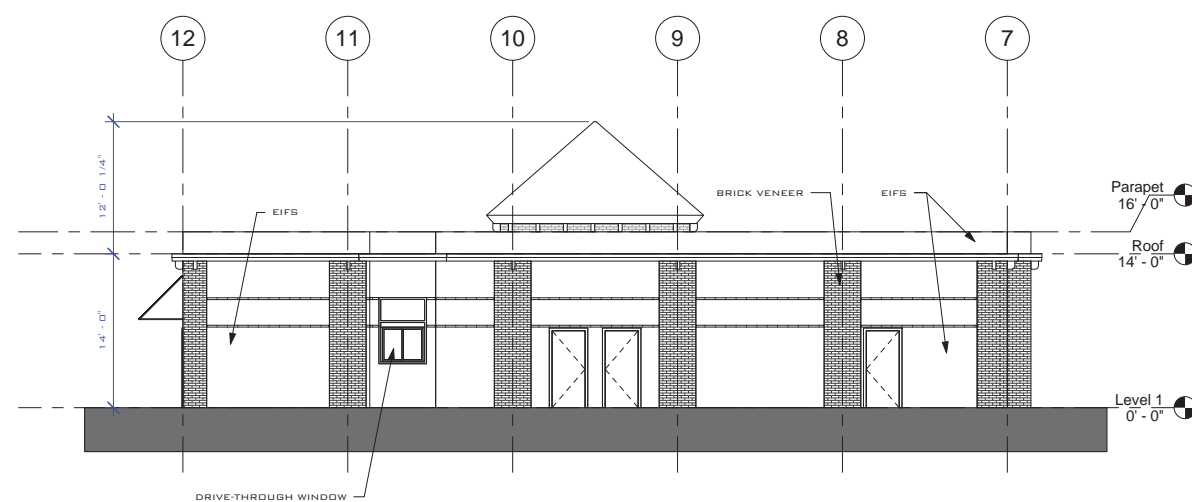
Sheet Issue Date: 06/17/20
 Project No.: PROJECT NUMBER
 Approved By: APPROVER
 Drawn By: AUTHOR

A2-0

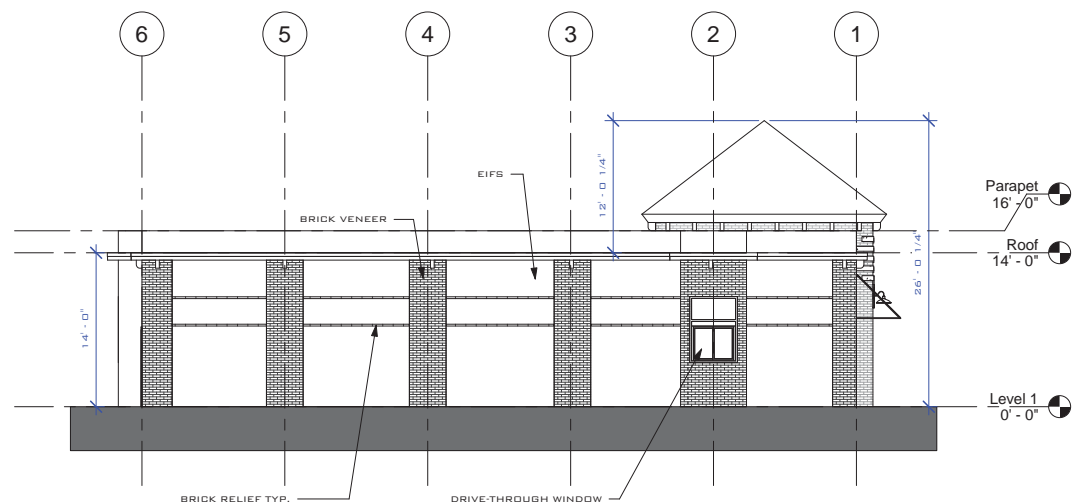
01/18/2020 2:48:44 PM



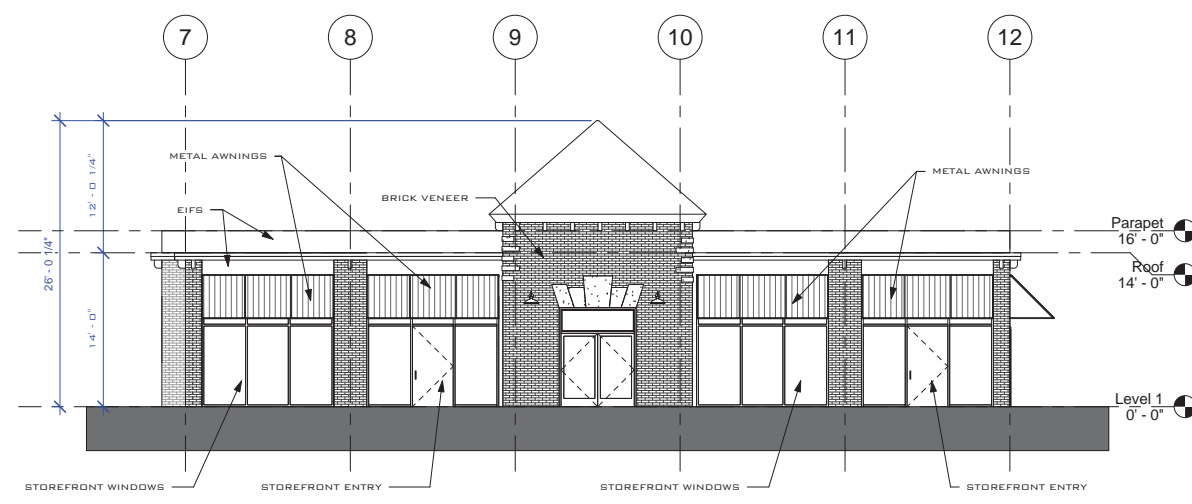
④ South
1/8" = 1'-0"



③ East
1/8" = 1'-0"



② North
1/8" = 1'-0"



① West
1/8" = 1'-0"





SOUTH ELEVATION



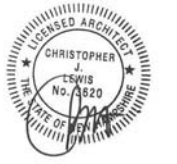
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



NEW COMMERCIAL
 BUILDING
 222 WEST STREET, KEENE NH

THESE DRAWINGS ARE IN DESIGN DEVELOPMENT. THEY ARE PROGRESS DRAWINGS. THEY ARE NOT INTENDED TO BE CONSTRUCTION DOCUMENTS AND SHOULD NOT BE USED FOR CONSTRUCTION.

NO.	DESCRIPTION	DATE

RENDERINGS

Sheet Issue Date: 06/17/20
 Project No.: PROJECT NUMBER
 Approved By: APPROVER
 Drawn By: AUTHOR

A2-1

Stormwater Management Report for 0 Island Street

Tax Map 583 Lots 11, 12, 14 and 15
Tax Map 576 Lots 8 and 9
0 Island Street and 210-222 West Street
Keene, New Hampshire

June 17, 2020



Prepared by:



50 Commercial Street
Manchester, NH 03101

1 Narrative

A. Introduction

Brady Sullivan Properties, Owner and Applicant, have contracted with Fuss and O'Neill to further develop their property located at 0 Island Street and 210-222 West Street in Keene, New Hampshire. This project aims to develop the southwest corner of the property with the addition of a 4,900 square foot multi-tenant building, including two drive through windows, by-pass lanes, parking, landscaping, lighting and stormwater management.

