



City of Keene Planning Board

AGENDA

Monday, March 27, 2023

6:30 PM

City Hall, 2nd Floor Council Chambers

- I. **Call to Order** – Roll Call
- II. **Minutes of Previous Meeting** – February 27, 2023
- III. **Final Vote on Conditional Approvals**
- IV. **Boundary Line Adjustment**
 1. **S-01-23 – Boundary Line Adjustment – 0, 59, 60 & 67 Thompson Rd** - Applicant Cardinal Surveying & Land Planning, on behalf of owners Gregory & Jeanette Gardner, Jeffrey & Allison Gardner, Jessica & Francis Pierannunzi, and Michael, Edward, & Thomas LaRoche, proposes a boundary line adjustment between the properties located at 0, 60, 67, & 59 Thompson Rd (Tax Map 241, Lots 104, 103, 102 & 101). The adjustment would result in the transfer of .16 ac from Lot 102 to Lot 101, .21 ac from Lot 102 to Lot 103, and .61 ac from Lot 104 to Lot 102. A waiver is requested from Sec. 25.10.8.B.2 of the Land Development Code regarding the requirement to submit an updated survey showing the full metes and bounds for lots 102 and 104. All properties are located in the Rural District.
- V. **Public Hearings**
 1. **EXP-01-22, Modification #1 – Earth Excavation Permit – Gravel Pit, 0 Route 9** - Applicant and owner G2 Holdings LLC, requests to modify a condition of approval for EXP-01-22 related to the restoration of unpermitted impacts to the 75-ft wetland buffer at the proposed gravel pit on the property at 0 Route 9 (TMP #215-007-000) by changing it from a condition precedent to a condition subsequent to final approval. This site is 84.71 ac and is located in the Rural District.
- VI. **Staff Updates**
- VII. **New Business**
- VIII. **Upcoming Dates of Interest**
 - Joint Committee of the Planning Board and PLD – April 10, 6:30 PM
 - Planning Board Steering Committee – April 11, 11:00 AM
 - Planning Board Site Visit – April 19, 8:00 AM – To Be Confirmed
 - Planning Board Meeting – April 24, 6:30 PM

1 **City of Keene**
2 **New Hampshire**

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5 **PLANNING BOARD**
6 **MEETING MINUTES**
7

8 **Monday, February 27, 2023**

6:30 PM

**Council Chambers,
City Hall**

Members Present:

Pamela Russell-Slack, Chair
David Orgaz, Vice Chair
Mayor George S. Hansel
Councilor Michael Remy
Armando Rangel
Randyn Markelon, Alternate
Kenneth Kost, Alternate

Staff Present:

Mari Brunner, Senior Planner
Evan Clements, Planner
Jesse Rounds, Community Development
Director

Members Not Present:

Harold Farrington
Gail Somers, Alternate
Tammy Adams, Alternate
Roberta Mastrogiovanni
Emily Lavigne-Bernier

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10
11 **I) Call to Order – Roll Call**

12
13 Chair Russell-Slack called the meeting to order at 6:30 PM and a roll call was taken.
14

15 **II) Minutes of Previous Meeting – January 23, 2023**

16
17 A motion was made by Mayor Hansel to approve the January 23, 2023 minutes. The motion was
18 seconded by Councilor Michael Remy and was unanimously approved.
19

20 **III) Final Vote on Conditional Approvals**

21
22 Chair Russell-Slack stated this is a new standing agenda item in response to the recent “City of
23 Dover” decision issued by the NH Supreme Court. As a matter of practice, the Board will now
24 issue a final vote on all conditionally approved plans after all of the “conditions precedent” have
25 been met. This final vote will be the final approval and will start the 30-day appeal clock. The
26 Chair asked whether there were any applications tonight that are ready for final vote.

27 Ms. Brunner stated staff has one application that is ready for a final vote.

28
29 This is a subdivision and boundary line adjustment application for 22 and 24 Rule Street, project
30 S-11-22. Ms. Brunner indicated there were 5 conditions of approval, which included the
31 submittal of the paper copies and mylar copies of the plans; submittal of a check to cover the cost
32 of recording the final plat at the Registry of Deeds; removal of the existing car port, and the
33 relocation or removal of the existing shed on the property at 24 Rule Street; inspection of lot
34 monuments by the Public Works Director or their designee; submittal of a revised plat to be
35 recorded at the Registry of Deeds that includes the City of Keene Development standard notes
36 shown on Sheet 1 on the plan set. All of these conditions have been met.

37
38 A motion was made by Mayor George Hansel that the Planning Board issue final site plan
39 approval for S-11-22. The motion was seconded by Councilor Michael Remy and carried on a
40 unanimous vote.

