

DEVELOPMENT STANDARDS



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1. DRAINAGE

a. **RUNOFF:** The development of a site shall not result in increased runoff or velocity of surface runoff onto adjacent properties or surface water bodies unless specifically approved by the City and agreed to in some formal, legally binding manner by the affected property owner(s). The applicant must provide sufficient data to demonstrate compliance with this requirement.

b. **LOW IMPACT DESIGN:**

1. Site design and drainage systems constructed to comply with this standard shall incorporate Low Impact Development (LID). Examples include but are not limited to bio-retention, porous pavement, vegetated swales, urban tree underground chambers, infiltration trenches, level spreaders, rooftop disconnection, cisterns, green roofs, vegetated filter strips, reduced impervious surfaces, stormwater disconnection, preserve and enhance native vegetation landscapes, and minimize soil compaction. All applications shall include a narrative describing accommodation of this section.
2. Where soils and other site conditions exist that make the installation of LID measures requiring on-site infiltration impractical, the Applicant shall demonstrate that the use of LID measures is not possible before proposing to use traditional, structural stormwater management measures including but not limited to stormwater retention and detention ponds and underground storage systems.
3. Seasonally high groundwater elevation as well as soil type and infiltration capacity shall be noted in the project's Site Data Table per the Natural Resources Conservation Service County Soil Survey.

c. **QUALITY OF STORMWATER DISCHARGE:**

1. Drainage systems which divert surface runoff into rivers, streams, brooks, wellfield protection zones, wetlands or floodplain compensatory storage areas shall utilize LID measures or wet or dry sediment basins or similar devices in combination with erosion prevention and sediment control practices to avoid sediment loading of the receiving area(s).
2. Attention must be given to the quality of stormwater and melt water leaving a site. Treatment systems such as wet detention basins, constructed wetlands, and/or LID measures combined with contamination prevention practices such as frequent sweeping of parking lots, the use of oil/gas traps in catch basins, shall be utilized to assure that upon discharge to surface waters, wetlands, floodplain compensatory storage basins or wellfield protection areas, drainage water meets Federal Clean Water Act standards.

d. **SECURITY DEPOSITS:** Drainage systems must be maintained to function at all times in conformance with these standards. To assure that drainage systems function properly, the City may require a security deposit to be held for up to twelve (12) months after

completion of construction. A maintenance plan, maintenance contracts, or associated information may be required by the City to assure compliance with this standard.

e. **TAX DITCH REQUIREMENTS:** The City shall, except by specific waiver granted by the City Engineer, require at least a fifteen (15) foot wide maintenance path on each side of each drainage ditch system. Slopes on drainage ditches shall be no steeper than 2:1, and all banks of ditches and drainage basins must be properly stabilized. Depending upon the depth, size and location, safety fencing may be required. For underground drainage pipes, the width of the maintenance path may need to be wider than 15 feet, depending upon the depth of the pipe. The required width will be determined by the City Engineer.

f. **BIKE FRIENDLY:** New street or trail drainage grates shall be of a design that is bicycle friendly so as to allow a bicyclist to ride over it safely.

2. SEDIMENTATION AND EROSION CONTROL

a. Each project shall be designed so as to prevent sedimentation and erosion during and subsequent to construction in the following ways:

- 1) Minimize disturbance of natural soil cover and vegetation,
- 2) Minimize, in area and duration, exposed soil and unstable soil conditions,
- 3) Protect receiving water bodies, wetlands and storm sewer inlets,
- 4) Minimize off-site sediment transport on vehicles and equipment,
- 5) Minimize work in and adjacent to water bodies and wetlands,
- 6) Maintain stable slopes,
- 7) Minimize disturbance to and protect surrounding soils, root systems and trunks of trees adjacent to site activity that are intended to be left standing,
- 8) Minimize the compaction of all site soils,
- 9) Pre-treat runoff to remove solids before discharging to infiltration areas,
- 10) Install vegetated swales, infiltration trenches, level spreaders, vegetated filter strips, stormwater disconnection to distributed infiltration, and other LID measures as appropriate.