The subject properties include Tax Map 583 Lots 11, 12, 14 and 15 and Tax Map 576 Lots 8 and 9, which have an overall land area of 6.469 acres, and are located within the City of Keene's Commerce zoning district. All of the subject properties are owned by Brady Sullivan Properties.

The existing uses include a restaurant, apartments, casino and a bank. The uses have shared parking and shared site access from Island Street and Gilbo Avenue. The proposed development will maintain the shared site access and the majority of the paved parking. A portion of the existing paved parking will be modified or removed to allow for the development.

B. Site Location and Topography

The site is located at 0 Island Street and 210-222 West Street in Keene, New Hampshire. The property is mainly flat with very minor slopes.

C. Site Soils and Vegetative Cover

The NRCS Web Soils Survey, prepared by the USDA-SCS, indicates the following soil types within the project watershed:

<u>Symbol</u>	<u>Soils Name</u>	<u>Hydrologic</u>	<u>Ksat</u>
5	Rippowam, fine sandy loam	A/D	5
299	Udorthents, smoothed	-	-
401	Occum, fine sandy loam	A	6

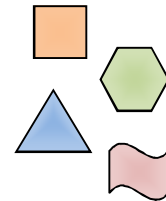
The subject properties are mostly developed with paved parking, building and landscaped islands. The landscaped islands are mainly grassed with trees. There is undeveloped green space in the southwest corner of the property with is primarily grass with trees. This area has recently been disturbed; however, this analysis considers this area to be vegetated with good ground cover. See Appendix A for the NRCS Web Soil Survey map and Ksat data and calculation.

2 Design Methodology

A computer-aided design software package, HydroCAD (v 10.00-21), was used to perform an intensive series of calculations to determine peak runoff flow rate, peak runoff flow velocity, and other relevant values for the post-development watershed model. The model is based on the SCS TR-20 program and is subject to cumulative rainfall/volume dependent routing calculations. Hydrographs are prepared for each element of the watershed and routed through the dynamic storage-indication method to produce various time-based results. Drainage summaries for the 25-Year, 24-hour storm event, are provided in Appendix B of this report.

Labeling on drainage plans and diagrams is as follows:

- Reaches/ Analysis Points – Represented by a Rectangle or Square
- Subcatchment - Represented by a Hexagon
- Ponds/Catch Basin – Represented by a Triangle
- Links– Represented by an Irregular Octagon



A. Design Criteria

Closed Drainage: HDPE pipe has been specified for all conveyances. All drainage structures have been designed to handle flow from a 25-year storm.

Erosion Control and Stormwater Treatment: The proposed drainage system treatment practices and erosion control measures are designed using Best Management Practices described by the New Hampshire Department of Environmental Services in the Stormwater Manual (Latest Revision) as the standard.

3 Watershed Analysis

A. Pre-Development Watershed Conditions

The existing site is mainly developed with buildings, pavement, landscaped islands with grass and trees and a closed drainage system consisting of catch basins, drain manholes and conveyance pipes. The closed drainage system appears to collect runoff from the subject properties along with offsite flow from abutting properties to the east and Gilbo Avenue, at a minimum. The closed drainage system ultimately discharges to a 48-inch reinforced concrete pipe, located onsite, that outlets to a brook south of the property and eventually flows to the Ashuelot River.

The drainage analysis is limited to the area being disturbed by the development and includes seven small subcatchment areas, 1S through 7S. These subcatchment areas flow to the closed drainage system and is collected and conveyed to the 48-inch pipe that flows offsite.

Three analysis points, AP1-AP3, have been selected for this drainage analysis. Comparing the peak flows at these specific analysis points will demonstrate that the development is not increasing the peak flow to the existing closed drainage system.

Analysis Point AP1

Analysis Point AP1 is catch basin CB1 which is located on abutting Lot 583-13. For this analysis, this catch basin was modeled as receiving flow from Subcatchments 4S – 7S. Subcatchment 4S, 5S and 7S all flow to the onsite closed drainage system consisting of catch basins CB3, CB4 and CB6. Catch basin CB6 discharges directly to CB1. Subcatchment 6S is existing pavement that flows overland from the subject parcel to CB1.

Analysis Point AP2

Analysis Point AP2 is catch basin CB5 which is located on the subject property just north of CB1. Catch basin CB5 receives flow from Subcatchments 2S and 3S which are collected in CB7 and CB2, respectively and conveyed via pipe to CB5.

Analysis Point AP3

Analysis Point AP3 is catch basin CB8 which is located on the subject property just north of CB5. Catch basin CB8 receives flow from Subcatchment 1S which consist primarily of the paved parking area and landscaped islands between the two driveway access points off of Island Road.

B. Post-Development Watershed Conditions

The proposed development maintains a similar division of seven subcatchments areas though they are renamed 10S through 70S to distinguish them from the pre-development subcatchments.

Analysis Point AP1

Analysis Point AP1 is catch basin CB1 which is located on abutting Lot 583-13. This analysis point receives onsite runoff from Subcatchments 50S and 60S. Subcatchment 50S includes runoff from a portion of the drive through and bypass lanes on the east side of the proposed building along with some landscaped area. Runoff from 50S flows overland to a small bioretention pond (BR2) within the landscaped area. A filter media is included at the base of the bioretention pond along with a raised rim catch basin (CB6), six inches from the base of the pond. The bioretention pond will provide treatment and infiltration of this small runoff area while only larger storms would potentially discharge to catch basin CB6. Catch basin CB6 is an existing catch basin that discharges to CB1 (AP1). Subcatchment 60S is the existing pavement that flows overland from the subject property to catch basin CB1.

Analysis Point AP2

Analysis Point AP2 is Catch Basin CB5 which is located on the subject property just north of CB1. The analysis point receives runoff from Subcatchments 20S, 30S, 40S and 70S. Subcatchments 20S and 30S are similar to pre-development Subcatchments 2S and 3S and generally maintain the same runoff patterns to new CBA2 (formerly CB7) and CB2, respectively. CB2 discharges directly to CB5.

Subcatchment 40S is the pavement and sidewalk area to the south and west of the proposed building. Runoff flows overland to Bioretention Pond BR1. A filter media is included at the base of the bioretention pond along with a raised rim catch basin (CB A1), six inches from

the base of the pond. The bioretention pond will provide treatment and infiltration while only larger storms will potentially discharge to the proposed catch basin. Catch basin CB A1 discharges to Drain Manhole DMH A1 which receives roof drain flow from Subcatchment 70S. The outlet pipe of DMH A1 is perforated with a zero percent slope. The pipe is surrounded by clean, crushed angular stone to promote infiltration. This pipe discharges to catch basin A2. Catch basin A2 and its outlet pipe will be replaced to accommodate the new pipe connections and inverts as well as to repair the current condition.

