



City of Keene Planning Board

AGENDA

Monday, December 20, 2021

6:30 PM

City Hall, 2nd Floor Council Chambers

*Note: The public may join the meeting online or at City Hall in the 2nd Floor Council Chambers. To access the meeting online, visit www.zoom.us/join or call (646) 558-8656 and enter the Meeting ID: 857 8338 6440.**

- I. **Call to Order** – Roll Call
- II. **Minutes of Previous Meeting** – November 22, 2021
- III. **Continued Public Hearing**

SPR-897, Modification 1 & SWP-CUP-04-21 – Site Plan Review & Surface Water Protection Conditional Use Permit – U-Haul of South Keene – Applicant Fieldstone Land Consultants, on behalf of owner Amerco Real Estate Company, proposes to renovate two existing buildings, construct a 12,175 sf building, and install 28,900 sf of prefabricated storage units on the properties located at 472 Winchester St (TMP #115-020-00) and 0 Krif Rd (115-019-000). A Conditional Use Permit is requested to install pavement within the Surface Water Protection buffer. An exception to the City's Street Access standards is requested to increase the width of an existing street access to be 45 ft at the property line and 66 ft at the curblin. These combined properties are 7.51 acres in size and are located in the Commerce Limited District.

IV. **Public Hearing**

SWP-CUP-05-21 – Surface Water Protection Conditional Use Permit – Eversource A152 & T198 Structure Replacement Project, Various Locations – Applicant GZA GeoEnvironmental, on behalf of owner Public Service Company of New Hampshire (dba Eversource Energy), proposes to replace twenty structures along the A152 Transmission Line and eight structures along the T198 Transmission Line. These lines run from Island Street to the Swanzey town border. This project will temporarily impact 166,919 sf of the Surface Water Protection Buffer for temporary access and work pad placement.

SPR-13-14, Modification 1 & SWP-CUP-06-21 – Site Plan Review & Surface Water Protection Conditional Use Permit – Eversource North Keene Substation Modifications, 115 Park Ave – Applicant and owner Public Service Company of New Hampshire (dba Eversource Energy) proposes to construct a 3,080 sf electrical enclosure and install electrical equipment on the North Keene Substation property located at 115 Park Ave (TMP# 233-002-000). A waiver is requested from Sec. 20.6.2.C of the Land Development Code regarding screening requirements for ground-mounted mechanical equipment. A Conditional Use Permit is requested to construct a gravel driveway in the Surface Water Protection buffer. The site is 15.28 ac and is located in the Conservation District.

SPR-942, Modification 2 – Site Plan – Hobby Lobby, 447 West Street – Applicant Hobby Lobby, on behalf of owner Realities Inc, proposes to modify the building façade and renovate the former JC Penney tenant space in the West Street Shopping Center located at 447 West Street (TMP# 565-018-000). The site is 13.2-ac and is located in the Commerce District.

V. **Adoption of 2022 Meeting Schedule**

VI. **Staff Report**

- Capital Improvement Program (CIP) presentation – January 22, 8:00-11:30 AM

VII. **New Business**

VIII. **Upcoming Dates of Interest – December 2021**

- Joint Committee of the Planning Board and PLD – January 10, 6:30 PM
- Planning Board Steering Committee – January 11, 11:00 AM
- Planning Board Site Visit – January 19, 8:00 AM – To Be Confirmed
- Planning Board Meeting – January 24, 6:30 PM

**A Zoom link and call in information is being provided as a public service; however, the public body will be meeting in person with a quorum present at the location, date and time contained in this notice. If for some reason the Zoom link or call in does not work, the public meeting will continue in person.*

City of Keene
New Hampshire

PLANNING BOARD
MEETING MINUTES

Monday, November 22, 2021

6:30 PM

**Council Chambers,
City Hall**

Members Present:

Pamela Russell Slack, Chair
David Orgaz, Vice Chair
Mayor George S. Hansel
Councilor Michael Remy
Andrew Weglinski
Roberta Mastrogiovanni
Harold Farrington, Alternate

Staff Present:

Rhett Lamb, Community Development
Director/Assistant City Manager
Mari Brunner, Planner

Members Not Present:

Gail Somers
Tammy Adams, Alternate
Emily Lavigne-Bernier

I) Roll Call

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

II) Minutes of Previous Meeting – October 25, 2021

A motion was made by Mayor George Hansel to approve the October 25, 2021 meeting minutes. The motion was seconded Councilor Michael Remy and was unanimously approved.

III) Public Hearing

(1)SPR-16-14, Modification 7 – Site Plan Review – Mint Carwash Site

Modifications, 433 & 435 Winchester St – Applicant and owner MOC76 Realty Co. LLC proposes to modify the Mint Carwash site located at 435 Winchester St (TMP #115-029-00), 433 Winchester St (TMP #115-030-000), and 0 Wetmore St (TMP #115- 031-000) by reconfiguring the parking and reducing the width of the Wetmore St curb cut for the former Ocean Harvest Restaurant. A waiver is requested from Sec. 20.14.3.D of the Land Use Code to allow for parking with vacuum stations in front of the building. These combined parcels are 1.33 acres in size and are located in the Industrial, Commerce, and High Density Districts.

A. Board Determination of Completeness

Planner Mari Brunner stated the applicant requests exemptions from providing a traffic report, drainage report, soils report, and architectural elevations. Staff recommend that the Board grant the requested exemptions and accept the application as complete.

A motion was made by Mayor George Hansel to accept this Application as complete. The motion was seconded by Councilor Michael Remy and was unanimously approved.

B. Public Hearing

Mr. Jim Phippard addressed the Board on behalf of the applicant. He indicated this proposal is to modify a curb cut on Wetmore Street and to move parking spaces that are currently next to the car wash adjacent to where the Ocean Harvest Restaurant used to be located. Mr. Phippard noted there are three tracts of land to this property; one where the car wash is located, one where the restaurant was located and the third is where the parking lot for the restaurant was located. All three lots are located in different zones. The car wash is in the industrial zone, the restaurant is in the commerce zone and the restaurant parking is in the high density zone. All three lots are currently non-conforming lots.

Mr. Phippard stated the request before the Board is to reduce the width of the curb cut. All three tracts are under the same ownership and will be merged to form one single property, but that one single property will lie in the three above mentioned zones. The pavement is being reduced, and the green space is being increased on the west end of the lot. The area will also be excavated to provide for compensatory flood storage. There is a connecting driveway being introduced between the two lots to improve on site circulation.

Mr. Phippard noted there is a waiver request to locate parking at the front of the property. Mr. Phippard reviewed the waiver criteria:

a) Strict conformity will pose an unnecessary hardship to the applicant and the waiver will not be contrary to the spirit and intent of these regulations; Mr. Phippard felt the spirit and intent of the regulations is to address safety for the public using the site, and the relocation of the vacuum spaces will improve circulation onsite. The hardship to the applicant is that they will be stuck with the use that currently exists and conflicts that occur on site.

b) Specific circumstances relative to the site plan, or conditions of the land in such site plan, indicate that the waiver will properly carry out the spirit and intent of the regulations. Mr. Phippard stated as indicated previously the change would improve traffic safety.

c) In granting a waiver, the Planning Board may require any mitigation that is reasonable and necessary to ensure that the spirit and intent of the standard being waived will be preserved, and to ensure that no increase in adverse impacts associated with granting the waiver will occur. Mr. Phippard stated the applicant would be reproducing the screening and plantings that were installed to block the vacuums. Three new trees are being planted along Wetmore Street.

There are other changes that were approved administratively, including relocation of a dumpster, moving parking spaces from the northerly location to the easterly portion of the site.

This concluded Mr. Phippard's comments.

Councilor Remy asked for explanation of the on-site circulation. Mr. Phippard explained these are two-way driveways that are wide enough to allow for rubbish trucks to turnaround. The existing two-way curb cut on Winchester Street does not change. At the present time, cars are backing up all the way to Winchester Street. There are upgrades being made to the carwash equipment to make the process go faster on site. Employees currently enter at the curb cut on Wetmore Street and public have been trying to access the site through Wetmore Street to get ahead of the line. The Wetmore Street access will still continue only for employees.

Councilor Remy stated the turn out visibility to the left is difficult. Mr. Phippard stated removal of the large pine trees would improve this visibility,

Planner Mari Brunner addressed staff comments next. Ms. Brunner noted she has included all the changes that have been approved administratively in the Staff Report. The overall impervious surface is being reduce on site from 28,609 sf to 26,599 sf and this is because the existing parking lot is being removed and turned into compensatory flood storage area. Ms. Brunner noted this application will require a Flood Permit and the application is aware of that. She added the Drainage and Storm water Management standard has been met.

With respect to Sediment & Erosion Control, Ms. Brunner stated the application is proposing to install perimeter controls including silt fencing and stabilizing any disturbed area over winter, and hence this standard appears to be met.

With respect to Snow Storage, the applicant is showing snow storage where some of the flood compensatory area is located. Staff recommend that the snow storage areas be removed from this area and a note added to the plan that any excess snow be removed from the site.

Landscaping – Applicant is proposing to replicate the plantings that are currently in front of the existing vacuum station; 15 shrubs, including 12 Casino gold juniper plants which have a mature height 3 ft. and three RP purple pavement rose plants which have a mature height 2.5 ft. In addition, one Snow drift flowering crabapple tree as well as two additional trees that were proposed today, but staff is not aware what type of trees these are, are proposed along Winchester Street.

Screening – The dumpster that was approved administratively will have a six foot tall vinyl fencing around it.

Lighting – The applicant has submitted a photometric plan to show the lighting meets the Board's standards. They are proposing to install two 15 ft. pole-mounted lights with full cut-off LED lights; this standard appears to be met.

No changes to sewer or water.

Traffic & Access Management – Once merged, this site will have three curb cuts and the Wetmore Street curb cut will be narrowed bringing it more in compliance with the city's standard for commercial curb cuts.

Filling & Excavation - The Applicant has noted this site is entirely within the floodplain and is aware that a Floodplain Development Permit will be required. They are adding compensatory flood storage area to offset the filling of the former restaurant basement. This standard appears to be met.

There are no Surface Waters & Wetlands or Hazardous or Toxic Materials on site.

Noise – The location chosen for the vacuum station is the furthest point from the residential district and hence staff feels this is a good location from a noise perspective.

Architecture & Visual Appearance – This is where the waiver is requested for location of the parking spaces at the front of the site and the applicant has already addressed the waiver criteria. This concluded staff comments.

The Chair asked for public comment next.

Mr. Chris Drakiotes of 8 Wetmore Street addressed the Board and referred to where his property is located and stated what is being proposed is a big improvement to what was being proposed in the past. He stated his only concern was on the curb cuts on Wetmore Street where drivers exit and have had some close calls in the past. He asked for a speed bump to slow cars down.

Mr. Phippard stated the applicant had no objection to speed bumps.

With no further comment, Chair Russell Slack closed the public hearing.

C. Board Discussion and Action

A motion was made by Mayor George Hansel that the Planning Board grant a waiver from Section 20.14.3.D of the Land Development Code to allow for five parking spaces with vacuum stations in front of the building; and Approve SPR-16-14 Modification #7 for modifications to the Wetmore Street curb cut and site, as presented in the plan set identified as “Proposed Two Bay Car Wash, 435 Winchester St. Keene, NH” prepared by Brickstone Land Use Consultants at a scale of 1 inch = 20 feet on September 19, 2014 and last revised on October 29, 2021 with the following conditions prior to signature by Planning Board Chair:

1. Submittal of revised plans to show the following:
 - A. Removal of snow storage from compensatory flood storage areas.
 - B. Addition of a note on the site plan which states that the owner is responsible for removing any excess snow from the site.
 - C. The addition of speed bumps on the curb cuts on Wetmore Street.
2. Owner’s signature appears on the plan.

The motion was seconded by Councilor Michael Remy.

Councilor Remy asked whether any additional information was needed to be added regarding the new trees that were added. Ms. Brunner stated this could be added as part of the motion but questioned whether these two trees are similar to what is shown on the plan. Mr. Phippard stated

they would be 3” caliper deciduous trees – they would be Cleveland Pears or Pin Oaks (common street trees in the city).

Councilor Remy withdrew his second and the Mayor made the following amended motion: An amended motion was made by Mayor George Hansel that the Planning Board grant a waiver from Section 20.14.3.D of the Land Development Code to allow for five parking spaces with vacuum stations in front of the building; and Approve SPR-16-14 Modification #7 for modifications to the Wetmore Street curb cut and site, as presented in the plan set identified as “Proposed Two Bay Car Wash, 435 Winchester St. Keene, NH” prepared by Brickstone Land Use Consultants at a scale of 1 inch = 20 feet on September 19, 2014 and last revised on October 29, 2021 with the following conditions prior to signature by Planning Board Chair:

1. Submittal of revised plans to show the following:
 - A. Removal of snow storage from compensatory flood storage areas.
 - B. Addition of a note on the site plan which states that the owner is responsible for removing any excess snow from the site.
 - C. The addition of speed bumps on the curb cuts on Wetmore Street.
 - D. The addition of three, 3” caliper deciduous trees along Wetmore Street
2. Owner’s signature appears on the plan.

The motion was seconded by Councilor Remy and was unanimously approved.

(2) SPR-897, Modification 1 & SWP-CUP-04-21 – Site Plan Review & Surface Water Protection Conditional Use Permit – U-Haul of South Keene – Applicant Fieldstone Land Consultants, on behalf of owner Amerco Real Estate Company, proposes to renovate two existing buildings, construct a 12,175 sf building, and install 28,900 sf of prefabricated storage units on the properties located at 472 Winchester St (TMP #115-020-00) and 0 Krif Rd (115-019-000). A Conditional Use Permit is requested to install pavement within the Surface Water Protection buffer. An exception to the City’s Street Access standards is requested to increase the width of an existing street access to be 45 ft. at the property line and 66 ft. at the curb line. These combined properties are 7.51 acres in size and are located in the Commerce Limited District.

A. Board Determination of Completeness

Ms. Brunner stated the Applicant requests an exemption from providing a Traffic Report. Staff recommends that the Board grant the requested exemption and accept the application as Complete.

A motion was made by Mayor George Hansel to recommend the Board accept Application SPR 897 as complete. The motion was seconded by Councilor Michael Remy and was unanimously approved.

B. Public Hearing

Mr. Jeff Vaine representing U-Haul Amerco Real Estate Company and Chad Branon of Fieldstone Consultants were the next two speakers. Mr. Branon with reference to a plan noted this property is located on 472 Winchester Street and 0 Krif Road. The 472 Winchester Street property is the former Clark Distributors site, comprised of 4.03 acres of land with 263 linear

feet of frontage along Winchester Street. The property also has 445.91 feet of frontage on Krif Road. The other 0 Krif Road property is highlighted in pink on the plan. This property has 50 feet of frontage along Krif Road and consists 3.4 acres. The applicant's proposal is to merge both these lots and create one 7.5 acre lot. The site will then be developed in a U-Haul truck rental company as well as a self-storage facility.

Both properties are located in the Commerce zone bordered by Ash Swamp Brook to the south, Granite Glass, Douglas Company and Hamshaw Lumbar to the east, U-Save Car Rental to the north. The property currently has one curb cut onto Winchester Street and three on Krif Road.

There are two buildings currently on site. The first building is 30,490 square foot main building and a detached structure to the north that is 3,810 square feet in size. The topography on site is relatively mild. Drainage on the north drain into catch basins and eventually drain into closed drainage system on Krif Road. The rear portion of the site is currently undeveloped and is located in the 100 year flood plain and there are compensatory mitigation being proposed.

The redevelopment of the site would consist of lot merger as previously indicated and into a U-Haul truck rental company as well as a self-storage facility. The existing building to the north will be converted into a climate controlled self-storage building. The smaller 3,810 square foot building will be converted into a truck rental business, consisting of a showroom, a shop and a retail area.

To the east of the existing building, the applicant is proposing 12,175 square foot high bay building to store U-Boxes (U-Haul's mobile storage product). On the east of the building will be a loading dock to handle truck traffic. To the south of the existing buildings, the applicant is proposing a 28,400 square foot conventional self-storage facility. Around the perimeter of the buildings and the access isles would be paved for appropriate access. He noted the applicant is asking for an exception on the width of the access road on the western access point due to the turning of trucks leaving the loading docks – the trailing edge of the trucks need a larger width.

Mr. Branon stated when the applicant first started planning the design for this site, they met with the Fire Department. The Fire Department asked for an access along the northeast corner of the site, which is part of the proposal and the plan before the Board has been modified as it pertains to that access. He indicated the applicant recently met with the Conservation Commission and the Planning Board who asked whether this access point could be narrowed to reduce the impact to the surface water protection area located in that area. The applicant went back to the Fire Department who have agreed to a reduction in width for that access point on the northeast corner down to 22 feet. The display area has also been pulled out of the Surface Water Protection area. There will be a display area along Winchester Street, truck parking would be along Krif Road on the northern portion of the site.

Based on comments received from engineering staff, there will be wheel stops installed along the northern display area.

Other site improvements would be expansion of parking; required number is 36 spaces but 42 spaces are being provided.

Stormwater is being handled on this project; all of the improvements will be captured and collected on site through a partial closed pavement system. Catch basins are being provided to the area to the south. All catch basins will have hoods which will help with filtering of debris. There will also be infiltration trenches installed to help storm water infiltrate into the native soils. This system has been designed to meet city standards and Alteration of Terrain Standards. This project will have no increase to the rate of runoff and to the volume of runoff.

No modifications are being made to sewer or water. The proposed building will be connected to underground electric for lighting. Wall pack lighting is being proposed for site lighting, which meets city standards. There will be no light pollution because of this project.

With respect to the landscaping plan, Mr. Branon stated a number of shrubs are being proposed along Winchester Street. The proposed lower plantings which will have no impact for line of sight for any of the intersections close to this site. There are also shrubs being proposed to the front of the site. The plan calls for Rhododendron shrubs, Dogwood shrubs. There is also landscaping being proposed near the existing building. He felt the landscape plan meets city standards. Red Maples are being added along the eastern boundary as well as landscape addition based on comments from the Conservation Commission – Weeping Willows were requested by the Commission and those have been added along the south side of the project. The applicant has also agreed to use a northeast native seed mix to restore the compensatory flood storage area.

In summary, Mr. Branon stated the applicant believes this project meets the 19 development standards.

Mr. Branon then addressed the exception request as it relates to the western access point off Krif Road. Under the Driveway Design Standards for Commercial Driveways – It states as follows: *The driveway shall be a minimum of 12-ft wide and maximum of 25-ft wide at the property line and 50-ft wide at the curb line, unless additional width or lanes are required as the result of a traffic study and/or geometric analysis prepared by a NH licensed engineer.*

Mr. Branon stated as the registered engineer for the project they looked at the geometric requirements for that access point. When a tractor trailer pulls out from the loading dock and turns, the trailing edge requires a lot more turning radius and the applicant feels the design before the Board is an appropriate design. He indicated he has a turning template he would be happy to share with the Board. He noted the existing curb cut onto Krif Road is proposed to be widened to 45 feet at the property line, and 66 feet at the curb line. This width was determined by a geometric analysis performed by an engineer in their office, where a tractor trailer truck was modeled for turning movements in and out of the site.

Mr. Branon went on to say that the proposed driveway width will allow for easier access but the widening of this driveway would require the relocation of a fire hydrant located west of the existing curb cut. It has been determined this hydrant is in need of repair and hence can be repaired as part of this plan. Based on this evaluation, the application is requesting an exception from that standard.

Mr. Branon then went over the exception criteria:

A. *Issuance of the exception will not adversely affect the safety of pedestrians, bicyclists,*

and vehicles using adjacent streets and intersections.

Mr. Branon stated if the exception is granted the proposed driveway will not adversely impact the safety of the public, as it will allow for easier truck turning motions and trucks can exit the site at a perpendicular angle. This will provide a better sight distance for the truck driver and thus a safer traffic scenario. There are no existing sidewalks or bike lanes on this section of Krif Road.

B. Issuance of the exception does not adversely affect the efficiency and capacity of the street or intersection.

Mr. Branon stated by issuing an exception for this driveway widening, the efficiency and capacity of the street will remain unchanged. The wider driveway will reduce how long the truck blocks the city street to maneuver into the site. The trucks will enter the site, loop around storage units, and back into the loading dock without having to back into the site from the Krif Road.

C. There are unique characteristics of the land or property which present a physical hardship to the requestor:

Mr. Branon stated the unique characteristics of the property are the location of the existing buildings, access points, and the adjacent Ash Swamp Brook with a substantial floodplain. These characteristics hindered the applicant from obtaining an ideal site layout for the mixed use business. The floodplain restricts the southern portion of the property to house the warehouse building. These reasons together present a physical hardship to the applicant.

D. In no case shall financial hardship be used to justify the granting of the exception:

He noted there are no financial implications of redeveloping the site. But just the physical location of the driveway and location of the proposed building, require a wider entrance to accommodate the turning motions of large trucks.

Mr. Branon then addressed the Conditional Use Permit Criteria which impacts the surface water protection area located on the southeast corner of the existing building.

A. The proposed use and/or activity cannot be located in a manner to avoid encroachment into the Surface Water Protection Overlay District. The existing property conditions create this request. Due to the proximity of the building to Ash Swamp Brook, the 30 foot overlay buffer restricts the use around the southwest corner of the building. The driveway design is for fire truck access for all sides of the building and the rear parking lot. Mr. Branon noted the access around this building serves two purposes; emergency access around the building as well as U-Haul traffic to recycle on site without exiting onto Krif Road.

B. Encroachment into the buffer area has been minimized to the maximum extent possible, including reasonable modification of the scale or design of the proposed use.

Mr. Branon stated design revisions have been made to address this. The access width on the northeast portion of the site has been reduced down to 22 feet and that portion will be curbed so

all storm water will be collected and conveyed to a storm water treatment swale. The display area has also been reduced so that surface water will not be disturbed.

C. The nature, design, siting, and scale of the proposed use and the characteristics of the site, including but not limited to topography, soils, vegetation, and habitat, are such that when taken as a whole, will avoid the potential for adverse impacts to the surface water resource.

Mr. Branon stated curbing will be installed to prevent surface runoff from the paved area from entering the brook. The catch basin will have an oil/debris separator hood and deep sump to collect sediment/debris from entering the drainage system.

D. The surface water buffer area shall be left in a natural state.

The encroachment area will be permanently altered. Existing vegetation in the remaining buffer area will be maintained and the floodplain compensation area will be an upland buffer to the water resource and natural vegetation will grow in this area

E. The Planning Board may consider the following:

- 1. The size, character, and quality of the surface water being encroached upon.*
Ash Swamp Brook runs west to east in the southern portion of the site. This brook flows through many commercial developments and eventually flows into the Ashuelot River. Mr. Branon explained when they were reviewing this site with city staff, they were advised the bridge in this area is going to be replaced in the near future. The area the applicant is going to impact is also going to be impacted by that work.
- 2. The location and connectivity of the surface water in relation to other surface waters.*
Mr. Branon stated Ash Swamp Brook connects to the Ashuelot River.
- 3. The nature of the ecological and hydrological functions served by the surface water.*
The proposed development will not have an adverse impact on the ecological or hydrological functions of Ash Swamp Brook. The storm water is being collected onsite, treated and then discharged in a responsible manner. The floodplain compensation will offset any fill within the floodplain and allow flood waters to back up in a similar fashion. The floodplain elevation will allow for wildlife habitat to maintain the ecological balance around the site.
- 4. The nature of the topography, slopes, soils, and vegetation in the surface water buffer.* The slopes, soils, and vegetation will not change except for the area that is going to be impacted.
- 5. The role of the surface water buffer in mitigating soil erosion, sediment and nutrient transport, groundwater recharge, flood storage, and flow dispersion.* Storm water is being collected and discharged appropriately, and there will be no detrimental impacts to overland flows to Ash Swamp Brook. Soil erosion, sediment and nutrient transportation will be mitigated by using proper erosion control measures and this is outlined in the design plan.

6. *The extent to which the surface water buffer serves as wildlife habitat or travel corridor.* Mr. Branon noted this buffer area is adjacent to Route 10 and this area will be impacted. The travel corridor is on the edge of that brook and these areas will not be altered.
7. *The rate, timing and volume of storm water runoff and its potential to influence water quality.* The project has been designed to meet the storm water standards; water quality and volume is being addressed. The rate, timing and volume will be mitigated by use of deep sump catch basins and interconnected pipe and stone trenches. Based on this there will be no adverse impact to water quality from site development.
8. *The sensitivity of the surface water and the surface water buffer to disruption from changes in the grade or plant and animal habitat in the buffer zone.* Flood Plain compensation will allow for flood waters to influence how water is handled on the site than the existing conditions and the flood plain compensation will allow for wildlife habitat.

This concluded the applicant's presentation.

Councilor Remy asked with the geometric analysis that was done whether the result would have been the same if the trucks were exiting from the far right. Mr. Branon agreed it would have been, and explained the critical movement along Krif Road is when a truck is entering the site. In the city street when a truck is on the road it has to be in its own lane and the turning movement of the applicant's trucks drives the width of the request. The Councilor asked whether the direction of the concrete pad could be reversed to the opposite side of the loading dock so that it will eliminate a driver trying to back into the site. Mr. Branon stated the orientation is primarily for vehicles to come in and back up. He indicated if a truck came in and backed up the turning movement would still be the same at this intersection. The Councilor stated he is trying to prevent someone from using the street to turnaround. Mr. Vaine added with respect to the loading dock; this is a recessed loading dock already, the main platform is grade level at the rear and a fork lift can drive on and off it. However, if it is reversed, there will be drop off.

With respect to the 36 spaces, the Councilor asked whether this number takes into consideration after the spaces the applicant would be using for their fleet. Mr. Branon stated it does. The Councilor noted the exterior design for this site, is essentially a large advertisement which is in direct violation of the Board's standards. Mr. Branon stated the biggest design change pertains to the appearance from Winchester Street. The faux doors originally proposed have been revised to retain the brick, based on staff and Board comments. He felt the current design is in keeping with the current design standards of the Board. Other improvements, are brick façade along the detached building. Mr. Branon felt what is being proposed is going to be an improvement to the site. Mr. Vaine added the colors they are using are soft and neutral. They are breaking up the walls so there are no long walls like it is today. A parapet and woodgrain are being added to the showroom. He stated this is a storage facility and the applicant does have to show that they are renting storage but felt it was being done in good taste. Councilor Remy felt orange cannot be considered a calm color that blends in. Mr. Branon noted the orange doors are a branding element of U-Haul and there are no other options to that.

Vice-Chair Orgaz asked whether the display area at the corner of Krif Road and Winchester Street has a raised elevation. Mr. Branon stated it is an existing paved area which is being

repurposed. The applicant does not want this area for parking because of its close proximity to Winchester Street. It will be at grade utilizing existing pavement. Mr. Branon added trucks pulling in through the existing curb cuts on Krif Road does not work. The applicant did try to eliminate the curb cut off Winchester Street, however, the Zoning Board did not provide for that relief.

Mr. Farrington asked whether the tractor trailers are used just for U-Boxes. Mr. Branon answered in the affirmative. He asked for the frequency of these vehicles coming in and out of the site. Mr. Vaine stated for a site of this size, there would probably be a truck coming in every day or every other day. There are 84 boxes that go into this site, which is relatively a small number. Mr. Farrington asked for clarification on the boundary fencing. Mr. Branon stated none are being proposed. Chair Russell Slack recalled the applicant indicating during the site visit that the fencing on Krif Road was going to be taken down – Mr. Vaine agreed.

Mr. Weglinksi asked for a rendering of the southwest elevation. Mr. Branon referred to same and explained the view and indicated the view would be much better than the large yellow expanse that exists currently. He also noted to the east elevation which currently has a brown door.

Mr. Lamb addressed the Board next and stated staff appreciates all the effort the applicant has put into with the recent changes. However, those changes were received by staff today at 2pm. The applicant is proposing a lot of changes which staff has not had the opportunity to review as of yet.

Staff comments were next. Ms. Brunner stated she will be addressing the departmental comments that have been received. With respect to parking on site; Code Enforcement and Zoning are asking the applicant to be very clear as to where U-Haul trucks will be parked on site versus public parking.

Snow Storage and Removal – There is a lot of paved area showed on the site plan and there is very limited area where snow can be stored. There is only a five-foot wide edge of land between the edge of pavement and the compensatory flood storage area where snow can be stored. Staff is requesting a condition of approval to request any excess snow to be removed off site.

Landscaping – Ms. Brunner stated the applicant has brought forward a revised landscaping plan which shows five red maple trees and three weeping willow trees located to the rear and side of the site. There are also low level shrubs proposed along Winchester Street. Ms. Brunner noted there was a comment made at the site visit regarding sight distance. The City Engineer reviewed the sight distance from Krif Road. There is a shaded area shown on the plan – the location where the City Engineer is requesting tall plantings to be excluded, but there is still an area along Winchester Street where taller plantings can be accommodated.

Screening – There is a dumpster behind the building that will be screened. The exact location of HVAC and mechanical equipment have not been designed, however the applicant has indicated the general areas where this equipment will be located at a later date, which is not visible from the road.

Lighting – Ms. Brunner stated lighting has been addressed with the photometric plan that was submitted.

Traffic & Access Management – Ms. Brunner stated the applicant has submitted traffic generation estimates today, which indicate that there will be six trips during the morning peak hour, ten trips during the afternoon peak hour with 83 trips in all associated with the mini warehouse. Retail use would generate four trips in the morning, six trips in the afternoon with 47 being the daily total, bringing the total to 130 trips. Ms. Brunner noted staff does not have the estimate for the previous use of this site by Clark Distributors. Ms. Brunner stated because this information was received just today, staff has not been able to calculate the comparison between current and prior use. She added the City Engineer feels it might not be a huge increase in the number of trips compared to the prior use. However, he felt a self-storage use could yield a higher traffic count compared to a warehouse use, which Clark Distributors was. She added staff does not have clear guidance on this issue.

Ms. Brunner referred to Subsection 2.B of this standard, which states “*Wherever possible, the number of curb cuts or driveways on public streets shall be limited to one per lot.*” This parcel when combined would have four curb cuts and hence engineering staff did note, due to ongoing concerns of access management and the excessive curb cuts on Winchester Street, they would like to see the Winchester Street curb cut closed which however, is an existing condition and the applicant has indicated this is a necessity for the way the site is designed.

Ms. Brunner noted the applicant is proposing to widen the eastern most curb cut on Krif Road. Geometric analysis is required to approve this, and staff has not received this item yet.

Surface Waters & Wetlands – The applicant is requesting a conditional use permit to have pavement extend into the surface water buffer. Per Section 11.6.3.A of the LDC, the Surface Water Protection CUP Application has been referred to the Conservation Commission. The Conservation Commission had some suggestions which were reviewed by Mr. Branon previously. The Commission voted not to intervene on this application provided the Planning Board confirms that the Fire Department would require the pavement around the corner of the building. Staff followed up on this issue with the Fire Department who have indicated this pavement would not be required under the NFPA Standards; the drive aisle is not required by the Fire Department and will agree to removal of same. Ms. Brunner confirmed with Mr. Lamb the Conservation Commission’s motion is a recommendation to the Board. Mr. Lamb agreed.

Architecture & Visual Appearance – Staff received revised elevations today. Many of the Winchester Street façade concerns have been addressed by the applicant but the Krif Road façade is still showing faux doors in bright orange. Ms. Brunner referred to the following language from Section 2.C of the standard: “*Architectural features shall not serve primarily as an advertisement, commercial display, or identifying characteristics corresponding to corporate identity.*” In addition, section 2.G states: “*Exterior materials, textures, and colors shall minimize visual aggressiveness and shall harmonize with the City’s distinctive architectural identity and unique character.*”

With that, Ms. Brunner stated the recommendation in the staff report is to continue this public hearing due to the amount of information that was outstanding at the time of the staff report. However, she stated the Applicant has submitted additional information, so if the Board feels

ready, staff do have recommended language for a motion should the Board wish to approve this application tonight. This concluded staff comments.

Mayor Hansel agreed this public hearing should probably be continued because staff has not had the opportunity to look over the changes that have been made. He felt the applicant has done a great job with a complicated site. He stated the one area he would be looking closely is the display area; he noted the applicant is bringing their product very close to Winchester Street. If there is no screening being required for this portion, he would want to make sure this is consistent with other uses in the area on Winchester Street.

Councilor Remy agreed to the continuance. He stated he has concerns with the orange doors which are purely for advertising and felt the signs were sufficient for marketing the applicant's product. He added if it is functional it would be one thing, but purely informational is difficult for him.

Chair Russell Slack stated she appreciates the changes. She indicated her concern is the road frontage on Winchester Street and hoped staff had more time to look over the changes submitted today.

The Chair asked for public comment. With no comment from the public, the Chair closed the public hearing.

C. Board Discussion and Action

A motion was made by Mayor George Hansel to continue public hearing for SPR-897, Modification 1 to the December 20, 2021 Planning Board meeting. The motion was seconded by Councilor Michael Remy and was unanimously approved.

Mr. Lamb stated the applicant is attending the next hearing by zoom and noted this is not a remote meeting. Zoom access is provided for those who want to join if they are travelling from a distance but it has been the practice for applicants to be physically present at the meeting. This is important, if the Board is getting changes at the last minute, which is the case for the upcoming application. He indicated it is up to the Board to decide how they wish to proceed. Ms. Brunner noted revised plans were submitted today; the main revision is that they are going to maintain all existing trees along Island Street.

(3) SPR-972, Modification 7 – Site Plan Review – Colony Mill Landscaping, 210-222 West Street – Applicant and owner Brady Sullivan Keene Properties LLC proposes to modify the landscaping for the new retail building on the property located at 210-222 West St (TMP# 576-009-000), including the removal of existing trees along Island St. The site is 6.49 acres and is located in the Commerce District.

A. Board Determination of Completeness

Ms. Brunner stated staff recommends that the Board grant the requested exemption and accept the application as Complete. Vice-Chair Orgaz as a resident of 222 West Street requested he be recused from this public hearing.

A motion was made by Mayor George Hansel to recommend the Board accept Application SPR-972, Modification 7 as complete. The motion was seconded by Councilor Michael Remy and was unanimously approved.

B. Public Hearing

Mr. Ben Kelley addressed the Board and indicated he had been in Keene earlier but was just informed he was exposed to someone who had tested positive for Covid 19. Mr. Kelley referred to a plan and stated at the site visit the applicant realized the trees on Island Street were important to the Board. The applicant went back to what was originally approved – there were some trees that came down due to site work. There is also a sidewalk being constructed north of the new Island Street building and there was concern about the crab apple trees shedding fruit onto the sidewalk and these trees will be replaced with a Little Leaf trees. Everything else remains as-is on Island Street and would remain as was approved on the prior plan.

Mr. Lamb explained the rectangle in the middle of the plan is the new building and referred to the circulation lanes located to the right and the left. He referred to the area where the Board asked for a sidewalk to connect the upper portion of the site to this structure for pedestrian safety.

Mayor Hansel asked if these changes will be the Site Modification 7 and asked for a date for this plan. Ms. Brunner stated the last revised plan would be November 19, 2021.

The Chair asked for public comment. Mr. Anthony Mastronardi of 100 Darling Road, Keene addressed the Board and thanked the applicant for these changes to the plan.

With no further comment, the Chair closed the public hearing.