b. Erosion and sediment control plans shall contain LID measures to control erosion and sedimentation throughout the period of construction, based upon the best available technology. Design and placement of all measures shall comply with the standards and practices contained in the most recent version of the New Hampshire Department of Environmental Services NH Stormwater Manual, unless specifically approved by the City Engineer.

c. To assure that erosion and sediment control measures work properly, and to assure that revegetation and slope stabilization takes place in a timely manner and is properly maintained, the City may require a security deposit for up to twelve months after the completion of construction. For critical or large areas of disturbance on steep slopes or adjacent to surface waters, the City may require inspections by a qualified firm or individual.

3. HILLSIDE PROTECTION.

All development shall comply with Keene's Hillsides Protection Ordinance.

4. SNOW STORAGE AND REMOVAL

How and where snow is stored is of concern because large accumulations of snow can contain substantial amounts of road salt, sand, and contaminants from roads and parking lots. Large piles of snow can block drainage systems, causing spring flooding, or providing flooding on adjacent properties.

- a. Snow storage is not permitted within parking spaces, which are required to fulfill the minimal parking requirements of the Zoning Ordinance. Snow shall be stored and or removed so as to allow the continued safe passage of vehicles into, out of, and through all travel lanes and parking areas.
- b. Snow shall be stored so as to prevent accumulation on adjacent properties (unless specific approval for such storage has been obtained) and so as to prevent flooding of adjacent properties, including City streets.
- c. Snow may not be pushed, piled or otherwise moved directly into a lake, river or other surface water.
- d. Snowmelt discharge and associated runoff should be stored and its drainage routed so that it does not cause erosion.

5. FLOODING

All development shall comply with Keene's Floodplain Ordinance.

6. LANDSCAPING

The following guidelines indicate the policy and objective of the City to use a diverse palette of preferably native plantings of trees and shrubs, as well as art installations, to retain an attractive community and to minimize the impact of potentially conflicting uses.

It is the Planning Board's policy that landscape alternatives to turf grass lawns, such as native landscaping, edible landscaping, perennial groundcovers and rain gardens be utilized whenever feasible. The majority of green space required by zoning and the majority of site landscaping will be located on the front portions of the lot, visible from public streets.

- a. **ZONING STANDARDS:** All development shall comply with the landscaping standards for parking areas as specified in the Keene Zoning Ordinance.
- b. **TREE SIZES/CULTURE:** For projects having parking lots of 10 or more parking spaces, one (1) tree at least three (3) inches in diameter, as measured 24 inches from the ground after planting shall be required at the ratio of one (1) tree per ten (10) parking spaces. Tree groupings of three (3) or more trees at least six (6) feet tall or 2" in diameter as measured 12" above grade after planting may be substituted. Containerized trees shall not be permitted to meet the minimum standards of the landscaping requirement

c. LOCATION:

- 1) All landscaping or art installations should be located without impeding visibility or safety.
- 2) Trees should be located so as to avoid above-ground and below-ground utilities into the future.

d. PROTECTING VEGETATION: Protective devices such as temporary fencing should be installed prior to the start of site work to protect the root masses of existing vegetation and areas intended for infiltration to the satisfaction of a City Planner or Engineer. Such fencing shall be located:

- 1) To the outside dripline of shade and ornamental trees and
- 2) To a diameter distance that matches the height of all shrubs and/or perennial plants.

e. SECURITY: All landscaping required by these provisions shall be initially disease resistant, currently disease free, kept in good condition and replaced as necessary to comply with these standards. The City shall normally require a security for up to 12 months after the completion of construction to assure the survival or replacement of landscaping.

f. TREES: The Board encourages the use of a variety of trees as major landscaping material to reduce urban heat island impacts through leaf evapo-transpiration and shade. In addition, shrubs or other live groundcover planting material are encouraged to supplement the tree landscaping and reduce areas of resource-intensive turf grass.