Analysis Point AP3

Analysis Point AP3 is catch basin CB8 which is located on the subject property just north of CB5. Catch basin CB8 receives flow from Subcatchment 10S which consists primarily of the paved parking area and landscaped islands between the two driveway access points off of Island Road. The primary change from the pre-development condition is that a small portion of the easterly drive thru exit will flow overland to catch basin CB8.

C. Post-Development Conclusion

Through the addition of two bioretention areas and the perforated infiltration pipe, the post-development peak flows are generally limited to the pre-development condition. The two bioretention areas provide both groundwater recharge and stormwater treatment of the new paved areas and the infiltration pipe provides additional groundwater recharge of the roof drainage.

4 Design Summary

The 25-year, 24-hour Stormwater peak flow results of the pre- and post-development drainage analysis are summarized in Table 4 below. The table shows a decrease in peak flows to both Analysis Points AP1 and AP2 with only a very minor increase to Analysis Point AP3. Since this increase is very minor and since this is part of a much larger drainage system, the increase will have a negligible effect at the final offsite discharge point which flows to the brook.

Analysis point	Pre Development	Post Development	Difference
AP1 (CB1)	1.6	0.2	-1.4
AP2 (CB5)	1.3	1.2	-0.1
AP3 (CB8)	4.2	4.3	0.1

5 Construction Sequence | Erosion Control

Silt fence/filter socks shall be placed prior to any construction activities being undertaken on-site. Site construction activities shall be limited to construction of any temporary diversions or sedimentation basins necessary to provide stormwater control during construction. All catch basins will be equipped with dandy socks prior to construction activities. All conveyances shall be seeded and stabilized prior to full-scale site



construction activities and the direction of stormwater flows. Use jute matting to stabilize all ditch lines and disturbed soils receiving concentrated runoff prior to the establishment of vegetation.

All stockpile areas are to be stabilized with temporary seeding and silt fencing, as necessary, to control and prevent the erosion of these materials.

During construction and immediately following a rain event, an inspection shall be made of all erosion control measures to verify integrity and perform repairs. Repairs shall be made within 24 hours of the event.

Dewatering operations shall be controlled to avoid erosion or sedimentation of abutting properties and wetland areas through the use of temporary settling basins with gravel check dams, the proposed detention basin, or commercially available dewatering products.

All drainage pretreatment, filtration and detention areas are to be stabilized prior to directing stormwater flows to them.

See detail plans for full Construction Sequence.

Traffic Impact Study

Proposed Commercial Building Development
222 West Street (Colony Mill)
Keene, New Hampshire

Prepared for:



Keene, New Hampshire

June 2020

Prepared by:



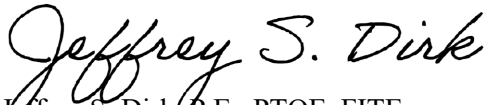
35 New England Business Center Drive
Suite 140
Andover, MA 01810

Dear Reviewer:

This letter shall certify that this *Traffic Impact Study* has been prepared under my direct supervision and responsible charge. I am a Licensed Professional Engineer (P.E.) in the State of New Hampshire (NH P.E. No. 9822) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an independent affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Partner

EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Traffic Impact Study (TIS) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a commercial building that is to be located in the southwest corner of the Colony Mill Marketplace located at 222 West Street in Keene, New Hampshire (hereafter referred to as the “Project”). This study was prepared in consultation with the City of Keene, the Southwest Region Planning Commission (SWRPC) and the New Hampshire Department of Transportation (NHDOT), and was performed in accordance with the NHDOT guidelines for the preparation of Traffic Impact Studies (TISs) and the scope of work developed in consultation with the City.

Based on the analyses presented herein, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)¹ and assuming that the proposed building is occupied by a bank and a coffee shop with separate drive-through windows, the Project would be expected to generate approximately 550 new vehicle trips on an average weekday (two-way, 24-hour volume over the operational day of the Project), with 51 new vehicle trips expected during the weekday morning peak-hour, 50 new vehicle trips expected during the weekday evening peak-hour and 76 new vehicle trips expected during the Saturday midday peak-hour;
2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study intersections shown to continue to operate at a level-of-service (LOS) D or better, where an LOS “D” or better is generally defined as “acceptable” operating conditions;
3. Independent of the Project, it was noted that one or more movements at the West Street/Island Street/Mascoma Savings Bank Driveway, West Street/Keene Inn Parking Lot/Pearl Street and Winchester Street/Island Street intersections are currently operating at or over capacity (defined as LOS of “E” or “F”, respectively);

¹*Trip Generation*, 10th Edition; Institute of Transportation Engineers; Washington, DC; 2017.

4. Vehicles exiting the south Project site driveway on Island Street (opposite the CVS/Pharmacy plaza driveway) were shown to experience increased delays during the weekday evening and Saturday midday peak hours with the addition of Project-related traffic; however the resulting residual vehicle queue (up to 8 vehicles) can be contained within the Project site without inhibiting access to the Project site or the movement of vehicles, pedestrians or bicyclists along Island Street. It is likely that motorists will choose to use one of the other driveways that serve the Project site when vehicle queuing is apparent thereby balancing (or reducing) delays and the associated queuing. All movements at the remaining Project site driveway intersections were shown to operate at LOS D or better with minimal vehicle queuing expected (up to one (1) vehicle); and
5. Lines of sight at the Project site driveway intersections with Island Street and Gilbo Avenue were found to exceed the recommended minimum distance for safe operation based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing and planned future transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project site will be provided by way of the three (3) existing full access driveways that serve the Colony Mill Marketplace and intersect the east side of Island Street south of West Street approximately 230 feet and 380 feet south of West Street, respectively, and the west side of Gilbo Avenue approximately 270 feet south of West Street. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the Site Plans:

- The Project site driveways should continue to be a minimum of 22-feet in width and support the turning and maneuvering requirements of delivery trucks and the largest anticipated responding emergency vehicle as defined by the Keene Fire Department.
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.
- Circulating roadways and drive aisles to be constructed or modified in conjunction with the Project should be a minimum of 23-feet in width where perpendicular parking is proposed in order to allow for vehicle maneuvering and a minimum of 20-feet in width elsewhere unless a reduced width is approved by the Fire Chief.
- “One Way” and “Do Not Enter” signs should be provided to regulate the one-way flow for the drive-through lanes.

- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices (MUTCD)*.²
- Americans with Disabilities Act (ADA) compliant wheelchair ramps should be provided at all pedestrian crossings that are to be constructed or modified as a part of the Project where a connecting sidewalk is also provided.
- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveways should be designed and maintained so as not to restrict lines of sight.
- Snow windrows within sight triangle areas of the Project site driveways should be promptly removed where such accumulations would impede sight lines.
- Consideration should be given to providing accommodations for electric vehicle charging stations proximate to the proposed building and/or at an appropriate location(s) within the Project site.