41
42 **IV) Extension Requests**

43
44 **EXP-01-22 & CUHP-01-22 – Earth Excavation Permit – Gravel Pit, 0 Route 9 –**
45 **Applicant Granite Engineering LLC, on behalf of owner G2 Holdings LLC,**
46 **requests an extension to the deadline to satisfy the precedent conditions of**
47 **approval for the Earth Excavation Permit & Hillside Protection Conditional Use**
48 **Permit, EXP-01-22 & CUHP-01-22, for the proposed operation of a gravel pit on**
49 **the property at 0 Route 9 (TMP #215-007-000). The parcel is 84.71 ac and is**
50 **located in the Rural District.**

51
52 Attorney James Callahan representing G2 Holdings LLC addressed the Committee first and
53 began by introducing Brent Cole and Tanner Baylor from Granite Engineering. Mr. Callahan
54 Stated they were before the Board to request a 180 day extension of the August 20, 2022
55 conditional approval for the Earth Excavation Permit and Hillside Protection Conditional Use
56 Permit on behalf of G2 Holdings. Attorney Callahan noted that since the conditional approval in
57 August, the applicant has changed engineering consultants.

58
59 Mr. Brent Cole was the next speaker. Mr. Cole stated they have met all the conditions that were
60 put forth except for two, including the restoration of the wetland buffer impacts and the submittal
61 of a security deposit for reclamation of the site once the work is completed. He indicated the
62 restoration of the unpermitted wetland impacts – the applicant has completed most of the work,
63 the trees have been planted, the area has been loamed and seeded, but the site has been buried by
64 snow. This has prevented the applicant from obtaining an inspection or getting proper growth in
65 the area. He indicated this is the main item that requires the extension. Mr. Cole turned the
66 presentation back to the attorney to address the security deposit issue.

67
68 Attorney Callahan stated he has been working with the applicant and one of his partners to have
69 a letter of credit issued by JP Morgan Chase Bank. He indicated he has been working with the
70 City Engineer to get the language of the letter of credit ironed out. A draft of the letter has been
71 approved by the City Attorney and now needs to be approved by JP Morgan Chase. Attorney

72 Callahan stated that in the meantime, if there is a delay in obtaining the letter of credit, Mr.
73 Gordon’s partner is willing to put up the funds on a temporary basis until the letter is issued.
74

75 Mr. Cole stated what he would like to discuss with the Board is a potential change to the
76 condition he addressed earlier in reference to the restoration of the impacts to the wetland buffer.
77 He indicated as mentioned that it is quite difficult to get something established in these current
78 conditions and getting to that perfect condition the City Engineer could sign off on won’t happen
79 until the June timeframe. Hence, what he is requesting tonight is that condition be amended to
80 allow staff to work with his firm to work that out subsequent to final approval with a letter from
81 his firm’s professional engineer and a wetland scientist assuring that everything was done per
82 plan and for the City Engineer to sign off on it and to allow Gordon Services to begin operations.
83 There is a landing area where material has been brought to which would allow them to continue
84 with their operation.
85

86 Ms. Brunner addressed the Board and stated under the Planning Board’s regulations regarding
87 extension requests, an extension is only allowed on a plan that was conditionally approved by the
88 Board with no changes to the conditions of approval. Unfortunately, what is being proposed
89 tonight is not allowed under the Board’s regulations. Ms. Brunner referred to specific language
90 as follows: “...no modifications to the approved or conditionally approved plan shall be
91 considered in conjunction with the request to extend the deadline....”
92

93 Ms. Brunner stated that after receiving the extension, the applicant could come back
94 at a future meeting to request a modification to the approved plan. Mr. Cole stated it would be
95 advantageous to know how the Board felt about this request from the applicant. He felt this
96 would avoid the need for them to come back before this Board. Ms. Brunner advised the
97 applicant to address just the extension request today and come back regarding the proposed
98 modification to the Earth Excavation Permit.
99

100 Councilor Remy clarified for Alternates who were not at the meeting when this item was
101 discussed the last time, whether it was an issue for them to vote on it. The Chair answered in the
102 negative.
103

104 Mayor Hansel clarified it has been loamed, seeded but it has not started to grow. Mr. Cole
105 answered in the affirmative and added the 34 trees have been planted, there has not been a
106 growing season yet.
107

108 A motion was made by Mayor George Hansel that the Board approve the extension request for
109 EXP-01-22 & CUHP-01-22. The motion was seconded by Councilor Remy and was
110 unanimously approved.
111

112 **S-08-22 – 2-lot Subdivision – 284-288 Hurricane Rd – Property owner Cory Graves**
113 **requests an extension to the deadline to satisfy the precedent conditions of approval**
114 **for the 2-lot subdivision, S-08-22, of the property at 284-288 Hurricane Rd (TMP**
115 **#106-010-000). The parcel is 13.04 ac and is located in the Rural District.**

116 Ms. Brunner stated this extension request was submitted to allow for more time so an affidavit
117 could be signed. She explained this application was for a two lot subdivision. During the public

118 hearing some of the neighboring property owners came out and brought up a right of way that
119 ran across the property which was not shown on the plan. Hence, there was a condition of
120 approval added requiring that the right-of-way be shown on the plan and that an affidavit be
121 signed by both property owners to indicate that it was in the right location. The applicant is still
122 working on getting that affidavit signed by both parties, because one of them has been out of
123 state. This request for extension is for that one condition that is still outstanding. She added for a
124 first extension the applicant is encouraged to attend but it is not a requirement.