C. Board Discussion and Action

A motion was made by Mayor George Hansel Approve SPR-972, Modification #7 for modifications to landscaping, as presented in the plan identified as “Landscape Plan, Multi-Tenant Use, 0 Island Street” prepared by Fuss & O’Neill at a scale of 1 inch = 20 feet, dated June 17, 2021 and last revised November 19, 2021 with the following conditions prior to signature by Planning Board Chair:

1. Landscape Architect’s stamp appears on plan.
2. Owner’s signature appears on plan.

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

IV. Community Development Director Report

Mr. Lamb stated this is his last meeting with the Planning Board. He indicated Mari Brunner would be taking the lead for Planning Board issues. He also indicated that John Rogers, the Building and Health Official will be taking over in the interim as Acting Community Development Director and Med Kopczynski Economic Development Director, would also be stepping in during the interim period. He also reminded the Board the December meeting will be

on the 3rd Monday. Chair Russell Slack thanked Mr. Lamb for all his work on behalf of the City and indicated the City is losing a vital staff person.

V. New Business

None

VI. Upcoming Dates of Interest – December 2021

- Joint Committee of the Planning Board and PLD – December 13, 6:30 PM
- Planning Board Steering Committee – December 7, 11:00 AM
- Planning Board Site Visit – December 15, 8:00 AM
- Planning Board Meeting – December 20, 6:30 PM

Chair Russell Slack encouraged members of the Board to kindly respond to emails from planning staff, especially regarding quorum issues.

There being no further business, Chair Russell Slack adjourned the meeting at 8:37 PM.

Respectfully submitted by,
Krishni Pahl, Minute Taker

Reviewed and edited by,
Mari Brunner, Senior Planner

STAFF REPORT

SPR-897, MODIFICATION #1 — SITE PLAN REVIEW & SWP-CUP-2021-04 – SURFACE WATER PROTECTION CONDITIONAL USE PERMIT REVIEW – U-HAUL OF SOUTH KEENE – 472 WINCHESTER STREET & 0 KRIF ROAD

Request:

Applicant Fieldstone Land Consultants, on behalf of owner Amerco Real Estate Company, proposes to renovate two existing buildings, construct a 12,175 sf building, and install 28,900 sf of prefabricated storage units on the properties located at 472 Winchester St (TMP #115-020-00) and 0 Krif Rd (115-019-000). A Conditional Use Permit is requested to install pavement within the Surface Water Protection buffer. An exception to the City's Street Access standards is requested to increase the width of an existing curb cut to be 45 ft at the property line and 66 ft at the curblineline. These combined properties are 7.51 acres in size and are located in the Commerce Limited District.

Background:

The public hearing for SPR-897 Modification #1 and SWP-CUP-2021-04 was opened at the November 22, 2021 Planning Board meeting. During this meeting, board members discussed or requested the following items:

- Allowing time for City staff to review the revised site plan and elevations that were submitted on November 22, 2021.
- Submittal of a geometric analysis to demonstrate the need for additional width of the easternmost street access on Krif Road.
- Options for modifying the proposed architectural elevations to comply with the Board's standards for Architecture and Visual appearance.
- Options for providing landscaping along the Winchester Street frontage to ensure consistency with other similar display areas/uses in the area.

This staff report provides an analysis of revised plans submitted by the Applicant since the November meeting. More information on this proposal, as well as a more detailed staff report, can be found in the November 22, 2021 Planning Board Agenda Packet, which is available for review at www.keenenh.gov/planning-board.

Application Analysis: The following is a review of the Planning Board development standards relevant to the most recent revisions submitted for this site plan application.

- 20.4 **Snow Storage & Removal:** The Applicant added a note to the proposed Site Plan that states *"If snow storage is excessive, it shall be hauled off site. Snow cannot be stored in the wetland buffer, or floodplain compensatory storage area."* This standard appears to be met.
- 20.5 **Landscaping:** The Applicant submitted a revised Landscaping Plan that includes low-level landscaping along Winchester Street as well as wetland-friendly plantings and trees within the compensatory flood storage area. Along the Winchester Street frontage, the Applicant proposes to plant one Bigfruit Hawthorn plant (a native shrub/small tree with a mature height of 12-26 ft), 17 Rhododendrons, 19 Winterberry shrubs, and 5 Nannyberry Viburnum plants. Four Red Maple trees are proposed along the south and east edges of the paved areas, and within the flood

STAFF REPORT

compensatory storage area, the Applicant proposes three Weeping Willow trees, 6 Silky Dogwood shrubs, and a northeast native seed mix with pollinator-friendly wildflowers.

- 20.9 **Traffic & Access Management:** The Applicant submitted traffic generation estimates based on the most recent version of the ITE Trip Generation Manual for the proposed use. Based on this estimate, the proposed use will generate a total of 130 trips per day, with 10 trips during the morning peak hour, and 16 trips during the afternoon peak hour. Traffic generation estimates for the previous use were not submitted; however, the trip generation from the previous use is expected to be similar based on the ITE Trip Generation Manual use category (warehouse).

The Applicant has submitted a request for an exception from Section 22.5.4.9 of the Land Development Code to permit a driveway that is 45 ft at the property line and 66 ft at the curbline. In order demonstrate the need for this additional width, a truck turning template was submitted to show truck turning movements from Krif Road into the site (see Figure 1).

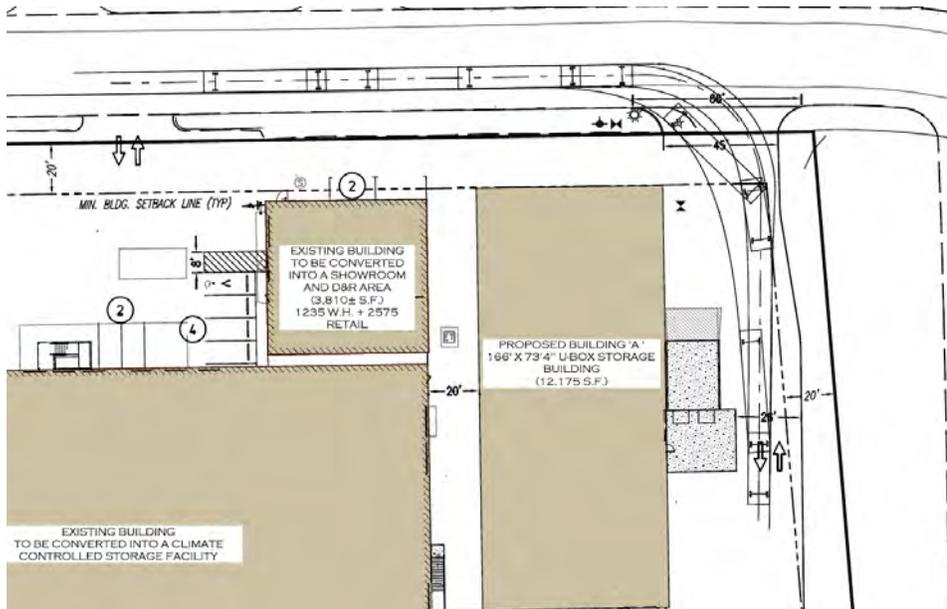


Figure 1. Excerpt of the "Truck Turning Exhibit" plan submitted by the Applicant to show truck turning movements into the site using the easternmost curb cut on Krif Road.

Per Section 22.5.6 of the LDC, the Board should use the following criteria to evaluate the street access exception request:

- A. Issuance of the exception will not adversely affect the safety of pedestrians, bicyclists, and vehicles using adjacent streets and intersections.
- B. Issuance of the exception does not adversely affect the efficiency and capacity of the street or intersection.
- C. There are unique characteristics of the land or property which present a physical hardship to the requestor.
- D. In no case shall financial hardship be used to justify the granting of the exception."

STAFF REPORT

- 20.11 Surface Waters & Wetlands: The Applicant has revised the proposed site plan in order to reduce the amount of pavement within the 30-ft. surface water protection buffer, including reducing the width of the circulation lane from 24 ft. to 22 ft. and removing the paved display area from the buffer entirely.

Criteria A of the Surface Water Protection CUP states “*The proposed use and/or activity cannot be located in a manner to avoid encroachment into the Surface Water Protection Overlay District.*” In the CUP application narrative, the Applicant states that the circulation lane is required for fire truck access; however, Fire Department staff have confirmed that the proposed circulation lane is not required in order to meet the Fire Code. In response to staff comments, the Applicant noted that the circulation lane is necessary because it will “*provide access for emergency vehicles, for the UHaul business operations, for UHaul customers to access the rear parking spaces, and the self-storage units.*”

The Applicant further notes that while the circulation lane is not required by the Fire Code, it is preferred by the Fire Department, and that the encroachment area has been minimized as much as possible while still accommodating fire truck access.

- 20.14 Architecture & Visual Appearance: The Applicant submitted revised architectural elevations on December 6, 2021, which are included as an attachment to this staff report (See also Figures 2 and 3). Included below is a summary of the differences between the original elevations that were submitted for this application and the most recent revised elevations.

Existing Buildings:

- West Elevation (Winchester Street Façade): The revised elevations retain the existing brick façade and windows along Winchester Street. In addition, the feaux orange overhead doors have been removed.
- North Elevation (Krif Road Façade): The revised elevations no longer include feaux orange overhead doors on the second story of the building. According to the Applicant, the remaining overhead doors on this façade are all functional.
- South Elevation: The three feaux orange overhead doors have been removed along the west end of the south elevation (original brick and windows will remain).
- East Elevation: No changes

New Building (U-Box Warehouse):

- Revised elevations show a low pitched roof (previous elevations showed a flat roof). In addition, an overhead door and egress door have moved from the north side of the building to the south side of the building.

STAFF REPORT



Figure 2. Image of the revised elevations for the existing buildings (not to scale).



Figure 3. Image of the revised elevations for the proposed new building (not to scale).

STAFF REPORT

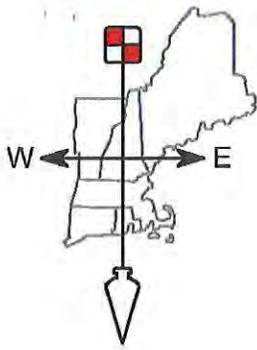
Recommended Motion:

If the Board is inclined to approve this request, the following language is recommended for a motion:

Approve SPR-897, Modification #1 for the development of the site for use as a U-Haul truck rental business and self-storage facility; **Approve** SWP-CUP-2021-04 to permit a pavement encroachment into the Surface Water Protection Buffer; and **Grant an exemption** from section 22.5.4.9 of the City's Street Access Standards to allow a commercial street access that is 45 ft at the property line and 66 ft at the curblin.

All as presented in the plan set identified as "UHaul of South Keene, Tax Map 115, Lots 19 & 20, 472 Winchester Street & 0 Krif Road, Keene NH 03431" prepared by Fieldstone Land Consultants at a scale of 1 inch = 40 feet, dated November 8, 2021 and last revised on December 6, 2021; and on the building elevations identified as "Moving & Storage of South Keene, 472 Winchester St. Keene, NH 03431" prepared by Advertising and Marketing Associates at a scale of 1 inch = 20 feet and dated December 3, 2021, with the following conditions prior to signature by Planning Board Chair:

1. Submittal of a security for sedimentation and erosion control, landscaping, and as-built plans in an amount and form acceptable to the Community Development Director.
2. Owner's signature appears on the plan.



FIELDSTONE

Surveying ♦ Engineering
Land Planning ♦ Septic Designs

LAND CONSULTANTS, PLLC

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

November 8, 2021

City of Keene Planning Board

Attn: Mari Brunner, Planner

City Hall - 4th Floor

3 Washington Street-

Keene, NH 0343

**RE: Site Plan Submittal – SPR-897
U-Haul of South Keene – Exception Request**

Dear Planning Board,

Fieldstone Land Consultants, on behalf of Amerco Real Estate, is submitting this exception request for Planning Board approval, based on the new Land Development Code (LDC) and the criteria outlined in Section 22.5.6.

§ 9.3.3.B.1 (and 22.5.4.9) Driveway Design Standards: Commercial Driveways: *The driveway shall be a minimum of 12-ft wide and maximum of 25-ft wide at the property line and 50-ft wide at the curblin, unless additional width or lanes are required as the result of a traffic study and/or geometric analysis prepared by a NH licensed engineer.*

As presented to the Board, the existing curb cut onto Krif Road is proposed to be widened to 45 feet at the property line, and 66 feet at the curblin. The width was determined by a geometric analysis by a licensed NH engineer, where a tractor trailer truck was modeled for turning movements in and out of the site. The location of the proposed loading dock and the turning radii of a tractor trailer truck, both entering and exiting, was unable to maintain the existing driveway width. The existing driveway width in this location is 31 feet at the property line, and 54 feet at the curblin. The proposed width would allow for easier truck movements in and out of the loading dock area on the new warehouse building. The widening of this driveway would require the relocation of a fire hydrant. This hydrant relocation would be incorporated into the work related to running a new water service to the proposed building.

We respectfully request that the Board grant an exception to this requirement for the following reasons, as outlined in the LDC exception criteria.

- A. *Issuance of the exception will not adversely affect the safety of pedestrians, bicyclists, and vehicles using adjacent streets and intersections.*
If the exception is granted the proposed driveway will not adversely impact the safety of the public, as it will allow for easier truck turning motions and trucks can exit the site at a perpendicular angle. This will provide a better sight distance for the truck driver and thus a safer traffic scenario. There are no existing sidewalks or bike lanes on this section of Krif Road.
- B. *Issuance of the exception does not adversely affect the efficiency and capacity of the street or intersection.*
By issuing an exception for this driveway widening, the efficiency and capacity of the street will remain unchanged. The wider driveway will reduce how long the truck blocks the city street to maneuver into the site. The trucks will enter the site, loop around storage units, and back into the loading dock without having to back into the site from the Krif Road.
- C. *There are unique characteristics of the land or property which present a physical hardship to the requestor:*
The unique characteristics of the property are the location of the existing buildings, access points, and the adjacent Ash Swamp Brook with a substantial floodplain. These characteristics hindered the applicant from obtaining an ideal site layout for the mixed-use business. The floodplain restricts the southern portion of the property and the location of the warehouse building. These reasons together present a physical hardship to the applicant.
- D. *In no case shall financial hardship be used to justify the granting of the exception:*
The financial implications of redeveloping the site are not a hardship of this request. The physical location of the driveway and location of the proposed building, require a wider entrance to accommodate the turning motions of large trucks. The loading dock is able to handle two trucks at a time, and having extra space for safe turning and egress of the site is an important function of the business.

If approved, the wider driveway will not have adverse impacts on the public or functionality of the Krif Road corridor. Thank you for your consideration in granting this exception.

Best Regards,
FIELDSTONE LAND CONSULTANTS, PLLC

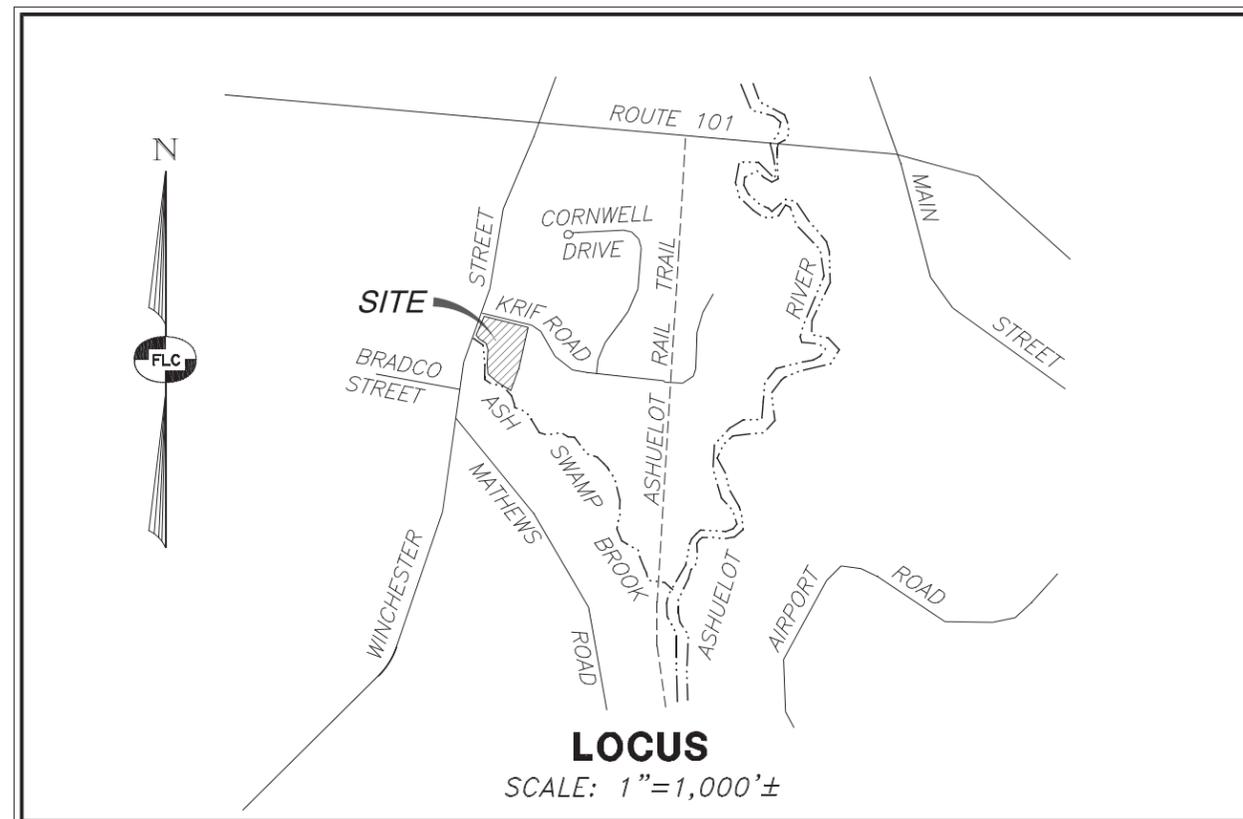

John Noonan
Project Engineer

UHAUL OF SOUTH KEENE

- TAX MAP 115, LOTS 19 & 20 -

472 WINCHESTER STREET
& O KRIF ROAD
KEENE, NH 03431

REVISED: DECEMBER 6, 2021



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

APPLICANT & LAND OWNER:

AMERCO REAL ESTATE COMPANY

499 MONTGOMERY STREET, CHICOPEE, MA 01020

1. THE LOCATION OF THE UTILITIES SHOWN ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PRESERVE ALL UTILITY SERVICES.
2. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING AND COORDINATING WITH ALL UTILITY COMPANIES AND JURISDICTIONAL AGENCIES PRIOR TO AND DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND PROPOSED WORK PRIOR TO CONSTRUCTION.

CONTACT DIG SAFE
72 HOURS PRIOR
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206 Elm Street, Milford, NH 03055
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LAND-OWNER SIGNATURE

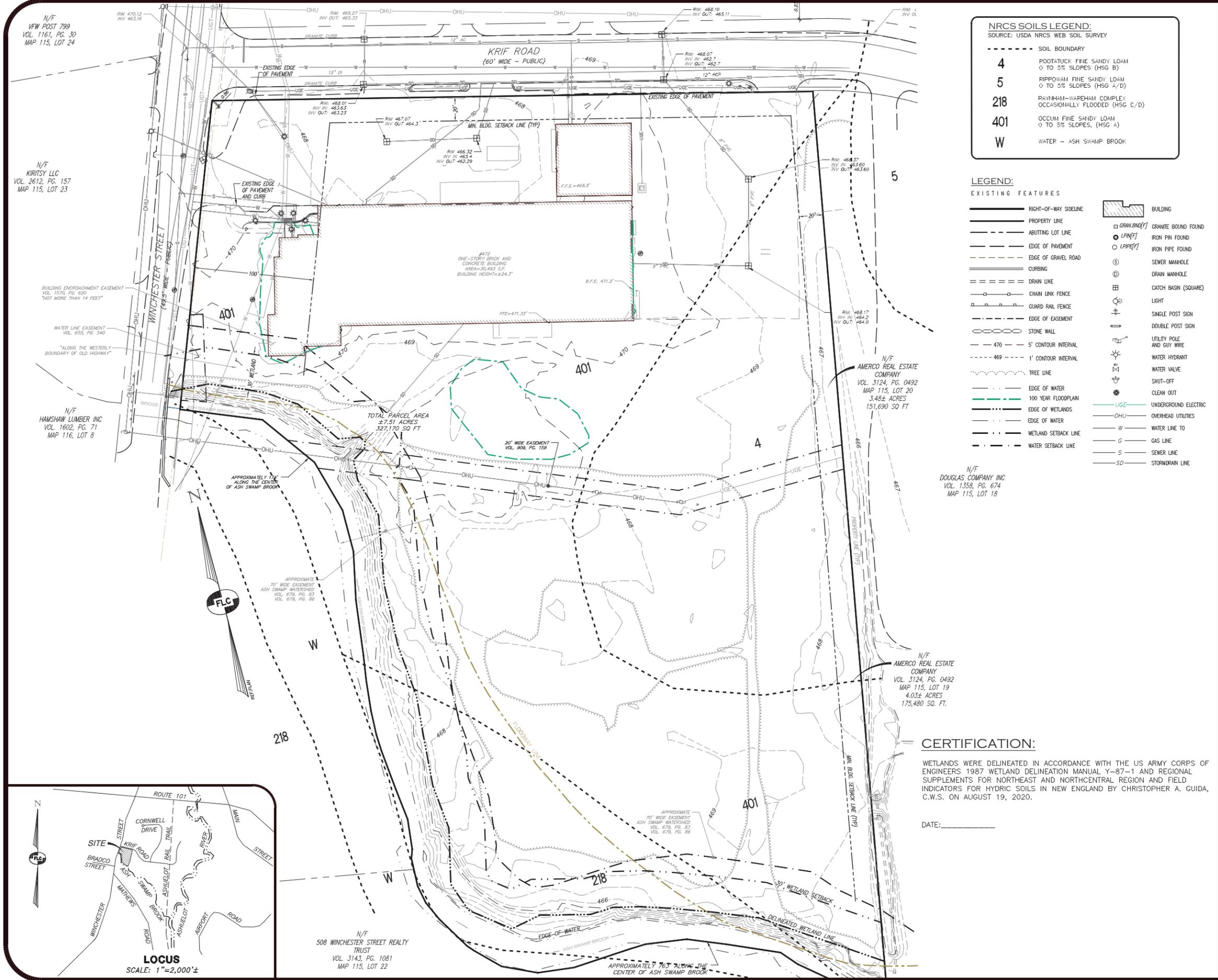
OWNER: _____ DATE: _____

APPROVED BY THE KEENE PLANNING BOARD

ON: _____ CERTIFIED BY _____ AND _____
CHAIRMAN: _____ SECRETARY: _____

REV.	DATE	DESCRIPTION	C/O	DR	CK
C	12/06/21	ADDITIONAL LANDSCAPING		JEN	CEB
B	11/22/21	REVISIONS PER CITY STAFF COMMENTS & CONS. COMM.		JEN	CEB
A	11/8/21	PER CITY STAFF REVIEW COMMENTS		JEN	CEB

FILE: 2250CV00BC.dwg PROJ. NO. 2250.00 SHEET: CV-1 PAGE NO. 1 OF 10



NRCS SOILS LEGEND:
SOURCE: USDA NRCS WEB SOIL SURVEY

---	SOIL BOUNDARY
4	POOTUCK FINE SANDY LOAM 0 TO 5% SLOPES (HSG B)
5	RIPPOWAM FINE SANDY LOAM 0 TO 5% SLOPES (HSG A/D)
218	PAVINHAM WAREHAM COMPLEX OCCASIONALLY FLOODED (HSG C/D)
401	OCCUM FINE SANDY LOAM 0 TO 5% SLOPES (HSG A)
W	WATER - ASH SWAMP BROOK

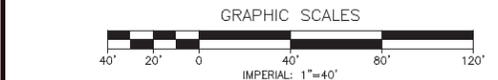
LEGEND:

EXISTING FEATURES	
---	RIGHT-OF-WAY SIDELINE
---	PROPERTY LINE
---	ABUTTING LOT LINE
---	EDGE OF PAVEMENT
---	EDGE OF GRAVEL ROAD
---	CURBING
---	DRAIN LINE
---	CHAIN LINK FENCE
---	GUARD RAIL FENCE
---	EDGE OF EASEMENT
---	STONE WALL
---	470 5' CONTOUR INTERVAL
---	469 1' CONTOUR INTERVAL
---	TREE LINE
---	EDGE OF WATER
---	100 YEAR FLOODPLAIN
---	EDGE OF WETLANDS
---	EDGE OF WATER
---	WETLAND SETBACK LINE
---	WATER SETBACK LINE

BUILDING	
□ GRAN[BND]F	GRANITE BOUND FOUND
○ LPIN[F]	IRON PIN FOUND
○ LPIPE[F]	IRON PIPE FOUND
⊙	SEWER MANHOLE
⊙	DRAIN MANHOLE
⊙	CATCH BASIN (SQUARE)
⊙	LIGHT
⊙	SINGLE POST SIGN
⊙	DOUBLE POST SIGN
⊙	UTILITY POLE AND GUY WIRE
⊙	WATER HYDRANT
⊙	WATER VALVE
⊙	SHUT-OFF
⊙	CLEAN OUT
---	UNDERGROUND ELECTRIC
---	OVERHEAD UTILITIES
---	WATER LINE TO
---	GAS LINE
---	SEWER LINE
---	STORMDRAIN LINE

- NOTES:**
- THE OWNER OF RECORD FOR TAX MAP 115 LOT 19 AND LOT 20 IS AMERCO REAL ESTATE COMPANY. DEED REFERENCE IS VOL. 3124 PAGE 0492 RECORDED IN THE C.C.R.D. FOR BOTH LOTS.
 - THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED U-HAUL MOVING AND STORAGE FACILITY WITH ASSOCIATED SITE IMPROVEMENTS.
 - THE TOTAL AREA OF TAX MAP PARCEL 115-19 IS 4.03± ACRES OR 175,480 SQ.FT. WITH 50.00 FT. AND THE TOTAL AREA OF TAX MAP PARCEL 115-20 IS 3.48± ACRES OR 151,690 SQ.FT. WITH 445.91 FT. OF FRONTAGE ALONG KRIF ROAD & 263.50 FT. OF FRONTAGE ALONG WINCHESTER STREET PER THE REFERENCE PLAN CITED HEREON.
 - THE COMBINED PARCEL SIZE IS 7.51± ACRES OR 327,170 SQ. FT.
 - ZONING FOR BOTH PARCELS IS COMMERCIAL LIMITED
 - FRONTAGE = 100 FT.
 - FRONT SETBACK = 100 FT.
 - REAR SETBACK = 20 FT.
 - SIDE SETBACK = 20 FT.
 - MAXIMUM BUILDING COVERAGE = 40%
 - EXISTING BUILDINGS = 34,303 SF, PROPOSED BUILDINGS = 41,075 = 75,378 SF (23%)
 - MAXIMUM IMPERVIOUS COVERAGE (INCLUDING STRUCTURES) = 70%
 - EXISTING IMP = 85,623 SF (26.6%), PROPOSED IMP = 210,947 SF (65.6%)
 - MINIMUM GREEN/OPEN = 30%. (EXISTING GREEN=73.4, PROPOSED GREEN = 34.4)
 - HEIGHT LIMIT = 35 FT. (2-STORIES). (PROPOSED BLDG=32', 35' FROM GRADE, ONE-STORY)
 - THE SURFACE FEATURES SHOWN WERE DEVELOPED ENTIRELY FROM THE REFERENCE PLANS CITED HEREON.
 - THE LOTS LIE WITHIN THE BOUNDARY OF THE 100 YEAR FLOOD HAZARD PER FLOOD INSURANCE RATE MAP FOR THE CITY OF KEENE, CHESHIRE COUNTY, COMMUNITY 330023, PANEL NUMBER 330050266E DATED MAY 23, 2006. BASED ON THIS PANEL, THE ESTIMATED ELEVATION OF THE 100 YEAR FLOOD AT THIS LOCATION IS 471.2 FT.

- REFERENCE PLANS:**
- "EXISTING CONDITIONS AND PERIMETER SURVEY PERFORMED FOR - CLARKE DISTRIBUTORS - 472 WINCHESTER STREET - KEENE, N.H. 03431 - OF LAND LOCATED IN - CITY OF KEENE-COUNTY OF CHESHIRE-STATE OF NEW HAMPSHIRE", SCALE: 1"=30' AND DATED APRIL 7, 1989 BY C.T. MALE ASSOCIATES, P.C.
 - "EXISTING PLAN", SCALE: 1"=50' AND DATED OCTOBER 20, 2017 BY BRICKSTONE LAND USE CONSULTANTS.
 - "ALTA/NSPS LAND TITLE SURVEY", SCALE 1" = 50', AND DATED AUGUST 27, 2020 BY CORNERSTONE ENERGY SERVICES. PROVIDED BY APPLICANT AND LAND OWNER.



REV.	DATE	DESCRIPTION	C/O	DR	CK
A	8/23/21	REVISED PER IN-HOUSE & CITY COMMENTS FOR ZBA		JEN	CEB

**EXISTING CONDITIONS
U-HAUL OF SOUTH KEENE
TAX MAP 115 LOTS 19 & 20
472 WINCHESTER STREET
KEENE, NEW HAMPSHIRE**

PREPARED FOR:
AMERCO REAL ESTATE COMPANY
499 MONTGOMERY STREET, CHICOPEE, MA 01020

SCALE: 1" = 40' OCTOBER 15, 2021

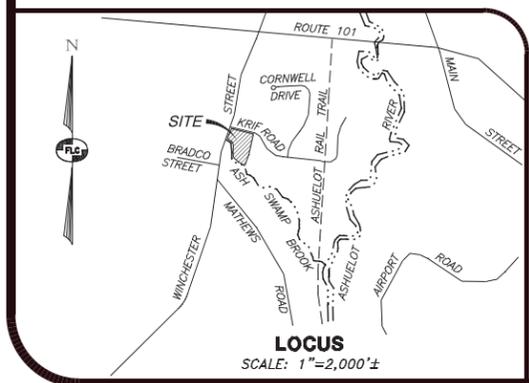
Surveying + Engineering + Land Planning + Permitting + Septic Designs

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

CERTIFICATION:

WETLANDS WERE DELINEATED IN ACCORDANCE WITH THE US ARMY CORPS OF ENGINEERS 1987 WETLAND DELINEATION MANUAL Y-87-1 AND REGIONAL SUPPLEMENTS FOR NORTHEAST AND NORTHCENTRAL REGION AND FIELD INDICATORS FOR HYDRIC SOILS IN NEW ENGLAND BY CHRISTOPHER A. GUIDA, C.W.S. ON AUGUST 19, 2020.

DATE: _____



N/F
508 WINCHESTER STREET REALTY TRUST
VOL. 3143, PG. 1081
MAP 115, LOT 22

LOCUS
SCALE: 1"=2,000±

N/F
VFW POST 799
VOL. 1161, PG. 30
MAP 115, LOT 24

N/F
KIRISTY LLC
VOL. 2612, PG. 157
MAP 115, LOT 23

BUILDING ENCROACHMENT EASEMENT
VOL. 1570, PG. 620
"NOT MORE THAN 14 FEET"

WATER LINE EASEMENT
VOL. 655, PG. 549

N/F
HAMSHAW LUMBER INC
VOL. 1602, PG. 71
MAP 116, LOT 8

APPROXIMATE
70' WIDE EASEMENT
ASH SWAMP INTERLOCKED
VOL. 678, PG. 83
VOL. 679, PG. 86

N/F
508 WINCHESTER STREET REALTY
TRUST
VOL. 3143, PG. 1081
MAP 115, LOT 22

LOCKER SIZE	INTERIOR		INTERIOR TOTAL		EXTERIOR		OVERALL TOTAL	
	Qty	Sq. Ft.	Qty	Sq. Ft.	Qty	Sq. Ft.	Qty	Sq. Ft.
5 x 5	36	900	16	400	0	0	52	1,300
5 x 7	2	70	3	105	0	0	5	175
5 x 8	2	80	2	80	0	0	4	160
5 x 10	88	4,400	54	2,700	0	0	142	7,100
7 x 10	14	980	6	420	0	0	20	1,400
8 x 10	8	640	9	720	0	0	17	1,360
10 x 10	66	6,600	43	4,300	0	0	109	10,900
10 x 15	12	1,800	14	2,100	0	0	26	3,900
TOTAL	228	5,470	147	6,825	0	0	375	12,295

- LEGEND:**
- EXISTING FEATURES**
- RIGHT-OF-WAY SIDEWALK
 - PROPERTY LINE
 - ABUTTING LOT LINE
 - EDGE OF PAVEMENT
 - EDGE OF GRAVEL ROAD
 - CURBING
 - CULVERT
 - CHAIN LINK FENCE
 - GUARD RAIL FENCE
 - EDGE OF EASEMENT
 - STONE WALL
 - 470 - 5' CONTOUR INTERVAL
 - 469 - 1' CONTOUR INTERVAL
 - TREE LINE
 - EDGE OF WATER
 - 100 YEAR FLOODPLAIN
 - EDGE OF WETLANDS
 - EDGE OF WATER
 - WETLAND SETBACK LINE
 - WATER SETBACK LINE
 - FEMA FLOODWAY
- LEGEND:**
- PROPOSED FEATURES**
- EDGE OF PAVEMENT
 - PAVED AREA
 - CONCRETE PAD/SIDEWALK
 - TRAFFIC FLOW (NOT PAINTED ARROWS)
 - NUMBER OF PARKING SPACES
 - HANDICAP PARKING STALL
 - PROPOSED BUILDING
 - BOLLARD
 - LIMITS OF CLEARING/TREELINE
 - TEMPORARY SILT FENCE
 - SMALE
 - STOP SIGN & STREET ID SIGN
 - 1 FT. CONTOUR
 - 10 FT. CONTOUR
 - SPOT ELEVATION
 - SPOT ELEVATION AT CURB
 - STORM WATER DRAINAGE
- LEGEND:**
- EXISTING BUILDINGS**
- GRANITE FOUND
 - IRON PIN FOUND
 - IRON PIPE FOUND
 - SEWER MANHOLE
 - DRAIN MANHOLE
 - CATCH BASIN (SQUARE)
 - LIGHT
 - SINGLE POST SIGN
 - DOUBLE POST SIGN
 - UTILITY POLE AND GUY WIRE
 - WATER HYDRANT
 - WATER VALVE
 - SHUT-OFF
 - CLEAN OUT
 - UNDERGROUND ELECTRIC
 - OVERHEAD UTILITIES
 - WATER LINE TO
 - GAS LINE
 - SEWER LINE
 - STORMDRAIN LINE

PROPOSED EXTERIOR SELF-STORAGE
TOTAL: 28,400 S.F.