Off-Site

Cheshire Rail-Trail Crossing

The Cheshire Rail-Trail provides a connection to the Colony Mill Marketplace immediately north of the Project site by way of a mid-block crosswalk across Island Street approximately 50-feet south of the southernmost driveway to the Colony Mill Marketplace. “Bicycle Crossing” signs (graphic symbol) are provided on Island Street in advance of the crossing and a “Bike Route” signs with directional arrows are provided at the crossing. The eastbound trail approach to the crossing is under STOP-sign control. In order to enhance the safety of the crossing and facilitate connectivity to the Colony Mill Marketplace, consideration be given to advancing the following improvements to the crossing:

1. Provide a formal extension of the trail into the Colony Mill Marketplace either through a widening of the existing sidewalk along the east side of Island Street between the crossing and the south driveway or a direct extension of the trail into the parking area. Extending the trail into the parking area would require the removal of (1) tree and (1) parking space.
2. Install a pushbutton activated, solar powered, Rectangular Rapid Flashing Beacon (RRFB) with accompanying warning signs at the crossing.

Independent of the Project, hi-visibility bicycle crossing warning signs should be installed at the crossing to delineate the crossing for approaching motorists, particularly when visibility is limited due to weather or lighting conditions.

Transportation Demand Management

Public transportation services are provided within the study area along West Street and Gilbo Avenue by City Express. In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures will be considered for implemented as a part of the Project:

²*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

- A transportation coordinator, who may also have other operations/management responsibilities, should be assigned for the Project to coordinate the TDM program;
- Information regarding public transportation services, maps, schedules and fare information should be posted in a central location within the proposed building and/or otherwise made available to employees;
- A “welcome packet” should be provided to new employees detailing available public transportation services, bicycle and walking alternatives, and commuter options available;
- Tenants should be encouraged to offer specific amenities to discourage off-site trips, including providing a break-room equipped with a microwave and refrigerator; offering direct deposit of paychecks; coordinating with a dry-cleaning service for on-site pick-up and delivery; allowing telecommuting or flexible work schedules; and other such measures to reduce overall traffic volumes and travel during peak traffic volume periods;
- Pedestrian accommodations have been incorporated into the Project and consist of sidewalks and ADA compliant wheelchair ramps at all pedestrian crossings that are to be constructed or modified as a part of the Project; and
- Bicycle parking should be provided at an appropriate location proximate to the building entrance and in a secure weather-protected location within the proposed building.

With implementation of the above recommendations, safe and efficient vehicular, pedestrian and bicycle access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation systems.

Ref: 8535

July 13, 2020

Ms. Mari Brunner, Planner
City of Keene
City Hall, 4th Floor
3 Washington St.
Keene, NH 03431

Re: Response to Comments on Site Plan Application SPR-972
Colony Mill Commercial Building – 222 West Street
Keene, New Hampshire

Dear Ms. Brunner:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the July 6, 2020 memorandum pertaining to Site Plan Application SPR-972 for the proposed construction of a commercial building in the southwest corner of the Colony Mill Marketplace located at 222 West Street in Keene, New Hampshire (hereafter referred to as the “Project”). Specifically, we are providing responses to Planning Comment 6 b. and the Engineering Comments pertaining to the June 2020 Traffic Impact Study (the “June 2020 TIS”). Listed below are the subject comments followed by our response on behalf of the Applicant.

Planning Comments:

Comment 6 b.: *How many vehicles do you expect to queue (based on the ITE Trip Generation Manual) at each of the drive-through windows during peak hours?*

Response: As presented in the June 2020 TIS, the Project has been designed to accommodate separate drive-through windows along the north and south sides of the building. For the purpose of assessing the impacts of the Project on the transportation infrastructure, it was assumed that the building would be occupied by a bank with drive-through window and a coffee shop with drive-through window. In order to accommodate these two uses within the proposed building, the coffee shop use would be served by the drive-through window along the north side of the building and the associated drive-through lane, and the bank use would be served by a drive-through window facility that would be located either along the south or east side of the building that would be expanded to include two (2) lanes, one for a teller and the other for an ATM (typical bank drive-through configuration), with an adjacent queue by-pass lane. This configuration is necessary to separate the drive-through facilities and the associated queuing. The following provides vehicle queue projections for both the coffee shop and bank drive-through operations.

Bank

The bank component of the Project will include two (2) drive-through lanes as described above, with the inside lane (closest to the building) likely to include an ATM. In order to assess the adequacy of the vehicle queue storage for the proposed drive-through facility, a statistical analysis of vehicle queuing was completed. This analysis was based on data collected at existing branch banks with drive-through window facilities similar to those of the proposed bank. The data that was collected consisted of observations of drive-through lane utilization and service times during both the weekday evening and Saturday midday peak hours.

Based on these observations it was determined that, on average, approximately 42 percent of bank customers use the drive-through facility. In order to provide a conservative (high) assessment of drive-through facility use for the Project, a 50 percent drive-through facility utilization was assumed. Further, it was observed that average transaction times in the drive-through facility ranged from 1.5 to 3 minutes per vehicle, with the lower value (1.5 minutes) observed at the ATM or when a 2 transaction limit was imposed in the teller lane. For the purpose of this analysis, the higher observed 3 minute transaction time was applied to the teller lanes given that it is likely that the inside lane will also include an ATM, allowing for both types of transactions to occur from the same lane.

As presented in the June 2020 TIS, it is expected that the bank component of the Project will generate approximately 25 vehicle trips (14 vehicles entering and 11 exiting) during the weekday morning peak-hour, 54 vehicle trips (27 vehicles entering and 27 exiting) during the weekday evening peak-hour and approximately 69 vehicle trips (35 vehicles entering and 34 exiting) during the Saturday midday peak-hour. Accordingly, the largest number of vehicles expected to be entering the proposed bank will occur during the Saturday midday peak-hour (35 vehicles entering). Applying the 50 percent drive-through facility utilization rate to number of vehicle trips expected to be entering the proposed bank during the peak hour (Saturday midday) results in approximately 18 vehicles using the drive-through facility.

Given that the drive-through facility will include two (2) lanes, it is expected that traffic will be evenly distributed between the lanes, or nine (9) vehicles per lane during the peak traffic volume hour.¹ Assuming random arrivals and a service flow rate of 3 minutes per transaction during the hour results in a theoretical 95th percentile vehicle queue of between two (2) to three (3) vehicles in each lane, including the vehicle being serviced. A review of the Site Plan indicates that the drive-through facility can accommodate four (4) to five (5) vehicles in each lane without impeding access to parking or internal circulation.

¹The reduced service time for an ATM transaction (1.5 minutes per vehicle) would off-set any minor variation in distribution between lanes that may occur as a result of the inside lane accommodating both ATM and teller transactions.



Coffee Shop

Similar to the bank use, vehicle queues for the coffee shop use were obtained from observations that were conducted at three (3) Dunkin' coffee shops that include a single lane drive-through facility. Based on these observations, the longest average vehicle queue during was observed to be nine (9) vehicles during the weekday morning peak-hour and five (5) vehicles during the Saturday midday peak-hour. The maximum observed vehicle queue was observed to be 15 vehicles during the weekday morning peak-hour and 14 vehicles during the Saturday midday peak-hour. The longest 95th percentile vehicle queue (typical design value) was observed to be 13 vehicles during the weekday morning peak-hour and 11 vehicles during the Saturday midday peak-hour. A review of the Site Plan indicates that the drive-through facility can accommodate seven (7) to eight (8) vehicles in the marked drive-through lane, with additional vehicle queue storage available along the drive aisles within the Colony Mill Marketplace during peak demand periods (weekday morning and Saturday midday).