125 A motion was made by Mayor George Hansel that the Board approve the extension request for
126 S-08-22. The motion was seconded by Councilor Remy and was unanimously approved.
127

128 **SPR-870, Modification #2 – Site Plan – Apartments, 310 Marlboro St – Applicant**
129 **and property owner Randall Walter, requests an extension to the deadline to satisfy**
130 **the precedent conditions of approval for the Major Site Plan application, SPR-870**
131 **Modification #2, for the proposed construct of a 48,460 sf, three-story addition**
132 **containing 57 apartments on the existing 86,689 sf, two-story building and**
133 **associated site modifications on the property at 310 Marlboro St (TMP #595-001-**
134 **000). The parcel is 4.25 ac and is located in the Business Growth and Reuse District.**

135 Mr. Randall Walter addressed the Board and stated they have made great progress since the last
136 time they were before the Board. A complete set of permit documents have been created, they
137 have met with staff and the State. He indicated he is aware the application is for six months but
138 felt they could be ready next month.
139

140 A motion was made by Mayor George Hansel that the Board approve the extension request for
141 SPR-870, Modification #2. The motion was seconded by Councilor Remy and was unanimously
142 approved.
143

144 **V. Public Hearings**
145

146 **SPR-01-23 – Site Plan – Granite State Car Wash, 364 West St & 12 Pearl St -**
147 **Applicant Aaron Wiswell, on behalf of owner Sandri Realty Inc., proposes to**
148 **demolish the existing structures on the properties located at 364 West St (TMP**
149 **#577-026-000) and 12 Pearl St (TMP #577-027-000), merge the lots, and construct a**
150 **2-bay car wash that is ~2,000 sf in size. Waivers are requested from Sec. 20.7.3.F.1.c**
151 **of the Land Development Code regarding the requirement to reduce lighting levels**
152 **by 50% overnight and Sec. 20.6.2.B.1 regarding the requirement that drive-through**
153 **windows and lanes shall not be located along the building frontage. The combined**
154 **parcels are 0.60 acres and are located in the Commerce District.**
155

156 **A. Board Determination of Completeness**
157

158 Planner, Evan Clements, stated the applicant requests exemptions from submitting a historic
159 evaluation, screening analysis, and soils analysis. After reviewing each request, staff has
160 determined that exempting the applicant from submitting this information would have no bearing

161 on the merits of the application and recommend that the Planning Board grant these exemptions
162 and accept the application as complete.

163 A motion was made by Mayor George Hansel to accept SPR-01-23, Modification #1 as
164 complete. The motion was seconded by Councilor Michael Remy and was unanimously
165 approved.

166
167 B. Public Hearing

168 Mr. Jim Phippard Brickstone Land Use Consultants addressed the Board on behalf of applicants
169 Joe Spencer and Aaron Wiswell as well as Sandri Realty, who is the current owner of the
170 property. This property is located at the corner of Pearl Street and West Street. He indicated the
171 proposal before the Board would be a good effort to clean up this site. The plan is to tear down
172 the single family home, tear down the detailing shop and the canopy, remove the underground
173 storage tank (most of them have been removed). There will then be a merger of the two
174 properties, which would create a parcel that would be 0.61 acres in size in the Commerce
175 District. The proposal is to eliminate the existing curb cut along West Street and Pearl Street and
176 replace it with a single curb cut on Pearl Street. This will be a much better for safety because cars
177 will not enter and exit the site via West Street.

178 The proposal is to construct a new 2,000 square foot building near the West Street side (2 bay car
179 wash). These will be automated wash bays and will introduce stacking lanes as they approach the
180 car wash through the Pearl Street side, enter the tunnels, and exit via the same curb cut on Pearl
181 Street.

182 Mr. Phippard stated the applicant has worked with traffic engineer Steve Pernaw, who has
183 approved this traffic circulation pattern. The traffic engineer performed a detailed traffic analysis
184 of the intersection of Pearl Street and West Street. It was determined that this existing
185 intersection operates at a Level of Service E and the longest delay was a little over two minutes
186 for a car on Pearl Street.

187 The site was looked at as having a new use and the number of trips that would be generated
188 during the peak hours. It was determined the numbers will not be too high during the week but
189 the highest number of trips generated will be on a Saturday mid-day (61 vehicle trips).

190 Mr. Phippard stated that carwash technology has improved tremendously over the years. A car
191 can now be washed in 4.5 minutes with 35 gallons per wash versus 70 gallons a wash. They are
192 also no longer proposing to recycle rinse water, as it was determined this water could not be
193 filtered well enough to take out the suspended solids, which can ruin the high gloss finishes on
194 vehicles. The rinse water however, does not go into the storm water system, it gets collected in
195 an underground 1,500 gallon tank (oil/water separator) to remove suspended solids and then goes
196 into the City sewer system. Mr. Phippard stated they have had a discussion with the Industrial
197 Discharge Coordinator and it has been determined this water can be handled in the sewer system
198 based on the soaps that are being used.