- LEGEND:**
- PROPOSED FEATURES**
- TO BE REMOVED
 - WATER HYDRANT
 - WATER GATE VALVE
 - DRAIN MANHOLE
 - WATER LINE
 - SAW CUT LINE
 - SOIL TEST PIT
 - CULVERT W/ END SECTION & RP-RAP
 - DEDICATED UHAUL PARKING SPACE

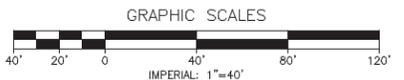
LAND-OWNER SIGNATURE
OWNER: _____ DATE: _____

APPROVED BY THE KEENE PLANNING BOARD
ON: _____ CERTIFIED BY: _____ AND
CHAIRMAN: _____ SECRETARY: _____

- NOTES:**
- THE OWNER OF RECORD FOR TAX MAP 115 LOT 19 AND LOT 20 IS AMERCO REAL ESTATE COMPANY. DEED REFERENCE IS VOL. 3124 PAGE 0492 RECORDED IN THE C.C.R.D. FOR BOTH LOTS.
 - THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED U-HAUL MOVING AND STORAGE FACILITY WITH ASSOCIATED SITE IMPROVEMENTS.
 - THE TOTAL AREA OF TAX MAP PARCEL 115-19 IS 4.03± ACRES OR 175,480 SQ.FT. WITH 50.00 FT. AND THE TOTAL AREA OF TAX MAP PARCEL 115-20 IS 3.48± ACRES OR 151,690 SQ.FT. WITH 445.91 FT. OF FRONTAGE ALONG KRIF ROAD & 263.50 FT. OF FRONTAGE ALONG WINCHESTER STREET PER THE REFERENCE PLAN CITED HEREON.
 - THE COMBINED PARCEL SIZE IS 7.51± ACRES OR 327,170 SQ. FT.
 - ZONING FOR BOTH PARCELS IS COMMERCE LIMITED
 - FRONTAGE = 100 FT.
 - FRONT SETBACK = 100 FT.
 - REAR SETBACK = 20 FT.
 - SIDE SETBACK = 20 FT.
 - MAXIMUM BUILDING COVERAGE = 40%
 - EXISTING BUILDINGS = 34,303 SF, PROPOSED BUILDINGS = 41,075 = 75,378 SF (23%)
 - MAXIMUM IMPERVIOUS COVERAGE (INCLUDING STRUCTURES) = 70%
 - (EXISTING IMP = 85,623 SF (26.8%), PROPOSED IMP = 210,947 SF (65.6%))
 - MINIMUM GREEN/OPEN = 30%. (EXISTING GREEN=73.4, PROPOSED GREEN = 34.4)
 - HEIGHT LIMIT = 35 FT. (2-STORIES), (PROPOSED BLDG=32', 35' FROM GRADE, ONE-STORY)
 - THE SURFACE FEATURES SHOWN WERE DEVELOPED ENTIRELY FROM THE REFERENCE PLANS CITED HEREON.
 - THE LOTS LIE WITHIN THE BOUNDARY OF THE 100 YEAR FLOOD HAZARD PER FLOOD INSURANCE RATE MAP FOR THE CITY OF KEENE, CHESHIRE COUNTY, COMMUNITY 330023, PANEL NUMBER 33050266 DATED MAY 23, 2006. BASED ON THIS PANEL, THE ESTIMATED ELEVATION OF THE 100 YEAR FLOOD AT THIS LOCATION IS 471.2 FT.
 - IF SNOW STORAGE IS EXCESSIVE, IT SHALL BE HAULED OFF SITE. SNOW CANNOT BE STORED IN THE WETLAND BUFFER, OR FLOODPLAIN COMPENSATORY STORAGE AREA.
- PARKING REQUIREMENTS:**
PARKING: BASED ON NEW L.D.C. SEPTEMBER 1, 2021 (TABLE 9-1)
- RETAIL = 1 SP / 250 SF GFA
2,575 SF / 250 SF = 10.3 SPACES
SELF-STORAGE = 1 SP/3,000SF
INTERIOR = 26,295/3000 = 8.8 SPACES
EXTERIOR = 28,400/3000 = 9.5 SPACES*
WAREHOUSE = 1 SP / 2,000 SF GFA
12,175 SF / 2,000 SF = 6.1 SPACES REQUIRED
1,235 SF/2,000 SF = 1 SPACE
TOTAL REQUIRED: 36 SPACES
TOTAL PROVIDED: 42 SPACES
- A.D.A. SPACES REQ'D: 42 SPACES = 1 A.D.A. REG. + 1 A.D.A. VAN SPACE
A.D.A. PROVIDED: 2 SPACES, 1 REGULAR + 1 VAN SPACE
OVER 10% OF EXTERIOR STORAGE UNITS (31 UNITS) ARE A.D.A. COMPLIANT
- * EXTERIOR SELF-STORAGE IS ALLOWED TO PARK IN FRONT OF THEIR UNITS.

- PERMITS REQUIRED:**
- CITY OF KEENE PLANNING BOARD: SITE PLAN APPROVAL
 - CITY OF KEENE PLANNING BOARD: CONDITIONAL USE FOR PAVEMENT IN 30' WETLAND BUFFER
 - CITY OF KEENE ZONING BOARD: VARIANCE FOR MARQUEE ROOF (DENIED & RELOCATED).
 - CITY OF KEENE FLOODPLAIN DEVELOPMENT PERMIT.
 - CITY OF KEENE BUILDING PERMIT.
 - CITY OF KEENE VOLUNTARY LOT MERGER.
 - NHDES ALTERATION OF TERRAIN PERMIT.
 - FEMA LETTER OF MAP REVISION (LOMR-R) AND ELEVATION CERTIFICATE.

- REFERENCE PLANS:**
- "EXISTING CONDITIONS AND PERIMETER SURVEY PERFORMED FOR - CLARKE DISTRIBUTORS - 472 WINCHESTER STREET - KEENE, N.H. 03431 - OF LAND LOCATED IN - CITY OF KEENE-COUNTY OF CHESHIRE-STATE OF NEW HAMPSHIRE", SCALE:1"=30' AND DATED APRIL 7, 1989 BY C.T. MALE ASSOCIATES, P.C.
 - "EXISTING PLAN", SCALE:1"=50' AND DATED OCTOBER 20, 2017 BY BRICKSTONE LAND USE CONSULTANTS.



REV.	DATE	DESCRIPTION	C/O	DR	CK
D	11/22/21	REVISIONS PER CITY STAFF COMMENTS & CONS. COMM.	JEN	CEB	
C	11/8/21	REVISIONS PER CITY STAFF COMMENTS	JEN	CEB	
B	10/28/21	REVISED CANOPY LOCATION, PARKING SPOTS	JEN	CEB	
A	8/23/21	REVISED PER IN-HOUSE & CITY COMMENTS FOR ZBA	JEN	CEB	

SITE PLAN
U-HAUL OF SOUTH KEENE
TAX MAP 115 LOTS 19 & 20
472 WINCHESTER STREET
KEENE, NEW HAMPSHIRE
PREPARED FOR:
AMERCO REAL ESTATE COMPANY
499 MONTGOMERY STREET, CHICOPEE, MA 01020

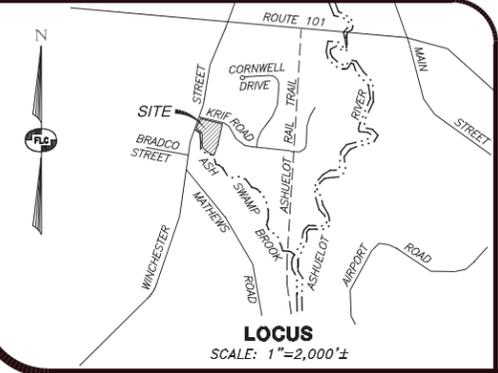
SCALE: 1" = 40' OCTOBER 15, 2021

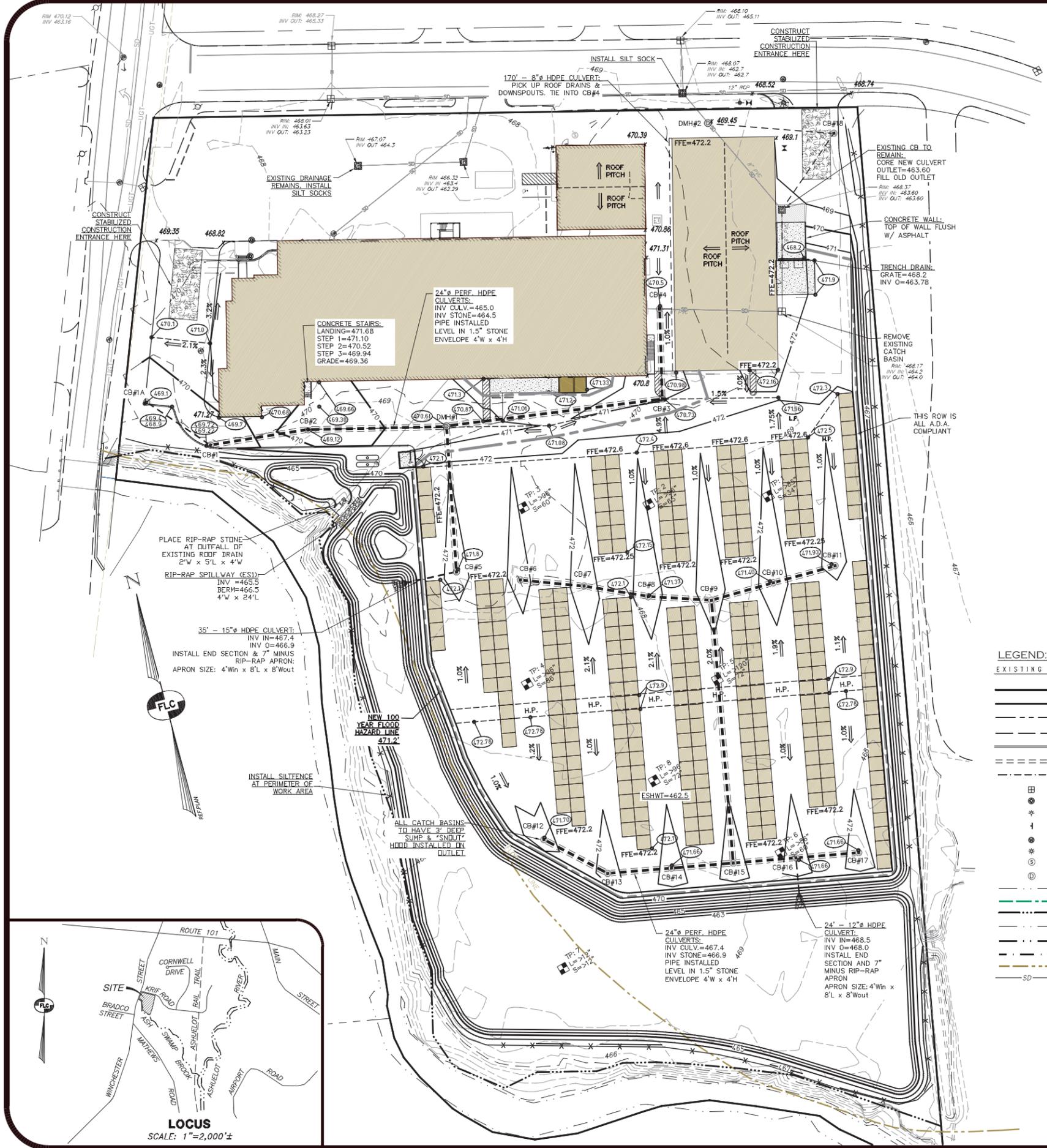
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W E

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GRADING NOTES:

- ALL WORK SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS OF THE CITY OF KEENE AND SHALL BE BUILT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE CITY OF KEENE DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS FOR ROAD CONSTRUCTION AND SEWERS AND DRAINS AND THE HDOT STANDARDS FOR ROAD AND BRIDGE CONSTRUCTION APPROVED AND ADOPTED 2016 ARE HEREBY INCORPORATED BY REFERENCE.
- ROAD AND DRAINAGE CONSTRUCTION SHALL CONFORM TO THE TYPICAL SECTIONS AND DETAILS SHOWN ON THE PLANS AND THE SPECIFICATIONS NOTED ABOVE. ANY ALTERATION OF THIS DESIGN OR CHANGE DURING CONSTRUCTION MAY REQUIRE APPROVAL OF VARIOUS CITY BOARDS OR AGENCIES AND SHALL BE DISCUSSED WITH THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, SIZE, AND ELEVATION OF ALL EXISTING UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS AND SHALL VERIFY THAT ALL THE INFORMATION SHOWN HEREON IS CONSISTENT, COMPLETE, ACCURATE, AND CAN BE CONSTRUCTED PRIOR TO AND/OR DURING CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES, ERRORS, OMISSIONS, OR EXISTING UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION SO THAT REMEDIAL ACTION MAY BE TAKEN BEFORE PROCEEDING WITH THE WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING "DIGSAFE" AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION (811).
- THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE APPROPRIATE CITY DEPARTMENTS PRIOR TO CONSTRUCTION TO ARRANGE FOR NECESSARY INSPECTIONS.
- BLASTING, IF REQUIRED, SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF KEENE FIRE DEPARTMENT REGULATIONS.
- ALL DISTURBED NON-PAVED AREAS SHALL BE LOAMED AND SEEDED IMMEDIATELY UPON BEING CONSTRUCTED.
- ALL TRAFFIC SIGNS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION.
- EXISTING PAVEMENT SHALL BE SAW-CUT AS NECESSARY. THE CONTRACTOR SHALL ENSURE A SMOOTH TRANSITION BETWEEN EXISTING AND NEW PAVEMENT.
- ALL POWER WORK SHALL CONFORM WITH EVERSOURCE STANDARDS.
- ALL TELEPHONE WORK SHALL CONFORM TO PROVIDERS' SPECIFICATIONS.
- STREET RESTORATION, IF ANY, SHALL BE IN ACCORDANCE WITH NRO-285-13.
- CONTRACTOR TO MAINTAIN A DOCUMENTATION LOG OF ALL INSPECTIONS.

PROPOSED DRAINAGE STRUCTURE SCHEDULE:

STRUCT.	FROM RIM	INV. OUT	LENGTH FEET	DIA. INCHES	SLOPE FT/FT	TO STRUCT.	INV. IN
CB #1A	469.10	466.5	52	12	.01	CB #1	465.5
CB #1	469.22	465.0	71	24	0.0	CB #2	465.0
CB #2	469.12	465.0	99	24	0.0	DMH #1	465.0
CB #3	470.73	465.0	155	24	0.0	DMH #1	465.0
CB #4	470.50	465.0	64	24	0.0	CB #5	465.0
DMH #1	470.61	465.0	104	24	0.0	CB #5	465.0
CB #5	471.80	467.40	35	15	0.014	OVERFLOW	466.90
CB #6	471.80	467.40	46	24	0.0	CB #7	467.40
CB #7	471.80	467.40	46	24	0.0	CB #8	467.40
CB #8	471.37	467.40	45	24	0.0	CB #9	467.40
CB #9	471.35	467.40	188	24	0.0	CB #15	467.40
CB #10	471.40	467.40	46	24	0.0	CB #9	467.40
CB #11	471.93	467.40	46	24	0.0	CB #10	467.40
CB #12	471.70	467.40	52	24	0.0	CB #13	467.40
CB #13	471.66	467.40	46	24	0.0	CB #14	467.40
CB #14	471.66	467.40	45	24	0.0	CB #15	467.40
CB #15	471.66	467.40	45	24	0.0	CB #16	467.40
CB #16	471.66	468.50	24	12	0.005	OVERFLOW	468.0
CB #17	471.66	467.40	45	24	0.0	CB #16	467.40
DM CB	468.37	463.60	65	8	.004	CB #15	463.50
CB #18	468.90	463.30	89	8	.004	DMH #2	462.95
DMH #2	469.45	462.92	27.5	8	.008	KRIF CB	462.7

FLOODPLAIN - COMPENSATORY STORAGE:

- THE LOTS LIE WITHIN THE BOUNDARY OF THE 100 YEAR FLOOD HAZARD PER FLOOD INSURANCE RATE MAP FOR THE CITY OF KEENE, CHESHIRE COUNTY, COMMUNITY 330023, PANEL NUMBER 33005C0266 DATED MAY 23, 2006. BASED ON THIS PANEL, THE ESTIMATED ELEVATION OF THE 100 YEAR FLOOD AT THIS LOCATION IS 471.2 FT.
 - THE PROPOSED SITE PLAN AND GRADING WILL REQUIRE A FLOODPLAIN DEVELOPMENT PERMIT.
 - ESTIMATED SEASONAL HIGH WATER TABLE VARIES FROM 460.0 - 462.5'. THE INFILTRATION DESIGN AND FLOODPLAIN GRADING ARE BASED ON ESHWT = 462.5'.
 - ANY FILL AT OR BELOW ELEVATION 471.2 IS CONSIDERED FILL IN THE FLOODPLAIN. THESE VOLUMES HAVE BEEN OFFSET BY COMPENSATORY STORAGE FROM ELEVATIONS 463 - 471.2, AS LISTED BELOW:
- ELEVATION ZONE VOLUMES (SURFACE-SURFACE CALCULATION)
- ZONE: 463.0 TO 464.0
CUT VOLUME: 43,292.48 C.F., 1,603.43 C.Y.
FILL VOLUME: 5.69 C.F., 0.21 C.Y.
- ZONE: 464.0 TO 465.0
CUT VOLUME: 47,055.06 C.F., 1,742.78 C.Y.
FILL VOLUME: 14.62 C.F., 0.54 C.Y.
RUNNING TOTALS:
CUT VOLUME: 90,347.54 C.F., 3,346.21 C.Y.
FILL VOLUME: 20.31 C.F., 0.75 C.Y.
- ZONE: 465.0 TO 466.0
CUT VOLUME: 51,602.76 C.F., 1,911.21 C.Y.
FILL VOLUME: 11.24 C.F., 0.42 C.Y.
RUNNING TOTALS:
CUT VOLUME: 141,950.30 C.F., 5,257.42 C.Y.
FILL VOLUME: 31.55 C.F., 1.17 C.Y.
- ZONE: 466.0 TO 467.0
CUT VOLUME: 55,933.04 C.F., 2,072.33 C.Y.
FILL VOLUME: 264.55 C.F., 9.80 C.Y.
RUNNING TOTALS:
CUT VOLUME: 197,903.34 C.F., 7,329.75 C.Y.
FILL VOLUME: 296.10 C.F., 10.97 C.Y.
- ZONE: 467.0 TO 468.0
CUT VOLUME: 53,223.68 C.F., 1,971.25 C.Y.
FILL VOLUME: 2,469.50 C.F., 91.46 C.Y.
RUNNING TOTALS:
CUT VOLUME: 251,127.03 C.F., 9,301.00 C.Y.
FILL VOLUME: 2,765.60 C.F., 102.43 C.Y.
- ZONE: 468.0 TO 469.0
CUT VOLUME: 29,678.63 C.F., 1,099.21 C.Y.
FILL VOLUME: 56,171.67 C.F., 2,080.43 C.Y.
RUNNING TOTALS:
CUT VOLUME: 280,805.66 C.F., 10,400.21 C.Y.
FILL VOLUME: 58,937.27 C.F., 2,182.86 C.Y.
- ZONE: 469.0 TO 470.0
CUT VOLUME: 4,334.98 C.F., 160.55 C.Y.
FILL VOLUME: 102,878.26 C.F., 3,810.31 C.Y.
RUNNING TOTALS:
CUT VOLUME: 285,140.64 C.F., 10,560.76 C.Y.
FILL VOLUME: 161,815.52 C.F., 5,993.17 C.Y.
- ZONE: 470.0 TO 471.0
CUT VOLUME: 2,502.02 C.F., 92.67 C.Y.
FILL VOLUME: 122,277.32 C.F., 4,528.79 C.Y.
RUNNING TOTALS:
CUT VOLUME: 287,642.66 C.F., 10,653.43 C.Y.
FILL VOLUME: 284,092.85 C.F., 10,521.96 C.Y.
- ZONE: 471.0 TO 472.0 (FLOOD ELEV = 471.2')
CUT VOLUME: 0.00 C.F., 0.00 C.Y.
FILL VOLUME: 3,195.52 C.F., 118.35 C.Y.
- RUNNING TOTALS:
CUT (COMP.) VOLUME: 287,642.66 C.F., 10,653.43 C.Y.
FILL VOLUME: 287,288.37 C.F., 10,640.31 C.Y.

LEGEND:

EXISTING FEATURES

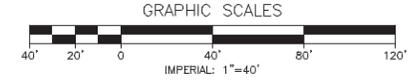
- RIGHT-OF-WAY SIDELINE
- PROPERTY LINE
- ABUTTING LOT LINE
- EDGE OF PAVEMENT
- CURBING
- DRAIN LINE
- EDGE OF EASEMENT
- CATCH BASIN
- CLEAN OUT
- HYDRANT
- SIGN
- WATER VALVE
- LIGHT POLE
- SEWER MANHOLE
- DRAIN MANHOLE
- EDGE OF WATER
- 100 YEAR FLOODPLAIN
- EDGE OF WETLANDS
- EDGE OF WATER
- WETLAND SETBACK LINE
- WATER SETBACK LINE
- FEMA FLOODWAY
- STORMDRAIN LINE

PROPOSED FEATURES

- CONCRETE PAD/SIDEWALK
- HANDICAP PARKING STALL
- PROPOSED BUILDING
- TEMPORARY SILT FENCE
- 1 FT. CONTOUR
- 10 FT. CONTOUR
- SPOT ELEVATION
- SPOT ELEVATION AT CURB
- STORM WATER DRAINAGE
- SILT SOCK FOR CATCH BASINS
- SOIL TEST PIT
- PROPOSED FLOODPLAIN
- CULVERT W/ END SECTION & RIP-RAP

NRCS SOILS LEGEND:
SOURCE: USDA NRCS WEB SOIL SURVEY

- SOIL BOUNDARY
- POOTATUCK FINE SANDY LOAM 0 TO 3% SLOPES (HSG B)
- RIPPOWAM FINE SANDY LOAM 0 TO 3% SLOPES (HSG A/D)
- RAYNHAM-WAREHAM COMPLEX OCCASIONALLY FLOODED (HSG C/D)
- OCCUM FINE SANDY LOAM 0 TO 3% SLOPES, (HSG A)
- WATER - ASH SWAMP BROOK



REV.	DATE	DESCRIPTION	C/O	DR	CK
C	11/22/21	REVISIONS PER CITY STAFF COMMENTS & CONS. COMM.	JEN	CEB	
B	11/8/21	REVISIONS PER CITY STAFF COMMENTS	JEN	CEB	
A	10/28/21	REVISED CANOPY LOCATION & WETLAND SETBACK	JEN	CEB	

GRADING PLAN
U-HAUL OF SOUTH KEENE
TAX MAP 115 LOTS 19 & 20
472 WINCHESTER STREET
KEENE, NEW HAMPSHIRE

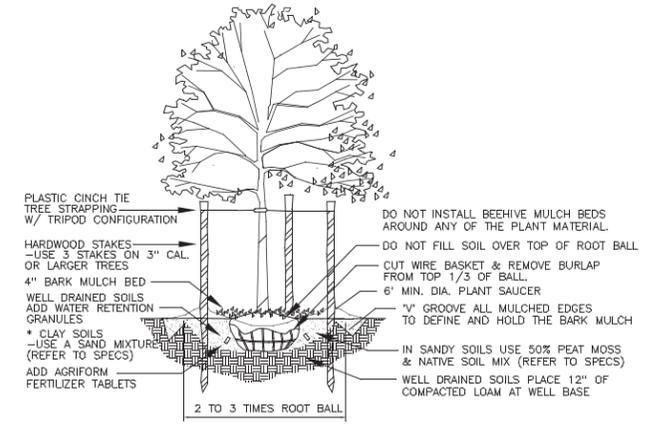
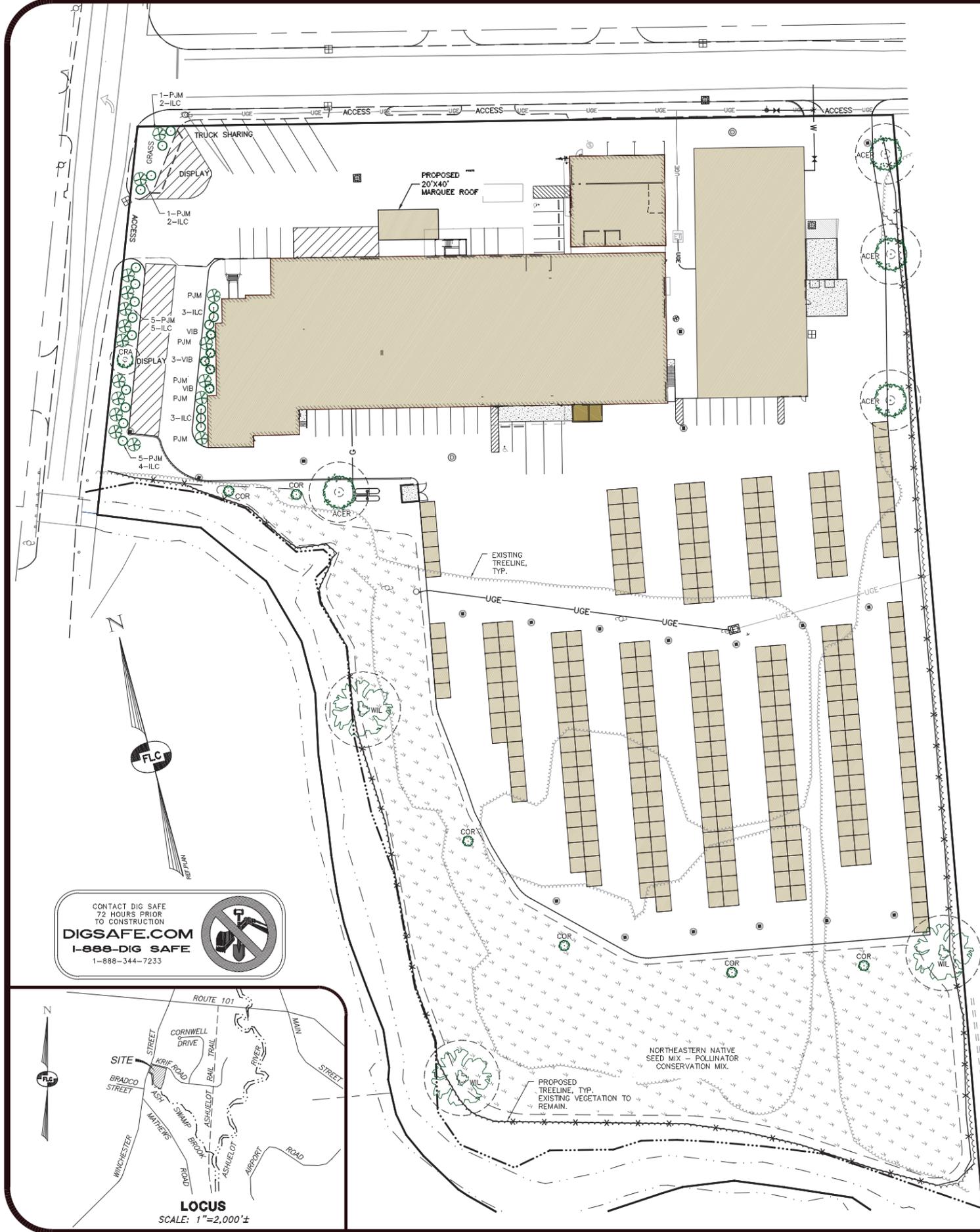
PREPARED FOR:
AMERCO REAL ESTATE COMPANY
499 MONTGOMERY STREET, CHICOPEE, MA 01020

SCALE: 1" = 40' OCTOBER 15, 2021

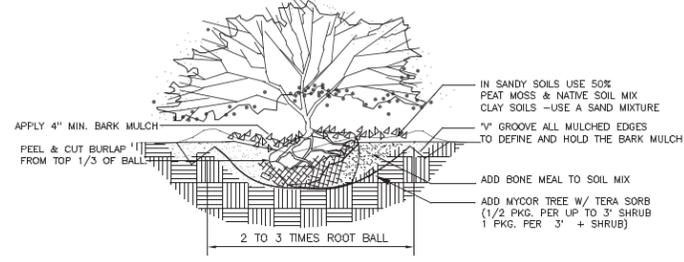
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DECIDUOUS TREE PLANTING DETAIL 1 LS-1



B & B SHRUB PLANTING DETAIL 2 LS-1

PLANT SYMBOLS	PLANT LIST & NAME	QTY.
ACER (Mature Drip Line)	ACER RUBRUM (RED MAPLE TREE)	(4) 3" CAL., 12' TALL, 6" DRIP LINE 40" DRIP LINE AT MATURITY
WIL (Mature Drip Line)	IALIX BABYLONICA (WEEPING WILLOW)	(3) 2" CAL., 10' TALL, 4" DRIP LINE 50" DRIP LINE AT MATURITY
CRA (Mature Drip Line)	CRATAEGUS MACROSPERMA (HAWTHORN)	(1) 1.5" CAL., 6' TALL, 3" DRIP LINE
+	NORTHEAST NATIVE SEED MIX	FLOOD COMPENSATION AREA. SEED APPLIED AT RATE PER MANUFACTURER'S LABEL. ERNST CONSERVATION SEEDS O.A.E.
+	POLLINATOR SERIES WILDFLOWER MIX	
PJM	P.J.M. RHODODENDRON SHRUB	(17) 2 GALLON CONTAINER, 1.5' - 2'H
COR	CORNUS AMOMUM (SILKY DOGWOOD SHRUB)	(6) 3 GALLON CONTAINER, 2.5' - 3'H
ILC	ILEX VERTICILLATA (WINTERBERRY SHRUB)	(19) 2 GALLON CONTAINER, 1.5' - 2'H
VIB	VIBURNUM LENTAGO (NANNYBERRY VIBURNUM)	(5) 2 GALLON CONTAINER, 1.5' - 2'H



- INSTALL 1/2" STAINLESS BOLTS INTO DROP-IN ANCHORS BY HILTI.
- SET TWO 8" SONOTUBES FILLED WITH CONCRETE TO CONNECT BASE PLATES TO.

5 - BIKE WAVE BIKE RACK

DESIGN NOTES:

- LANDSCAPING REQUIREMENTS:

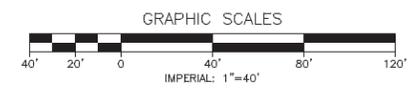
TREES	REQUIRED	PROPOSED
1/10 PARKING SPACE (45)	5 TREES	8 TREES
PARKING PERIMETER TREES	1/30' (5)	5 TREES*
ORNAMENTAL TREES		2:1=10 TREES X
- SHRUBS:

EVERGREENS	REQUIRED	PROPOSED
	145/3'=48	0*
NON-EVERGREEN	145/3'=48	37
- PERIMETER LANDSCAPING:

PARKING ON PERIMETER	REQUIRED	PROPOSED
	8' WIDTH	15' WINCHESTER DISPLAY AREA
PARKING ON PERIMETER	8' WIDTH	6' ON KRIF (EXISTING)
- FLOWERS & PLANTS: 60% AREA 0%

*THERE IS NO PROPOSED PERIMETER PARKING, HOWEVER SHRUBS ARE PROPOSED ALONG THE DISPLAY AREA & FRONT OF THE BUILDING.

- LANDSCAPING NOTES:**
- THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR CONTACTING DIG-SAFE AND FOR VERIFICATION OF ALL UTILITIES AND SHALL NOTIFY THE OWNERS REPRESENTATIVE OF ANY CONFLICTS PRIOR TO COMMENCING.
 - EXISTING TREES TO REMAIN SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. TEMPORARY FENCING SHALL BE INSTALLED PRIOR TO THE START OF SITE WORK TO PROTECT ROOT MASSES.
 - EXISTING TREES THAT ARE TO BE REMOVED, SHALL BE REMOVED ENTIRELY FROM THE SITE, INCLUDING STUMPS. NO STUMP-DUMPS ARE ALLOWED ON SITE.
 - UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED WITHIN THE IMMEDIATE AREA NO PLANT MATERIAL SHALL BE INSTALLED.
 - UNLESS OTHERWISE NOTED OR APPROVED, ALL TREES MUST BE BALLED AND BURLAPPED.
 - ALL PLANT MATERIALS INSTALLED SHALL MEET OR EXCEED THE SPECIFICATIONS OF "THE AMERICAN STANDARDS FOR NURSERY STOCK" BY THE AMERICAN ASSOCIATION OF NURSEYMEN.
 - ANY PROPOSED PLANT MATERIAL SUBSTITUTIONS MUST BE APPROVED BY THE OWNER'S REPRESENTATIVE.
 - ALL PLANT MATERIAL SHALL BE GUARANTEED BY THE INSTALLER FOR ONE YEAR FOLLOWING DATE OF ACCEPTANCE. ANY PLANT MATERIAL THAT IS SIGNIFICANTLY DAMAGED, MISSING, DISEASE RIDDEN, OR DEAD SHALL BE ABATED WITHIN 1-YEAR OR BEFORE THE END OF THE FOLLOWING PLANTING SEASON, WHICHEVER OCCURS FIRST.
 - IN AREAS OF STONE MULCH LAY 6 MIL SHEETS OF "VISQUEEN" TYPE POLYETHYLENE ON COMPACTED SUBGRADE BEFORE PLACING STONE, MINIMUM 6" OVERLAP. PERFORATE SHEETING IN PLANTING BEDS BEFORE PLACING STONE.
 - UNLESS OTHERWISE NOTED LOAM AND SEED ALL DISTURBED AREAS WITH A MINIMUM 4" OF SUITABLE LOAM. SLOPES GREATER THAN 3:1 SHALL BE PROTECTED WITH AN EROSION CONTROL BLANKET. SEE SITE PLAN.
 - WHERE APPLICABLE, THE CONTRACTOR SHALL HAVE ALL FALL TRANSPANTING HAZARD PLANTS DUG IN THE SPRING AND STORED FOR FALL PLANTING.
 - PLANTS SHALL BE INSTALLED WITHIN ONE YEAR OF COMMENCEMENT OF CONSTRUCTION
 - ALL LANDSCAPING SHALL BE LOCATED AND MAINTAINED SO AS NOT TO IMPACT THE LINES OF SIGHT AT THE ENTRANCE AND INTERNAL INTERSECTIONS TO PROVIDE SAFE PASSAGE OF PEDESTRIANS, BICYCLISTS, AND MOTORISTS.
 - ALL LANDSCAPED AREAS WILL BE MAINTAINED TO HAVE A SUFFICIENT AMOUNT OF WATER TO MAINTAIN VIABILITY EITHER BY IRRIGATION OR BY OTHER MEANS.
 - PROPOSED PLANTINGS SHALL NOT CONFLICT WITH SNOW STORAGE AREAS, LIGHT FIXTURES OR UNDERGROUND UTILITIES.
 - ALL LANDSCAPING APPROVED AS PART OF THE SITE PLAN SHALL BE CONSIDERED AS ELEMENTS OF THE SITE, IN THE SAME MANNER AS PARKING, BUILDING MATERIALS, AND OTHER SITE DETAILS. ANY CHANGES WILL REQUIRE APPROVAL BY THE OWNER AND CITY COMMUNITY DEVELOPMENT DIRECTOR.