Engineering Comments:

Comment 8.: *The TIS describes the proposed building being split between two tenants: a bank and a coffee shop. However, the plans suggest that the space is designed to accommodate up to three tenants (e.g., three entrances, three separate sewer connections, etc.). Please explain how the potential buildout with a third tenant could affect the results of the traffic analysis.*

Response: The traffic volume projections for the Project have been developed assuming the proposed building were occupied by two (2) traffic intensive uses, a bank and a coffee shop both with drive-through window facilities. To the extent that a third tenant were added, that tenant would not include a drive-through and the building area that was assumed to be occupied by the bank, the coffee shop or both would be reduced. This reduction in floor area and the associated trip estimates would more than account for the trips that would be generated by a retail or office use that would occupy the residual demised area.

Comment 9.: *The TIS assumes that 83% of the coffee shop trip generation will be "pass-by" trips. This seems unreasonably high. Please clarify if this pass-by estimate is based on an a1veFage-or if it is the high end of a range given by the ITE.*

Response: The pass-by trip rates for the coffee shop use were obtained from data that was provided by the ITE for a similar use. This data indicates that up to 95 percent of their trips that are generated by a coffee shop consist of pass-by trips, with the range of data indicating pass-by trip rates of between 83 percent and 95 percent.

Comment 10.: *Table 10 shows that the anticipated 95th percentile queue length for West St. (west bound) during the evening peak hour will extend through the Ashuelot St/Gilbo Ave intersection. Please explain how this condition will affect the operation of that signalized intersection. Specifically, does the model account for the impacts of queues that extend from one intersection though the next?*



Ms. Mari Brunner, Planner
 City of Keene
 July 13, 2020
 Page 4 of 5

Response: In order to evaluate the impact of vehicle queue spill-back, the SimTraffic™ traffic model was used. SimTraffic™ uses the traffic signal timing parameters and traffic data that is an input to the Synchro™ traffic model and is used to simulate the dynamics of traffic flow and vehicle queuing at signalized intersections. The SimTraffic™ model provides a predictive assessment of traffic operations along a roadway corridor that includes impacts related to vehicle queuing and queue spill back. As recommended by the software developer, five (5) simulations were performed in order to evaluate vehicle queuing on the West Street westbound approach to Island Street. Based on the simulations, the average (of the five (5) simulations) 95th percentile vehicle queue length was found to be 429 feet in the left-turn/through lane and 380 feet in the through/right-turn lane. The longest queue (429 feet) approximates the distance between the two intersections.

Comment 11.: *The City concurs with the recommended improvements to the crosswalk south of the southern driveway. Please incorporate these improvements into the proposed Site Plan. Rectangular Rapid Flashing Beacon (RRFB) units shall be push-button activated, solar powered and compliant with FHWA's Interim Approval 21.*

Response: No response required. The recommended improvements will be added to the Site Plan.

Comment 12.: *The City concurs with the recommendation to provide a formal extension of the Cheshire Rail Trail (CRT) into the project site. The City would be amenable to accepting an easement for a public sidewalk to extend the trail through the site from Island St to Gilbo Ave. Significant benefits to both the development and the public could be achieved by improving the connectivity between the rail trail, the site, downtown Keene and the proposed Arts & Culture Corridor.*

Response: No response required. The Applicant will discuss the process of extending the CRT into the Project site with the City.

Comment 13.: *In order to advance the goals of improved pedestrian accommodations and transportation demand management, the City requests the developer extend the existing sidewalks along the eastern side of Island St approximately 265-feet, between the southern driveway and the terminus of the public sidewalk near West St.*

Response: The Applicant will design and construct the requested sidewalk segment subject to receipt of all necessary rights, permits and approvals.

Comment 14.: *The TIS incorrectly describes bicycle facilities within the study area. The CRT is continuous between Eastern Ave and Hurricane Rd. Within the study area, the CRT includes a segment of widened sidewalk along the western side of Island St to a crossing approximately 445-feet south of the southern project driveway. The trail then proceeds easterly along northern side of Emerald St to the start of the Ashuelot Rail Trail near Ralston St. The CRT continues along Emerald St and the western side of School St to the southern side of Gilbo Ave.*

Response: Comment noted.




Ms. Mari Brunner, Planner
City of Keene
July 13, 2020
Page 5 of 5

We trust that this information is responsive to the referenced comments that were raised in the July 6, 2020 memorandum pertaining to the materials submitted in support of the Project. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.


Jeffrey S. Dirk, P.E., PTOE, FITE
Partner

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/jsd

Attachments

cc: R. Pearson – Brady Sullivan Properties (via email)



Ref: 8535

July 15, 2020

Ms. Mari Brunner, Planner
City of Keene
City Hall, 4th Floor
3 Washington St.
Keene, NH 03431

Re: Response to Comments on Site Plan Application SPR-972
Colony Mill Commercial Building – 222 West Street
Keene, New Hampshire

Dear Ms. Brunner:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the July 6, 2020 memorandum pertaining to Site Plan Application SPR-972 for the proposed construction of a commercial building in the southwest corner of the Colony Mill Marketplace located at 222 West Street in Keene, New Hampshire (hereafter referred to as the “Project”). **This letter supersedes our July 13, 2020 letter which was filed prior to review by the Applicant.** VAI is providing responses to Planning Comment 6 b. and the Engineering Comments pertaining to the June 2020 Traffic Impact Study (the “June 2020 TIS”). Listed below are the subject comments followed by our response on behalf of the Applicant.

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Ms. Mari Brunner, Planner
 City of Keene
 July 15, 2020
 Page 4 of 5

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Response: For multiple reasons, the Applicant is not in agreement with the recommendation, but will be open to discuss further at the Planning Board hearing.

Comment 12.: *The City concurs with the recommendation to provide a formal extension of the Cheshire Rail Trail (CRT) into the project site. The City would be amenable to accepting an easement for a public sidewalk to extend the trail through the site from Island St to Gilbo Ave. Significant benefits to both the development and the public could be achieved by improving the connectivity between the rail trail, the site, downtown Keene and the proposed Arts & Culture Corridor.*

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Response: Comment noted.

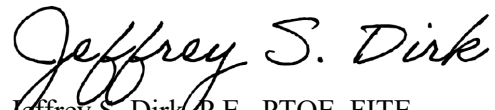


Ms. Mari Brunner, Planner
City of Keene
July 15, 2020
Page 5 of 5

We trust that this information is responsive to the referenced comments that were raised in the July 6, 2020 memorandum pertaining to the materials submitted in support of the Project. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Partner

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/jsd

Attachments

cc: R. Pearson – Brady Sullivan Properties (via email)



City of Keene
New Hampshire

MEMORANDUM

TO: Rob Pearson, Brady Sullivan Properties

FROM: Mari Brunner, Planner

COPY: Rhett Lamb, Community Development Director/Assistant City Manager

DATE: July 6, 2020

SUBJECT: Comments on Site Plan Application SPR-972, Modification #6, Colony Mill Retail Building

Staff from the City of Keene Community Development, Engineering Fire, and Police Departments have conducted an initial review of the Site Plan application for the properties located at 210-222 West St. (TMP# 576-009-000), 0 Gilbo Ave. (TMP# 576-008-000), and the four properties at 0 Island St. (TMP#s, 583-011-000, 583-012-000, 583-014-000, and 583-015-000). Included below are comments and questions on the submitted materials. Please, submit additional information and/or revised drawings by the revision deadline of **July 13, 2020**. Please, feel free to contact me with any questions at 603-352-5440 or mbrunner@ci.keene.nh.us.