199 Mr. Phippard went on to say the applicant has applied for two waivers; one is for the drive thru
200 lanes to pass across the front of the building. He explained it would be have been easy to turn the
201 building 90 degrees, let vehicles come in and drive through the building and exit to West Street,
202 but the applicant was anxious not to allow that intersection at West Street. The traffic engineer
203 felt strongly that was the best way to handle traffic on site to improve safety. Hence, the building

204 has been oriented back to Pearl Street but did not want the curb cut close to the intersection.
205 Hence, the drive-thru lane has to cross the front of the building to get back to that curb cut
206 location.

207 Mr. Phippard went on to say the second waiver that the Applicant applied for is lighting. He
208 indicated he had submitted an amended lighting plan. The applicant is proposing 4 overhead
209 lights that would be located on 15 foot poles not as high as would be on a commercial property.
210 They would also be using very low wattage fixtures.

211 Mr. Phippard explained because customers will arrive in their vehicles and stay in their vehicles
212 lower light levels will work for this site. The average light levels that are being proposed here
213 instead of 4 or 5 foot candles the applicant is proposing light levels of 1.12 candles 1.32 candles
214 at the vacuum station (where customers will get in and out of their cars).

215 He noted the site today has floodlights mounted on poles which are not night sky sensitive and
216 are grandfathered fixtures, which are going to be removed and will be replaced with full cutoff
217 LED fixtures. Mr. Phippard stated the Board's regulations indicate if a site is operated 24 hours a
218 day the light levels need to be reduced by 50% after 10pm. Mr. Phippard stated they don't feel
219 this is reasonable as they are already down to one foot candle and reducing it any further would
220 cause undue risk to the property owner. He indicated lighting is a big issue for commercial
221 properties and hoped the Board could support the waiver request.

222 Mr. Phippard then addressed screening. He noted that drive through lanes are intended to be
223 screened from public views and from adjacent properties. The applicant will be using 6 foot solid
224 fencing along the southern property line and along the eastern property line. This includes part of
225 the fencing that located on this property and part of that is located on the Aroma Joe's property,
226 which is also owned by the Applicants for this project, Joe Spencer and Aaron Wiswell.

227 Mr. Phippard added that the applicants own 105 Aroma Joe's locations and quite a number of car
228 washes around the country and noted he has no doubt that the applicants would do a good job
229 with this property. Along the West Street frontage, they are proposing to install a hedge row of
230 arborvitae and rhododendron that would provide year-round screening. There will also be
231 arborvitae along Pearl Street and planting/vegetation against the fence next to the residential
232 building, which the applicant will also be purchasing. Mr. Phippard stated this is a multi-family
233 dwelling.

234 With respect to drainage, the storm water will be collected on site. There will be catch basins that
235 are connected with perforated pipe laid in stone, infiltrating into the sandy soil that exists on the
236 property. At the front of the property, water will sheet drain to allow storm water to pass through
237 the grassy areas into the soil that will collect and deliver it to an infiltration area at the corner of
238 the property. Mr. Phippard stated what is being proposed is a tremendous improvement
239 compared to what exists; it provides collection areas on site rather than directing it into the City
240 right of way.

241 Mr. Phippard stated staff expressed concern regarding the vacuums. There will be two vacuum
242 islands located on this site (to be able to vacuum two vehicles at the same time). Mr. Phippard
243 stated the reason the vacuums are being proposed where they are and not the back of the property
244 is due to the residential buildings on Pearl Street and Richardson Court. The planting and fencing

245 will also help buffer that noise. To further mitigate, the applicant has agreed to shut off the
246 vacuums at 8 pm.

247 Sewer and Water – An Oil/water separator is going to be used and will be located underground
248 and discharge into the existing sewer system on West Street. The site will be averaging 100 car
249 washes a day but realistically it is likely going to be about 60. Mr. Phippard stated if it is 100
250 washes at 35 gallons a wash it will be 3,500 gallons of water a day. He added this is not a large
251 water user by commercial standards and felt there is plenty of capacity in the water system. He
252 noted they will be utilizing a water main on Pearl Street which is a 16 inch main (plenty of
253 capacity). There will be a one inch line that will service the building. He explained the reason
254 they can get away with just a one inch line, is that there is also a water storage tank inside the
255 mechanical.

256 Filling and excavation - The soils on site are excellent and a good situation to support a building.
257 There is no basement under the building; hence, excavation will only be for the foundation and
258 hauling in gravel to support the paved surface on the property. A little less than 300 cubic yard of
259 fill will be brought in and debris will be hauled off site when the building is torn down

260 Hazardous and Toxic materials – The prior owner indicates they have removed the underground
261 fuel storage tanks from the property, filled the tank closure reports, and there are no residuals
262 causing contamination on the property.

263 Architecture and Visual Appearance – Mr. Phippard stated what is being proposed is not your
264 typical car wash building. This will be a pitch roof building with a cupola on top to give it a
265 more New England appearance rather than the applicant’s Florida designs which are flat roof
266 buildings. The material the building is constructed of is called New Form and looks like plastic
267 Legos that they put together on site. It is a waterproof system and hence won’t rot due to
268 repeated water exposure.