- 1) Trees shall be chosen and planted utilizing the best available practices: to develop essential root structure, to grow to their full stature, to thrive for decades, and to perform stormwater management, and environmental services at the highest possible levels.
- 2) All tree planting in non-native or compacted soil areas shall be excavated to enable the placement of 300 CF of native, permeable soil in an area no less than six (6) feet wide and three (3) feet deep enabling each plant to thrive.

g. For parking lots of 50 spaces or more the following additional landscaping standards apply:

- 1) LANDSCAPE COVERAGE: The interior of the parking lot shall include landscaping covering not less than ten (10) percent of the total area of parking spaces. Such landscaping shall be in addition to any required buffer zone landscaping.
- 2) VISUAL RELIEF: More than half of the required parking lot landscaping shall be either in continuous landscape strips or in large planting islands located entirely within the paved area of the parking lot, in order to break up the visual expansiveness of the lot.
- 3) WIDTH OF PLANTING AREAS: More than half of the planting areas shall be at least eight (8) feet wide. Curbs, setbacks or other protection must be provided to prevent damage to trees and shrubs from vehicles.
- 4) LANDSCAPE BUFFER: All parking lots of 50 spaces or more which abut a public road, sidewalk or a residential zone shall provide a landscape buffer along at least 75% of the length of the right of way or portion abutting the residential zone(s), at least six (6) feet wide. Berming is encouraged to provide screening of cars from sidewalks, roads, and adjacent residential areas.

7. NOISE

All development shall comply with the City's Noise Ordinance.

8. SCREENING

Landscaping should be used whenever possible to screen loading areas, trash storage and transfer areas and other areas likely to generate noise, dust or other disruptive conditions; to form a buffer between non-residential and residential uses; between single-family and multi-family projects, especially where multi-family projects are different in height, form or material than the adjacent single family units; and to screen vehicular headlights from adjacent properties.

a. All dumpsters and trash storage areas shall be fully screened by a solid fence of wood, masonry, vinyl or other material deemed acceptable by the Planning Board. Fencing shall be at least 6 feet in height. Chain link fencing with slats is unacceptable for screening.

b. Large commercial and office buildings are encouraged to provide rooftop screening of air conditioning, venting and other roof -top equipment that is visible from adjacent buildings or from public streets.

c. Drive-through businesses must erect suitable screening between their business and any adjacent residential areas. At a minimum, said screening shall consist of a living hedge not less than 4 feet in height or, as an alternative, may consist of a solid fence of wood or masonry at least 6 feet high.

9. AIR QUALITY

a. It is a policy of the City to avoid any deterioration in existing air quality, and to ensure that future development meets that policy while also complying with the requirements of the Federal Clean Air Act.

b. Fumes, smoke, dust and odors must comply with all federal, state and local standards. All development shall comply with Federal and State Clean Air Act requirements and standards.

c. The City may require air sampling, computer modeling and/ or other technical studies, paid for by the applicant to demonstrate that the proposed project complies with these standards.

d. Any project requiring Federal or State air quality permits must have obtained those permits and must include one copy of all submission data as well as a copy of the permit(s) prior to the issuance of a building permit.

e. The City may require a monitoring program, paid for by the applicant to assure continued compliance with these requirements.

10. LIGHTING

A. Purpose

The City of Keene Planning Board recognizes that inappropriate, poorly designed, and excessive outdoor lighting causes glare and unsafe driving conditions; results in light pollution that limits the ability of citizens to enjoy the nighttime sky, results in the unnecessary use of electricity, and adversely impacts the enjoyment of adjacent properties. Therefore, it is the purpose of Standard #10 to enhance public safety and welfare by providing for adequate and appropriate outdoor lighting, providing for lighting that will complement the character of the city (both urban and rural areas), reduce glare, minimize light trespass, reduce the cost and waste of unnecessary energy consumption and prevent the degradation of the night sky.