Zoning and Code Enforcement Comments:

1. Please be aware that the six properties that are part of the site plan must be merged into one parcel prior to noticing this application for Planning Board review. **In order for the Planning Board to review this application at the July 27, 2020 meeting, we will need to receive a completed Voluntary Merger application to merge these properties by no later than July 13, 2020.** The Voluntary Merger application is available on the City's website at <https://ci.keene.nh.us/planning-board>, and can be reviewed administratively.
2. Note #8 on the existing conditions plan prepared by J.E. Belanger Land Surveying PLLC states: "Subject lot is partially located in a flood hazard zone according to the Flood Insurance Rate Map for the **Town** of Keene, **Stratham** County Community..."
 - a. This note should be corrected to state "...the **City** of Keene, **Cheshire** County..."
 - b. The City Floodplain Administrator has determined that the portion of the site that is located within the floodplain is located in Zone X (0.2% change of flood hazard). Work within this area would not require a Floodplain Development Permit from the City of Keene.

Planning Comments:

1. Please, be aware that a security deposit will be required for landscaping (to ensure it survives one year in a healthy condition), erosion control measures, and as-built plans. Posting of such security will be a condition of approval.
2. Please show proposed snow storage areas on the site plan, or describe how snow will be removed from the site.
3. Landscaping:

- a. Approximately four existing mature trees have been removed without approval from the site, from the parking lot landscape island located to the northeast of the area proposed to be disturbed (to the southwest of the Casino building). Please be aware that these trees will either need to be replanted, or the applicant will need to seek approval for their removal.
 - b. Please show the location of fencing to protect existing vegetation from construction activity on the "Erosion and Sediment Control Plan" (Sheet CE-101). **Added.**
4. Screening:
- a. Please provide a detail for the proposed dumpster screening and gate. **Added.**
 - b. How will vehicle headlights from the drive-through lane to the west and south of the building be screened from the adjacent property located to the south? **vegetative screening**
 - c. How will the proposed transformer be screened from view? **Note added.**
5. Lighting:
- a. Please, provide information about the minimum illumination, average illumination, and ratio of the average to minimum light levels (in footcandles) for the parking areas associated with the proposed development. **Lighting statistics have been added.**
 - b. Please, submit manufacturer specifications (i.e. cut sheets) for the proposed light fixtures. These should include information about the proposed color temperature, colors/finishes, shielding, etc. **Attached.**
 - c. What is the height of the proposed light poles, from the base of the pole to the top of the light fixture? **Mounting Height of proposed lights is 12 ft. This has been added to the light schedule.**
6. Comprehensive Access Management & Traffic: Please see "Engineering Comments" below for additional comments regarding the recommendations of the submitted Traffic Impact Study. If you would like to set up a meeting to discuss these comments, please contact the Community Development Department at 603-352-5440.
- a. The Planning Board standard for Traffic requires that bicycle parking be provided for commercial and multi-family developments. Please, describe how you will meet this requirement. **Bike rack location added to site plan and detail plan**
 - b. How many vehicles do you expect to queue (based on the ITE Trip Generation Manual) at each of the drive-through windows during peak hours?
 - c. Will there be an ordering window and/or menu board location at either of the drive-through lanes, and if so, where would vehicles be stopping to place an order? **Leader note added.**
7. Architecture & Visual Appearance:
- a. Will any mechanical or HVAC equipment be located on the roof? If so, how will it be screened from view?

Engineering Comments:

Comments on Traffic Impact Study (TIS):

8. The TIS describes the proposed building being split between two tenants: a bank and a coffee shop. However, the plans suggest that the space is designed to accommodate up to three tenants (e.g., three entrances, three separate sewer connections, etc.). Please explain how the potential buildout with a third tenant could affect the results of the traffic analysis.

9. The TIS assumes that 83% of the coffee shop trip generation will be “pass-by” trips. This seems unreasonably high. Please clarify if this pass-by estimate is based on an average or if it is the high end of a range given by the ITE.
10. Table 10 shows that the anticipated 95th percentile queue length for West St. (west bound) during the evening peak hour will extend through the Ashuelot St/Gilbo Ave intersection. Please explain how this condition will affect the operation of that signalized intersection. Specifically, does the model account for the impacts of queues that extend from one intersection though the next?
11. The City concurs with the recommended improvements to the crosswalk south of the southern driveway. Please incorporate these improvements into the proposed Site Plan. Rectangular Rapid Flashing Beacon (RRFB) units shall be push-button activated, solar powered and compliant with FHWA’s Interim Approval 21. Added to site plan and detail sheet.
12. The City concurs with the recommendation to provide a formal extension of the Cheshire Rail Trail (CRT) into the project site. The City would be amenable to accepting an easement for a public sidewalk to extend the trail through the site from Island St to Gilbo Ave. Significant benefits to both the development and the public could be achieved by improving the connectivity between the rail trail, the site, downtown Keene and the proposed Arts & Culture Corridor.
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Comments on Site Plan:

15. Please confirm that all symbology used in the drawings is defined correctly in the legend (e.g., SSWL, SC, etc.). Symbology has been updated.
16. Please be aware that common domestic fire and water service is not permitted. Please provide separate service connections to the public main for domestic and fire lines (Sheet #CG-10 revised)
17. Please provide high-point spot grades as needed to clarify the intent of the grading at proposed parking areas (Sheet #CG-101). Additional spot grades added along with slope arrows.
18. Please add a beehive grate symbol at proposed bio-retention area two (BR2) as the note describes (Sheet #CG-101). Added.
19. Please contact the City of Keene Engineering Division for updated standard details for work within the Right-of-Way and standard details for easements for water, sewer and storm drain connections.
20. The proposed 15” perforated storm drain pipe length is labeled 110-feet on Sheet #CG-101, but it is 125-feet long in the drainage report. Please revise/edit the site plan to reflect what is shown in the drainage report, or vice versa. Plan corrected to 125 lf.
21. Please submit calculations for proposed fire/water and sewer services pipe sizes.

Requested
and added
pertinent
details



P O S T T O P S



LEX2 with C1 Capital , A1 Cage, T3 Top Spinning and no finial

Specifications and Features:

Opti-FLUX™ LED

- CCT: 2700, 3000, 4000, 5000

Distribution

- Types III, V Contact factory for other distributions/wattage combinations

Electrical

- Electronic 0-10V Dimmable Driver, 120-277V, 50/60Hz or 347/480V, 50/60Hz
- Surge Protection included
 - surge protection device meets IEEE C62.41 2002 C High 10kA

Controls (Optional)

- Button eye photo control (PC)
- 7-pin twist-lock receptacle (PCR7)**
- 3-pin twist-lock receptacle (PCR3)**

Housing

- Decorative capital housing choices with 3" slip fitter*

Finish

- Super durable polyester powder coat finish. Custom finishes available, including patinas and all RAL colors.