269 The pitched roof would consist of wood trusses and vinyl clapboard at the end of the building to
270 match the grey on the New Form material. There will also be a small office area which will have
271 a window. This concluded Mr. Phippard’s presentation.

272 Mr. Kost expressed concern about stacking during the peak hours; if cars come in on Pearl
273 Street, how many cars can be stacked in the curve driveway. What happens to cars turning from
274 West Street into Pearl Street in the west lane? Mr. Phippard stated if car wash companies are
275 consulted they would say they need five cars stacking outside the tunnel (105 feet). The applicant
276 has 120 feet of stacking if you go to the end of the property and it is two lanes of stacking. He
277 indicated this site has the capacity to stack 14 cars to get into the tunnel. On average a wash is
278 4.5 minutes, which would 13 cars in the tunnel during peak hour – which is 26 cars entering and
279 exiting per tunnel – for two tunnels that would be 52 cars. Peak hour is calculated to yield 60
280 cars and the extra vehicles will be left in the stacking lane, which has ample room.

281 Mr. Phippard stated Stephen Pernaw, the traffic engineer hired by the applicant, had a video
282 camera monitor queuing on Pearl Street and noticed the most frequent queuing was two cars and
283 the worst was five cars and hence he felt that this plan would work. The traffic engineer did
284 suggest a sign on Pearl Street asking cars not to block the intersection to the driveway.

285 Mr. Phippard next addressed letter from abutters, which the Board had copies of.

286 Ann Cramer was concerned about 50 gallons (Mr. Phippard stated it was actually 35 gallons to
287 wash one car) going into City drain and the potential impact on the Ashuelot River. Mr. Phippard
288 stated water from this carwash will not go into the City system, rather it goes through the
289 applicant's collection system and discharges into the sewer system. She had also raised concerns
290 about the potential impact on the Ashuelot River. Mr. Phippard stated there would be a potential
291 impact if the site was discharging into the stormwater system but it's not, hence, there is no
292 issues with the Ashuelot River and also noted this river is about 400 feet to the east of this
293 location.

294 Ms. Cramer also raised concern about air pollution caused by soap and wax residue. Mr.
295 Phippard stated he was not sure how to address that as he considers soap to be something that is
296 clean and good – but perhaps someone was allergic to the scent of soap.

297 Next issue raised was noise pollution which has been adequately addressed by shutting vacuums
298 off at 8 pm and by locating plantings and the solid fencing being used around the site

299 Light pollution – There are very low light levels being proposed. He felt the existing flood lights
300 are much higher as far as light levels.

301 Ms. Cramer was also concerned about impact on residents using the Rail Trail with respect to
302 noise and odors. Mr. Phippard explained the Rail Trail is located on Pearl Street, maybe 800 to
303 1,000 feet south of this site. Mr. Phippard did not feel the low traffic numbers that are being
304 generated will cause an issue for the Rail Trail. Mr. Phippard stated he uses this trail very
305 frequently and added you need to be careful crossing Pearl Street because people travel faster
306 than 30 miles an hour on this street; visibility in both direction depending on the growth of the
307 hedges by Antioch University is not great and could be improved but did not feel this was an
308 issue for this application. As far as increased traffic on Pearl Street, Mr. Phippard stated this has
309 already been addressed in the traffic study he previously discussed.

310 The second letter is from another abutter whose property is located on the southeast corner:
311 Steven Cady who is concerned about the lighting – Mr. Phippard stated there will be a
312 tremendous improvement with this proposal. With reference to noise, he reiterated what was
313 previously stated regarding turning off vacuums at 8 pm. Mr. Cady also expressed concern about
314 property values. Mr. Phippard noted if someone lives in the Commerce District there is bound to
315 be commercial uses around you but this doesn't necessarily lower the value of your property;
316 some feel it makes their property more valuable. He is also concerned about traffic at the
317 intersection of Pearl Street and West Street; Mr. Phippard had already addressed this item.

318 Mr. Cady also felt the building is intrusive and unsightly. Mr. Phippard stated as far as a carwash
319 building goes, this is one of the more attractive ones he has seen. It won't be a typical flat roof
320 plastic building.

321 With reference to the concern about fencing, Mr. Phippard explained the 6 inch solid fence
322 covers the extent of Mr. Cady's property and meets the Aroma Joe fencing.

323 Chair Russell-Slack asked for the hours of operation of this site. Mr. Phippard stated the site will
324 be open 24/7 but the vacuums would only operate from 7 am to 8 pm.

325 Staff comments were next. Planner Evan Clements address the Board and stated this proposal
326 would consist of a 2,000 square foot car wash building with two automatic car wash tunnels, a

327 small office and a mechanical room all contained within the building itself. The two waiver
328 requests, as described, are for the lighting reduction overnight and for the drive thru lane passing
329 across the frontage of the building.