REV.	DATE	DESCRIPTION	DR	CK
D	12/06/21	ADDED LANDSCAPING PER CLIENT	JEN	CEB
C	11/22/21	REVISIONS PER CITY STAFF COMMENTS & CONS. COMM.	JEN	CEB
B	11/8/21	REVISIONS PER CITY STAFF COMMENTS	JEN	CEB
A	10/28/21	REVISED CANOPY & PARKING	JEN	CEB
REV.		DESCRIPTION	C/O	DR CK

LANDSCAPING PLAN
U-HAUL OF SOUTH KEENE
TAX MAP 115 LOTS 19 & 20
472 WINCHESTER STREET
KEENE, NEW HAMPSHIRE

PREPARED FOR:
AMERCO REAL ESTATE COMPANY
499 MONTGOMERY STREET, CHICOPEE, MA 01020

SCALE: 1" = 40' OCTOBER 15, 2021

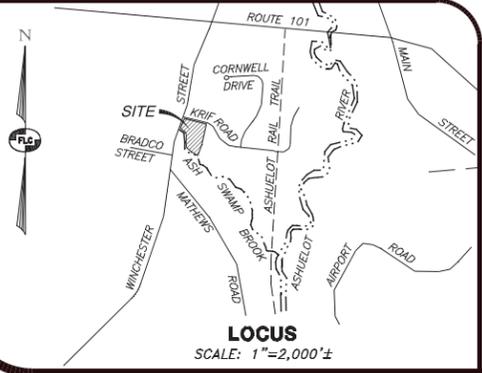
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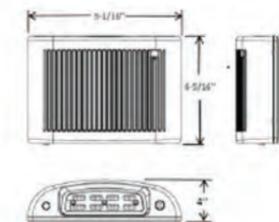
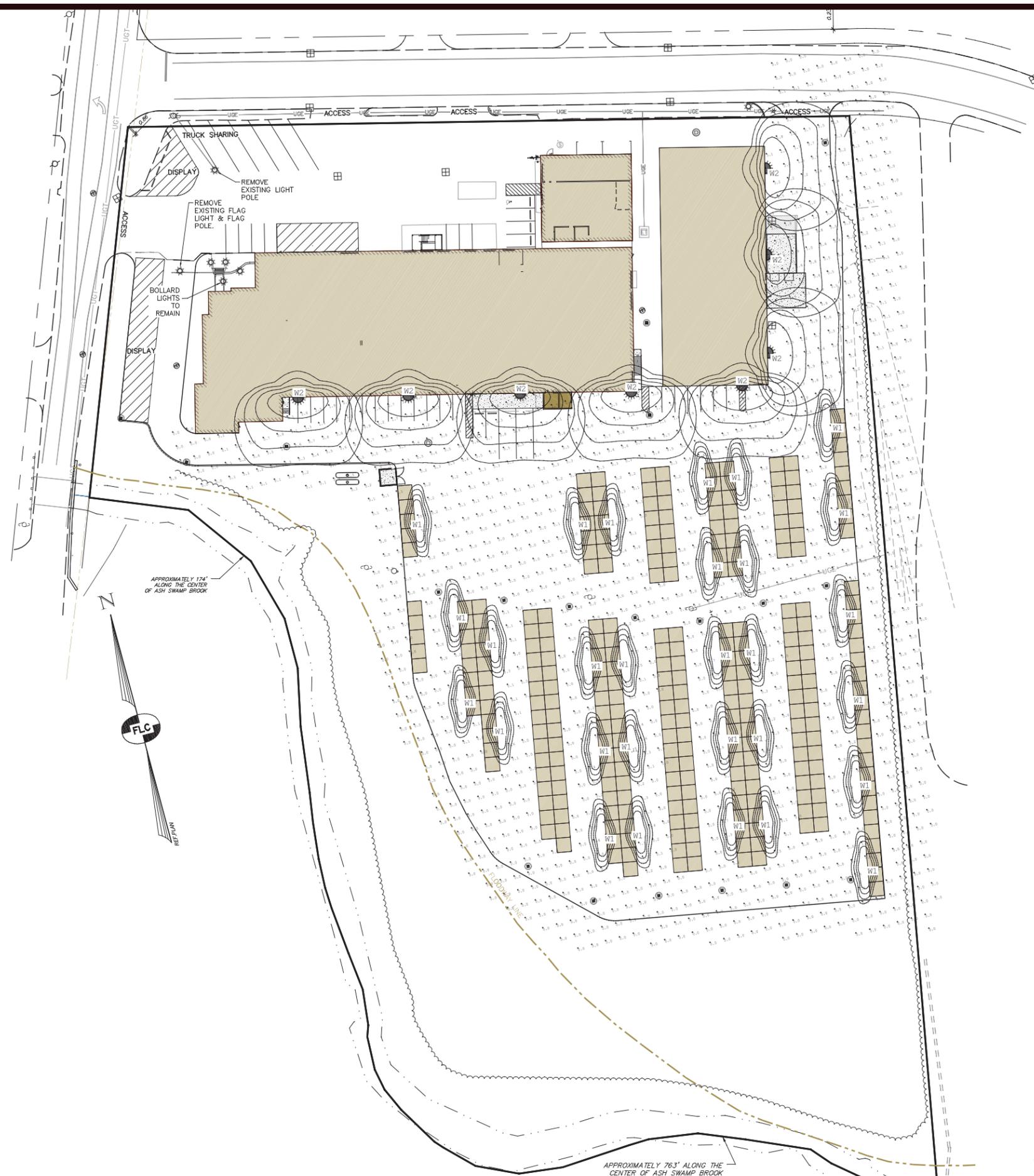
FIELDSTONE
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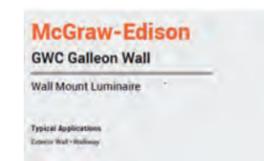
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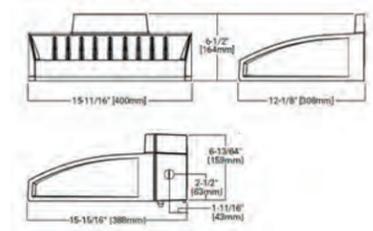




W1 - WALL PACK ON STORAGE UNITS



Dimensional Details



W2 - WALL PACK ON BUILDINGS

1. THESE LIGHTS ARE TO BE INSTALLED ON THE SOUTH SIDE OF BUILDINGS.
2. EXISTING WALL PACKS ON NORTH AND WEST WALLS TO REMAIN.

DESIGN NOTES:

1. LIGHTING REQUIREMENTS:

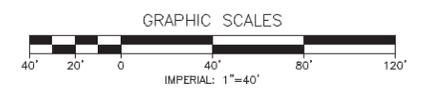
PARKING LOTS	REQUIRED	PROPOSED
AVERAGE	3.5 Fc MAX	1.20 Fc
MINIMUM	0.33 Fc	0.3 Fc
U. RATIO (AVG/MIN)	5:1	4:1
MAX AT PROP. LINE	0.1 Fc	0.1 Fc
MAX AT R.O.W.	1.0 Fc	0.5 Fc
2. ALL PROPOSED LIGHTING MUST BE 70 OR GREATER (CRI) COLOR RENDERING INDEX.
3. ALL PROPOSED LIGHTING MUST BE 3500 KELVIN COLOR-TEMPERATURE.

LIGHTING NOTES:

1. LIGHTING SHALL BE INSTALLED AND ARRANGED SO AS NOT TO REFLECT OR CAUSE GLARE UPON ADJUTING LAND OR HIGHWAYS AND ROADS.
2. ALL FIXTURES ARE FULL CUTOFF, LED FIXTURES. FLOOD LIGHTING AND UP-LIGHTING ARE PROHIBITED.
3. NO SIDEWALKS ARE PROPOSED. BOLLARD LIGHTS AT FRONT ENTRANCE TO REMAIN. FLAG LIGHTS WILL BE REMOVED, ALONG WITH FLAG POLE AT FRONT ENTRANCE.
4. MOUNTING HEIGHT OF ALL PROPOSED WALL MOUNT LIGHTING FIXTURES SHALL BE 15 FEET ABOVE FINISH GRADE ON THE BUILDINGS. FIXTURES TO BE MOUNTED 8 FEET A.F.G. ON SELF STORAGE UNITS.
5. MAXIMUM POLE HEIGHT ALLOWED IS 30 FEET IN COMMERCE LIMITED ZONE.
6. ALL LIGHTS ARE TO BE SETUP ON PHOTOCELLS TO AUTOMATICALLY TURN OFF DURING DAYLIGHT HOURS.
7. ALL NEW LIGHTS TO BE CONTROLLED BY MOTION SENSOR TO ONLY TURN ON AS NEEDED. THE OPERATION WILL BE 24 HOUR FOR ACCESS TO THE SELF STORAGE BUILDINGS.
8. ALL FIXTURES, POLES AND HARDWARE ARE TO BE BRONZE IN COLOR TO MATCH.
9. ANY EXISTING EXTERIOR FIXTURES ARE TO REMAIN, UNLESS NOTED OTHERWISE. EXISTING CONTROLS AND LIGHTING SCHEDULES ARE TO REMAIN UNCHANGED.
10. LIGHT FIXTURES ARE AVAILABLE THROUGH CHARON LIGHTING. ANY CHANGE IN FIXTURE MUST BE APPROVED BY THE OWNER AND DESIGN ENGINEER.

Symbol	Qty	Label	Description
W2	8	W2	GWC-SA1B-740-U-SL4-MS-I20 / WALL MTD 15' AFG
W1	29	W1	MERU-LED-AC-PIR / WALL MTD 8' AFG

StatArea 1	StatArea 2
PARKING ASIDE BUILDING	SELF STORAGE AREA
Illuminance (Fc)	Illuminance (Fc)
Average = 1.20	Average = 0.44
Maximum = 4.0	Maximum = 14.1
Minimum = 0.3	Minimum = 0.0
Avg/Min Ratio = 4.00	Avg/Min Ratio = N.A.
Max/Min Ratio = 13.33	Max/Min Ratio = N.A.



REV.	DATE	DESCRIPTION	C/O	DR	CK
A	10/28/21	REVISED CANOPY & PARKING		JEN	CEB

LIGHTING PLAN
U-HAUL OF SOUTH KEENE
TAX MAP 115 LOTS 19 & 20
472 WINCHESTER STREET
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 PREPARED FOR:
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MOVING & STORAGE OF SOUTH KEENE

472 Winchester St. Keene, NH 03431





MOVING & STORAGE OF SOUTH KEENE

472 Winchester St. Keene, NH 03431



NORTH ELEVATION

Scale: 1" = 20'



WEST ELEVATION

Scale: 1" = 20'



EAST ELEVATION

Scale: 1" = 20'



SOUTH ELEVATION

Scale: 1" = 20'

MOVING & STORAGE OF SOUTH KEENE

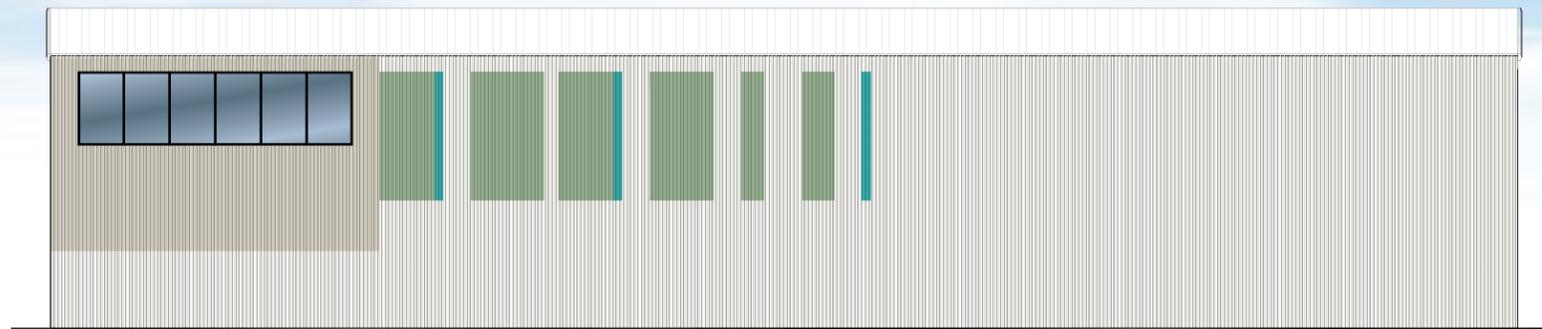
472 Winchester St. Keene, NH 03431



NORTH ELEVATION
Scale: 1" = 20'



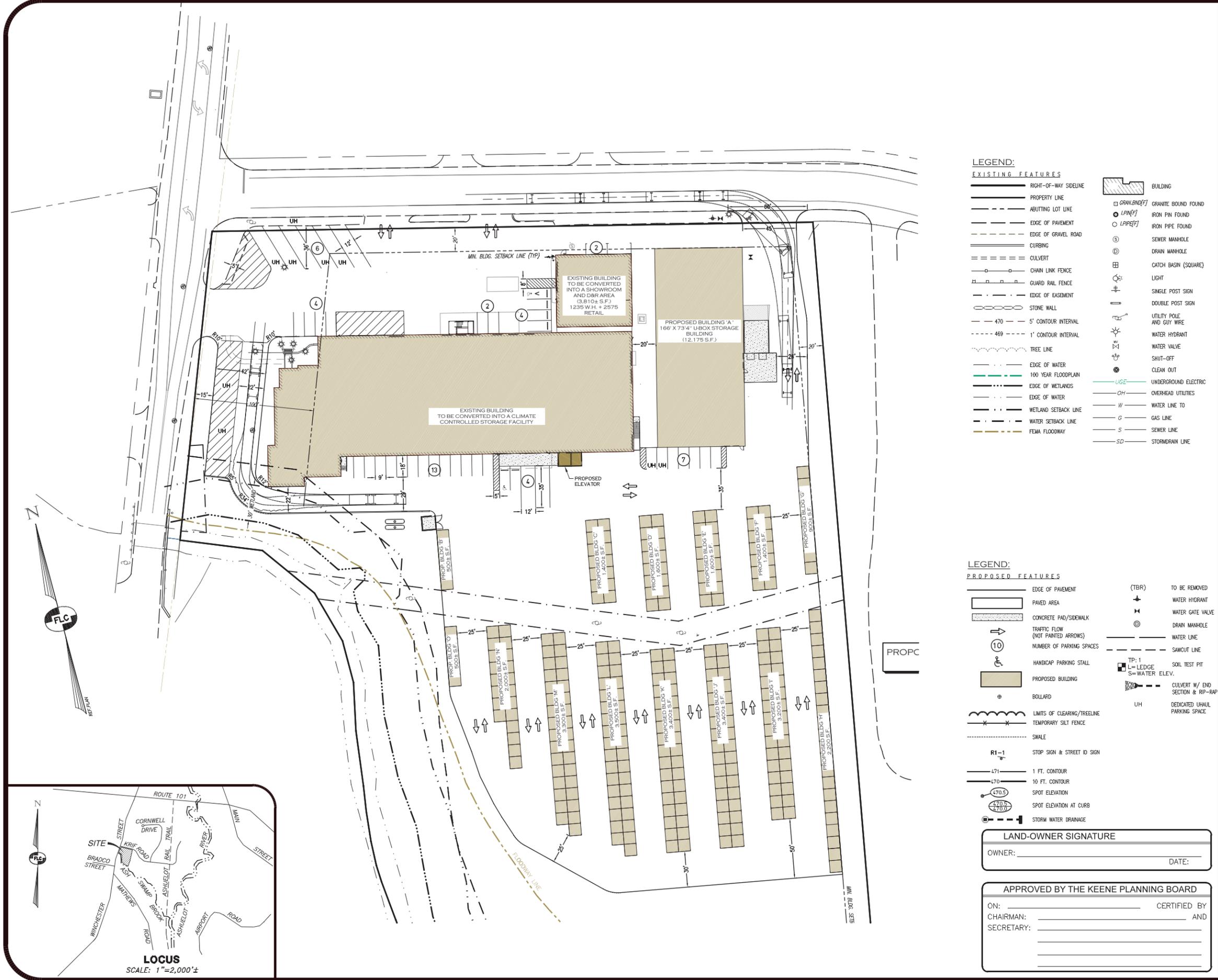
SOUTH ELEVATION
Scale: 1" = 20'



WEST ELEVATION
Scale: 1" = 20'



EAST ELEVATION
Scale: 1" = 20'



- NOTES:**
- THE OWNER OF RECORD FOR TAX MAP 115 LOT 19 AND LOT 20 IS AMERCO REAL ESTATE COMPANY. DEED REFERENCE IS VOL. 3124 PAGE 0492 RECORDED IN THE C.C.R.D. FOR BOTH LOTS.
 - THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED U-HAUL MOVING AND STORAGE FACILITY WITH ASSOCIATED SITE IMPROVEMENTS.
 - THE TOTAL AREA OF TAX MAP PARCEL 115-19 IS 4.03± ACRES OR 175,480 SQ.FT. WITH 50.00 FT. AND THE TOTAL AREA OF TAX MAP PARCEL 115-20 IS 3.48± ACRES OR 151,690 SQ.FT. WITH 445.91 FT. OF FRONTAGE ALONG KRIF ROAD & 263.50 FT. OF FRONTAGE ALONG WINCHESTER STREET PER THE REFERENCE PLAN CITED HEREON.
 - THE COMBINED PARCEL SIZE IS 7.51± ACRES OR 327,170 SQ. FT.
 - ZONING FOR BOTH PARCELS IS COMMERCE LIMITED
 - FRONTAGE = 100 FT.
 - FRONT SETBACK = 100 FT.
 - REAR SETBACK = 20 FT.
 - SIDE SETBACK = 20 FT.
 - MAXIMUM BUILDING COVERAGE = 40%
 - EXISTING BUILDINGS = 34,303 SF, PROPOSED BUILDINGS = 41,075 = 75,378 SF (23%)
 - MAXIMUM IMPERVIOUS COVERAGE (INCLUDING STRUCTURES) = 70%
 - (EXISTING IMP = 85,623 SF (26.6%), PROPOSED IMP = 210,947 SF (65.6%))
 - MINIMUM GREEN/OPEN = 30%. (EXISTING GREEN=73.4, PROPOSED GREEN = 34.4)
 - HEIGHT LIMIT = 35 FT. (2-STORIES), (PROPOSED BLDG=32', 35' FROM GRADE, ONE-STORY)
 - THE SURFACE FEATURES SHOWN WERE DEVELOPED ENTIRELY FROM THE REFERENCE PLANS CITED HEREON.
 - THE LOTS LIE WITHIN THE BOUNDARY OF THE 100 YEAR FLOOD PER FLOOD INSURANCE RATE MAP FOR THE CITY OF KEENE, CHESHIRE COUNTY, COMMUNITY 330023, PANEL NUMBER 33000206E DATED MAY 23, 2006. BASED ON THIS PANEL, THE ESTIMATED ELEVATION OF THE 100 YEAR FLOOD AT THIS LOCATION IS 471.2 FT.
 - IF SNOW STORAGE IS EXCESSIVE, IT SHALL BE HAULED OFF SITE. SNOW CANNOT BE STORED IN THE WETLAND BUFFER, OR FLOODPLAIN COMPENSATORY STORAGE AREA.

- LEGEND:**
- EXISTING FEATURES**
- RIGHT-OF-WAY SIDELINE
 - PROPERTY LINE
 - ABUTTING LOT LINE
 - EDGE OF PAVEMENT
 - EDGE OF GRAVEL ROAD
 - CURBING
 - CULVERT
 - CHAIN LINK FENCE
 - GUARD RAIL FENCE
 - EDGE OF EASEMENT
 - STONE WALL
 - 470 5' CONTOUR INTERVAL
 - 469 1' CONTOUR INTERVAL
 - TREE LINE
 - EDGE OF WATER
 - 100 YEAR FLOODPLAIN
 - EDGE OF WETLANDS
 - EDGE OF WATER
 - WETLAND SETBACK LINE
 - WATER SETBACK LINE
 - FEMA FLOODWAY
- BUILDING**
- GRANITE FOUND
 - IRON PIN FOUND
 - IRON PIPE FOUND
 - SEWER MANHOLE
 - DRAIN MANHOLE
 - CATCH BASIN (SQUARE)
 - LIGHT
 - SINGLE POST SIGN
 - DOUBLE POST SIGN
 - UTILITY POLE AND GUY WIRE
 - WATER HYDRANT
 - WATER VALVE
 - SHUT-OFF
 - CLEAN OUT
 - UNDERGROUND ELECTRIC
 - OVERHEAD UTILITIES
 - WATER LINE TO
 - GAS LINE
 - SEWER LINE
 - STORMDRAIN LINE

PARKING REQUIREMENTS:
 PARKING: BASED ON NEW L.D.C. SEPTEMBER 1, 2021 (TABLE 9-1)

RETAIL = 1 SP / 250 SF GFA
 2,575 SF / 250 SF = 10.3 SPACES
 SELF-STORAGE = 1 SP/3,000SF
 INTERIOR = 26,295/3000 = 8.8 SPACES
 EXTERIOR = 28,400/3000 = 9.5 SPACES*
 WAREHOUSE = 1 SP / 2,000 SF GFA
 12,175 SF / 2,000 SF = 6.1 SPACES REQUIRED
 1,235 SF/2,000 SF = 1 SPACE
TOTAL REQUIRED: 36 SPACES
TOTAL PROVIDED: 42 SPACES

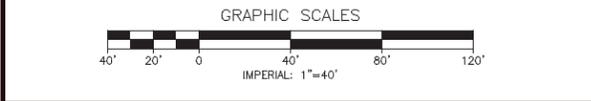
A.D.A. SPACES REQ'D: 42 SPACES = 1 A.D.A. REG. + 1 A.D.A. VAN SPACE
 A.D.A. PROVIDED: 2 SPACES, 1 REGULAR + 1 VAN SPACE
 OVER 10% OF EXTERIOR STORAGE UNITS (31 UNITS) ARE A.D.A. COMPLIANT

* EXTERIOR SELF-STORAGE IS ALLOWED TO PARK IN FRONT OF THEIR UNITS.

- PERMITS REQUIRED:**
- CITY OF KEENE PLANNING BOARD: SITE PLAN APPROVAL
 - CITY OF KEENE PLANNING BOARD: CONDITIONAL USE FOR PAVEMENT IN 30' WETLAND BUFFER
 - CITY OF KEENE ZONING BOARD: VARIANCE FOR MARQUEE ROOF (DENIED & RELOCATED).
 - CITY OF KEENE FLOODPLAIN DEVELOPMENT PERMIT.
 - CITY OF KEENE BUILDING PERMIT.
 - CITY OF KEENE VOLUNTARY LOT MERGER.
 - NHDES ALTERATION OF TERRAIN PERMIT.
 - FEMA LETTER OF MAP REVISION (LOMR-F) AND ELEVATION CERTIFICATE.

- REFERENCE PLANS:**
- "EXISTING CONDITIONS AND PERIMETER SURVEY PERFORMED FOR - CLARKE DISTRIBUTORS - 472 WINCHESTER STREET - KEENE, N.H. 03431 - OF LAND LOCATED IN - CITY OF KEENE-COUNTY OF CHESHIRE-STATE OF NEW HAMPSHIRE", SCALE:1"=30' AND DATED APRIL 7, 1989 BY C.T. MALE ASSOCIATES, P.C.
 - "EXISTING PLAN", SCALE:1"=50' AND DATED OCTOBER 20, 2017 BY BRICKSTONE LAND USE CONSULTANTS.

- LEGEND:**
- PROPOSED FEATURES**
- EDGE OF PAVEMENT
 - PAVED AREA
 - CONCRETE PAD/SIDEWALK
 - TRAFFIC FLOW (NOT PAINTED ARROWS)
 - NUMBER OF PARKING SPACES
 - HANDICAP PARKING STALL
 - PROPOSED BUILDING
 - BOLLARD
 - LIMITS OF CLEARING/TREELINE
 - TEMPORARY SILT FENCE
 - SMALLE
 - STOP SIGN & STREET ID SIGN
 - 1 FT. CONTOUR
 - 10 FT. CONTOUR
 - SPOT ELEVATION
 - SPOT ELEVATION AT CURB
 - STORM WATER DRAINAGE
- (TBR) TO BE REMOVED
 - WATER HYDRANT
 - WATER GATE VALVE
 - DRAIN MANHOLE
 - WATER LINE
 - SAWCUT LINE
 - SOIL TEST PIT
 - CULVERT W/ END SECTION & RP-RAP
 - UH DEDICATED UHAUL PARKING SPACE



REV.	DATE	DESCRIPTION	C/O	DR	CK

TRUCK TURNING EXHIBIT
U-HAUL OF SOUTH KEENE
TAX MAP 115 LOTS 19 & 20
472 WINCHESTER STREET
KEENE, NEW HAMPSHIRE
 PREPARED FOR:
AMERCO REAL ESTATE COMPANY
 499 MONTGOMERY STREET, CHICOPEE, MA 01020

SCALE: 1" = 40' OCTOBER 15, 2021

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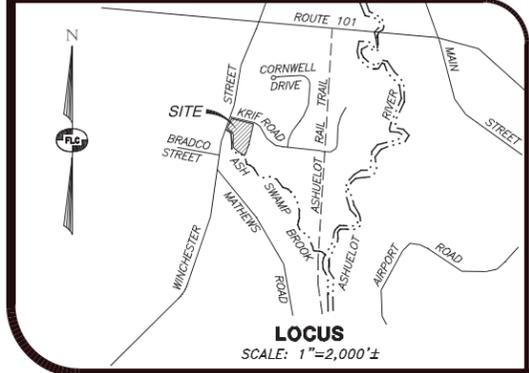
206 Elm Street, Millford, NH 03055
 Phone: (603) 672-5456 Fax: (603) 413-5456
 www.FieldstoneLandConsultants.com

LAND-OWNER SIGNATURE

OWNER: _____ DATE: _____

APPROVED BY THE KEENE PLANNING BOARD

ON: _____ CERTIFIED BY _____ AND _____
 CHAIRMAN: _____ SECRETARY: _____



AMERCO[®]

REAL ESTATE COMPANY

• 2727 N. CENTRAL AVE. • PHOENIX, AZ 85004
PHONE: (602) 263-6502 • FAX: (602) 277-1026

11-19-21

RE: Traffic Information Report
U-Haul Moving & Storage of South Keene
472 Winchester St, Keene NH 03431

Please find attached the accompanying excerpts from the ITE Trip Generation, 10th Edition.

Mini-Warehouse Trips

The Mini-Warehouse trip generation using Land Use Classification ITE 151 is as follows and assumes the 54,695 square feet associated with the proposed buildings:

AM Trip Rate = 0.10 trips per 1,000 Sq. Ft. GFA	AM trips = 54.7 x 0.10 = 6 trips
PM Trip Rate = 0.17 trips per 1,000 Sq. Ft. GFA	PM trips = 54.7 x 0.17 = 10 trips
Daily Trip Rate = 1.51 trips per 1,000 Sq. Ft. GFA	Daily trips = 54.7 x 1.51 = 83 trips

Retail Trips

If the retail space is not considered ancillary and needs to be standalone in the trip generation the best proposed use from ITE is Land Use Code 812 Building Materials and Lumber Store as it is a retail base with a do it yourself type clientele looking for specialty items. The square footage allocated to the retail is 2,575 square feet.

AM Trip Rate = 1.57 trips per 1,000 Sq. Ft. GFA	AM trips = 2.6 x 1.57 = 4 trips
PM Trip Rate = 2.06 trips per 1,000 Sq. Ft. GFA	PM trips = 2.6 x 2.06 = 6 trips
Daily Trip Rate = 18.05 trips per 1,000 Sq. Ft. GFA	Daily trips = 2.6 x 18.05 = 47 trips

Based upon the above information the traffic volumes generated for this site are nominal.

Thank you


AMERCO Real Estate Company
2727 N Central Avenue
Phoenix, AZ 85004
602-263-6502



SPR-897, Mod. 1

STAFF REPORT

SWP-CUP-05-21 - SURFACE WATER PROTECTION CONDITIONAL USE PERMIT REVIEW Eversource A152 & T198 Structure Replacement

Request:

Applicant GZA GeoEnvironmental, on behalf of owner Public Service Company of New Hampshire (dba Eversource Energy), proposes to replace twenty structures along the A152 Transmission Line and eight structures along the T198 Transmission Line. These lines run from Island Street to the Swanzey town border. This project will temporarily impact 166,919 sf of the Surface Water Protection Buffer for temporary access and work pad placement.

Background:

The T-198 and A-152 transmission lines run parallel to each other and extend from the Emerald Street substation in Keene to the Keene/Swanzey border, as shown in Figure 1. The right-of-way width for these transmission lines is 200 ft. The project area includes several zoning districts, including the Low Density, Commerce, High Density, and Agriculture Districts. The request is to replace 20 structures along the A152 Transmission Line and 8 structures along the T198 Transmission Line, as well as replace static wire with optical ground wire along the T198 Transmission Line to shield conduct wires from lighting.

Due to the locations of the structures proposed to be replaced, the proposed project would temporarily impact 128,173 sf of wetlands for the placement of new structures and would impact an additional 166,919 sf of the City's Surface Water Protection Buffer area for temporary access road and work pad placement.

Per Article 11 "Surface Water Protection Ordinance" of the Keene Land Development Code) Section 11.6.1(a)(1) "Construction of a new structure or expansion of an existing structure that expands the footprint of that structure within the Surface Water Protection Overlay District," and Section 11.6.1(a)(3) "Construction of new roads, driveways for non-residential uses, and parking lots within the Surface Water Protection Overlay District," this project requires a Surface Water Protection Conditional Use Permit from the Planning Board.

Completeness:

Staff recommends that the Planning Board accept the application as "complete."

Departmental Comments:

There were no comments from other City Departments on this application.

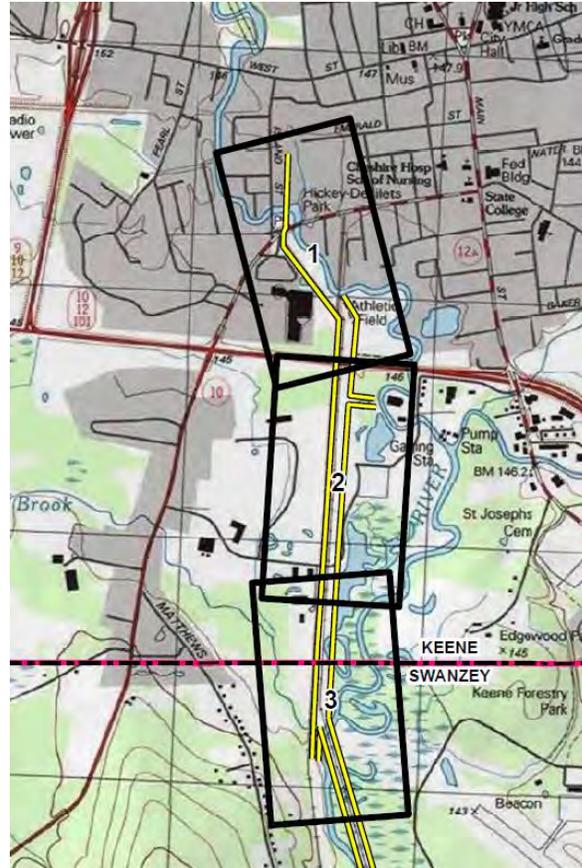


Figure 1. Image of the Locus Plan submitted by the Applicant to show the project area.

STAFF REPORT

Conservation Commission Comments:

The Applicant presented this application before the City's Conservation Commission at their November 15, 2021 meeting. At this meeting, the Conservation Commission requested that the Applicant use a native and pollinator-friendly seed mix for restoring all disturbed areas.

Application Analysis: The following is a review of the Surface Water Protection Ordinance criteria for granting a conditional use permit.

A. The proposed use and/or activity cannot be located in a manner to avoid encroachment into the Surface Water Protection Overlay District.

The Applicant notes that the proposed area is located within the existing cleared T198 and A152 Transmission Line ROW, which is generally bordered by commercial and residential properties and forest communities. Due to these site constraints and existing structure locations, some travel through and work pad placement in the Surface Water Overlay District is required. They also note that, wherever possible, structure replacements, work pads, and access roads will be outside of wetland areas.

B. Encroachment into the buffer area has been minimized to the maximum extent possible, including reasonable modification of the scale or design of the proposed use.

The Applicant states in the project narrative that the "project area is an existing ROW and therefore there are inherent limitations to significant changes in work locations. However, Eversource and the project team analyzed alternative structure replacement locations and access routes in order to minimize buffer impacts to the extent practicable. Where possible, access is designed at existing trails in the ROW. To the extent practicable, buffer zone impacts were avoided by a careful design of the project. Impacts were minimized to the extent practicable by utilizing existing access roads and avoiding permanent impacts to wetlands by placing structures outside of the wetland and buffer zone where possible. Best Management Practices (BMP) will be implemented along work areas in the ROW to reduce/limit potential effects."

C. The nature, design, siting, and scale of the proposed use and the characteristics of the site, including but not limited to topography, soils, vegetation, and habitat, are such that when taken as a whole, will avoid the potential for adverse impacts to the surface water resource.

The applicant notes the least impacting alternative is to utilize the existing Eversource ROW access routes to the greatest extent possible to prevent impacts to wetlands. Where temporary wetland impacts are proposed, the contractor will use wetland matting to minimize impacts. The Applicant has also stated that disturbed wetland and upland areas will be graded and seeded with an appropriate native seed mix, as necessary, and that the utility structures have been sited to avoid direct impacts to wetlands to the extent practicable.

D. The surface water buffer area shall be left in a natural state to the maximum extent possible. The Planning Board may establish conditions of approval regarding the preservation of the buffer, including the extent to which trees, saplings and ground cover shall be preserved.

- 1. Dead, diseased, unsafe, fallen or invasive trees, saplings, shrubs, or ground cover may be removed from the surface water buffer area.*
- 2. Tree stumps and their root systems shall be left intact in the ground, unless removal is specifically approved in conjunction with a surface water protection conditional use permit granted by the Planning Board. The stumps and root balls of exotic, invasive species may be removed by hand digging and/or hand cutting.*

STAFF REPORT

- 3. Preservation of dead and living trees that provide dens and nesting places for wildlife is encouraged. Planting of native species of trees, shrubs, or ground cover that are beneficial to wildlife is encouraged.*
- 4. Where there has been disturbance or alteration of the surface water buffer during construction, revegetation with native species may be required by the Planning Board.*

The Applicant has addressed this standard in their application as follows: *“The proposed project will maintain the natural state of surface water buffers to the extent practicable. The majority of proposed impact is temporary, and permanent impact is limited to a small area associated with the installation of a utility structure, which is a replacement structure. The access road installed within the surface water buffer shall be restored by removing gravel temporarily placed for access and work pads. In addition, existing topsoil will be regraded to original contours to the greatest extent practicable. Seed and mulch will be applied to promote vegetation growth of disturbed areas. During construction, appropriate perimeter controls (straw wattle, silt fence, etc.) will be implemented. In addition, best management practices such as stabilized construction entrances, check dams, water bars, sediment traps, and restoration methods such as seeding with native seed mixes, and mulching, as necessary, will be utilized to prevent sedimentation to surface waters and wetlands within the project area, and promote soil stabilization. The project includes the preparation of a Storm Water Pollution Prevention Plan and associated erosion control monitoring during and after construction, to monitor the progress of restoration. An environmental monitor will be retained to provide erosion control monitoring and advise Eversource on the installation and maintenance of erosion control measures during construction and restoration.”*

E. The Planning Board may consider the following to determine whether allowing the proposed encroachment will result in an adverse impact on the surface water resource.

- 1. The size, character, and quality of the surface water and the surface water buffer being encroached upon.*
- 2. The location and connectivity of the surface water in relation to other surface waters in the surrounding watershed.*
- 3. The nature of the ecological and hydrological functions served by the surface water.*
- 4. The nature of the topography, slopes, soils, and vegetation in the surface water buffer.*
- 5. The role of the surface water buffer in mitigating soil erosion, sediment and nutrient transport, groundwater recharge, flood storage, and flow dispersion.*
- 6. The extent to which the surface water buffer serves as wildlife habitat or travel corridor.*
- 7. The rate, timing and volume of stormwater runoff and its potential to influence water quality associated with the affected surface water or any associated downstream surface waters.*
- 8. The sensitivity of the surface water and the surface water buffer to disruption from changes in the grade or plant and animal habitat in the buffer zone.*

The Applicant notes that the project area is located in the Middle Ashuelot River watershed, and that the majority of wetlands in the ROW are large scrub-shrub and scrub/shrub emergent systems. Wetlands in the project area typically drain into the Ashuelot River to the east, which ultimately drains into the Connecticut River. As the impacts proposed are temporary and will be restored upon completion of the work, the Applicant notes that it is not anticipated that the proposed work will significantly affect the existing functions of this wetland system. Erosion and sediment controls will be installed prior to the start of work, and maintained during construction, to prevent sedimentation into the wetland.

In addition, the Applicant states the following in the project narrative:

“The buffers in the proposed work area are located within the existing cleared Eversource ROW and are scrub-shrub/early successional dominated due to vegetation maintenance practices. This

STAFF REPORT

cover type provides wildlife habitat for a variety of early to mid-successional bird, mammal, amphibian, and reptile species. The project is not converting any large cover type areas and is in an existing maintained ROW. In addition, the project is designed to avoid impacts to a potential vernal pool. As a result, the project is not expected to impact wildlife utilization in the larger landscape. The ROW will continue to provide early to mid-successional habitat to a variety of wildlife. Early successional habitat provides important breeding, foraging, and overwintering habitat to a variety of declining songbird species. As a result, the ROW will continue to provide important habitat components. GZA has completed correspondence with the Natural Heritage Bureau (NHB) and New Hampshire Fish and Game (NHFG) regarding the presence of rare, threatened and endangered species within the vicinity of the proposed project.