Listings & Ratings

- ETL listed to UL 1598 standard for wet location

Warranty

- 5 year limited warranty



EPA: 2.2
 WEIGHT: 32 lbs (max.)

ORDERING FORMAT

Example: LEX2-PA-C1-48W4K-U-5-A1-T1-PC-F-BK

Model	Globe/Lens	Capital	LED Module	Voltage	Distribution	Bands & Cages
LEX2=Lexington Opti-FLUX™ Prismatic Globe	PA=Prismatic Acrylic PP=Prismatic Polycarbonate FA=Frosted Acrylic	C1=PLC1, C2=PLC2, C3=PLC3, C4=PLC4, C5=PLC5, C6=PLC6, C7=PLC7, C8=PLC8, C9=PLC9, C10=PLC10, C11=PLC11	See Chart - LED Light Engine Specifications.	U=120-277V H=347/480V	3=Type III 5=Type V Contact factory for other distributions	A1=DECA1, N=None A2=DECA2, A3=DECA3, A6=Perforated Band A7=Flat Band

Spinning	Options	Finial	Finish
T1=T101 T3=T103 T4=T104 N=None	FS=Fuse, Single PC=Button eye photo control H=House Side Shield PCR3=3 Pin Twist Lock Receptacle (photo cell not included)** PCR7=7 Pin Twist Lock Receptacle (photo cell not included)** ** C8, C10 only N=None	B=GF2, C=GF3, D=GF4, E=GF5*** F=GF6, G=GF7, H=GF8, I=GF9, J=GF10, K=GF12 O=GF17, P=GF18, V=GF24 N=None ***(black finish only)	Standard Colors BK=Black BZ=Bronze DBZ=Dark Bronze WH=White Standard Colors GR=Green SM=Silver Metallic GY=Light Grey TBK=Textured Black CC=Custom (Consult Factory)



P O S T T O P S

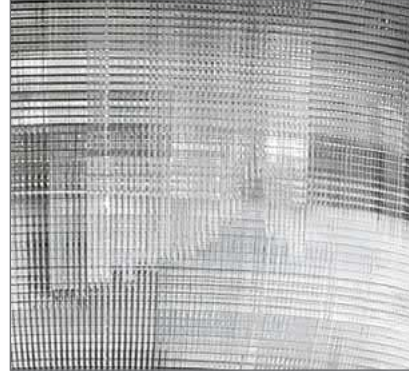
Capitals:





POST TOPS

Globe:



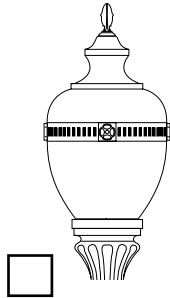
Close up of prismatic globe.

PristmaticFinish

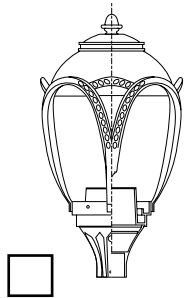
Bands & Cages:



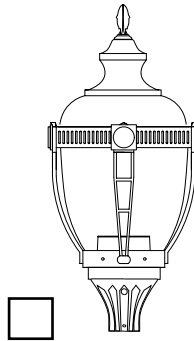
A1
Cast Aluminum
Perforated Cage



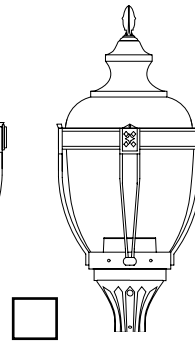
A2
Slotted Band
With Rosettes



A3
Cast Aluminum Cage
T-104 Top

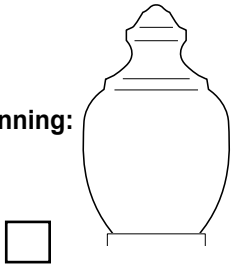


A6
Cast Aluminum Cage
Perforated Band
Slotted Shown

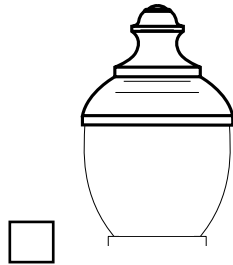


A7
Cast Aluminum Cage
Flat Band

Spinning:



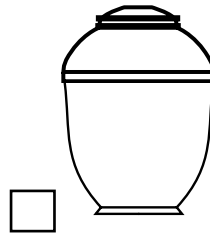
No Spinning
N=None



T1=
T101 Top Spinning

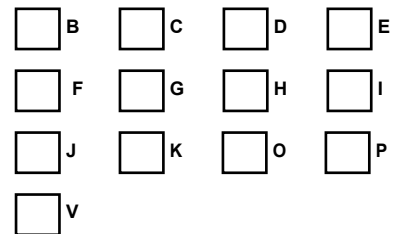
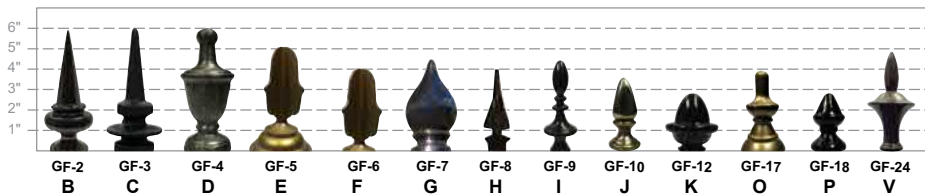