B. Intent

The intent of this standard is to:

1. Design lighting with consideration of the setting, use, architecture, landscaping, existing trees, neighboring properties, and the architectural and community character and scale of the surrounding area. Where redevelopment is occurring and the setting, character, and scale are in transition, the applicant should seek guidance from the Planning Board and/or the Planning Board's designee.
2. Provide lighting levels that are reasonably uniform to avoid very bright and very dark areas.
3. Provide lighting levels that are appropriate to the task/use and/or condition of the site.
4. Ensure that objects appear as close to a natural color as possible.
5. Ensure that fixtures prevent glare and spillover onto adjacent property or into the sky. This can be achieved through the use of cut-off fixtures and/or reflectors in the lamp.
6. Allow flexibility in mounting heights in order to achieve lighting that is compatible with the scale of the surrounding architecture and site that is aesthetically pleasing.
7. Encourage the use of sensor or time controlled lights for security lighting and for energy savings.
8. Preserve the rural character of the community in non-urbanized areas.
9. Encourage use of new technologies.
10. Avoid unnecessary use of electricity and encourage energy efficiency.

C. General Standards

1. **Shielding:** All lights, including lights placed on buildings, shall be fully shielded (full cut-off), opaque fixtures, with no portion of the bulb visible. Uplighting is prohibited.
2. **Glare¹:** Lighting shall be designed, located, installed, and directed in such a manner as to prevent light levels from crossing property boundary lines (except for light that crosses property lines into the public right-of-way; not to exceed 2.0 footcandles) , and to prevent glare at any location, on or off the property.
3. **Illumination:** All illumination shall be of a white light, such as but not limited to, color corrected high pressure sodium, metal halide, incandescent or a combination of lamps having a color rendering index greater than seventy (70)².
4. **Mounting Height:** The mounting height of fixtures, measured from the finished grade to the top of the pole (inclusive of fixture) shall not exceed fifteen (15) feet in height within Residential zoning districts, twenty (20) feet within Central Business, Central Business Limited zoning districts, and shall not exceed thirty (30) feet within Commerce and Commerce Limited and Industrial zoning districts. Street lighting must comply with the City's standards for street lighting, Section 70-128 of the City Code.
5. **Floodlighting:** Floodlighting is prohibited, unless:
 - a. The lights are directed toward the rear of a lot, placed on heat or motion sensors, and are directed away from the road and neighboring properties, and
 - b. The Planning Board determines that there will be no negative impact upon motorists and neighboring properties.
6. **Hours of Operation:** Outdoor lighting shall not be illuminated between the hours of 10:00 pm and 6 a.m. with the following exceptions:
 - a. Low level lighting sufficient for the security of persons or property on the lot may be in operation between 10:00 p.m. and 6:00 a.m., provided the average illumination on the ground or on any vertical surface is not greater than 0.5 foot candles.
 - b. If the use is being operated, such as a business open to customers, or where employees are working or where an institution or place of public

¹ Glare is defined as light emitted from a fixture at a level of intensity and in a direction such that it causes an annoyance, discomfort, or impairs the viewers' ability to see.

² The Color Rendering Index (CRI) is a measurement of the amount of color shift that the objects undergo when lighted by a light source, or, basically the ability of a lamp to show color accurately. CRI values generally range from 0 to 100.

assembly is conducting an activity, normal illumination shall be allowed during the activity and for not more than one hour after the activity ceases. This excludes 24-hour businesses.

- c. For 24-hour businesses, lighting levels shall be reduced by a minimum of 50% between the hours of 10:00 PM. and 6:00 AM.

The use of timers, sensors, and other energy saving devices is encouraged. During the Planning Board's review, the Board may stipulate a specific time when lighting other than that used for security purposes should be turned off and this determination shall be noted on the final lighting plan submitted for signature.

7. Existing Lighting: When 50% or more of the lights of an existing outdoor lighting installation are being modified, extended, expanded or added to, the entire outdoor lighting installation shall be subject to the requirements of Standard #10. When less than 50% of the lights are being modified, extended, expanded or added to, those lights being installed, modified, extended or expanded shall be subject to the requirements of this standard.