The project will include rare species BMPs as requested by the New Hampshire Fish and Game Department (NHFG). Prior to daily construction activities, timber matting will be reviewed by a monitor trained in wildlife identification and observed turtles and snakes will be safely relocated out of the active work zone, in similar nearby habitat. Observed turtles and snakes will be moved off of construction access roads to limit and prevent mortality to turtles and snakes during construction and will be reported to NHFG. Erosion control matting, if utilized, will consist of jute matting. Matting with plastic mesh will be avoided to limit unintentional mortality to snakes. In addition, common nighthawk (*Chordeiles minor*) was identified within the vicinity of the project site. Common nighthawks are ground nesting birds that typically nest in exposed gravelly soils. GZA has coordinated with NHB and NHFG and photos of common nighthawk will be incorporated into construction plans. Observations of common nighthawk on the project site will be reported to New Hampshire Fish and Game. At the conclusion of the project, a summary report of any rare species observations will be provided to the NHFG Nongame Program.”

Recommended Motion:

If the Board is inclined to approve this request, the following language is recommended for a motion:

“Approve Conditional Use Permit SWP-CUP-05-21 as shown on the plan set identified as “T198 & A152 Transmission Lines – Structure Replacement and OPGW Project, Keene, New Hampshire” prepared by GZA GeoEnvironmental Inc. at varying scales and dated November 8, 2021, with the following conditions:

- A. Applicant submits to the Community Development Department documentation of all necessary permits and approvals from local, state and federal agencies, including but not limited to:
 - i. An approved Wetlands Permit from the NH Department of Environmental Services;
 - ii. Temporary driveway permits for each access point from a public right-of-way from the City Public Works Department;
 - iii. Excavation permits for any ground disturbance within the public right-of-way; and,
 - iv. Encumbrance permits for any vehicles, equipment or materials to be staged or stored within the public right-of-way.
- B. Applicant shall remediate all disturbed areas with vegetation that includes pollinator friendly plant species. A list of plant species used for remediation shall be submitted to the Community Development Department in advance of planting.”

CITY OF KEENE PLANNING BOARD

Department File# _____
Received _____

Surface Water Protection Conditional Use Permit (SWP CUP) Application To be used when project also requires Site Plan Review

Please fill out entire application

Section One: Project

Tax Map Parcel # see attached - - - - - Existing Zoning: Commerce, Industrial, Agriculture, High Density.

Project:

Name T198 and A152 Transmission Line Structure Replacement and OPGW Project
Address Eversource Right-of-Way in Keene, New Hampshire

Section Two: Contact Information

Owner:

Name Eversource Energy, Attn: Jeremy Fennell Signature *Jeremy Fennell*
Name _____ Signature _____
Address 13 Legends Drive, Hooksett, NH 03106
Phone (day) (603) 634-3396 (Fax) ()
Date 11/9/2021

Applicant/Agent:

Name GZA GeoEnvironmental, Inc. Attn: Lindsey White Signature *Lindsey White*
Address 5 Commerce Park North, Suite 201, Bedford, NH 03110
Phone: (day) (603) 232-8753 Fax: () Date 11/9/2021

Surveyor/Planner/Engineer:

Name _____ Signature _____
Address _____
Phone: (day) () Fax: () Date: _____



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5 Commerce Park North

Suite 201

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T: 603.623.3600

F: 603.624.9463

www.gza.com



November 10, 2021
File No. 04.0190999.60

City of Keene
Planning Board
Attn: Pamela Russell Slack, Chair
3 Washington Street
Keene, New Hampshire 03431

Re: Conditional Use Permit Application
Eversource Energy
2021 A152 and T198 Transmission Line Structure Replacement Project
Keene, New Hampshire

Dear Chair Russell Slack:

This letter transmits a Conditional Use Permit Application on behalf of Public Service Company of New Hampshire doing business as Eversource Energy (Eversource), for the A152 and T198 Transmission Line Structure Replacement Project (see attached **Figure 1, Locus Plan**). On behalf of Eversource, GZA GeoEnvironmental, Inc. (GZA) is requesting consideration of a Conditional Use Permit Application for required wetland and upland buffer impacts within the City of Keene Surface Water Protection Overlay District.

The proposed project includes the replacement of 28 existing utility structures along the existing A152 and T198 Transmission Line in Keene, New Hampshire, including 20 structures on the A152 Line and eight structures on the T198 Line. Additionally, Optical Ground Wire (OPGW) is proposed to be installed to replace existing static wire on the T198 Transmission Line which will improve the transmission line by serving to shield conduct wires below it from lightning. The subject section of A152 and T198 Transmission Line ROW has a width of approximately 200 feet. The Site is located in a primarily commercialized area of Keene within a cleared ROW. Natural cover within the ROW includes upland shrublands and wetland emergent and scrub-shrub habitats.

The proposed project requires approximately 128,173 sq. ft. of temporary wetland impact and approximately 166,919 sq. ft. of temporary buffer impact in uplands for access and work pad placement. See **Figure 2 – Access and Permitting Plans** for a depiction of the proposed project and wetland buffer impacts.



The proposed project is necessary in order to support current and future electricity demands in the region. The structure replacements were selected based on inspection of the transmission line. It was determined that these structures contain defects must be replaced in order to meet current electrical standards. The existing wood structures will be replaced with weathered steel structures in order to increase the long-term reliability of the line. There are no proposed expansions to the ROW or construction of new lines associated with this project.

Wetlands were confirmed by GZA in October 2021 in accordance with the United States Army Corps of Engineers (ACOE) Wetlands Delineation Manual using the Routine Determinations Method, and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual as required by the New Hampshire Department of Environmental Services (NHDES) Wetlands Bureau and the ACOE. At the time of delineation GZA also photographed resources and recorded data relevant to functions and values provided by these natural resources within the right-of-way (ROW) utilizing the U.S. Army Corps of Engineers Highway Methodology. GZA classified wetlands in accordance with the "Classification of Wetlands and Deepwater Habitats of United States" (Federal Geographic Committee, 2013). The area of evaluation included approximately 1.5 miles of ROW.

In accordance with Article 11 of the Keene Land Use Code, a conditional use permit (CUP) issued by the Planning Board shall be required for a proposed use listed in Article 11.6.1 when the proposed use is located on land within the Surface Water Overlay Protection District. The proposed A152 and T198 Transmission Line Replacement Project includes the installation of replacement structures and creation and/or improvement of existing dirt/gravel access roads and work pads in the Surface Water Overlay Protection District, and would thus fall under 11.6.1 (a)(1) "*Construction of a new structure or expansion of an existing structure that expands the footprint of that structure within the Surface Water Protection Overlay District.*," and 11.6.1 (a)(3) "*Construction of new roads, driveways for non-residential uses, and parking lots within the Surface Water Protection Overlay District.*" In accordance with the Surface Water Protection Conditional Use Permit (SWP CUP) Application form, the following criteria are addressed below.

- A. Why proposed use or activity cannot be placed outside of Overlay District.** The proposed work area is located within the existing cleared A152 and T198 Transmission Line ROW, which is generally bordered by commercial and residential properties and forest communities. Due to these site constraints and existing structure locations, some travel through and work pad placement in the Surface Water Overlay District is required. Wherever possible, structure replacements, work pads, and access roads are proposed to be outside of wetlands.
- B. How encroachment into buffer zone has been minimized to maximum extent possible.** The project area is an existing ROW and therefore there are inherent limitations to significant changes in work locations. However, Eversource and the project team analyzed alternative structure replacement locations and access routes in order to minimize buffer impacts to the extent practicable. Where possible, access is designed at existing trails in the ROW. To the extent practicable, buffer zone impacts were avoided by a careful design of the project. Impacts were minimized to the extent practicable by utilizing existing access roads and avoiding permanent impacts to wetlands by placing structures outside of the wetland and buffer zone where possible. Best Management Practices (BMP) will be implemented along work areas in the ROW to reduce/limit potential effects.



- C. *How proposed use was designed to avoid adverse impacts to surface water resources.*** The least impacting alternative is to utilize the existing Eversource ROW to the greatest extent possible, which was accomplished by utilizing an existing ROW. The project has been designed to utilize existing access routes along the ROW, where possible, to prevent impacts to wetlands. Where temporary wetland impacts are proposed, the contractor will use wetland matting to minimize impacts. Disturbed wetland and upland areas will be graded and seeded with an appropriate native seed mix, as necessary. The utility structures have been sited to avoid direct impacts to wetlands to the extent practicable.
- D. *How the buffer will be maintained in a natural state.*** The proposed project will maintain the natural state of surface water buffers to the extent practicable. The majority of proposed impact is temporary, and permanent impact is limited to a small area associated with the installation of a utility structure, which is a replacement structure. The access road installed within the surface water buffer shall be restored by removing gravel temporarily placed for access and work pads. In addition, existing topsoil will be regraded to original contours to the greatest extent practicable. Seed and mulch will be applied to promote vegetation growth of disturbed areas. During construction, appropriate perimeter controls (straw wattle, silt fence, etc.) will be implemented. In addition, best management practices such as stabilized construction entrances, check dams, water bars, sediment traps, and restoration methods such as seeding with native seed mixes, and mulching, as necessary, will be utilized to prevent sedimentation to surface waters and wetlands within the project area, and promote soil stabilization. The project includes the preparation of a Storm Water Pollution Prevention Plan and associated erosion control monitoring during and after construction, to monitor the progress of restoration. An environmental monitor will be retained to provide erosion control monitoring and advise Eversource on the installation and maintenance of erosion control measures during construction and restoration.
- E. *Whether or not the encroachment result in an adverse impact on the surface water resource.*** The project area is located in the Middle Ashuelot River watershed. The majority of wetlands in the ROW are large scrub-shrub and scrub-shrub/emergent systems. Wetlands in the project area typically drain in an easterly direction into the Ashuelot River, which ultimately drains to the Connecticut River. The proposed impacts for access roads within the Surface Water Protection District is temporary and will be restored upon completion of work. Therefore, it is not anticipated that the encroachment will result in an adverse impact on the surface water resource.
- F. *Extent to which buffer serves as wildlife habitat.*** The buffers in the proposed work area are located within the existing cleared Eversource ROW and are scrub-shrub/early successional dominated due to vegetation maintenance practices. This cover type provides wildlife habitat for a variety of early to mid-successional bird, mammal, amphibian, and reptile species. The project is not converting any large cover type areas and is in an existing maintained ROW. As a result, the project is not expected to impact wildlife utilization in the larger landscape. The ROW will continue to provide early to mid-successional habitat to a variety of wildlife. Early successional habitat provides important breeding, foraging, and overwintering habitat to a variety of declining songbird species. As a result, the ROW will continue to provide important habitat components. GZA has completed correspondence with the Natural Heritage Bureau (NHB) and New Hampshire Fish and Game (NHFG) regarding the presence of rare, threatened and endangered species within the vicinity of the proposed project.



The project will include rare species BMPs as requested by the New Hampshire Fish and Game Department (NHFG). Prior to daily construction activities, timber matting will be reviewed by a monitor trained in wildlife identification and observed turtles and snakes will be safely relocated out of the active work zone, in similar nearby habitat. Observed turtles and snakes will be moved off of construction access roads to limit and prevent mortality to turtles and snakes during construction and will be reported to NHFG. Erosion control matting, if utilized, will consist of jute matting. Matting with plastic mesh will be avoided to limit unintentional mortality to snakes. In addition, common nighthawk (*Chordeiles minor*) was identified within the vicinity of the project site. Common nighthawks are ground nesting birds that typically nest in exposed gravelly soils. GZA has coordinated with NHB and NHFG and photos of common nighthawk will be incorporated into construction plans. Observations of common nighthawk on the project site will be reported to New Hampshire Fish and Game. At the conclusion of the project, a summary report of any rare species observations will be provided to the NHFG Nongame Program.

Should you have any questions, please contact Ms. Lindsey White at 603-232-8753 or at lindsey.white@gza.com.

Very truly yours,

GZA GEOENVIRONMENTAL, INC.

Handwritten signature of Lindsey White in black ink.

Lindsey White, CPSS
Project Manager

Handwritten signature of Deborah M. Zarta Gier in black ink.

Deborah M. Zarta Gier, CNRP
Consultant/Reviewer

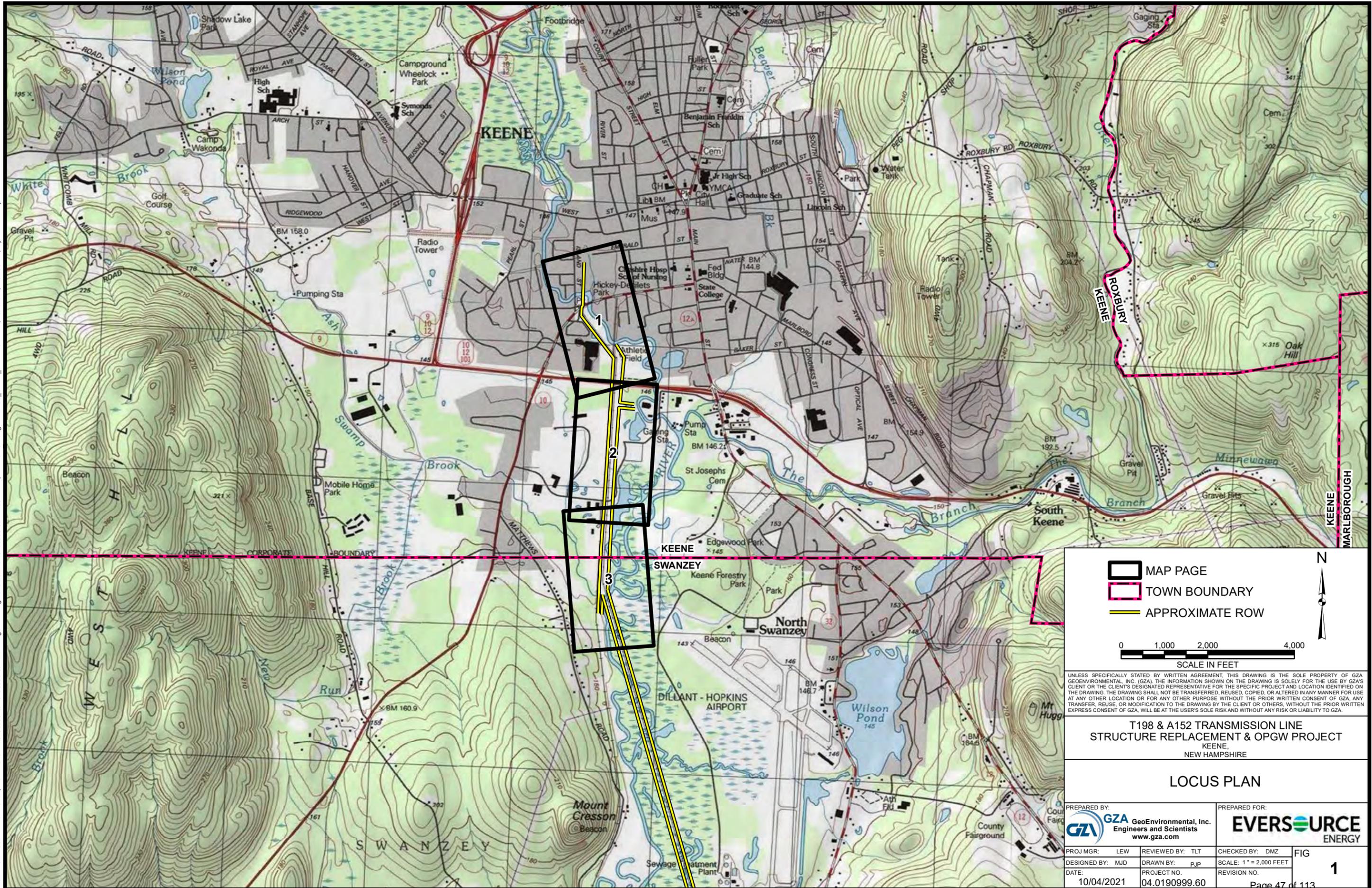
Handwritten signature of Tracy L. Tarr in black ink.

Tracy L. Tarr, CWS, CESSWI
Associate Principal

LEW/TLT/DMZ

Attachments: Conditional Use Permit Application Form
List of Abutters
Photo Log
Figure 1 – Locus Plan
Figure 2 – Access and Permitting Plans
Application Fee

© 2021 - GZA GeoEnvironmental, Inc. P:04.Jobs\10190999\04.0190999.00 - EE Siting Permitting 2019-2022\04.0190999.00 - T198 Str. Repl and OPGW\Figures\T198_Keene_Locus 10-7.mxd, 10/4/2021, 2:52:58 PM, Nyssa Seekamp



-  MAP PAGE
-  TOWN BOUNDARY
-  APPROXIMATE ROW



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**T198 & A152 TRANSMISSION LINE
STRUCTURE REPLACEMENT & OPGW PROJECT**
KEENE,
NEW HAMPSHIRE

LOCUS PLAN

PREPARED BY:
 **GZA** GeoEnvironmental, Inc.
Engineers and Scientists
www.gza.com

PREPARED FOR:

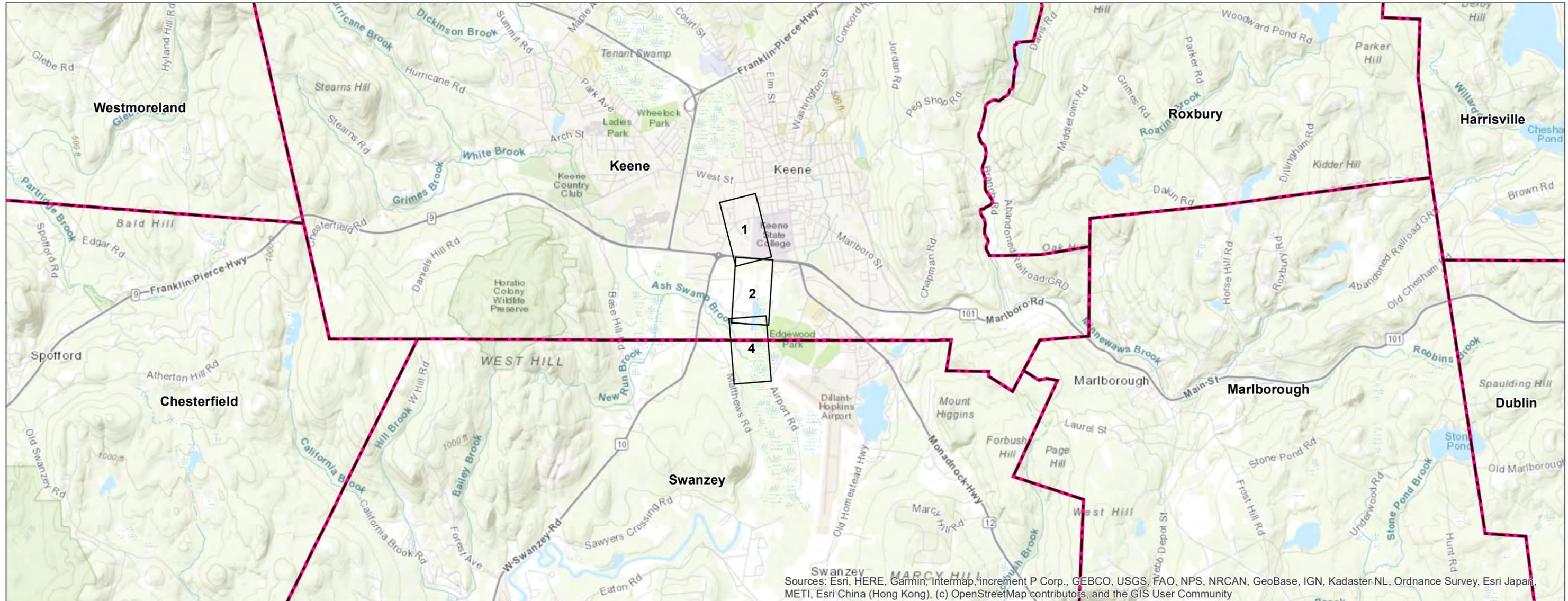

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DESIGNED BY: MJD	DRAWN BY: PJP	SCALE: 1" = 2,000 FEET	1
DATE: 10/04/2021	PROJECT NO: 04.0190999.60	REVISION NO:	

T198 & A152 Transmission Lines - Structure Replacement and OPGW Project

KEENE, NEW HAMPSHIRE
Environmental Permitting Planset

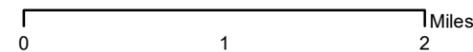
DRAFT Map Set

Date: November 08, 2021



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster-NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Legend



INDEX OF FIGURES
Title Sheet / Index Map
Map Sheets 1-3
Note Sheets 1-2

NO.	DATE	REVISIONS

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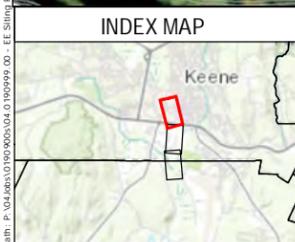
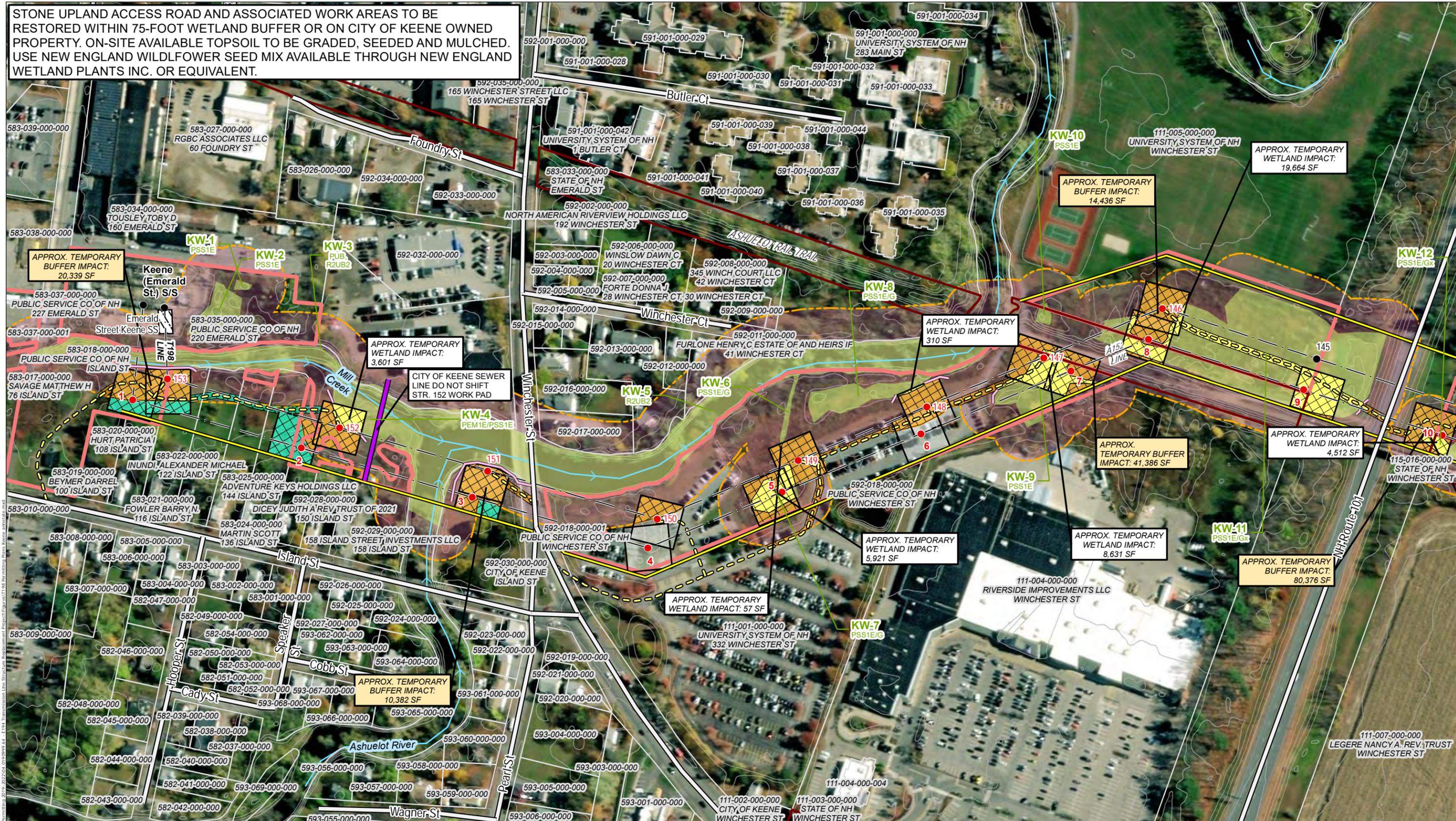
13 Legends Drive
Hooksett, NH 03106

PREPARED BY:



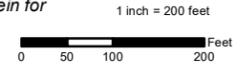
GZA GeoEnvironmental, Inc.
Engineers and Scientists
www.gza.com

STONE UPLAND ACCESS ROAD AND ASSOCIATED WORK AREAS TO BE RESTORED WITHIN 75-FOOT WETLAND BUFFER OR ON CITY OF KEENE OWNED PROPERTY. ON-SITE AVAILABLE TOPSOIL TO BE GRADED, SEEDED AND MULCHED. USE NEW ENGLAND WILDFLOWER SEED MIX AVAILABLE THROUGH NEW ENGLAND WETLAND PLANTS INC. OR EQUIVALENT.



- APPROX. SEWER LINE
- 2-FT CONTOURS
- TOWN BOUNDARY
- PARCEL BOUNDARY
- EVERSOURCE OWNED PARCEL
- STATE OWNED PARCEL
- UPLAND MATTING
- CITY OF KEENE UPLAND RESTORATION OR MATTING AREA
- TEMPORARY WETLAND IMPACTS
- APPROX. ROW
- SHORELAND ZONE
- EXISTING T198 TRANSMISSION LINE
- EXISTING T198 STRUCTURE
- EXISTING T198 STRUCTURE TO BE REPLACED
- STONE WALL
- WORK PAD
- PULL PAD
- PROPOSED ACCESS
- NHD FLOWLINE
- FIELD DELINEATED WETLANDS
- NHDOT ROADS
- GATE
- 75-FT WETLAND BUFFER TO BE RESTORED
- EROSION CONTROL

This mapping product has been created to comply with submittal requirements to obtain certain regulatory approvals and, as such, there is no reliance on the information contained herein for any other purpose.



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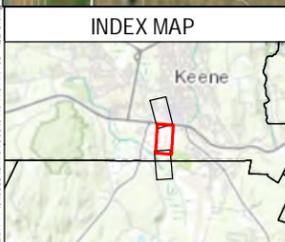
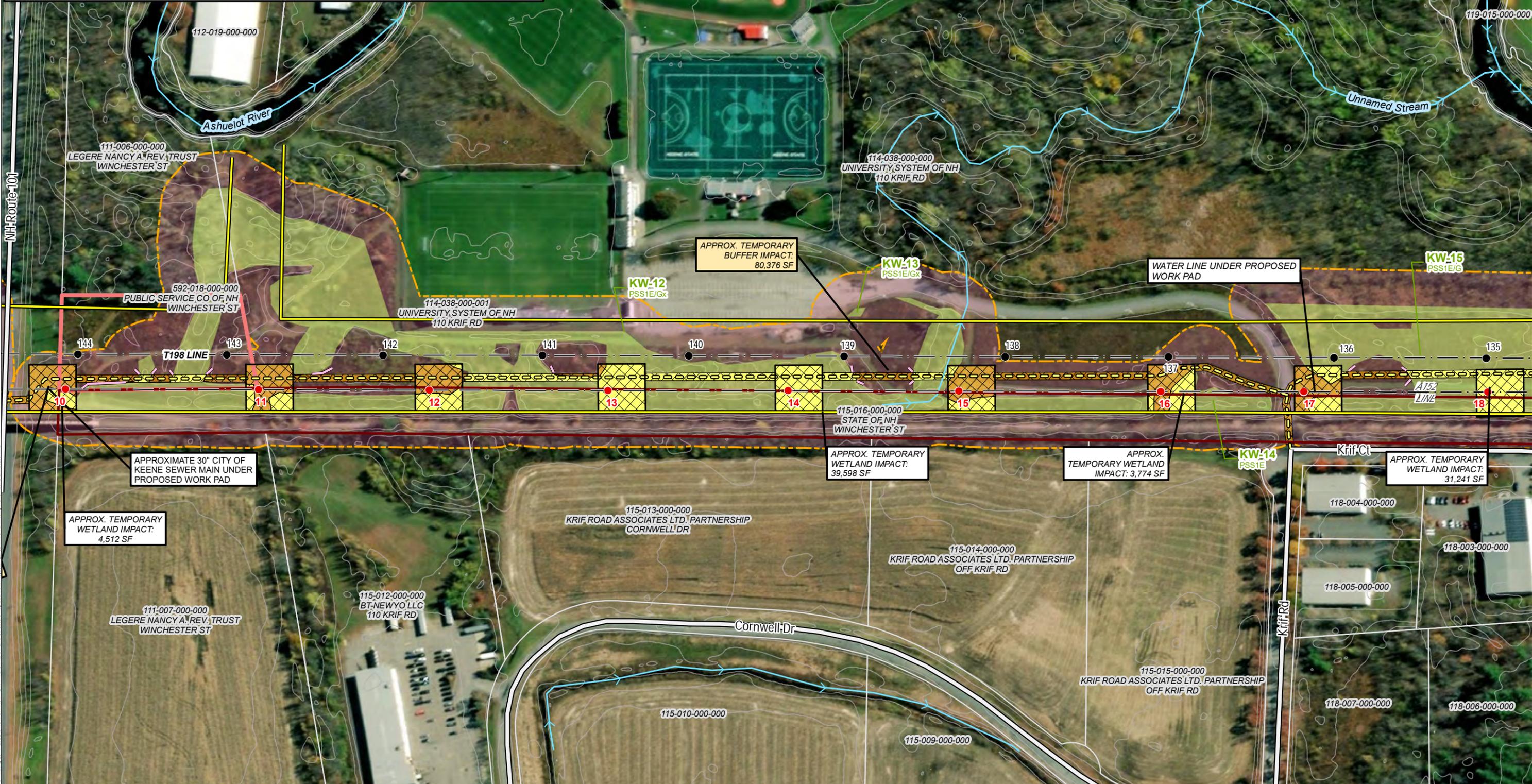
T198 & A152 Line Structure Replacement and OPGW Project

Keene, NH MAP SHEET

Date: November, 2021

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STONE UPLAND ACCESS ROAD AND ASSOCIATED WORK AREAS TO BE RESTORED WITHIN 75-FOOT WETLAND BUFFER OR ON CITY OF KEENE OWNED PROPERTY. ON-SITE AVAILABLE TOPSOIL TO BE GRADED, SEEDED AND MULCHED. USE NEW ENGLAND WILDFLOWER SEED MIX AVAILABLE THROUGH NEW ENGLAND WETLAND PLANTS INC. OR EQUIVALENT.



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1 inch = 200 feet

NO.	DATE	REVISIONS

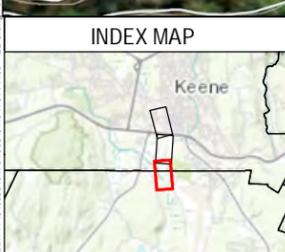
EVSOURCE ENERGY

T198 & A152 Line Structure Replacement and OPGW Project

Keene, NH	MAP SHEET
Date: November, 2021	
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Plan: P:\0480\10190000\04.0\10190000.dwg - E:\Siting\Permitting\2019-2022\04_01\10190000.dwg - E:\194\Transmission Line Structure Replacement\Project\Figures\T198_Permitting Plans\Keene_aerial.mxd

STONE UPLAND ACCESS ROAD AND ASSOCIATED WORK AREAS TO BE RESTORED WITHIN 75-FOOT WETLAND BUFFER OR ON CITY OF KEENE OWNED PROPERTY. ON-SITE AVAILABLE TOPSOIL TO BE GRADED, SEEDED AND MULCHED. USE NEW ENGLAND WILDFLOWER SEED MIX AVAILABLE THROUGH NEW ENGLAND WETLAND PLANTS INC. OR EQUIVALENT.



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1 inch = 200 feet

NO.	DATE	REVISIONS

T198 & A152 Line Structure Replacement and OPGW Project

Keene/Swanzey, NH MAP SHEET

Date: November, 2021

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Photographic Log

Client Name: Eversource Energy		Site Location: T198 and A152 Transmission Line Keene, New Hampshire	Project No. 04.0190999.60
Photo No. 1	Date: 10/4/21		
Direction Photo Taken: Southwest			
Description: View of T198 Structure 153 to be replaced.			

Photo No. 2	Date: 10/4/20		
Direction Photo Taken: South			
Description: View of proposed access for T198 Structure 152 (left) and A152 Structure 2 (Right).			



Photographic Log

Client Name: Eversource Energy		Site Location: T198 and A152 Transmission Line Keene, New Hampshire	Project No. 04.0190999.60
Photo No. 3	Date: 10/4/21		
Direction Photo Taken: Southeast			
Description: View of Wetland KW-4 and T198 Structure 151 (left) and A152 Structure 3 (Right) to be replaced.			

Photo No. 4	Date: 10/4/21		
Direction Photo Taken: South			
Description: View of T198 Structure 150 (left) and A152 Structure 4 (Right) to be replaced.			



Photographic Log

Client Name: Eversource Energy		Site Location: T198 and A152 Transmission Line Keene, New Hampshire	Project No. 04.0190999.60
Photo No. 5	Date: 10/4/21		
Direction Photo Taken: Northwest			
Description: View of wetland KW-7 and A152 Structure 5 to be replaced.			

Photo No. 6	Date: 10/4/21		
Direction Photo Taken: Northwest			
Description: View of Wetland KW-9 and T198 Structure 147 to be replaced.			



Photographic Log

Client Name: Eversource Energy		Site Location: T198 and A152 Transmission Line Keene, New Hampshire	Project No. 04.0190999.60
Photo No. 7	Date: 10/4/21		
Direction Photo Taken: Southeast			
Description: View of Wetland KW-11 and A152 Structure 8 to be replaced.			

Photo No. 8	Date: 10/4/21		
Direction Photo Taken: North			
Description: View of proposed access towards A152 Structure 9 to be replaced within Wetland KW-11.			



Photographic Log

Client Name: Eversource Energy		Site Location: T198 and A152 Transmission Line Keene, New Hampshire	Project No. 04.0190999.60
Photo No. 9	Date: 10/4/21		
Direction Photo Taken: North			
Description: View of A152 Structure 10 to be replaced within Wetland KW-12.			

Photo No. 10	Date: 10/4/21		
Direction Photo Taken: Southeast			
Description: View of Wetland KW-12 and A152 Structure 11 to be replaced.			



Photographic Log

Client Name: Eversource Energy		Site Location: D108 Transmission Line Keene, New Hampshire	Project No. 04.0190999.60
Photo No. 11	Date: 10/4/21		
Direction Photo Taken: Northwest			
Description: View of Wetland KW-12 and A152 Structure 13 (left) to be replaced and T198 Structure 141 (right).			

Photo No. 12	Date: 10/4/21		
Direction Photo Taken: North			
Description: View of proposed work area at A152 Structure 16 to be replaced.			