330 Mr. Clements went on to say the applicant has indicated in their narrative that both subject
331 parcels are fully developed and their drainage patterns are well-established. The properties
332 currently allow water to flow across the pavement and lawn into the City stormwater drains on
333 both Pearl Street and West Street. The proposal will reduce lot coverage and incorporate onsite
334 infiltration of stormwater on the property. Stormwater from the northern half of the site will be
335 directed into a grass swale parallel with West Street that drains into a shallow basin in the
336 northeast corner of the property. On the southern half of the site, catch basins will collect
337 stormwater flow and discharge to an infiltration basin located in the southeast corner of the
338 property. Mr. Clements noted the submitted Stormwater Report states that the post development
339 conditions will have no adverse impacts to downstream abutters due to the stormwater runoff
340 from this proposal and there is no significant change in stormwater pattern pre and post
341 development on the site.

342 Sediment & Erosion Control - The Grading and Drainage Plan shows the installation of silt
343 fencing around the perimeter of the site and includes a stabilized construction entrance at the
344 location of the permanent site access point on Pearl Street. Silt sock is proposed to protect the
345 catch basins on site during construction. Mr. Clements noted there was one silting incident
346 during the construction of the Aroma Joe's project; the stock pile of clean fill that was to be used
347 as part of their stormwater detention system ran onto the abutting property of Mr. Cady. It was a
348 small amount of silting – the contractor was contacted and it was immediately cleaned up. Mr.
349 Clements stated the reason he brings this issue up is because the contractor used by the applicant
350 was very motivated to clean up the issue and expects the same motivation and care with this
351 project. This standard appears to be met.

352 Snow Storage & Removal – Mr. Clements stated the Site Plan shows snow storage areas along
353 the eastern property line and to the north of the proposed drive-thru lanes. The applicant has
354 specified that excess snow will be removed from the site after each snowstorm as needed. This
355 standard appears to be met.

356 Landscaping – The Landscaping Plan shows a selection of perennials, evergreens, and shrubs to
357 be installed on the site. Most of the landscaping will serve as screening from the public right-of-
358 way. An internal landscaping area is proposed along the southern façade of the building and will
359 include Blue Rug Juniper, Happy Rose Daylily, and Heuchera. Rhododendron and Arborvitae
360 will be used for screening. The proposed landscaping also includes the installation of 6
361 ornamental trees, 4 red leaf maples and two snowdrift crab apple trees. No invasive species are
362 proposed. This standard appears to be met.

363 Screening – Mr. Clements stated there is a waiver request regarding the drive-thru lane which he
364 noted is in the screening section of the Land Development Code 20.6.2.B.1 – he added the Board
365 will have to decide if granting a waiver from strict compliance with provisions of the Site
366 Development Standards in Article 20 meet the following:

367 1. *Strict conformity would pose an unnecessary hardship to the applicant and the waiver would*
368 *not be contrary to the spirit and intent of the regulations; or*

369 2. *Specific circumstances relative to the site plan, or conditions of the land in such site plan,*
370 *indicate that the waiver will properly carry out the spirit and intent of the regulations.*

371 Lighting -The Lighting Plan as indicated by Mr. Phippard will be poll lights with full cutoff LED
372 lights mounted 15 feet from grade. The average light levels will be 1.32 footcandles at the
373 vacuum stations and 1.12 at the parking spaces. The uniformity ratios are appropriate. The
374 applicant has submitted a waiver request to provide relief from 24 hour lighting reduction. Mr.
375 Clements added the Board here again will have to determine if the waiver criteria have been met.

376 Sewer & Water – The applicant intends to use City water and sewer for the site. The 16 inch
377 water main that runs under Pearl Street will be used. The existing 1 in. water service will be used
378 for the operation of the carwash and a second water service line that extends from West Street
379 will be used for irrigation. A 1,500 gal. oil/water separator will be utilized and wastewater will
380 be discharged into the sewer system. Mr. Clements noted the Public Works Department would
381 like to remind the applicant that a sewer connection permit will be required for this project and
382 had concerns regarding reuse of water which is not feasible during winter and could increase
383 discharge into the sewer system. However, this is not relevant as the applicant does not intend to
384 recycle water.

385 Traffic & Access Management – This proposal intends to eliminate three curb cuts, create a new
386 site access 125 feet from the West Street/Pearl Street intersection.

387 Mr. Clements stated he would like to talk about some of the proposed mitigation measures the
388 traffic report recommended. There are three *recommendations (1) installation of a stop sign on*
389 *the site driveway approach to Pearl Street. (2) installation of a do not block intersection sign on*
390 *the southeast corner of Pearl Street and the site access facing northbound vehicles on Pearl*
391 *Street (3) installation of a do not block intersection markings on the Pearl Street side.* The third
392 recommendation is writing on the road itself. Mr. Clements stated Public Works is indifferent to
393 that choice and will not maintain it and if the applicant wishes to do it, they would be responsible
394 for maintaining it themselves. This has not been discussed with the applicant.

395 With reference to recommendations 1 and 2 (signage) – The Public Works Department is in
396 agreement, providing it is installed at the applicant's expense.

397 Mr. Clements went on to say that a fire truck maneuvering exhibit has been submitted and while
398 the fire department is most likely not going to pull into the site to perform life safety operations,
399 there is enough space for them to perform a turnaround to access the front of the site where the
400 car wash tunnel is located and then back out.