D. Specific Standards

1. Parking Lot Lighting: In addition to the General Standards, Section C, Outdoor lighting of parking and related circulation areas shall comply with the following standards:
 - a. The mounting height for any fixture shall comply with C.4 above.
 - b. Illumination levels shall comply with the following IESNA recommendations based upon level of activity:

Level of Activity	Footcandle Recommendations (IESNA)					
	General Parking & Pedestrian			Vehicle Only		
	Ave.	Min.	U. Ratio ³	Ave.	Min.	U. Ratio
High	3.6	0.9	4:1	2	0.67	3:1
Med	2.4	0.6	4:1	1	0.33	3:1
Low	0.8	0.2	4:1	0.5	0.13	4:1

Examples of Activity:

High = civic recreational facilities, regional shopping centers, fast food facilities, gas/convenience stores

Med= community shopping centers, office parks, hospital parking, commuter lots, residential complex parking

Low = neighborhood shopping, industrial employee parking, educational facility parking, church parking

- c. Illumination levels shall be reduced by a minimum of 50% within one hour after the end of public business hours.

These standards also shall apply to the top and/or unenclosed level of any parking garage.

2. Gas Station Island and Canopy Lighting: Lighting levels on gasoline station/convenience store aprons and under canopies shall be sufficient to facilitate the activities taking place in such locations. Lighting of such areas shall not be used to attract attention to the business. In addition to the General Standards, Section C, the following shall be met:
- Areas around the pump islands and under canopies shall be illuminated so that the minimum illuminance at grade level is 1.0 footcandle and no more than 5.5 footcandles. The uniformity ratio for areas around the pump island or under canopies in commercial and other zones where permitted shall not be greater than 4:1.
 - Canopies located in or adjacent to residential zoning districts and/or where they are associated with a pre-existing non-conforming use, the average illumination levels shall not exceed 5.5 footcandles.
 - Light fixtures mounted under a canopy shall be recessed so that the lens cover is recessed into, or flush with, the underside (ceiling) of the canopy.

³ The uniformity ratio is the ratio of average illumination to minimum illumination. For example, if the Illuminating Engineering Society recommends an average-to-minimum ratio of 4:1 for a parking lot, the minimum illuminance should be no less than 1/4 of the average illuminance across the parking lot.

- d. No light fixtures may be mounted on top of the canopy, and the sides of the canopy (facade) shall be opaque and shall not be illuminated.
 - e. Areas away from fueling pump islands, as defined by the extent of the canopy, shall be considered parking and circulation areas. They shall be identified as such on the lighting plan submitted in accordance with the requirements outlined in Section D of the Planning Board's Site Plan and Subdivision Regulations, and shall be subject to parking area lighting regulations as set forth in section D.1 above.
3. Walkway Lighting: Outdoor lighting of walkways, alleys, and pedestrian paths shall comply with the following standards:
- a. The average illumination level on a walkway or pathway surface shall not exceed 0.5 footcandles. Maximum lighting levels shall not exceed 2 footcandles.
 - b. The area over which the average illumination level is computed shall only include the walkway surface plus an area on each side not more than 5 feet in width.
 - c. Lighting fixtures other than full cut-off fixtures may be used but shall be designed to minimize glare, direct illumination downward, and shall have an initial output of no more than 1,200 initial lumens.

E. Exceptions

Technological advances in outdoor lighting lamp sources may allow for options not considered in these standards. Induction (electrodeless) or LED lighting are two current examples. The use of new technologies, and especially those that have energy saving properties, are encouraged. Applications that use new technologies, and follow the purpose and intent of the ordinance will be considered and evaluated for approval.

11. SEWER AND WATER

- a. All sewer and water utilities must comply with the City's Utility Standards.
- b. The City may require technical studies, at the applicant's expense to assure that existing sewer and water services will not be adversely affected by the proposed development and that there in fact is adequate sewer and water capacity for the proposed development.
- c. In some instances State permits are required for modification or expansion of City sewer or water systems, and it shall be the responsibility of the developer to obtain those permits.
- d. Any development must comply with the City's industrial pre-treatment program.