Photographic Log

Client Name: Eversource Energy		Site Location: D108 Transmission Line Keene, New Hampshire	Project No. 04.0190999.60
Photo No. 13	Date: 10/4/21		
Direction Photo Taken: South			
Description: View of Wetland KW-14 and A152 Structure 17 (right) to be replaced and T198 Structure 137 (left).			

Photo No. 14	Date: 10/4/21		
Direction Photo Taken: North			
Description: View of Wetland KW-15 and A152 Structure 18 (left) to be replaced and T198 Structure 135 (right).			



Photographic Log

Client Name: Eversource Energy		Site Location: D108 Transmission Line Keene, New Hampshire	Project No. 04.0190999.60
Photo No. 15	Date: 10/4/21		
Direction Photo Taken: South			
Description: View of Wetland KW-15 and A152 Structure 19 (right) to be replaced and T198 Structure 134 (left).			

Photo No. 16	Date: 10/4/21		
Direction Photo Taken: South			
Description: View of Wetland KW-15 and A152 Structure 20 (right) to be replaced and T198 Structure 133 (left).			

STAFF REPORT

SPR-13-14, MODIFICATION 1 AND SWP-CUP-2021-06 SITE PLAN & SURFACE WATER PROTECTION CONDITIONAL USE PERMIT REVIEW 115 PARK AVENUE – NORTH KEENE SUBSTATION

Request:

Applicant and owner Public Service Company of New Hampshire (dba Eversource Energy) proposes to construct a 3,080 sf electrical enclosure and install electrical equipment on the North Keene Substation property located at 115 Park Ave (TMP# 233-002-000). A waiver is requested from Sec. 20.6.2.C of the Land Development Code regarding screening requirements for ground-mounted mechanical equipment. A Conditional Use Permit is requested to construct a gravel driveway in the Surface Water Protection buffer. The site is 15.28 ac and is located in the Conservation District.

Background:

The property located at 115 Park Avenue is the site of the North Keene Substation, owned and operated by Public Service Company of New Hampshire (dba Eversource Energy). The site is bordered by NH Route 12 to the north and Wheelock Park to the east, south, and west and is located in the Conservation District. A utility corridor runs north to south along the eastern side of the parcel. This property was developed as an electrical substation in 2014. Permanent access to the site is through Wheelock Park; however, during construction the site was accessed via a temporary driveway off of NH Route 12.



Figure 1. Photo of the North Keene Substation as viewed from the access point off of Appel Way. Photo taken on 12/7/2021.

The current request is to construct a 3,080 sf electrical enclosure and install additional electrical equipment within the existing substation yard, reconstruct a gravel driveway for access from NH Route 12, reconstruct an infiltration basin to the north of the existing substation yard, and construct a new infiltration basin along the eastern edge of the gravel driveway from NH Route 12. A waiver is requested from Section 20.6.2.C of the Land Development Code regarding screening requirements for ground-mounted mechanical equipment. In addition, a Surface Water Protection Conditional Use Permit is requested to allow the construction of a gravel driveway within the Surface Water Protection Overlay District. The total area of disturbance would be approximately 16,050 sf.

Per Section 11.6.3.A of the LDC, the Surface Water Protection CUP Application has been referred to the Conservation Commission and will be reviewed at their meeting on December 20 (immediately prior to the Planning Board meeting). Staff will share any recommendations from the Conservation Commission at the Planning Board meeting.

This property received two variances from the Zoning Board of Adjustment in November 2021 to allow a maximum impervious coverage of 23% where 20% is permitted, and to allow a maximum structure height of 40 ft where 35 ft is permitted. Other approvals required for this project include a New Hampshire Department of Environmental Services (NHDES) Alteration of Terrain Permit, a New Hampshire Department of Transportation (NHDOT) Temporary Driveway Permit, a US Environmental Protection Agency (EPA) Construction General Permit, and Federal Aviation Administration (FAA) Notice of Construction Approval.

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Completeness:

The Applicant requests an exemption from providing a Traffic Report. Staff recommend that the Board grant the requested exemption and accept the application as “Complete.”

Departmental Comments:

There were no departmental comments on this application.

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

20.2 **Drainage and Stormwater Management:** In order to manage runoff associated with this project, the Applicant proposes to reconstruct an existing infiltration basin located to the north of the substation yard and construct a new infiltration basin with a sediment forebay to the east of the proposed driveway. The Applicant submitted a Drainage Report dated November 12, 2021 which concludes that there will be no increase in the peak rate of runoff or stormwater volumes at the discharge points from the project site. The Drainage Report Executive Summary is included as an attachment to this staff report. In addition, the Applicant will need to obtain an Alteration of Terrain Permit from NHDES. Staff recommend that documentation of the Alteration of Terrain Permit be included as a condition of approval. This standard appears to be met.

20.3 **Sediment & Erosion Control:** Proposed temporary sediment and erosion control measures include the installation of silt-sock downslope from the project area, a stabilized construction entrance to prevent tracking of sediment onto public roads, and sediment traps. Permanent erosion control measures include installation of riprap in areas of concentrated flow. Any disturbed areas that will not be impervious or stabilized with riprap will be loamed and seeded. Staff recommend that submittal of a security for erosion control measures be included as a condition of approval for this project. This standard appears to be met.

20.4 **Snow Storage & Removal:** Snow storage areas are shown to the northeast of the existing substation yard (see Overall Layout Plan). Note #7 on the Overall Site Layout Plan states “In the event that the snow storage areas provided on the site are completely utilized, excess snow shall be transported off site for disposal in accordance with N.H.D.E.S. regulations.” This standard appears to be met.

20.5 **Landscaping:** There is an existing vegetated buffer along the edges of the property, as shown in the aerial image in Figure 2. During the site plan review for the construction of the substation in 2014, the Planning Board required that any removed trees be replaced at a ratio of 1:1. In addition, Eversource planted 10 white pine trees and three paper birch clusters at the southern end of the site to screen the substation from Wheelock Park. No

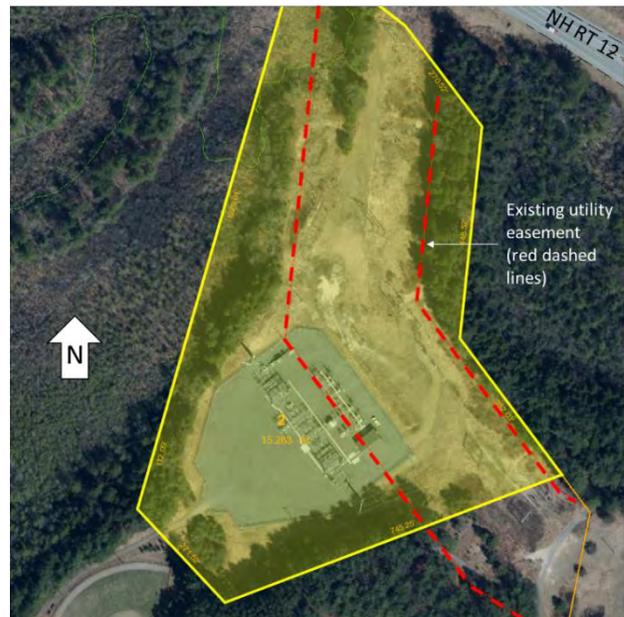


Figure 2. Aerial imagery from 2020 showing existing conditions on the site, which is highlighted in yellow.

STAFF REPORT

changes to these existing plantings are proposed at this time.

20.6 Screening: This standard states that “Ground-mounted equipment visible from a public right-of-way or adjacent property shall be fully screened.” Because the proposed new equipment may be visible from NH Route 12, the Applicant has submitted a written request for a waiver from this standard, which is included as an attachment to this staff report. In making a determination whether to grant the requested waiver, the Board should find that the waiver criteria listed in Section 25.12.14 of the LDC are met:

- “1. *Strict conformity would pose an unnecessary hardship to the applicant and the waiver would not be contrary to the spirit and intent of the regulations; or,*
2. *Specific circumstances relative to the site plan, or conditions of the land in such site plan, indicate that the waiver will properly carry out the spirit and intent of the regulations.*
3. *In granting a waiver, the Planning Board may require any mitigation that is reasonable and necessary to ensure that the spirit and intent of the standard being waived will be preserved, and to ensure that no increase in adverse impacts associated with granting the waiver will occur.”*

20.7 Lighting: Proposed new lighting includes wall-mounted emergency lighting, which will only turn on in the case of an emergency. This standard does not apply.

20.8 Sewer & Water: This site does not have access to sewer or water, and no new access is proposed. This standard does not apply.

20.9 Traffic & Access Management: No changes are proposed to the permanent access points to this site; however, the Applicant does propose to reconstruct a gravel driveway with access from NH Route 12. In order to avoid the need for reconstructing this driveway again in the future, the Applicant proposes to make the portion of the driveway located on the 115 Park Ave. property a permanent feature of the site (see area shaded green in Figure 3). The portion of the driveway within the NHDOT controlled access right-of-way would be temporary and will be removed after construction is completed (see area shaded blue in Figure 3).

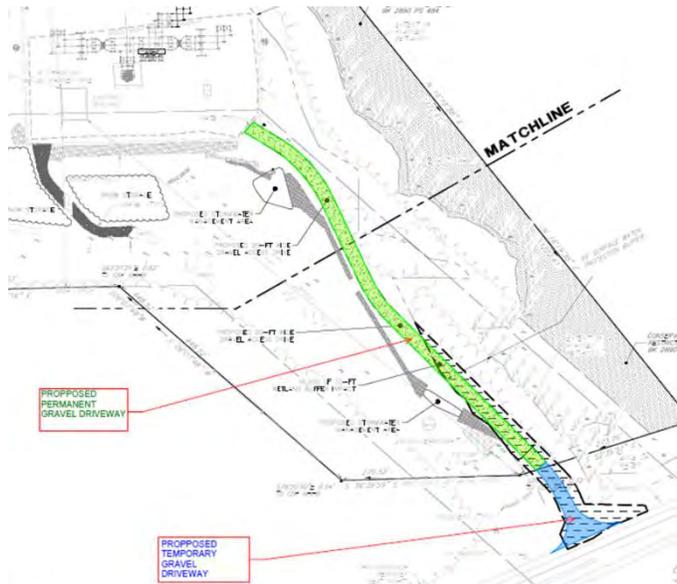


Figure 3. Image submitted by the Applicant to show the portion of the gravel driveway that would be temporary (shaded blue) and the portion that is proposed to be permanent (shaded in green).

Sub-section 2.E of this standard states “A State driveway permit is required for any new driveway on a state road outside of the Urban Compact.” Staff recommend that documentation of a driveway permit from NHDOT for the temporary driveway access on NH Route 12 be included as a condition of approval.

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- 20.10 Filling & Excavation: This project does not involve the placement of fill within the floodplain or any filling/excavation impacts to wetland areas. This standard does not apply.
- 20.11 Surface Waters & Wetlands: Wetlands are located on the east side of the site and have been delineated by a certified wetlands scientist. The Applicant requests a Surface Water Protection Conditional Use Permit for the construction of a gravel driveway within the 75-foot Surface Water Protection buffer. The area of proposed impact within the buffer is 16,050 sf. A review of the Surface Water Protection Conditional Use Permit criteria is included below.

A. The proposed use and/or activity cannot be located in a manner to avoid encroachment into the Surface Water Protection Overlay District.

The Applicant notes that the proposed driveway, which is located within the existing utility easement, cannot be located fully outside of the Surface Water Protection Buffer due to NH DOT's all-season safe sight distance requirements at NH Route 12, the presence of the existing utility structures, overhead electric transmission lines, and associated clear distances required by the National Electric Safety Code (NESC).

B. Encroachment into the buffer area has been minimized to the maximum extent possible, including reasonable modification of the scale or design of the proposed use.

The CUP narrative states that encroachment into the buffer has been minimized as much as possible, and that the proposed driveway will be located in an area of prior disturbance.

C. The nature, design, siting, and scale of the proposed use and the characteristics of the site, including but not limited to topography, soils, vegetation, and habitat, are such that when taken as a whole, will avoid the potential for adverse impacts to the surface water resource.

The proposed area of disturbance, which is about about 16,050 sf in size, is a relatively flat area with a mix of gravel surface and grasses and is located within an existing utility right of way. There are no trees that would be removed, and the natural vegetation between the proposed driveway and the wetland will remain in place. During construction, the Applicant proposes to use a double row of silt sock to prevent sediment from entering the wetland areas, and post-construction all disturbed areas will be stabilized with loam and seed. The Applicant also proposes to construct an infiltration basin on the east side of the driveway to capture and infiltrate stormwater runoff from the project.

The Applicant notes that a New Hampshire Natural Heritage Bureau DataCheck was conducted on the parcel, and no adverse impacts to species of concern were identified.

D. The surface water buffer area shall be left in a natural state to the maximum extent possible. The Planning Board may establish conditions of approval regarding the preservation of the buffer, including the extent to which trees, saplings and ground cover shall be preserved.

- 1. Dead, diseased, unsafe, fallen or invasive trees, saplings, shrubs, or ground cover may be removed from the surface water buffer area.*
- 2. Tree stumps and their root systems shall be left intact in the ground, unless removal is specifically approved in conjunction with a surface water protection conditional use permit granted by the Planning Board. The stumps and root balls of exotic, invasive species may be removed by hand digging and/or hand cutting.*
- 3. Preservation of dead and living trees that provide dens and nesting places for wildlife is encouraged. Planting of native species of trees, shrubs, or ground cover that are beneficial to wildlife is encouraged.*

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4. *Where there has been disturbance or alteration of the surface water buffer during construction, revegetation with native species may be required by the Planning Board.*

There are no trees that will be removed as part of this project. The Applicant notes that any disturbed areas will be stabilized post-construction with loam and seed. The Board might consider asking whether the Applicant will use a native seed mix for revegetation of disturbed areas.

E. The Planning Board may consider the following to determine whether allowing the proposed encroachment will result in an adverse impact on the surface water resource.

1. *The size, character, and quality of the surface water and the surface water buffer being encroached upon.*
2. *The location and connectivity of the surface water in relation to other surface waters in the surrounding watershed.*
3. *The nature of the ecological and hydrological functions served by the surface water.*
4. *The nature of the topography, slopes, soils, and vegetation in the surface water buffer.*
5. *The role of the surface water buffer in mitigating soil erosion, sediment and nutrient transport, groundwater recharge, flood storage, and flow dispersion.*
6. *The extent to which the surface water buffer serves as wildlife habitat or travel corridor.*
7. *The rate, timing and volume of stormwater runoff and its potential to influence water quality associated with the affected surface water or any associated downstream surface waters.*
8. *The sensitivity of the surface water and the surface water buffer to disruption from changes in the grade or plant and animal habitat in the buffer zone.*

The Applicant states in the CUP narrative that the surface water being encroached upon, Tenant Swamp, is a large wetland complex that is mostly separated from the project site by an existing earthen berm that varies in height from 12-ft to 28-ft. The area within the buffer that would be impacted by this project is relatively level and is not expected to influence soil erosion, sediment and nutrient transport, groundwater recharge, flood storage, and flow dispersion. A Phase 1: Threatened and Endangered Wildlife and Habitat Assessment was conducted, which concludes that “*development of the parcel is not expected to threaten the existence of threatened or endangered species in the vicinity, primarily due to the limited need to disturb new habitats around the substation site and gravel access drive.*” In addition, the proposed stormwater management systems have been designed so that they do not discharge to the downstream wetlands. Therefore, the project is not expected to have an adverse impact on the rate, timing, or volume of stormwater runoff associated with the downstream wetlands.

Per Section 11.6.3.A of the LDC, the Surface Water Protection CUP Application has been referred to the Conservation Commission and will be reviewed at their meeting on December 20 (immediately prior to the Planning Board meeting). Staff will share any recommendations from the Conservation Commission at the Planning Board meeting.

- 20.12 Hazardous or Toxic Materials: There are no known hazardous or toxic materials present on the site. This standard is not applicable.
- 20.13 Noise: The Applicant submitted an Environmental Sound Evaluation prepared by a professional consulting firm, which concludes that the addition of a synchronous condenser would not have an adverse impact on surrounding properties and will comply with the City's noise regulations. This report is included as an attachment to this staff report. This standard appears to be met.
- 20.14 Architecture & Visual Appearance: The Applicant submitted elevations to show the dimensions and proposed design of the electrical enclosure (see Figure 4). The proposed structure is 54

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ft wide by 57 long with a maximum height of 40 ft. Proposed materials include prefabricated “rib-style” metal panel siding and a metal roof with a 2/12 pitch. The Applicant notes that the building will be a neutral color; however, the final color has not yet been determined.



Figure 4. Image of the proposed elevations for the electrical enclosure (not to scale).

Recommended Motion:

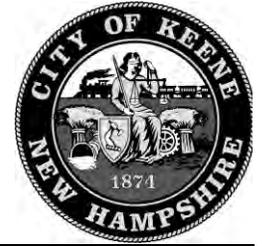
If the board is inclined to approve this request, the following language is recommended for a motion:

Approve SPR-13-14, Modification #1 for the construction of a 3,080 sf structure and installation of electrical equipment, **Grant a waiver** from Section 20.6.C of the Planning Board Development Standards, and **Approve** SWP-CUP-2021-06 to permit the construction of a gravel driveway in the Surface Water Protection buffer, as presented on the plan set identified as “Eversource North Keene Substation, 115 Park Avenue, Keene, New Hampshire” prepared by TFMoran, Inc. at a scale of 1 inch = 40 feet and dated November 12, 2021 with the following conditions prior to signature by Planning Board Chair:

1. Applicant submits documentation of all necessary permits and approvals from local, state, and federal agencies, including but not limited to:
 - a. New Hampshire Department of Environmental Services Alteration of Terrain Permit.
 - b. New Hampshire Department of Transportation Temporary Driveway Permit.
 - c. U.S. Environmental Protection Agency Construction General Permit.
 - d. Federal Aviation Administration Notice of Construction Approval.”
2. Submittal of a security in a form and amount acceptable to the City Engineer for sediment and erosion control measures and as-built plans.
3. Owner’s signature appears on plan.”

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 <u>Eversource North Keene Substation</u>	Date Received/Date of Submission:
	Tax Map Parcel number(s) <u>233-2</u>	Date of pre-application meeting: Date Application is Complete: Community Development Dept File #: _____

O w n e r	Project Address: <u>Eversource North Keene Substation</u> <u>115 Park Avenue</u> <u>Keene, NH 03431</u>	PRINTED Name: <u>PSNH (DBA Eversource Energy)</u> <u>(c/o Kurt Nelson, Sr. Land Use Licensing & Permitting Specialist)</u>
	Acreage/S.F.of Parcel: <u>15.2826-ac/665,710-sf</u>	Signature:  Address: <u>PO Box 270, Hartford, CT 06141-0270</u> Telephone\ Email: <u>(603) 634-3256/kurt.nelson@eversource.com</u>
A p p l i c a n t	Zoning District: <u>Conservation</u>	PRINTED Name: <u>PSNH (DBA Eversource Energy)</u> <u>(c/o Kurt Nelson, Sr. Land Use Licensing & Permitting Specialist)</u>
		Signature:  Address: <u>13 Legends Drive, Hooksett, NH 03106</u> Telephone\ Email: <u>(603) 634-3256/kurt.nelson@eversource.com</u>

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

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

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

C	A complete application must include the following

CITY OF KEENE PLANNING BOARD

Department File# _____

Received _____

Surface Water Protection Conditional Use Permit (SWP CUP) Application To be used when project also requires Site Plan Review

Please fill out entire application

Section One: Project

Tax Map Parcel # 233-2

Existing Zoning: Conservation

Project:

Name Eversource North Keene Substation

Address 115 Park Avenue, Keene, NH 03431

Section Two: Contact Information

Owner:

Name PSNH (DBA Eversource Energy) (c/o Kurt Nelson)

Signature 

Name _____

Signature _____

Address PO Box 270, Hartford, CT 06141-0270

Phone (day) (603) 634-3256

Email kurt.nelson@eversource.com Date 11/12/2021

Applicant/Agent:

Name PSNH (DBA Eversource Energy) (c/o Kurt Nelson)

Signature 

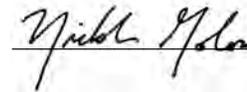
Address 13 Legends Drive, Hooksett, NH 03106

Phone (day) (603) 634-3256

Email kurt.nelson@eversource.com Date 11/12/2021

Surveyor/Planner/Engineer:

Name TFMoran, Inc. (c/o Nicholas Golon, PE)

Signature 

Address 48 Constitution Drive, Bedford, NH 03110

Phone (day) (603) 472-4488

Email ngolon@tfmoran.com

Date 11/12/2021



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

November 12, 2021

Mari Brunner, Planner
City of Keene, NH
Community Development Department
City Hall, 4th Floor
3 Washington Street
Keene, NH 03431

Re: Site Plan Review Application & Project Narrative
Eversource North Keene Substation
115 Park Avenue, Keene, NH 03431
Tax Map 233, Lot 2

Dear Mari,

On behalf of our Client, Public Service Company of New Hampshire (DBA Eversource Energy), please find a complete Site Plan Review Application package for proposed electrical upgrades at the existing Eversource North Keene Substation, located at the above noted address. The parcel, Tax Map 233, Lot 2, is located within the Conservation (CON) Zoning and Surface Water Protection Overlay Districts and consists of 15.3+/- acres. The site is abutted by City owned property to the south, east, and west (Wheelock Park) and NH Route 12 to the north. An existing Utility Right-of-Way (ROW) runs north to south across the eastern portion of the parcel.

The project proposes to construct one (1) electrical enclosure and additional electrical equipment within the existing substation yard. The new equipment will be used to regulate/balance the voltage on the electric power transmission grid serving the Southwestern New Hampshire Region.

In addition to the electrical upgrades, the project proposes to reconstruct a temporary driveway utilized during the original construction of the substation (AoT-0773, granted in 2014). Suitable stormwater management areas are proposed to accommodate the proposed modifications.

In addition to City Site Plan Approval, the project will require a Surface Water Protection Conditional Use Permit (SWP CUP), a New Hampshire Department of Environmental Services (NHDES) Alteration of Terrain (AoT) Permit, New Hampshire Department of Transportation (NHDOT) Temporary Driveway Permit, a US Environmental Protection Agency (EPA) Construction General Permit (CGP) and Federal Aviation Administration (FAA) Notice of Construction Approval. Two (2) Variances were granted by the City of Keene Zoning Board of Adjustment on November 1, 2021, to allow a building height greater than 35-feet and to allow maximum impervious coverage greater than 20%.

Per the City of Keene Development Regulations Section IV.D.2.d. Descriptive Narrative for existing and proposed site conditions are as follows:

48 Constitution Drive
Bedford, NH 03110
Phone (603) 472-4488
Fax (603) 472-9747
www.tfmoran.com

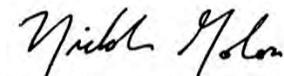
Project Narrative:

- 1) **Drainage:** The proposed electrical upgrades will be located within the existing gravel substation yard and will utilize the existing stormwater management areas to attenuate, convey and treat stormwater runoff associated with the project. The existing infiltration systems will be revised to accommodate reconstruction of the gravel access drive and has been designed to meet local, state, and federal regulations.
- 2) **Sediment & Erosion Control:** Sediment and erosion controls consist of installing pre-fabricated silt-sock downstream of proposed limits of disturbance, installation of stabilized construction entrance(s) to prevent tracking of construction debris onto public roads, temporary sediment traps will be used to collect stormwater runoff during construction until permanent vegetated stabilization has been achieved within areas of disturbance.
- 3) **Hillside Protection:** The proposed area of work is located within previously disturbed areas and does not propose significant changes to the existing slopes located at the perimeter of the property. Disturbed areas will be graded with a maximum 3:1 slope and stabilized with loam and seed at the completion of construction in accordance with local, state, and federal regulations.
- 4) **Snow Storage & Removal:** The facility shall maintain existing snow removal practices which includes removal and stockpiling of snow within the existing substation yard and hauling off-site, if necessary, as indicated in the Site Plans.
- 5) **Flooding:** The Tenant Swamp is located along the western portion of the property, shown on the attached Site Plans. The area of work is located outside of the flood zone/floodway, and as such there is no expectation for flooding.
- 6) **Landscaping:** Existing landscaping buffers at the substation will remain in the current condition which includes evergreen plantings along the southern and eastern property lines, and existing vegetation along the north and east property lines (outside of the Utility ROW). As such, we respectfully request an Exemption from the City of Keene Land Development Code, Article 20, Section 5 (formally Section IV.D.2.f.5) in regard to providing a Landscaping Plan as there is no proposed modifications to the existing vegetation on-site.
- 7) **Noise:** A third party sound study was conducted in conjunction with the proposed project. Findings of this report conclude no negative impact due to the proposed upgrades and as such no additional measures are proposed.
- 8) **Screening:** Existing screening at the substation will remain in the current condition which includes evergreen plantings along the southern and eastern property lines, and existing vegetation along the north and east property lines (outside of the Utility ROW). The substation is enclosed in an eight-foot-tall security fencing which will remain in post-development conditions. A waiver request from the Keene Land Development Code, Article 20, Section 6 has been included as part of this submittal.
- 9) **Air Quality:** No negative impacts to air quality are anticipated with the proposed electrical upgrades.
- 10) **Lighting:** Existing emergency lighting at the substation will remain in the current condition which includes pole and building mounting lighting. Additional wall-mounted emergency lighting is included as part of the proposed project. No new none-emergency lighting is proposed. As such, we respectfully request an Exemption from the City of Keene Land

- Development Code, Article 20, Section 7 (formally Section IV.D.2.f.6) in regards to providing a Lighting Plan as there is no proposed modifications to the existing lighting on-site.
- 11) Sewer & Water: Sewer and water are not currently located on-site and there are no proposed services as part of this project.
 - 12) Traffic: It is not anticipated that the proposed project will create additional vehicle trips upon completion of construction, as access to the site will follow the existing Eversource routine maintenance and emergency access as necessary to ensure reliable energy transmission service to the public.
 - 13) Driveways: One existing gated gravel driveway from Wheelock Park will be maintained and one reconstructed temporary gravel driveway from NH Route 12 is proposed.
 - 14) Hazardous & Toxic Materials: The proposed electric transformer will be equipped with a secondary containment system connected to the existing system which will be designed to meet local, state, and federal regulations.
 - 15) Filling & Excavation: As described in the above narratives, earthwork is limited to work within the existing substation yard and reconstruction of the gravel access drive. The existing infiltration basin will be revised to accommodate the driveway reconstruction and stabilized with loam and seed at the completion of construction.
 - 16) Wetlands: There are wetlands located on the western portion of the property as identified on the Site Plans. These wetlands are located outside the proposed area of work and appropriate sediment and erosion controls will be installed prior to construction to prevent potentially sediment laden stormwater runoff from discharging to these areas.
 - 17) Surface Waters: Tenant Swamp is located along the western portion of the property. No work in this area is proposed, and no impacts are anticipated to the swamp due to the location of the work within the existing area of the substation and Utility ROW.
 - 18) Stump Dump: As there is no proposed removal of existing trees, no stump dump will be required.
 - 19) Architecture & Visual Appearance: Please see TFM Site Plans Sheet A1 – Preliminary Architectural Elevations, dated 11/12/2021, for general architectural, structural, and visual details.

We would ask that you please place this notification on your next available agenda and should there be any questions or concerns regarding this submittal or the project in general please do not hesitate to contact the undersigned at (603) 472-4488 or ngolon@tfmoran.com.

Sincerely,
TFMoran, Inc.


Nicholas Golon, P.E.
Principal



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

November 12, 2021

Mari Brunner, Planner
City of Keene, NH, Community Development Department
City Hall, 4th Floor, 3 Washington Street
Keene, NH 03431

Re: Site Plan Review Application - Waiver Request
Article 20, Section 6 – Screening
Eversource North Keene Substation
115 Park Avenue, Keene, NH 03431, Tax Map 233, Lot 2

Dear Mari,

On behalf of our Client, Public Service Company of NH (DBA Eversource Energy), we respectfully request a waiver from Article 20, Section 6 - Screening, of the City of Keene Land Development Code.

As noted in the project narrative, the project proposes to install an approximately 3,080+/- sf electrical enclosure within the previously approved Eversource North Keene Substation yard and reconstruct a temporary gravel access drive. The site is abutted by City owned property (Wheelock Park) to the south, east, and west and NH Route 12 to the north. An existing utility corridor runs north to south across the eastern portion of the parcel. The site is abutted by existing wooded vegetation along the southern, eastern, and western property lines, with additional vegetative screening along the southern property line, associated with the original substation construction in 2014. There is no proposed tree clearing associated with the proposed project.

Due to safety protocols and reliability concerns, landscaping and/or solid screening is not advisable adjacent to the substation yard security fencing or under overhead electric lines. Based on the area of proposed work, existing topography, and vegetation, we believe additional screening at the limits of the property would provide little to no benefit to the public.

In that added landscaping would provide no benefit to the public and would otherwise encumber the utilitarian nature of the substation use, including by not limited to police and fire department's ability to observe and protect the site, we would also ask that the existing vegetation to remain be deemed sufficient by the Board.

We believe granting this waiver request is appropriate to carry out the intent and purposes of the regulations and would not result in an adverse impact on the environment, public health, public safety or abutting properties. Should there be any questions or concerns regarding this submittal or the project in general please do not hesitate to contact the undersigned at (603) 491-3362 or jbelanger@tfmoran.com.

Sincerely,
TFMoran, Inc.

A handwritten signature in black ink that reads 'Jeremy Belanger'.

Jeremy Belanger, PE
Senior Project Engineer

48 Constitution Drive
Bedford, NH 03110
Phone (603) 472-4488
Fax (603) 472-9747
www.tfmoran.com



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

November 12, 2021

Revised December 8, 2021

Mari Brunner, Planner
City of Keene, NH, Community Development Department
City Hall, 4th Floor, 3 Washington Street
Keene, NH 03431

RE: Conditional Use Permit – Disturbance to Surface Water Protection Buffer

City of Keene Land Development Code
Section 11.6. Surface Water Protection Overlay District
Eversource North Keene Substation
115 Park Avenue, Keene, NH 03431, Tax Map 233, Lot 2

On behalf of our Client, Public Service Company of NH (DBA Eversource Energy, we respectfully request a Conditional Use Permit (CUP) for 16,050+/- square-feet of disturbance to the City's 75-foot Surface Water Protection Buffer for reconstruction of a temporary gravel access drive at the existing Eversource North Keene Substation, located at the above noted address.

The proposed reconstruction will require a disturbance to a surface water protection buffer per Section 11.6. Surface Water Protection Overlay District, of the City of Keene Land Development Code. This section of the Code indicates the Planning Board may grant a conditional use permit allowing the disturbance of a buffer in conjunction with construction of new roads, driveways, and parking lots. In addition to the requirements of Section 25.14 Conditional Use Permits of this Code, an applicant for a permit shall provide adequate documentation in order for the Planning Board to make a finding that the proposed disturbance of the buffer meets the following conditions:

- A. The proposed use and/or activity cannot be located in a manner to avoid encroachment into the Surface Water Protection Overlay District;

The proposed gravel access drive has been sited within the existing Utility Right-of-Way (ROW) in approximately the same location as the former temporary gravel driveway associated with the original substation construction in 2014. The temporary gravel driveway was removed upon completion of the original substation construction with a small portion since re-installed in association with the ongoing utility line work for the Eversource D-108 Line.

The proposed driveway cannot be located fully outside of the Surface Water Protection Buffer due to the presence of the existing utility structures, overhead electric transmission lines and associated clear distances required by the National Electric Safety Code (NESC). Stormwater management areas have been sited outside of the buffer, with swales to direct stormwater associated with the driveway construction away from the buffer area.

- B. Encroachment into the buffer area has been minimized to the maximum extent possible, including reasonable modification of the scale or design of the proposed use;

The proposed driveway has been sited outside of the buffer to the greatest extent possible and utilizes areas of prior disturbance to minimize impacts to existing vegetation within the buffer. The driveway alignment has been refined to avoid the buffer where possible, while maintaining required NESC clearances from the existing transmission line and structures. Locating the driveway completely outside of the buffer would not comply with the required NESCE clearances, nor provide a safe intersection location per NHDOT all-season sight-distance requirements at NH Route 12 associated with the temporary driveway connection.

The proposed buffer impacts are located within the area previously permitted under the original substation construction. As currently shown, the location proposes the least impactful layout to reasonably use the areas of the property located outside of the Surface Water Protection Overlay District.

- C. The nature, design, siting and scale of the proposed use and the characteristics of the site, including but not limited to topography, soils, vegetation, and habitat, are such that when taken as a whole, will avoid the potential for adverse impacts to the surface water resource;

The proposed stormwater management systems provide attenuation, pre-treatment, treatment, and groundwater recharge consistent with NHDES and the City of Keene stormwater management regulations. The proposed area of work currently consists of varying qualities of grasses and gravel roads, located within the existing Utility ROW. Consistent with Eversource's Vegetative Maintenance Program, there is no wooded vegetation within the existing Utility ROW and as such, there is no proposed tree removal as part of the proposed work. The area within the buffer will not dramatically change in regard to the function of habitat, as existing wooded vegetation along Tenant Swamp will remain in its current condition.

A New Hampshire Natural Heritage Bureau (NH NHB) DataCheck was conducted on the parcel, in which no adverse impacts to species of concern were identified.

The proposed layout avoids impacts to the adjacent wetland complex and minimizes impacts to the buffer and maintains the ecological values of the existing wetlands. Surface Water Protection buffers exist to protect downstream wetlands from changes in hydrological connectivity, prevent sediment and erosion during and post-construction from running into the wetland areas and maintaining natural wooded vegetation to support existing habitats. In that the area of proposed buffer disturbance is located within a previously disturbed area, the requested impacts to the buffer are minimal. Appropriate Best Management Practices (BMPs) will be utilized throughout the duration of construction to prevent construction related sediments from leaving the proposed area of work. Per NHDES regulations, within 50-feet of an existing wetland, a double row of pre-fabricated silt-sock will be installed at the downstream limits of disturbance. This allows the stormwater to follow existing flow paths down gradient to the adjacent wetlands, while capturing sediment on the upgradient side of the BMP. Upon completion of construction, all areas of disturbance not covered by an impervious surface shall be permanently stabilized with loam and seed.

- D. The surface water buffer area shall be left in a natural state to the maximum extent possible. The Planning Board may establish conditions of approval regarding the preservation of the buffer, including the extent to which trees, saplings and ground cover shall be preserved;

1. Dead, diseased, unsafe, fallen, or invasive trees, saplings, shrubs, or ground cover may be removed from the surface water buffer area;
There is no tree removal under the proposed work. If invasive species are encountered during construction, the contractor shall dispose of in accordance with RSA 430:53 and Agr, 3800 (denoted on the Site Plans).
2. Tree stumps and their root systems shall be left intact in the ground, unless removal is specifically approved in conjunction with a surface water protection conditional use permit granted by the Planning Board. The stumps and root balls of exotic, invasive species may be removed by hand digging and/or hand cutting;
See response to Item D.1. above.
3. Preservation of dead and living trees that provide dens and nesting places for wildlife is encouraged. Planting of native species of trees, shrubs, or ground cover that are beneficial to wildlife is encouraged; and
See response to Item D.1. above.
4. Where there has been disturbance of alteration of the surface water buffer during construction, revegetation with native species may be required by the Planning Board.
See response to Item C. above.

Per CUP Standard 11.6.2.E, the Planning Board may consider the following to determine whether allowing the proposed encroachment will result in an adverse impact on the surface water resource.

1. The size, character, and quality of the surface water and the surface water buffer being encroached upon.

Partially located within the property but located outside the proposed areas of work, Tenant Swamp is a large wetland complex which is within the City of Keene Conservation Easement. This wetland is largely separated from the project area by an existing vegetated berm.

The proposed buffer impacts are located within the area previously permitted under the original substation construction. As currently shown, the location proposes the least impactful layout to reasonably use the areas of the property located outside of the Surface Water Protection Overlay District.