401 Mr. Clements noted the traffic memo indicates this intersection is performing at a level of service
402 within D and E; it is one of the busiest intersections in town.

403 Noise – As was indicated by Mr. Phippard, they are proposing to limit the hours of operation for
404 those vacuums from 7 am to 8 pm and the regular car wash operation will be 24 hours a day. Mr.
405 Clements suggested the Board discuss whether the time of 7 am is appropriate for those vacuums
406 to be utilized or would a later time be better for the neighborhood.

407 Architecture & Visual Appearance – This is a 2,000 square foot building. Mr. Clements noted
408 Mr. Phippard has described this building well but indicated the only this he would suggest is for
409 the Board to consider the north facing side of that building towards West Street; is very blank

410 and bland – perhaps a fake window or some other kind of architectural feature might improve the
411 I of the building.

412 Mr. Kost referred to the traffic map and noted with the four cars backed up on West Street trying
413 to make a turn and then cars wanting to exit the car wash could cause stacking inside the site.

414 Mr. Clements agreed there will be some additional stacking on the front of the site where
415 vehicles come out. He felt when the site reaches maximum capacity users will defer to something
416 else until that capacity clears Mr. Phippard addressed the Board and recalled what the traffic
417 engineer stated; the longest queue at the intersection backing up on Pearl Street trying to get on
418 to West Street was five cars. For the last car in that line it took two minutes and five seconds to
419 get on to the street (less than half of one wash cycle). Mr. Phippard stated he did not see the
420 backup as a major issue. He agreed trying to make a left out of Pearl Street on to West Street
421 during the afternoon peak hour can be difficult so most drivers would go right and turn around.
422 He stated he is not in favor of painting the pavement and trying to maintain it and cannot picture
423 anywhere else in the City it has been done and did not feel it was necessary because of the
424 numbers and disagree with the recommendation from the traffic engineer.

425 Councilor Remy clarified the traffic engineer is requesting it on the entrance side which would
426 appear to be protecting the interests of the business to allow people into the business. Mr.
427 Phippard agreed.

428 Chair Russell-Slack asked what the noise ordinance in the City was. She also referred to the
429 comment in Mr. Cady's letter regarding the six-foot solid fence abutting the property. She
430 clarified this was for Aroma Joes and that this fence was going to be continued into the carwash
431 property. Mr. Phippard stated his understanding is that Aroma Joe's fence would remain separate
432 from the carwash fence, but it would overlap at the end.

433 Chair Russell-Slack stated this is a question that was raised when this item came to the Board
434 previously; what happens in an emergency situation – what would be put in place to assist in an
435 emergency. Mr. Phippard stated there will be two full-time employees who operate separate
436 shifts and will be on site from 7 am to 5 pm. If it is after hours there is a phone number provided
437 at the facility and they contracted with company 24 hours a day 7 days a week to respond in an
438 emergency situation.

439 With reference to the noise ordinance, the Mayor stated there are different times but mostly it is
440 from 11 pm to 7 am. Councilor Remy noted this site is in zone B which puts the time frame from
441 10 pm to 7 am.

442 Mr. Clements then went over the recommended motion.

443 Councilor Remy stated one foot candle for lighting seems to be very low and asked whether the
444 City has any concerns with the light levels being too low. Mr. Clements stated the land
445 development code only has maximum threshold and added it would be what the property owner
446 is comfortable with and the liability they want to take on. Mr. Phippard stated West Street is one
447 of those areas that has a lot of residual lighting and added what is more important is the level of
448 light and the uniformity ratio; the City has limits on uniformity ratio.

449 Ms. Brunner stated at the recommendation of the City Attorney, staff would like the Board to
450 vote separately on each waiver request and then on the overall project.

451 The Chair asked for public comment next.

452 Mr. Mike Morrell owner of JC Performance Detailing, the entity that used to occupy this site,
453 addressed the Board. He indicated due to the sale of the building he has had to vacate this site.

454 Mr. Morrell indicated Pearl Street can be a very busy street and during peak hours this stop sign
455 can hold up to seven cars. He indicated on Saturdays he has seen 10-12 cars backed up at this
456 stop sign. He felt closing off the curb cut off Pearl Street is a good idea. He felt the proposal
457 looks good on paper but it is not the reality. He indicated he did fluid film undercoating for
458 vehicles on Fridays in the fall and could have nearly 10-15 cars in day. He noted he did not have
459 the space where the house was located and added once he had 5-7 cars on site, maneuvering the
460 site was not easy. He felt what is being proposed would cause tremendous backup getting in and
461 out of this site, especially with the construction happening at the Walmart intersection, which
462 will most likely cause more vehicles to be using this route.

463 With reference to water, Mr. Morrell stated that the City advised him that he was not allowed to
464 wash more than three to five cars per day because of concern due to the close proximity to the
465 Ashuelot River.

466 With reference to lighting, Mr. Morrell stated the only lighting he had was one light on the side
467 facing Aroma Joe's.