12. TRAFFIC

The Planning Board recognizes the importance of all modes of transportation when considering traffic impact of development.

- a. It is a policy of the City to assure that new development does not diminish the safety or capacity of existing City streets, bridges and intersections. It is the responsibility of anyone wishing to develop in the City to comply with this policy. It is also a policy of the City that individual developers should not be asked to make road, bridge or intersection improvements that are not required to assure the capacity and safety of their project.
- b. Any commercial, office or industrial project involving 100 or more vehicle trips per day, or residential projects involving 15 or more units, as determined by the most recent published version of the **Trip Generation Manual**, must demonstrate to the Planning Department that their project will not diminish the capacity or safety of existing City streets, bridges and/or intersections, prior to the issuance of a building permit.
- c. It is further the policy of the City to require adequate interior circulation and parking so as to assure safe passage of vehicles and pedestrians, and to provide adequate on-site queuing areas so as to prevent congestion on City streets.
 1. All development shall comply with the parking requirements of the Zoning ordinance
 2. For Commercial and Multi-Family residential developments, bicycle parking shall be provided in racks or other similar facility. Bicycle parking shall not be located within parking areas for motorized vehicles.
- d. If technical studies are required to determine that a proposed development meets these requirements, they shall be conducted at the applicant's expense.
- e. Any development along West Street from School Street to the Bypass, and along Winchester Street from Island Street to the Bypass must receive State Department of Transportation traffic impact review. A State driveway permit is required for any new driveway on a State road.
- f. If improvements to roadways, bridges, signals, or intersections are required for a proposed development to avoid diminishing the existing capacity or safety of these public systems, those improvements will be made as part of the development, at the developer's expense.

13. COMPREHENSIVE ACCESS MANAGEMENT

- a. Safe and efficient access from roads and streets should be available to all users, regardless of their mode of transportation and their level of mobility. Therefore, new development shall take into consideration current and future needs of walkers, bicyclists and transit riders in addition to private vehicle trips. Driveway locations, sidewalks, crosswalks, bicycle/pedestrian paths and accessible paths of travel shall be considered as an integral design feature of every development proposal.

b. All applications shall include a written narrative describing accommodation of non-automobile trips to and from, and within the development site, including walking, bicycle, and transit trips.

c. Driveways:

1. Entrances and exits onto public streets shall be designed so as to provide safe and convenient vehicular passage into and out of the site. It is a policy of the City to limit the number of curb cuts or driveways on public streets. The use of common driveways and service roads is encouraged, and in some instances may be required. Curb cuts shall not block the flow of gutters or existing drainage systems, unless specifically approved by the City Engineer. All driveways must comply with Sections 70-135 through Section 70-137 of the Keene City Code on Driveways.
2. Landscaping shall be carefully selected, located and maintained so as to not create a sight line hazard.

d. Accessibility. Pedestrian facilities must be designed to accommodate persons with disabilities in accordance with the access standards required by the Americans with Disabilities Act (ADA). Sidewalks, shared use paths, street crossings and other infrastructure must be constructed so that all pedestrians, including people with disabilities, can travel independently.

e. Pedestrian connections within and between properties

1. Where appropriate, connections shall be made for the continuation of sidewalks, walkways and bicycle lanes within the property, between adjoining properties, and site amenities shall be installed such as bicycle racks, benches and bus stop shelters. Grade changes, textures, colors or other methods of distinguishing sidewalks, walkways and crosswalks from vehicular travel shall be applied.
2. Appropriate lighting, signage, crosswalks, and other safety devices shall be used.
3. Pedestrian enhancements, such as benches and shade trees, are recommended.