A Phase 1: Threatened and Endangered Wildlife and Habitat Assessment was performed by Pond View Wetland Consultants, LLC in November 2021, and it was concluded that the proposed project will not create negative impacts on the surface water or buffer. A copy of the Wildlife Habitat Assessment has been included as part of this CUP Application.

2. The location and connectivity of the surface water in relation to other surface waters in the surrounding watershed.

There are no proposed impacts to the surface water (Tenant Swamp), as such there will be no change to the existing location and connectivity of the surface water in relation to other surface waters in the surrounding watershed.

3. The nature of the ecological and hydrological functions served by the surface water.

There are no proposed impacts to the surface water (Tenant Swamp), as such there will be no change to the existing ecological and hydrological functions served by the surface water.

4. The nature of the topography, slopes, soils, and vegetation in the surface water buffer.

As stated above, Tenant Swamp is separated from the project area by an existing vegetated berm varying from 12-ft to 28-ft in height adjacent to the substation. From the top of berm, the elevation decreases to the limits of the surface water. Within the area of proposed buffer impacts, the existing topography consists of a relatively level utility corridor which will remain in in this condition after construction.

Soils throughout the site consists of Caesar and Windsor loamy sand, an excessively drainage soil. The adjacent wetland communities consist of Ossipee mucky peat.

Within the surface water buffer existing vegetation consists of tall white pine, Eastern hemlock, red oak and beech. Outside the existing treeline, within the utility corridor, vegetation consists of varying grasses.

5. The role of the surface water buffer in mitigating soil erosion, sediment and nutrient transport, groundwater recharge, flood storage, and flow dispersion.

The area of proposed wetland buffer impacts do not substantially influence soil erosion, sediment and nutrient transport, groundwater recharge, flood storage, and flow dispersion. Work within the buffer will be largely limited to grading for the gravel drive and grassed swales which will collect and convey stormwater runoff to the proposed Infiltration Basins with sediment forebays, located outside the surface water buffer. Sediment forebays allow particulates the opportunity to settle out of stormwater prior to discharging to the main cell of the basin. Areas of concentrated flows have been equipped with rip-rap aprons to prevent erosion. The stormwater management systems have been designed in accordance with NHDES and the City of Keene Regulations and provide pre-treatment, treatment and groundwater recharge.

6. The extent to which the surface water buffer serves as wildlife habitat or travel corridor.

The proposed buffer impacts are located within the area previously permitted under the original substation construction. This area consists of varying qualities of grasses with existing overhead electric transmission lines and structures, and there is no proposed clearing of wooded vegetation associated with the proposed work.

A Phase 1: Threatened and Endangered Wildlife and Habitat Assessment was performed by a Pond View Wetland Consultants, LLC in November 2021, and it was concluded that the proposed project will not create negative impacts on wildlife habitat or travel corridors. A copy of the Wildlife Assessment has been included as part of this CUP Application.

7. The rate, timing and volume of stormwater runoff and its potential to influence water quality associated with the affected surface water or any associated downstream surface waters.

The stormwater management systems have been designed in accordance with NHDES and the City of Keene Regulations and provide pre-treatment, treatment, and groundwater recharge of stormwater runoff associated with the project. Pre- and post-development hydraulic analysis calculations are included in the Stormwater Management Report included as part of the Site Plan Application. As designed, the systems do not discharge to the downstream surface waters and will not create an adverse effect on the rate, timing or volume of stormwater runoff associated with the downstream surface waters.

8. The sensitivity of the surface water and the surface water buffer to disruption from changes in the grade or plant and animal habitat in the buffer zone.

As stated above, a Phase 1: Threatened and Endangered Wildlife and Habitat Assessment was performed by a Pond View Wetland Consultants, LLC in November 2021, and it was concluded that the proposed project will not create negative impacts on the surface water or surface water buffer.

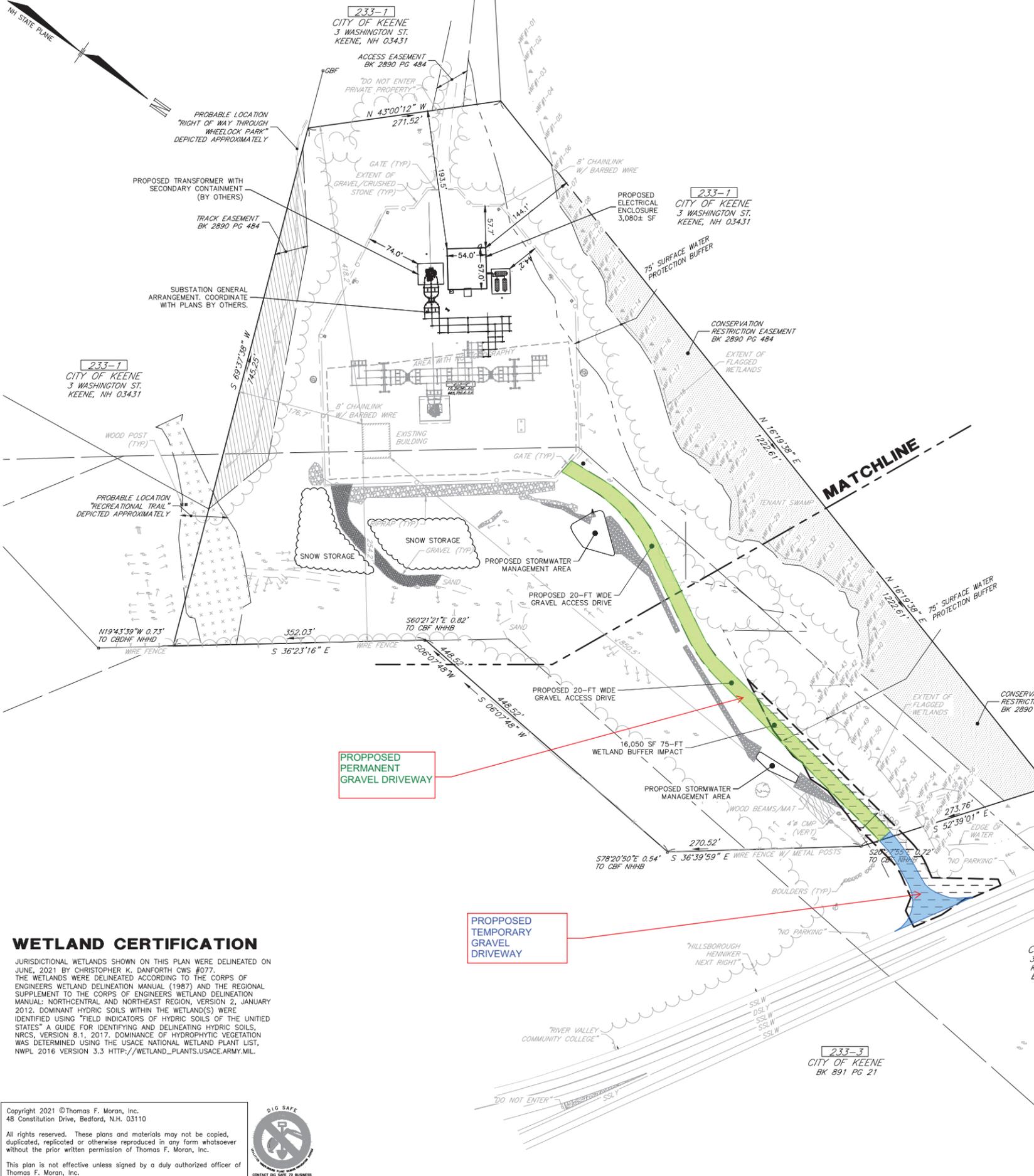
In addition to the requested CUP, a NHDES Alteration of Terrain (AoT) Permit, NHDOT Temporary Driveway Permit, City Site Plan approval will be required for the proposed project. Two (2) Variances were granted by the City of Keene Zoning Board of Adjustment, to allow a building height greater than 35-feet and to allow maximum impervious coverage greater than 20%, were granted on November 1, 2021.

Should there be any questions or concerns regarding this submittal or the project in general please do not hesitate to contact the undersigned at (603) 472-4488 or ngolon@tfmoran.com.

Sincerely,
TFMoran, Inc.



Nicholas Golon, P.E.
Principal



PERMITS/APPROVALS

NUMBER	APPROVED	EXPIRES
CITY OF KEENE SITE PLAN REVIEW		
CITY OF KEENE CUP		
NHDES ALT. OF TERRAIN		
NHDOT DRIVEWAY PERMIT		
USEPA COP		

VARIANCES

THE FOLLOWING VARIANCES FROM THE CITY OF KEENE ZONING ORDINANCE WERE GRANTED BY THE ZONING BOARD OF ADJUSTMENT ON NOVEMBER 1, 2021:

- ARTICLE 7, SECTION 7.3.3 - MAXIMUM IMPERVIOUS COVERAGE TO PERMIT A MAXIMUM IMPERVIOUS COVERAGE NOT TO EXCEED 23% WHERE 20% IS ALLOWABLE
- ARTICLE 7, SECTION 7.3.4 - MAXIMUM BUILDING HEIGHT TO PERMIT A MAXIMUM STRUCTURE HEIGHT NOT TO EXCEED 40-FT WHERE 35-FT IS ALLOWABLE

WAIVERS

THE FOLLOWING WAIVER FROM THE CITY OF KEENE DEVELOPMENT CODE IS REQUESTED FROM THE PLANNING BOARD:

- ARTICLE 20, SECTION 6 - SCREENING

APPROVED BY THE CITY OF KEENE PLANNING BOARD

ON _____

BOARD MEMBER _____ AND _____

BOARD MEMBER _____

OWNER'S SIGNATURE

THE PROPERTY WILL BE DEVELOPED IN ACCORDANCE WITH THIS PLAN AND THE ORDINANCES OF THE CITY OF KEENE, NEW HAMPSHIRE, INCLUDING PROVISIONS OF THE LAND DEVELOPMENT CODE.

[Signature] 11/12/21
OWNER OR AUTHORIZED AGENT DATE

WETLAND BUFFER IMPACTS

75' WETLAND BUFFER IMPACTS = 16,050± S.F.

WETLAND CERTIFICATION

JURISDICTIONAL WETLANDS SHOWN ON THIS PLAN WERE DELINEATED ON JUNE, 2021 BY CHRISTOPHER K. DANFORTH CWS #077. THE WETLANDS WERE DELINEATED ACCORDING TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL (1987) AND THE REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION, VERSION 2, JANUARY 2012. DOMINANT HYDRIC SOILS WITHIN THE WETLAND(S) WERE IDENTIFIED USING "FIELD INDICATORS OF HYDRIC SOILS OF THE UNITED STATES" A GUIDE FOR IDENTIFYING AND DELINEATING HYDRIC SOILS, NRCS, VERSION 8.1, 2017. DOMINANCE OF HYDROPHYTIC VEGETATION WAS DETERMINED USING THE USACE NATIONAL WETLAND PLANT LIST, NWPL 2016 VERSION 3.3 [HTTP://WETLAND_PLANTS.USACE.ARMY.MIL](http://wetland_plants.usace.army.mil).

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NOTES

- OWNER OF RECORD OF MAP 233 LOT 2: PUBLIC SERVICE CO OF NH, PO BOX 270, HARTFORD, CT 06141-0270
DEED REFERENCE TO PARCEL IS BK 2890 PG 484
AREA OF PARCEL = 665,710± SF OR 15.3± ACRES
- THE PURPOSE OF THIS PLAN IS TO CONSTRUCT AN ELECTRICAL ENCLOSURE, INSTALL ELECTRIC EQUIPMENT UPGRADES AND RECONSTRUCT A GRAVEL ACCESS DRIVEWAY AT THE EXISTING EVERSOURCE ENERGY NORTH KEENE SUBSTATION.
- CURRENT ZONING IS CONSERVATION (CON) ZONING DISTRICT.
MIN. LOT SIZE: 5.0 ACRES
MIN. LOT FRONTAGE: 50'
MIN. BUILDING SETBACKS:
FRONT: 50'
SIDE: 50'
REAR: 50'
MAX. BUILDING COVERAGE: 10%
MAX. LOT COVERAGE: 20%
MAX. STORIES ABOVE GRADE: 2-STORIES
MAX. BUILDING HEIGHT: 35'
EXISTING/PROPOSED: 15.3 ACRES/15.3 ACRES
273.76'(NH ROUTE 12)
850.5'/850.5'
176.7'/144.1'
254.2'/254.2'
0.3%/0.5%
22%/23%*
1-STORY/1-STORY
20'/40*
*VARIANCES GRANTED BY THE CITY OF KEENE ZONING BOARD OF ADJUSTMENT ON NOVEMBER 1, 2021
- PARKING CALCULATIONS:
REQUIRED: NOT REQUIRED BY ORDINANCE
PROPOSED: ADEQUATE PARKING PROVIDED WITHIN SUBSTATION YARD.
- EXAMINATION OF THE FEMA FLOOD INSURANCE RATE MAP FOR CHESHIRE COUNTY, NEW HAMPSHIRE (ALL JURISDICTIONS) MAP NUMBER 33005C0258E, EFFECTIVE DATE: MAY 23, 2006, INDICATES THAT A PORTION OF THE SUBJECT PARCEL IS LOCATED WITHIN A FLOOD HAZARD AREA (ZONE X).
- IN THE EVENT THAT THE SNOW STORAGE AREAS PROVIDED ON THE SITE ARE COMPLETELY UTILIZED, EXCESS SNOW SHALL BE TRANSPORTED OFF SITE FOR DISPOSAL IN ACCORDANCE WITH N.H.D.E.S. REGULATIONS.
- THE CONTRACTOR SHALL BID AND PERFORM THE WORK IN ACCORDANCE WITH ALL LOCAL, STATE AND NATIONAL CODES, SPECIFICATIONS, REGULATIONS AND STANDARDS.
- WRITTEN DIMENSIONS HAVE PRECEDENCE OVER SCALED DIMENSIONS. THE CONTRACTOR SHALL USE CAUTION WHEN SCALING REPRODUCED PLANS. IN CASE OF CONFLICT BETWEEN THIS PLAN SET AND ANY OTHER DRAWING AND/OR SPECIFICATION, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY FOR CLARIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS AT THE SITE. THESE PLANS, PREPARED BY TFMORAN, INC., DO NOT EXTEND TO OR INCLUDE SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR THEIR EMPLOYEES, AGENTS OR REPRESENTATIVES IN THE PERFORMANCE OF THE WORK. THE SEAL OF THE SURVEYOR OR ENGINEER HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED INTO THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS WHICH MAY BE REQUIRED BY THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND/OR LOCAL REGULATIONS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE HIMSELF WITH THE SITE AND ALL SURROUNDING CONDITIONS. THE CONTRACTOR SHALL ADVISE THE APPROPRIATE AUTHORITY OF HIS INTENTIONS AT LEAST 48 HOURS IN ADVANCE.
- THE CONTRACTOR SHALL MAINTAIN EMERGENCY ACCESS TO ALL AREAS AFFECTED BY HIS WORK AT ALL TIMES.
- LIGHTING, SIGNAGE, LANDSCAPING, AND SCREENING SHALL MEET THE REQUIREMENTS OF THE TOWN OF KEENE ZONING ORDINANCE AND SITE PLAN REGULATIONS.
- SITE WORK SHALL BE CONSTRUCTED FROM A COMPLETE SET OF PLANS, NOT ALL FEATURES ARE DETAILED ON EVERY PLAN. THE ENGINEER SHALL BE NOTIFIED OF ANY CONFLICT WITHIN THIS PLAN SET.
- IN THE EVENT OF A CONFLICT BETWEEN PLANS, SPECIFICATIONS, AND DETAILS, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY FOR CLARIFICATION.
- IF CONDITIONS AT THE SITE ARE DIFFERENT THAN SHOWN ON THE PLANS, THE ENGINEER SHALL BE NOTIFIED PRIOR TO PROCEEDING WITH THE AFFECTED WORK.
- THESE PLANS WERE PREPARED UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL ENGINEER. TFMORAN INC. ASSUMES NO LIABILITY AS A RESULT OF ANY CHANGES OR NON-CONFORMANCE WITH THESE PLANS EXCEPT UPON THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD.
- TFMORAN INC. ASSUMES NO LIABILITY FOR WORK PERFORMED WITHOUT AN ACCEPTABLE PROGRAM OF TESTING AND INSPECTION AS APPROVED BY THE ENGINEER OF RECORD.
- WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF KEENE CONSTRUCTION STANDARDS AND DETAILS (LATEST ADDITION). THESE CONSTRUCTION STANDARDS SHALL TAKE PRECEDENCE IN THE EVENT OF CONFLICTS BETWEEN PLANS, DETAILS OR OTHER DRAWINGS.



TFM Civil Engineers 148 Constitution Drive
Structural Engineers Bedford, NH 03110
Traffic Engineers Phone (603) 472-4488
Land Surveyors Fax (603) 472-9747
Landscape Architects www.tfmoran.com
Scientists TFM Proj: 82566-01

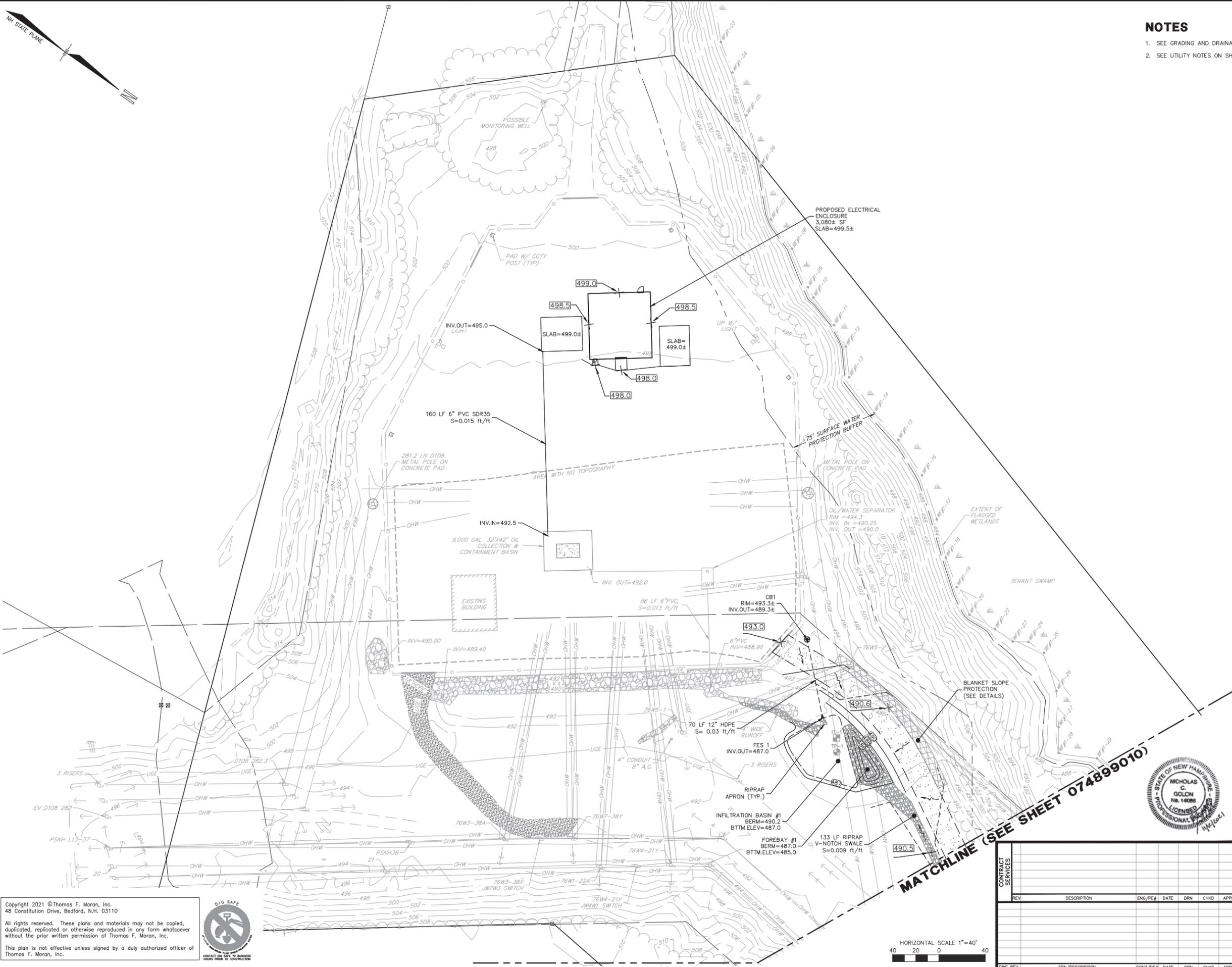
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DRAWN		T	#
ENGINEER		JB	
CHECKED		NG	
APPROVED		NG	
DATE			11/12/21

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1"=80'	IMAGE:	074899007



OVERALL SITE LAYOUT PLAN
EVERSOURCE ENERGY
NEW HAMPSHIRE
TAX MAP 233 LOT 2
115 PARK AVENUE
KEENE, NH 03431
NORTH KEENE SUBSTATION
Page 80 of 113



NOTES

1. SEE GRADING AND DRAINAGE NOTES ON SHEET 074899002.
2. SEE UTILITY NOTES ON SHEET 074899002.

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MATCHLINE (SEE SHEET 074899010)



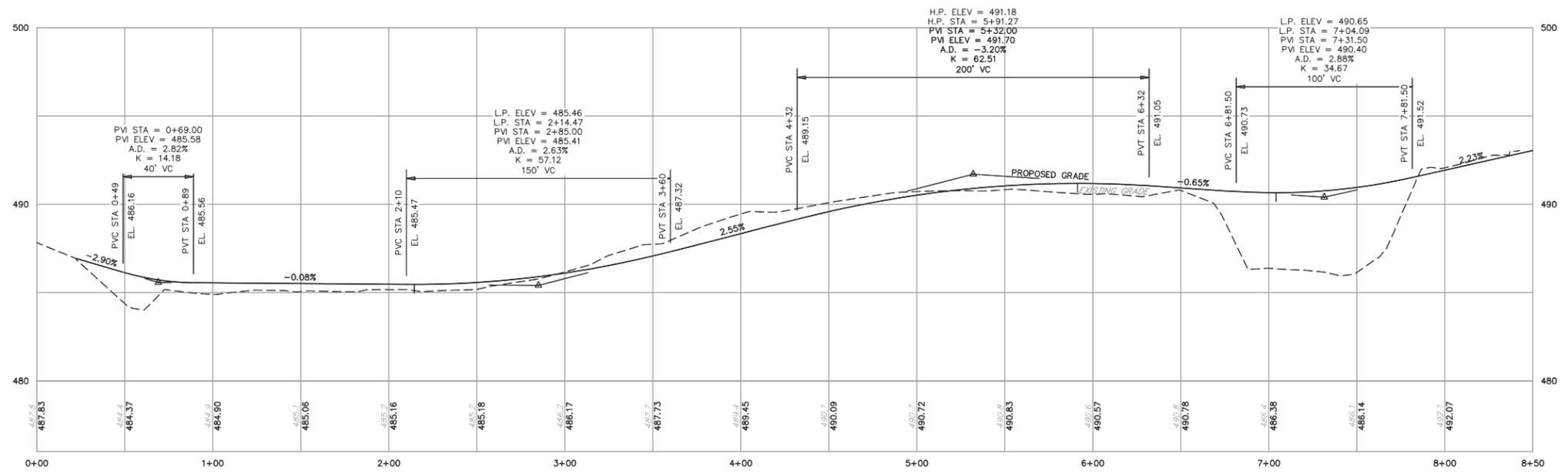
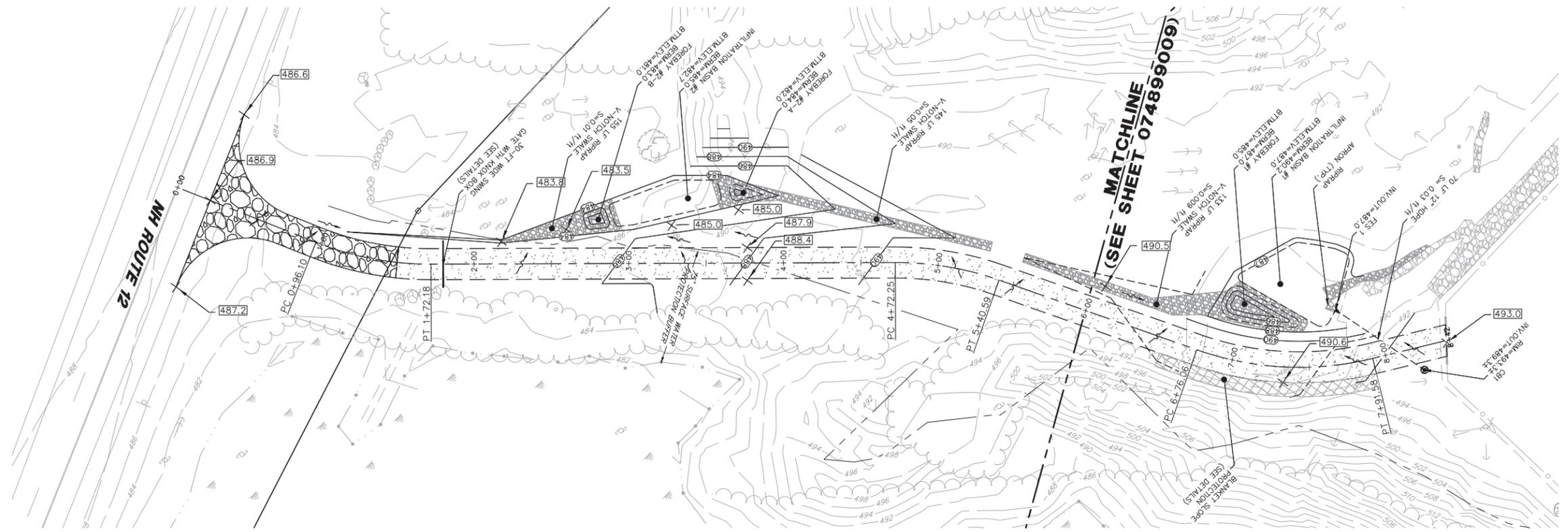
TFM
 Civil Engineers
 Structural Engineers
 Traffic Engineers
 Land Surveyors
 Landscape Architects
 Scientists

148 Constitution Drive Bedford, NH 03110 Phone (603) 472-4488 Fax (603) 472-9747 www.tfmoran.com TFM Proj: 82566-01	
GRADING, DRAINAGE & UTILITY PLAN	
EVERSOURCE ENERGY	
NEW HAMPSHIRE	
TAX MAP 233 LOT 2 115 PARK AVENUE KEENE, NH 03431 NORTH KEENE SUBSTATION	
Page 82 of 113	
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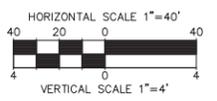
REV	DESCRIPTION	ENG/PE#	DATE	DRN	CHKD	APPR

NOTES

1. SEE GRADING AND DRAINAGE NOTES ON SHEET 074899002.



ALIGNMENT - PROPOSED TEMPORARY GRAVEL ACCESS DRIVE



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Table with columns: CONTRACT SERVICES, REV, DESCRIPTION, ENG/PE#, DATE, DRN, CHKD, APPR.

TFM Civil Engineers Structural Engineers Traffic Engineers Land Surveyors Landscape Architects Scientists 148 Constitution Drive Bedford, NH 03110 Phone (603) 472-4488 Fax (603) 472-9747 www.tfmoran.com TFM Proj: 82566-01

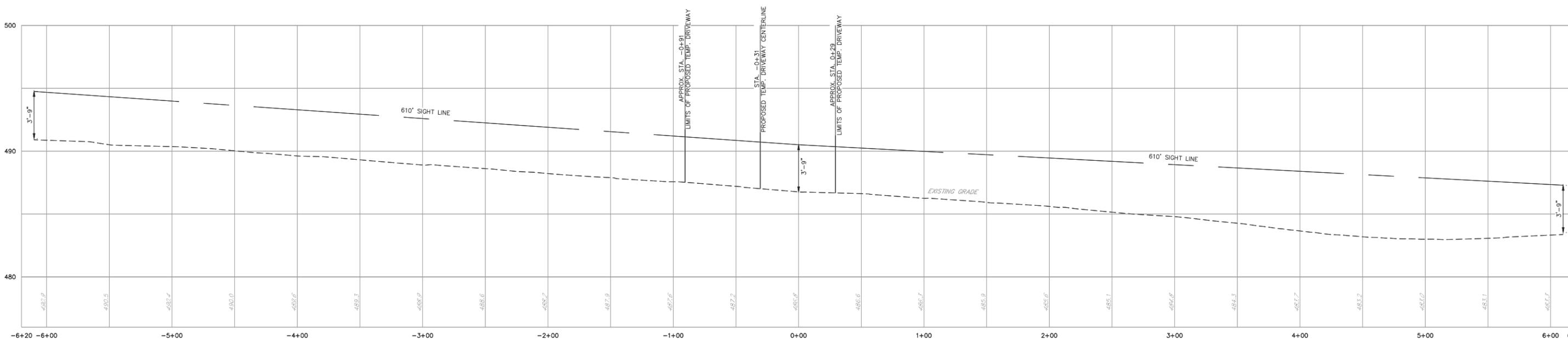
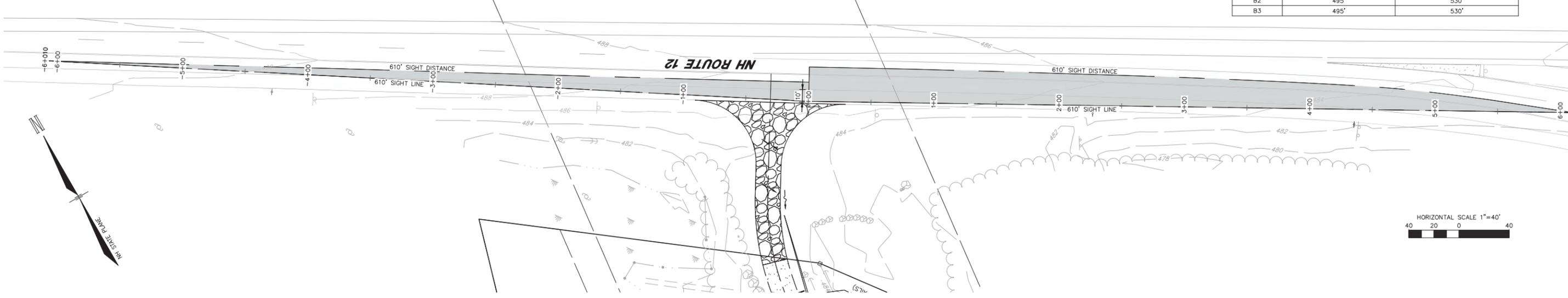
ACCESS DRIVE PLAN & PROFILE. EVERSOURCE ENERGY. NEW HAMPSHIRE. TAX MAP 233 LOT 2 115 PARK AVENUE KEENE, NH 03431 NORTH KEENE SUBSTATION. Page 83 of 113. DATE 11/12/21. DRAWING NO. 074899010.

NOTES

- 1. 610' NHDOT ALL-SEASON INTERSECTION SIGHT DISTANCE USED FOR ANALYSIS.
- 2. POSTED SPEED LIMIT IS 55 MPH.

AASHTO SIGHT DISTANCE CRITERIA FOR 55 MPH DESIGN SPEED

CASE	STOPPING SIGHT DISTANCE	INTERSECTION SIGHT DISTANCE
B1	495'	610'
B2	495'	530'
B3	495'	530'



PROPOSED DRIVEWAY SIGHT DISTANCE



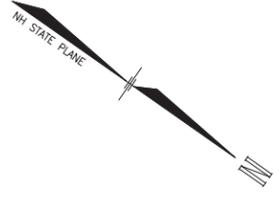
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 Traffic Engineers Phone (603) 472-4488
 Land Surveyors Fax (603) 472-9747
 Landscape Architects www.tfmoran.com
 Scientists TFM Proj: 82566-01

SIGHT DISTANCE PLAN & PROFILE		T	#
EVERSOURCE ENERGY		DRAWN	
		ENGINEER	
NEW HAMPSHIRE		CHECKED	
		APPROVED	
TAX MAP 233 LOT 2 115 PARK AVENUE KEENE, NH 03431 NORTH KEENE SUBSTATION		DATE	11/12/21
		Page 84 of 113	
SCALE AS NOTED		DRAWING NO.	074899011

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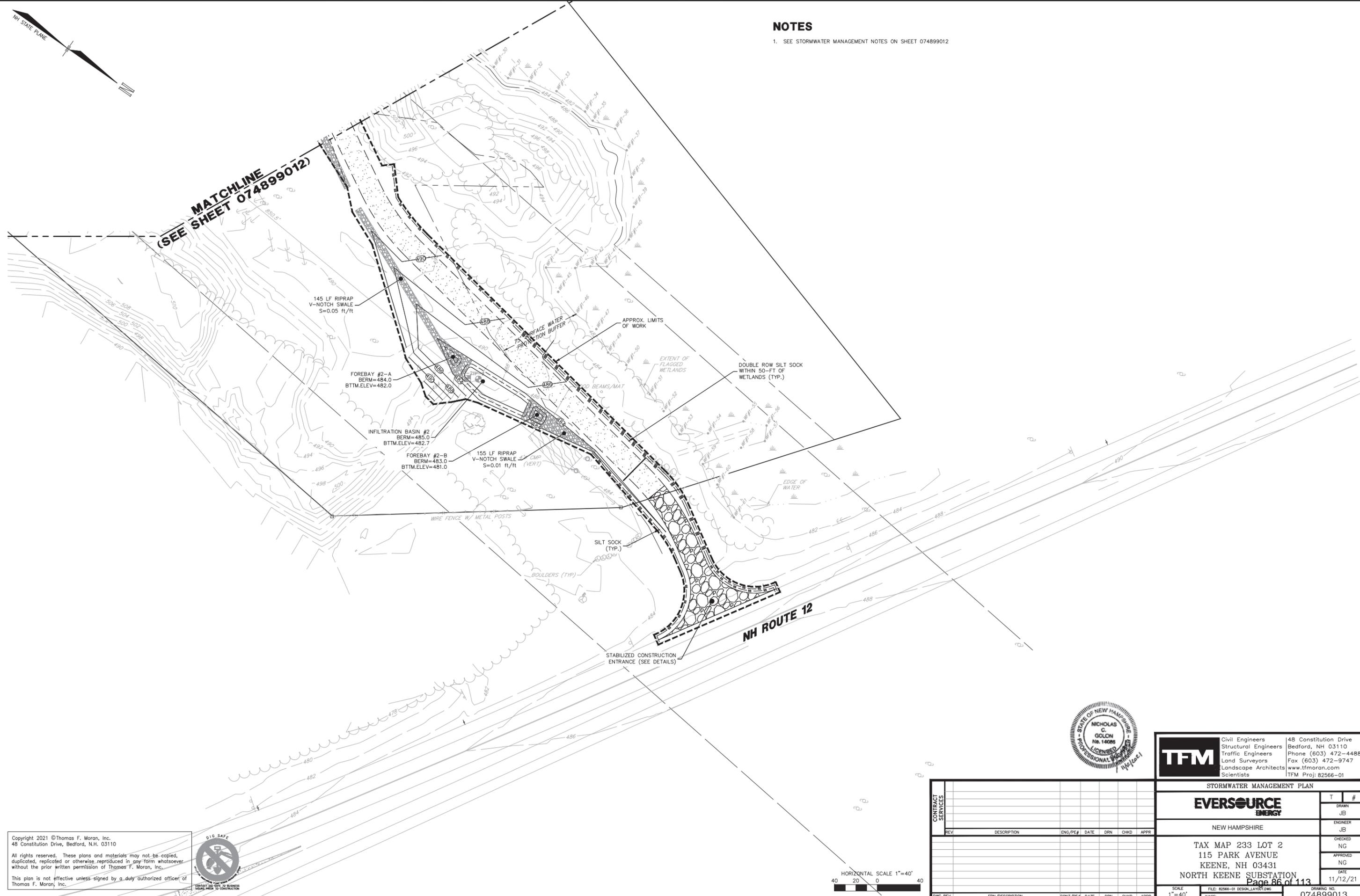


REV	DESCRIPTION	ENG/PE#	DATE	DRN	CHKD	APPR



NOTES

- 1. SEE STORMWATER MANAGEMENT NOTES ON SHEET 074899012



MATCHLINE
(SEE SHEET 074899012)

NH ROUTE 12

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 Scientists TFM Proj: 82566-01

REV	DESCRIPTION	ENG/PE#	DATE	DRN	CHKD	APPR

STORMWATER MANAGEMENT PLAN

EVERSOURCE ENERGY

NEW HAMPSHIRE

TAX MAP 233 LOT 2
 115 PARK AVENUE
 KEENE, NH 03431
 NORTH KEENE SUBSTATION

Page 86 of 113

DATE: 11/12/21

SCALE: 1"=40'

FILE: 82566-01 DESIGN_LAYOUT.DWG

DRAWING NO: 074899013

STORMWATER MANAGEMENT REPORT

Eversource Energy
North Keene Substation

Tax Map 233 Lot 2
115 Park Avenue
Keene, NH 03431

Prepared On:
November 12, 2021

Prepared for:
Eversource Energy
13 Legends Drive
Hooksett, NH 03106

TFM Job Number:
82566-01

Prepared by:



Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists

48 Constitution Drive, Bedford, NH 03110
Tel: (603) 472-4488 Fax: (603) 472-9747
www.tfmoran.com



Executive Summary

The project proposes to construct a 3,080+/- sf electrical enclosure with associated stormwater management improvements at the existing Eversource Energy North Keene Substation, 115 Park Avenue, Keene NH. The site is abutted by City owned property (Wheelock Park) to the south, east, and west and NH Route 12 to the north. An existing utility corridor runs north to south across the eastern portion of the parcel.