T3=
T103 Top Spinning



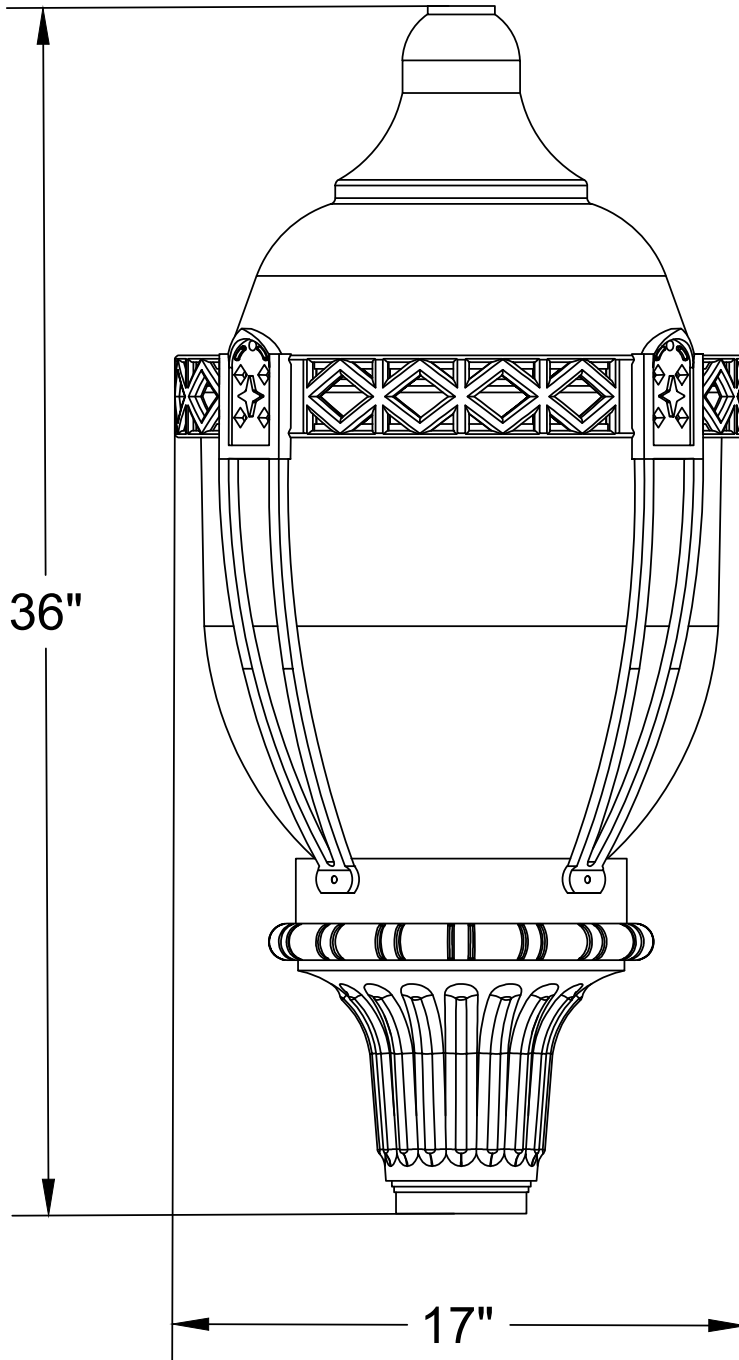
T4=
T104 Top Spinning

Finial:



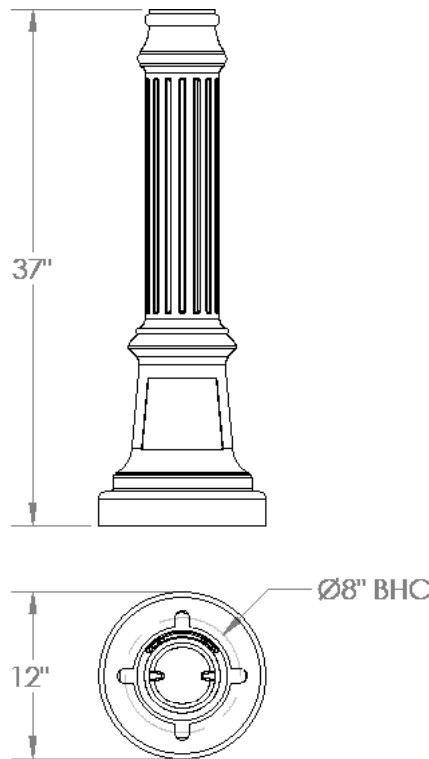


POST TOPS





DECORATIVE ALUMINUM POLES



Specifications and Features:

- 4" – 6' to 14' standard heights
- Straight or tapered, smooth or fluted poles. TAPERED FLUTED POLES - Contact Factory (expect extended lead time)

Shaft

Smooth or fluted tubing uses 6065-T5 aluminum alloy while tapered poles use 6061 aluminum alloy.

Structural Base

A356 alloy sand cast aluminum, four bolt base. An extra large access cover is included. A grounding lug is also provided.

Tenons

- T300=Standard for post top (2 7/8" OD x 3" tall)
- T355=Standard for shepherd's crooks arms (2 7/8" OD x 5.5" tall)
- SLV=Male sleeve welded to pole; ready for extension/arm set-up (consult factory)
- CAP=No tenon, removable cap
- PF_ =Decorative pole top finial (optional adder)

Anchor Bolts

Standard with each pole: includes four 3/4–10 x 25" steel hot dip galvanized anchor bolts each with two nuts, two flat washers and one lock washer.

Accessories

- GFIC=Weatherproof GFI in-use cover, cast aluminum (must indicate location)
- GFIP=Weatherproof GFI in-use cover, plastic (must indicate location)
- DBS=Direct burial shaft to convert pole to embedded/burial installation. 48" shaft with anti-rotational fins included.
- USB=Dual USB Port (must indicate location)

Finish - Super Durable Polyester TGIC Powder Coat

- Standard finishes: high gloss black, textured black, high gloss white, medium bronze, dark bronze, green, gray, silver metallic
- Premium finishes (adder): Verde patina, pewter patina, silver sparkle, semi-gloss or matte black
- Custom and Marine-grade finishes are available. All RAL colors are available to match (adder).

DESCRIPTION

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightSquares technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/cUL listed for wet locations.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Construction

Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

Optics

Choice of 10 patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K, 5000K and 5700K CCT.

Electrical

LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightSquares feature an IP66 enclosure rating and maintain greater than 90% lumen maintenance at 60,000 hours per IESNA TM-21. 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 Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

Finish

Cast components finished in a five-stage super 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.

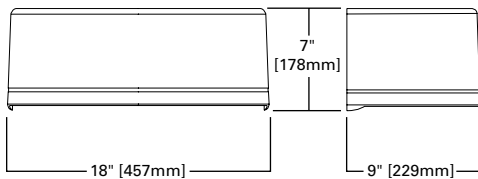
Warranty

Five-year warranty.

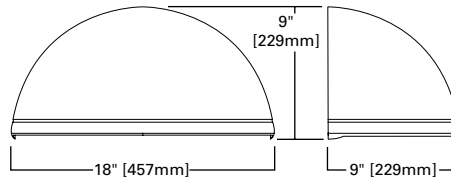


DIMENSIONS

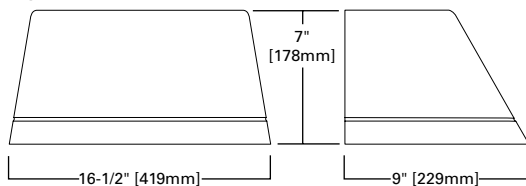
Cylinder



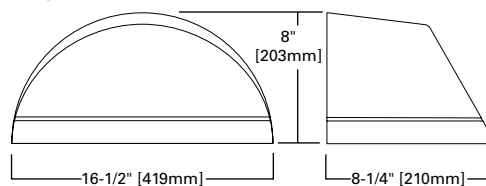
Quarter Sphere



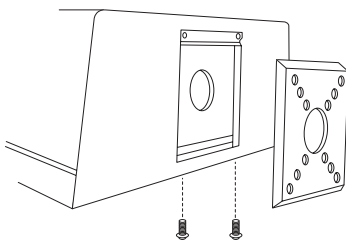
Trapezoid



Wedge



HOOK-N-LOCK MOUNTING



ISC/ISS/IST/ISW IMPACT ELITE LED

1 LightSquare
Solid State LED

WALL MOUNT LUMINAIRE

CERTIFICATION DATA

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

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60Hz, 347V/60Hz,
480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA

Approximate Net Weight:
18 lbs. (8 kgs.)

Rendering of Proposed Rooftop Unit Screening

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Rendering of Proposed Rooftop Unit Screening