14. HAZARDOUS OR TOXIC MATERIALS

a. **Proposed Use:** Any application for Site Plan review which involves the proposed receiving, handling, storing or processing of any hazardous substances (as defined by RSA 339-A:2) shall disclose this information as part of the application submission. Copies of all appropriate State permits and Best Management Plans as required by Department of Environmental Services (DES) for the proposed use shall be submitted to the Keene Health Department and the Keene Fire Department.

b. **Prior/Existing Use:** Any Site Plan Review or Subdivision application which involves property which has been contaminated by hazardous or toxic materials

(as defined by RSA 339-A:2) from a prior or existing use shall disclose such information as part of the application submission. If, as a result of the content and review of the application (including review of available records at DES and City Departments), the Board finds that a potential health risk or an environmental threat exists from a previous or existing use of the site, then the Planning Board may require that an *initial site characterization* (see New Hampshire Code of Administrative Rules Env-Ws 412) be completed and submitted to DES. When such a report is required, it shall be submitted to and reviewed by the Keene Health Department prior to the issuance of a building permit.

15. FILLING AND EXCAVATION

a. All development must comply with the City's Fill and Excavation regulations.

b. Any project, which involves the placement of fill within the floodplain, must comply with the City's Floodplain Ordinance.

c. The placement of fill or excavation may involve wetlands. The Planning Department should be contacted for a free evaluation of whether wetlands are likely to exist on the site. If wetlands are involved, the applicant must comply with Federal and State wetlands regulations and procedures.

d. The City will give particular attention to excavation or fill proposed within any wellfield protection area identified in the Keene **Water Supply Master Plan**. The City will give particular attention to excavation or fill proposed within 100 feet of a river, stream, or brook. A State shoreline development permit may be required for such earth disturbance. A review by the Planning Department shall be required for each such project prior to the issuance of a building permit. If an applicant feels that the Planning Department is unreasonable in its review or request, a request in writing can be made to the City Manager, who shall have the authority to determine what if any conditions are required, if a dispute arises.

e. The City will give particular attention to excavation or fill proposed on hillsides to assure that it does not result in erosion, sedimentation, increased flooding, or landslides.

f. Any project, which will result in 50 or more trucks of earth or gravel entering or leaving a site, must submit a plan to the Planning Department as to the proposed truck route(s). The Planning Department shall consult with the Police Department and City Engineer, and as appropriate, the State Highway Department in reviewing the proposed haul routes. The intent of this review is to assure the safety of residents and prevent unreasonable damage to City roads and bridges. If an applicant believes that the Planning Department is unreasonable in its review or requirements, the applicant can petition in writing for the City Manager to review the issue. The City Manager shall have authority to determine what if any conditions shall be imposed if a dispute arises.

16. WETLANDS

All development shall comply with all federal and state wetland and surface water regulations, and with the City's policy of no net loss of wetland values or functions and any other applicable City regulations.

17. SURFACE WATERS

Reserved.

18. STUMP DUMPS

In accordance with RSA 149-M:1, all locations of on-site burial of stumps incidental to the clearing of land for site plans and subdivisions must be included on the final plans. The applicant is responsible for sending this information to the State Director of the Bureau of Solid Waste. Under no circumstances shall stump burial locations be located within 75 feet of any public or private water system.

19. ARCHITECTURE AND VISUAL APPEARANCE

a. Introduction and Purpose. The City of Keene is treasured for its natural beauty, cultural activity, and rich heritage. The geographic and social growth of the City, and its distinctive architectural identity, are heavily influenced by its agricultural, industrial, milling, and railroading history. It is the Planning Boards intent that future development reflect design influences of this historic architecture and settlement pattern in such a way that new and redeveloped buildings blend aesthetically with the City's historic character. The purpose of the architecture and visual appearance standards set forth in this Section is to preserve the unique character of the City, to visually improve our gateways and commercial corridors, to preserve our viewsheds and view corridors, and to preserve property values by encouraging development and redevelopment that is consistent with the prevailing scale, orientation, and design of the City.

b. Standards for Aesthetic Character. The following standards shall govern the aesthetic character of development and redevelopment:

1. Front facades and exterior walls shall be articulated to reduce the massive scale and the uniform, impersonal appearances often found in contemporary commercial development, and to provide visual interest consistent with the City's distinctive architectural identity, unique character, and prevailing human scale.
2. The height of any proposed structure or improvement shall not overwhelm the prevailing architectural scale of the City, impede upon any viewshed identified in the Viewshed Overlay District set forth in the Telecommunications Tower and Antennas Ordinance (Chapter 102,

Article VII of the Code of Ordinances for the City of Keene) or view corridors (such as Central Square), or detract from valued architectural resources.