One (1) reconstructed infiltration basin, located north of the existing substation yard, and one (1) proposed infiltration basin, located along the eastern portion of the reconstructed gravel driveway, permitted under a Temporary New Hampshire Department of Transportation (NHDOT) Driveway Permit for a break in the Limited Access Right-of-Way (LAROW) associated with NH Route 12 and removed at the completion of original construction in 2014, will provide pretreatment/treatment and manage runoff from the developed portions of the property. The existing substation and stormwater management systems were previously permitted under New Hampshire Department of Environmental Services (NHDES) Alteration of Terrain (AoT) Permit: AoT-0773, issued August 15, 2014. Although the proposed impacts are less than 100,000 sf, the aforementioned construction was permitted within the last ten (10) years. As such, the project is applying for a new Alteration of Terrain (AoT) Permit under Env Wq 1503.12(d)(2).

The systems have been designed to maintain peak flows during all storm conditions up to and including the 50-year storm event and peak volumes for the 10-year storm event.

- Best Management Practices are proposed to manage stormwater from the development and provide treatment, groundwater recharge and maintain existing flow rates leaving the site.
 - One (1) reconstructed infiltration basin and one (1) proposed infiltration basin will collect and recharge stormwater from proposed impervious surfaces on the site. These basins are required to have pre-treatment prior to stormwater entering the main cell of the basin. The proposed forebays allow sediment to settle out of the stormwater. Infiltration basins remove pollutants, reduce the peak rates of flow, and flow volume by allowing evaporation and infiltration of the stormwater. The stormwater receives treatment as it percolates through the soil allowing for filtration and absorption by the organic matter and mineral complexes. Infiltration also provides groundwater recharge.
- The Water Quality Volume (WQV) has been met by providing the required storage below the lowest outlet orifice of the stormwater management areas.

Description of Project

The proposed area of work is located within and to the north of the existing substation yard and currently consists of a combination of previous developed areas (existing gravel substation yard and stormwater management systems), natural vegetation and steep-slopes along the property lines. Access to the site is located via an existing gravel access drive through the City owned Wheelock Park. A second egress gravel drive located along NH Route 12 is proposed within the scope of the project. Photographs of existing features can be found in Section 2 of this Report.

One (1) reconstructed infiltration basin, located north of the existing substation yard, and one (1) proposed infiltration basin, located along the eastern portion of the reconstructed gravel driveway will provide pretreatment/treatment and manage runoff from the developed portions of the property.

The existing lot is a total of 15.3+/- acres and approximately 2.0+/- acres will be disturbed as part of the proposed development.

A NHDES AoT Permit, NHDOT Temporary Driveway Permit, and Local approvals will be required for the proposed project.

The objectives for the post-development drainage design are to use best management practices to attenuate flows, provide pretreatment and treatment to collected stormwater runoff and maintain groundwater recharge.

The intent of this report is: 1) to analyze the rate of runoff from the site for the pre- and post-development conditions. The drainage system will be designed to maintain the current peak rate of runoff from the site, and 2) to provide stormwater treatment and groundwater recharge for the runoff from the site expansion in accordance with the requirements of the NHDES and City of Keene.

Storm Water Methodology

Pre-Development Conditions

The existing lot is a total 15.3+/- acres and approximately 2.0+/- acres will be disturbed as part of the proposed development.

The site is abutted by City owned property (Wheelock Par) to the south, east, and west and NH Route 12 to the north. An existing utility corridor runs north to south across the eastern portion of the parcel.

Existing topography consists of a level plateau in the area of the existing substation yard and utility corridor, with steep slopes to natural grade along the east and west portions of the parcel. There is minimal grade change running north to south across the parcel, with the existing substation yard sitting approximately six (6) feet above NH Route 12.

Evaluation points have been defined by abutting parcels, with identifying HydroCAD Links as follows:

- The southern, eastern, and western abutting parcel (Lot 233-1) has been denoted as POI-1;
- The existing eastern wetlands (Tenant Swamp) has been denoted as POI-2;
- The northern NH Route 12 ROW has been denoted as POI-3; and
- The northern abutting parcel (Lot 233-3) has been denoted as POI-4.

Due to the existing topography stormwater runoff from the property does not discharge to POI-3 or -4 in pre-development conditions. These evaluation points have been included in the HydroCAD Analysis for informative purposes only.

A Site-Specific Soil (SSS) Survey was conducted by a Certified Soil Scientist to determine on-site soil types in accordance with the New Hampshire Supplement of the Site-Specific Soil Mapping Standards for New Hampshire and Vermont, Version 3.0, dated December 2011 Special Publication #3 of the Society of Soil Scientist of Northern New England as part of the original substation construction NHDES AoT Permit: AoT-0773, issued August 15, 2014. This mapping resulted in hydrologic soils group (HSG) type A and D soils.

To model the site drainage, the HydroCAD Version 10.10-3a program has been used. The software is based on the SCS TR-20 technique used for modeling the hydrology and hydraulics of storm water runoff. The 2-year, 10-year, 25-year, and 50-year storm-events are included per the requirements of the NHDES AoT and the City of Keene.

Rainfall amounts were obtained from the Northeast Regional Climate Center and NRCS Storm Type-III was utilized for the HydroCAD Analysis. An Extreme Precipitation Table has been provided in Section 2 of this Report.

Post-Development Conditions

The project proposes to construct a 3,080+/- sf electrical enclosure with associated stormwater management improvements at the above noted property. The proposed area of work is located to the north of the existing substation yard and currently consists of a combination of previous developed areas (existing gravel substation yard and stormwater management systems), natural vegetation and steep-slopes along the property lines. Access to the site is located via an existing gravel access drive through the City owned Wheelock Park. A second egress gravel drive located along NH Route 12 is proposed which will be utilized during construction. The temporary portion of the gravel drive within the LAROW will be removed upon construction however, this impervious area has been calculated into the proposed stormwater management areas and WQV calculations.

Existing stormwater management systems provide an opportunity to reconstruct one (1) infiltration basin and propose one (1) infiltration basin to accommodate the proposed gravel access drive. Reconstruction of the existing basin enables the project to balance cut-fill materials associated with the proposed project, as well as maintain the existing stormwater management system, minimizing the area of impact associated with the proposed project.

The existing and proposed systems have been designed to collect, treat, and recharge stormwater runoff from the redeveloped portions of the project. There is no proposed increase in discharge from the site up to and including the 50-year storm event.

The post-development drainage model represents the site divided into multiple subcatchments based on the layout of the proposed stormwater collection systems.

The Groundwater Recharge Volume (GRV) has been met via the existing and proposed infiltration systems.

All pre-development evaluation points have been analyzed in post-development conditions.

Groundwater Recharge

The required GRV for the HSG A and D soils which has been replaced by impervious cover per AoT regulations has been provided within the proposed infiltration systems. Supporting calculations has been provided on the GRV and Best Management Practices (BMP) Worksheet, Section 3 of this Report.

Stormwater Treatment

Best Management Practices are proposed to manage the stormwater from the development and provide treatment, groundwater recharge and maintain existing flow rates leaving the site.

The existing and proposed infiltration systems are designed to maintain existing recharge rates and to preserve groundwater levels. Pollutant removal is achieved as stormwater percolates through the 24-inches of amended soils below the infiltration system and existing subsurface material of the infiltration basin. Pretreatment will be provided prior to stormwater entering the main cell of the basin by sediment forebays, which allow sediment to settle out of the stormwater.

The Water Quality Volume (WQV) is fully detained within the existing and proposed infiltration basins providing the storm water treatment.

Test pits and infiltration testing were performed as part of the project design to identify Estimated Seasonal High-Water Table (ESHWT) and subgrade Infiltration Rates. The infiltration rates used in these calculations are based on those values obtained, with a factor of safety. Due to an existing infiltration rate exceeding 10 inches/hour in the area of the proposed infiltration system, 24-inches of amended soils will be installed per NHDES AoT regulations. Specifications have been included on the Site Plan Detail Sheets.

SSS Mapping was utilized to determine the on-site soil characteristics, which in turn, were used to specify CN and Tc values in both the Pre- and Post- development subcatchment analysis.

Erosion Control Measures

Erosion Control Measures are found on the Stormwater Management Plan within the plan set. The erosion control and construction sequence notes on the Notes Sheets contain specifications for stabilizing disturbed areas and limiting the length of time these areas are exposed.

Temporary Erosion Control Measures

Silt sock is proposed along the edges of downslope site work to prevent sediment from discharging from the project area. A stabilized construction entrance is proposed to keep sediment from being tracked onto the street during construction.

Permanent Erosion Control Measures

A combination of open and closed drainage systems is proposed on the site to capture stormwater runoff from the project. As the majority of the proposed drainage will be captured in closed and open systems, areas of concentrated flow will be stabilized with riprap and discharge to centralized stable discharge points. Areas disturbed during construction which will not be impervious or stabilized with riprap in post-development conditions will be loam and seeded to restabilize the areas upon completion of constructions.

Flood Protection

Examination of the Flood Insurance Rate Map for Cheshire County New Hampshire (All Jurisdictions), Map Numbered 33005C0258E, Effective Date: May 23, 2006, indicates that the proposed work is not located within the floodplain.

Conclusion

Peak Rate Flows

There is no increase in the peak rate of runoff or stormwater volumes at the discharge points from the project site.

Flow (CFS)	2-YR		10-YR		25-YR		50-YR	
	PRE	POST	PRE	POST	PRE	POST	PRE	POST
POI-1	0.5	0.4	1.1	0.9	1.7	1.3	2.2	1.7
POI-2	1.5	1.5	4.7	4.5	7.6	7.4	10.5	10.2
POI-3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
POI-4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Volume (cf)	2-YR		10-YR		25-YR		50-YR	
	PRE	POST	PRE	POST	PRE	POST	PRE	POST
POI-1	2,034	1,634	4,282	3,393	6,276	4,957	8,290	6,548
POI-2	12,304	9,184	29,298	22,187	44,900	34,166	60,547	46,200
POI-3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
POI-4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Treatment

The reconstructed and proposed infiltration systems have been designed to provide adequate treatment for stormwater runoff.

August 12, 2021

Mr. Aubre Williams
Eversource Transmission Projects

aubre.williams@eversource.com

SUBJECT: Environmental Sound Evaluation
North Keene Substation Upgrades
North Keene, NH

Dear Mr. Williams,

Cavanaugh Tocci Associates has evaluated environmental sound impacts associated with proposed modifications at the North Keene Substation in Keene, New Hampshire. The objectives of this evaluation were:

- To define acoustic design goals,
- To estimate the acoustic impact of the proposed project in the surrounding community.

Results of the evaluation are summarized herein. Appendix A of this report is a glossary of relevant acoustic terminology.

Pre-Substation Background Sound

Sound is a feature of all environments. Sound is only objectionable when it is inconsistent with its environment; by being either too loud or by being distinctive in character (i.e. tonally or temporally varying). The goal of acoustical design is to render facility noise consistent with the level and character of other sounds in the environment. To this end, the following environmental noise analysis evaluates sound produced by the proposed Project in light of pre-substation environmental sound levels.

Prior to the construction of the substation an environmental sound survey was conducted to quantify and characterize the acoustic environment in the vicinity of the project site. To document typical background sound levels in the project area, the sound monitoring program consisted of continuous sound monitoring for a weeklong period starting at 3:00 p.m. on April 1, 2014. For this study, environmental sounds were monitored at one location that is representative of the nearest sensitive receptors that are south of the Project site (at approximately the center of the Wheelock Park Campground). Figure 1 is an aerial photograph of the substation that indicates the sound monitoring location (SM-1).

Sound levels were monitored using a Rion NL31 sound level meter outfitted with a ½ inch electret microphone and windscreen. The instruments were calibrated before the measurement period using a Larson Davis CA-250 acoustical calibrator. These instruments and their use conform to ANSI S1.4 for Type 1 precision sound measurement instrumentation and have current calibration certificates traceable to National Institute of Standards and Technology (NIST).

For this study, the sound monitor was programmed to record the following hourly A-weighted environmental noise descriptors:

- Maximum and minimum sound levels (L_{max} , L_{min})
- Percentile sound levels (L_{99} , L_{90} , L_{50} , L_{10} , L_{01})
- Equivalent sound level (L_{eq})

Figure 2 graphically presents the measured hourly L_{eq} and L_{90} sound levels (dBA). The L_{eq} data represents the average sound level measured during each hour. Sounds of low level and long duration (background sounds) as well as sounds of high level and short duration (intrusive sounds) influence this sound level descriptor. The energy average sound level for the entire 168-hour period was 48 dBA. The L_{90} data represent the steady state background sound levels that occur without the influence of transient noises. The L_{90} sound levels are nearly the lowest sound levels measured in each hour.

Traffic on SR-9 and SR 12 is the most significant source of background sound in the Project area that was measured during this survey. As indicated in Figure 2, hourly sound levels follow a typical diurnal pattern with the lowest levels occurring during the early morning hours when traffic is at a minimum. Also included in the plot is the average of the lowest hourly L_{90} sound levels that occurred in each calendar day (33 dBA). Background sound levels at this site rarely fall below this level, and only for very short periods of time.

Noise Regulations

There are no State, or Federal noise regulations that define limits for environmental sound produced by the proposed expansion project. However, the City of Keene Code of Ordinances contains two noise regulations that are applicable to this project. Selected text from these ordinances is presented below:

- ***Part II Chapter 66 – Public Conduct, Article V “Noise Generally”***

Notwithstanding the specific prohibitions stated herein, it shall be unlawful for any person to make, permit, continue or cause to be made any noise which annoys, disturbs, injures or is likely to endanger the comfort, repose, health, peace or safety of others within the city limits. For the purpose of this section, persons shall include the owner, tenant, or other person in control of a private place who permits or allows noise that can be heard in a public place or other private place, or who fails to take necessary steps and precautions to prevent guests or other persons on the property from engaging in conduct that creates noise.

- **Part II Chapter 102 Zoning, Article V, Division 6 Site Use Impacts.**

Noise shall be measured at the property line of the property on which such noise is being generated, or perceived, as appropriate, such measurement to be taken five feet above the ground. The decibel level (dBA) resulting from the use of or proposed in any district shall not exceed 70 dBA.

The general noise ordinance (Section 66-123) only provides subjective limitations to sound produced by the project. The most restrictive of these limitations is that the project cannot produce sound that will annoy or disturb others. The zoning ordinance (Section 102-951) defines an absolute sound level limit (70 dBA) which is measured at the property of either the source or the receiver.

Facility Acoustic Requirements

It is our opinion that the zoning ordinance limit of 70 dBA at the property line would not adequately preserve “peace” and “repose” at the nearest receptors (the campground) as required by the general noise ordinance (Part II Chapter 66). For this Project, we recommend an acoustic design goal based on incremental changes in the background sound level. It is our experience that an increase of 5 dBA or less above the lowest measured existing background sound levels results in little or no response from sensitive receptors. For this site, the measured lowest background sound level was 33 dBA. As such, we recommend that facility sound impacts should not exceed 38 dBA at any sensitive receptor property.

Facility Sound Analysis

Facility related sound impacts that are associated with equipment at the substation have been calculated using CadnaA environmental sound modeling software (Version 2018 DataKustic GmbH). The CadnaA sound modeling software uses algorithms and procedures described in International Standard ISO 9613-2:1996 “Acoustics- Attenuation of sound during propagation outdoors – Part 2: General method of calculation”. This standard and its associated methodology are the most universally accepted approach for environmental sound modeling of industrial and transit sound sources. The methodology described in this standard provides estimates of A-weighted sound levels for meteorological conditions that are favorable for the propagation of sound (downwind with a wind speed of 1-5 meters/sec). This methodology is also valid for sound propagation under well-developed moderate ground-based temperature profile inversions, which commonly occur on clear calm nights.

Our analysis considers the following two operating scenarios:

1. ***Synchronous Condenser as Designed***

The model considers adding a synchronous condenser with the following new sound sources:

- a. Power transformer (Total Lw 85 dBA)
- b. Auxiliary transformer
- c. Two air-cooled chillers (Lw 94 dBA for each unit)

- d. Machine building (minimum weighted sound reduction index Rw-30) and associated HVAC
 - e. Control building and associated HVAC
- Sound emission data was provided by the equipment manufacturer.

2. Synchronous Condenser with Recommended Noise Mitigation

The model includes the following sound controls:

- a. Using three low noise air-cooled chillers instead of two standard air-cooled chillers (Lw 81 dBA each unit)
- b. Locating HVAC units on the north side of the Machine building and the Control building.

Figures 3 and 4 present the results of the acoustic modeling for the two operating scenarios described above. Table 1 below provides a summary of our estimates of facility A-weighted sound levels at the nearest receptors.

TABLE 1
Estimate of Facility Sound Levels at Nearest Receptors(dBA)

Location	As Designed	With Mitigation	Recommended Limit
Nearest Campsite South	39	33	38
Nearest Commercial Northeast	24	19	38
Nearest Residence South	26	22	38
Nearest Residence West	29	25	38

Conclusion

Based on our review of the data presented in Table 1, it is our opinion that sound produced by the proposed addition of a synchronous condenser with the recommended noise mitigation will comply with all appropriate noise regulations, and furthermore, will not create an unreasonable adverse effect at all surrounding properties.

Sincerely,
CAVANAUGH TOCCI



Douglas H. Bell
21065/North Keene SS Upgrades - Sound Evaluation.docx

Phase 1: Threatened and Endangered Wildlife and Habitat Assessment

North Keene Substation Project

115 Park Avenue
Keene, NH

Prepared for:
TF Moran, Inc.
48 Constitution Drive
Bedford, NH 03101

Prepared by:
Pond View Wetland Consultants, L.L.C.
237 Beauty Hill Road
Center Barnstead, NH 03225

December 2, 2021

PHASE I THREATENED AND ENDANGERED WILDLIFE AND HABITAT ASSESSMENT

PART 1: SUMMARY AND FINDINGS

Jim Fougere	NHB21-2411
Pond View Wetland Consultants LLC	North Keene Substation Expansion
237 Beauty Hill Rd, Center Barnstead NH	115 Park Avenue, Keene, NH
jimfougere@gmail.com	TFMoran, Inc. (Consultant for Eversource)
603-520-6120	NHDES Alteration of Terrain (AoT)

PROPOSED PROJECT:

The Eversource Energy North Keene Substation Project is located at 115 Park Avenue, and southwest of NH Route 12 (Rt. 12), just west of the intersection of NH Routes 9, 10 and 12 in Keene, NH (City). This project proposes to upgrade electrical infrastructure within the existing substation yard and permanently reconstruct a gravel access drive, running from the northern side of the substation to Route 12, installed during the original substation construction in 2015. The proposed areas of work are located within the previously disturbed areas of the substation yard and utility right-of-way (ROW).

The North Keene Substation is located adjacent to an existing overhead electric transmission line which traverses from the northern crossing of Rt. 12 before turning southeast and continuing through the parcel along the existing ROW. This ROW corridor is well traveled with four (4) separate overhead electric lines, a portion of which was under construction (under a separate Eversource Line Project) at the time of the site visit. The existing substation topography is generally level with a crushed gravel surface and a large area of open space within the southern portion of the substation yard which will accommodate the proposed electrical upgrades. Grades adjacent to the substation and ROW rise up to the west, east and south. A large wetland community (Tenant Swamp) occurs immediately to the west, although most of that boundary is defined by an existing steep embankment.

Tree cover outside the project footprint and across much of the surrounding area of the project is in the form of a forest community dominated by tall white pine (*Pinus strobus*), and Eastern hemlock (*Tsuga canadensis*) with red oak (*Quercus rubra*), and beech (*Fagus grandifolia*). The understory varies from limited low growth within the dense pine forests to the ROW which includes managed low grow such as bracken fern (*Pteridium aquilinum*), raspberry (*Rubus* spp.), goldenrod (*Solidago* spp.), meadowsweet (*Spiraea latifolia*), and little blue stem (*Schizachyrium scoparium*).

The City owned Wheelock Park athletic fields and campground are located south of the subject parcel, located on Lot 233-1.

The site occurs in an area of sandy soils which is common in the surrounding area. The large emergent/shrub wetland (Tenant Swamp) on the west side of the parcel is a valuable wetland habitat and is located within a City of Keene Conservation Easement.

PHASE 1: Threatened and Endangered Wildlife Assessment Findings

Check One

X No threatened and endangered wildlife and habitat present, no threatened or endangered wildlife, habitat, or wildlife corridors likely to be impacted by project activities.

Threatened and endangered wildlife habitat present; HOWEVER, NO threatened or endangered wildlife, habitat, or wildlife corridors likely to be impacted by project activities. No conservation measures are proposed.

Threatened and endangered wildlife and habitat present or wildlife corridors present. Proposed actions have the potential for impacts. Conservation measures incorporated into the proposed project or project design.

THREATENED AND ENDANGERED WILDLIFE AND HABITAT

- **NHB21-2411 (Dated 7/22/2021)**

The New Hampshire Natural Heritage Bureau (NH NHB) Datacheck Report did not identify rare species and exemplary natural communities near the project area.

On-site Habitats

The habitats associated with the North Keene Substation upgrade include:

- The existing substation site is an open parcel with a fenced perimeter and a crushed gravel surface within the fence.
- A previously disturbed overhead electric line corridor is located adjacent to the substation. This corridor (Utility ROW) traverses the parcel along the eastern portion of the site and continues to the north and southeast.
- Adjacent tree cover is dominated by large white pine and Eastern hemlock with red oak, and beech.
- The area surrounding the fenced substation yard consists of stormwater management and grassed areas which are mowed producing a rough grassed surface.
- Proposed electrical infrastructure upgrades are located within the existing open space on the south side of the yard, minimizing direct impacts to the surrounding area.
- This site and the surrounding area are dominated by the sandy soil, Caesar, and Windsor loamy sand, as illustrated on the provided NRCS Websoil survey soil map. The soils on the site are described as Excessively Drained. The surrounding area also includes significant areas of mucky peat to the northwest and southeast in the existing wetlands.
- Few snags were noted at the woodland edge of the project site. As work is limited to within the existing substation yard and utility corridor, no impacts to adjacent woodlands are anticipated for the project.
- No wetland habitats occur within the area of work of the substation upgrade, although a large wetland (Tenant Swamp) occurs west of the site. A steep slope and berm occur along most of this wetland boundary limiting potential impacts.
- No vernal pool habitats are available on-site or in the adjacent community.
- Observed signs of wildlife included tracks of deer, coyote scat and chipmunk holes. Areas of disturbed sandy soils were observed on site but there was limited evidence of wildlife utilization at these locations.
- Several distinct paths or trails were noted to cross the utility corridor north of the site

PROPOSED CONSERVATION MEASURES

The proposed conservation measures for the North Keene Substation Project, off NH Route 12 in Keene, NH primarily focuses on maintaining the existing treeline along the perimeter of the site, (there is no clearing of mature wooded vegetation associated with the proposed project), as well as avoidance of impacts to offsite wetlands. Once constructed, the upgraded substation area will reflect the existing substation, with vegetation limited to areas outside the fence along the perimeter of the site. In addition, other measures will focus on utilizing “biodegradable plastic” netting or other recommended erosion control fabrics due to issues with wildlife entrapment.

Although not currently anticipated, any new tree clearing for the project area should be conducted November 1st through March 30th to avoid bat active season. At a minimum, cutting should be avoided from May 15th to August 15th, to the greatest extent possible.

PART 1: SUMMARY AND FINDINGS

Jim Fougere

12/2/21

NAME

DATE


SIGNATURE

Check Applicable Requested Action

Request for NHFG Concurrence with Findings in compliance with Env. Wq. 1503.19(h)(1)a

X Request for NHFG Concurrence with Findings and Proposed Conservation Measures in compliance with Env. Wq. 1503.19(h)(1)b*

Requests further coordination with NHFG to discuss proposed conservation measures and/or, potential focused survey needs (Phase II)*

***New Hampshire Fish and Game’s review and recommendations are based on the information provided in the assessment. Changes to project scope may affect NHFG and/or NHDES determination on potential impacts and whether conservation measures and project design modifications proposed are still applicable or sufficient.**

STAFF REPORT

SPR-942, MODIFICATION #2 — SITE PLAN REVIEW – Hobby Lobby Façade Alterations – 447 West Street

Request:

Applicant Hobby Lobby, on behalf of owner Realties Inc, proposes to modify the building façade and renovate the former JC Penney tenant space in the West Street Shopping Center located at 447 West Street (TMP# 565-018-000). The site is 13.2-ac and is located in the Commerce District.

Background:

The 447 West Street property is a commercial property with a plaza that includes the Keene Hannaford Supermarket, Mi Jalisco Restaurant, and a number of retail stores. JC Penney was formerly located in this plaza as well. The property is bordered by NH Route 10 to the west, vacant land to the north, and commercial properties to the east and south. Access to the site is from West Street.



Figure 1. Image of the former JCPenney storefront in the commercial plaza located at 447 West Street. Image from September 2018.

The Applicant proposes to renovate the former JC Penney tenant space for use as a Hobby Lobby store. Proposed building modifications include changes to the west storefront façade, replacement of the storefront doors with new storefront doors, reconstructing an existing staircase along the east façade, and the addition of egress doors to meet building and fire code requirements. In addition, the Applicant proposes to install a new trash compactor and new bale lift on the east (rear) side of the building.

Completeness:

The Applicant requests exemptions from providing a Grading Plan, Landscaping Plan, Lighting Plan, and Drainage, Traffic, and Soils Reports. Staff recommend that the Board grant the requested exemptions and accept the application as “complete.”

Departmental Comments:

- **Code Enforcement:** The Applicant should be aware that an elevation certificate and/or a Floodplain Development Permit may be required for this project.

Application Analysis: No changes are proposed to drainage, grading, landscaping, lighting, parking, or existing access and traffic patterns. The following is a review of the Planning Board development standards relevant to this site plan application.

20.6 **Screening:** This standard states that all service areas shall not be located along the building frontage or along a building façade with a primary entrance, and that all service areas shall be screened from view from adjacent properties or public rights-

STAFF REPORT

of-way by a solid enclosure of wood, masonry, vinyl, or other material approved by the Planning Board. The Applicant proposes to install a new compactor on the east (rear) side of the building, as shown in Figure 2.

The Applicant is aware that the proposed new trash compactor will need to be screened in accordance with Section 20.6.2.A of the Land Development Code. Staff recommend that submittal of screening details for the compactor be included as a condition of approval.



Figure 2. Excerpt from the proposed Site Plan submitted by the Applicant.

20.9 Traffic & Access Management: The Applicant notes that no changes are proposed to the site access or the interior traffic flow. This standard does not apply.

20.14 Architecture & Visual Appearance: This standard states *“Modifications and additions to existing structures shall be harmonious with the character of the existing structure.”* The Applicant proposes to modify the west façade of the building to create a new storefront façade for the Hobby Lobby store (see Figure 3). The proposed changes include the following:

- Replacement of the green steel and wood entry facade with a new entry façade with Hobby Lobby’s prototypical color scheme.
- Painting the two adjacent tower structures on either side of the entry façade to match the Hobby Lobby color scheme.
- Replacement of the existing storefront doors with new storefront doors.
- Expansion of the storefront glazing to the north/left of the entry façade.
- Widening of two existing pilasters on either side of the store entrance.
- Installing a new pilaster centered underneath the entry façade.

STAFF REPORT

Existing storefront façade



Proposed storefront façade



Figure 3. Comparison between the existing storefront facade (top) and the proposed storefront facade (bottom). The top image is a streetview image from September 2018, and the bottom image is an excerpt from the color elevations submitted by the Applicant.

Recommended Motion:

If the Board is inclined to approve this request, the following language is recommended for a motion:

Approve SPR-942, Modification #2 as shown on the site plan identified as "Hobby Lobby, 381 West St. Keene, NH" prepared by SGA Design Group. P.C. at a scale of 1 inch = 30 feet and dated October 28, 2021, and on the elevations identified as "Hobby Lobby, 381 West St. Keene, NH" prepared by SGA Design Group. P.C. at a scale of 3/32 inch = 1 foot and dated October 28, 2021, with the following conditions prior to signature by the Planning Board Chair:

1. Submittal of screening details for the trash compactor. Such screening shall comply with Section 20.6.2.A of the Land Development Code.
2. Owner's signature appears on plan.

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 Hobby Lobby	Date Received/Date of Submission: _____ Date of pre-application meeting: _____ Date Application is Complete: _____ Community Development Dept File #: _____
	Tax Map Parcel number(s) _____ _____ _____	
Project Address: 381 West St.	O w n e r	PRINTED Name: Andrew Mandell
Acreage/S.F.of Parcel: _____ / _____		Signature: <i>A Mandell</i> Address: 150 East 58th St, New York, NY 10155 Telephone\ Email: 646.827.9963 917. 494. 4825 amandell@ripcony.com
Zoning District:	A p p l i c a n t	PRINTED Name: Kimberly Wilson
		Signature: <i>Kimberly Wilson</i> Address: 7010 SW 44th, Oklanoma City, OK 73179 Telephone\ Email: 504-518-6051/ kimberly.wilson@hobbylobby.com

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

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

B Descriptive Narrative Including

- | | | |
|---------------------------------------------------------------|---------------------------------------------------------------------------|-----------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Type of development | <input type="checkbox"/> Sedimentation Control | <input checked="" type="checkbox"/> Scope/scale of development |
| <input checked="" type="checkbox"/> Proposed uses | <input type="checkbox"/> Vegetation | <input type="checkbox"/> Parcel size |
| <input checked="" 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



SGA Design Group

November 18th, 2021

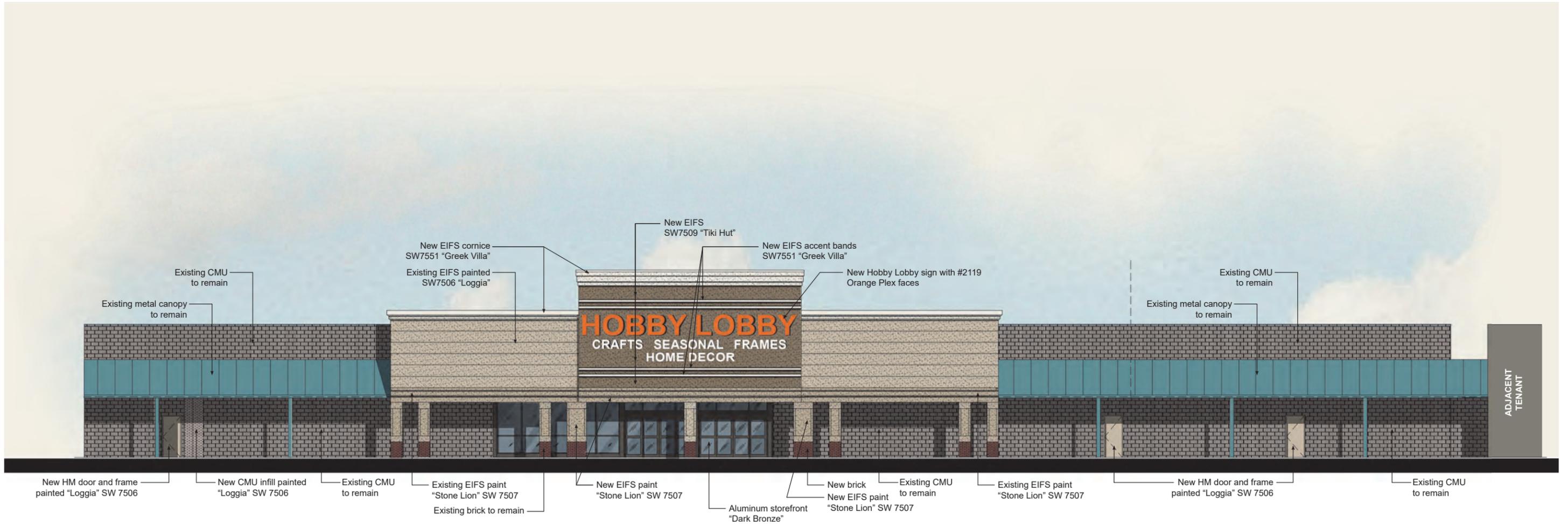
City of Keene, NH
Community Development Dept.
3 Washington St. 4th Floor
Keene, NH 03431

Project Narrative

The new Hobby Lobby project is replacing the previous tenant, JC Penny, in the West Street shopping Center.

The exterior work on the western façade consists of removal of the green steel and wood entry structure on the front of the building and the existing JC penny signage, along with a portion of wall that is being removed for new storefront glazing. A new entry façade featuring Hobby Lobby's prototypical color scheme and signage will be constructed in place of the old façade structure. The two adjacent tower structures will remain untouched, but will receive new paint to align with the painting scheme of the new entry. The existing storefront doors will be removed and replaced with Hobby Lobby's standard slider doors. The new soffit below the middle entry will match the existing conditions.

The scope of work on the eastern façade is minimal. We are re-using the existing dock doors for Hobby Lobby's delivery use. We are also demolishing the existing concrete exit stair in the rear of the building and reconstructing it as it was not code compliant. We will be cutting a new opening in the east façade for a new exit door, which will have a new concrete stair to take occupants to grade. We are adding one new exit door on the northern façade that is at grade in order to meet our code exiting requirements.



FRONT ELEVATION



10/28/2021



Planning Board

2022 Meeting Schedule

All meetings are on the 4th Monday of each month at 6:30PM, unless otherwise noted with an *

January 24, 2022

February 28, 2022

March 28, 2022

April 25, 2022

May 23, 2022

June 28, 2022

July 25, 2022

August 22, 2022

September 26, 2022

October 24, 2022

November 28, 2022

December 19, 2022*

January 23, 2023