3. Structures shall have architectural features (such as dominant gable ends, cornices, granite sills, arched openings, and/or large windows framed with architecturally consistent trim) and patterns that provide visual interest at the scale of the pedestrian, reduce massive aesthetic effects, and harmonize with the City's distinctive architectural identity, unique character, and prevailing scale.
 - i. Architectural features shall not serve primarily as an advertisement, commercial display, or identifying characteristics corresponding to corporate identity.
 - ii. Architectural features shall conform to accepted architectural principles of design and construction.
4. Exterior materials, textures, and colors shall minimize visual aggressiveness (for example, light colors; glossy finishes, reflective glass or dark tinted exteriors; or natural aluminum, stainless steel, or metal exterior finishes) and shall harmonize with the City's distinctive architectural identity and unique character. Any subsequent substitutions, alterations, or changes to materials, textures and colors previously approved by the Planning Board shall require additional Planning Board review and approval.
5. The presence of any existing development in the surrounding area that does not conform to these standards for aesthetic character shall not exempt the applicant from complying with the standards.

c. Site Design and Relationship to Surrounding Community. The following standards govern site design and its relationship to the surrounding area and structures:

1. Orientation of structures on a site shall conform to a parallel or orthogonal pattern in relation to the City street pattern.
2. Off-street parking and traffic flow shall not interfere with the flow of pedestrian travel or otherwise detract from the aesthetic character of a development or redevelopment. All required off-street parking shall be to the side and/or rear of buildings on the proposed site, and such parking shall be screened or aligned so that headlights do not adversely impact abutting properties.
3. The placement, orientation, or design of a development, and the structures thereon, shall not interfere with viewsheds identified in the

Viewshed Overlay District set forth in the Telecommunications Tower and Antennas Ordinance (Chapter 102, Article VII of the Code of Ordinances for the City of Keene) or view corridors (such as Central Square).

Outline of Revisions

Development Standards

The following sections of the City of Keene Development Standards (adopted on September 26, 1994) were amended by the Keene Planning Board on the dates indicated:

	<u>Public Hearing</u>	<u>Approval</u>
1) Sec. 16 Wetlands	Nov. 21, 1994	Nov. 21, 1994
2) Sec. 14 Hazardous & Toxic Materials	Oct. 28, 1996	Nov. 25, 1995
3) Sec. 19 Architecture & Visual Appearance	Aug. 26, 2002	Aug. 26, 2002
4) Sec. 13 Driveways	Jun. 27, 2005	Jun. 27, 2005
5) Sec. 10 Lighting & Sec. 1 Drainage	Mar. 23, 2009	Mar. 23, 2009
6) Sec. 8 Screening & Sec. 10 Lighting	Aug. 26, 2010	Aug. 26, 2010
7) Sec. 3 Hillside Protection	Nov. 22, 2010	Nov. 22, 2010
8) Sec. 1 Drainage & Sec 12 Traffic & Sec 13 Comprehensive Access Management (Driveways)	Mar. 26, 2012	Mar. 26, 2012
9) Sec. 1 Drainage & Sec. 2 Sedimentation and Erosion Control & Sec. 4 Snow Storage and Removal & Sec. 6 Landscaping	Nov. 25, 2013	Nov. 25, 2013
10) Sec. 16 Wetlands & Sec. 17 Surface Waters	Feb. 24, 2014	Feb. 24, 2014
11) Sec. 6 Landscaping	Apr. 22, 2019	Apr. 22, 2019