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

469 Ms. Markelon asked whether the lot will be stripped other than the parking lot. Mr. Phippard
470 stated there will be striping shown on the plan delineating two lanes entering the tunnel and all
471 parking spots will also be striped.

472 Mr. Kost referred to the issue with noise and stated he did not hear any testimony regarding
473 decibel requirements

474 Ms. Brunner stated her understanding is that the City does not have specific noise information
475 such as the decibel levels for the specific equipment that is proposed. She indicated this
476 information should be available from the manufacturer and felt Mr. Phippard could address that
477 question directly. Mr. Phippard stated there should be specification sheets for vacuums but
478 wasn't sure any were available for the blowers as cars are exiting the tunnels. He indicated there
479 was concern about noise levels when Mint Car Wash was proposed for Winchester Street,
480 because there are residential neighborhood directly behind this site. As a result, when he used a
481 noise meter to record noise, the background noise levels from Winchester Street drowned out
482 everything. There was no change in the levels, as a result of the car wash when it operated and
483 there was no change next to the residential property line at the rear of the site. He felt the similar
484 situation is likely going to exist on West Street because of the level of traffic on West Street.

485 Mr. Phippard added the applicant is aware of the City's noise ordinance and we will comply with
486 it by shutting off the vacuums at 8 pm.

487 Councilor Remy suggested the following change to the motion language: *The hours of operation*
488 *for vacuums on the site shall be 7:00 AM to 8:00 PM* – make it more generic so other vacuums
489 are not run at night.

490 With reference to noise, the only thing the Planning Board Standards says it that noise should
491 comply with the City's noise ordinance which really just dictates the hours and then it goes into
492 construction equipment etc. and questioned if decibel level is contemplated. Ms. Brunner stated
493 the Land Development Code refers to the anti-nuisance standard, which in the Commerce
494 District, would 70 decibels between the hours of 7 am-10 pm and 55 decibels at night time,
495 which is 10 pm to 7 am; this is as measured at the property line. She indicated staff did have
496 some concerns specifically about the vacuum stations as those can be quite loud, especially with
497 a residents being adjacent where there could be bedrooms on the second floor, sound could easily
498 travel over the fence. With the change to the hours of operation, it would address the bulk of the
499 concerns. She indicated she was not aware of whether or not the blowers inside the car wash
500 would be a noise concern or not; staff does not have any information on that. She added if this is
501 a big concern this could be something the applicant could submit as a condition of approval and
502 staff could verify that information. Mr. Clements noted 55 decibels is not that loud. Ambient
503 noise of the surrounding area is much more likely register on a noise meter when someone is
504 standing at a property line to get an accurate reading. He added staff's focus was on the vacuum
505 stations rather than the carwash itself. Chair Russell stated 55 decibels is the sound of normal
506 conversation or music playing in the background.

507 Councilor Remy stated he would be supportive of something that was a condition precedent on
508 showing that the blowers are not too load, as they are the ones operating at night. He added that
509 when he searched for noise levels for blowers they came up at 89 decibels at 10 feet. He stated
510 he was more concerned about the southern and eastern property lines.

511 He asked for clarification as to what can be done if the blowers are operating in the middle of the
512 night and are in violation of the noise ordinance. Mr. Clements stated that can be addressed
513 separately, it does not need to be a separate condition from this body; it has to be adhered to.
514 Councilor Remy stated his last comment is that he agrees with staff regarding the north side of
515 the building. Mayor Hansel stated with everything else in this area, the proposed building is
516 going to be an improvement. Mr. Rangel stated he was happy with the project presented as is.
517 Vice-Chair Orgaz felt a faux window nothing too extravagant would be something he would like
518 to see.

519 Councilor Remy stated if the applicant has to come back before the Board for condition
520 precedent, perhaps come back with an option to show something added to the north side of the
521 building; he asked whether this would be considered an amendment to the motion. Ms. Brunner
522 explained in the case where the Board places a condition that requires discretion, it requires a
523 public hearing. She stated it would be her recommendation in such an instance to continue this
524 public hearing instead, as it won't require that it be re-noticed which is an expense for the
525 applicant. Councilor Remy stated he was not willing to hold it up for that.

526 Ms. Markelon stated she was happy with what is being presented as the applicant has tried to
527 create a building that is similar to New England style and felt they have put in the effort.

528 The Chair stated she is inclined to agree with Councilor Remy but did not want to hold up the
529 project for that reason.

530 C. Board Discussion and Action

531

532 A motion was made by Mayor George Hansel that the Planning Board “Grant a waiver from
533 Section 20.7.3.F.1.c of the Land Development Code regarding the requirement to reduce lighting
534 levels by 50% overnight.”

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

536

537 A motion was made by Mayor George Hansel that the Planning Board “Grant a waiver from
538 Section 20.6.2.B.1 of the Land Development Code regarding the requirement that drive-through
539 windows and lanes shall not be located along the building frontage.”

540 Councilor Remy stated the reason he is ok with the first waiver is because the light levels are so
541 low. With the second waiver, the primary frontage is on Pearl Street and hence it would be
542 acceptable

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

544

545 A motion was made by Mayor George Hansel that the Planning Board approve SPR-01-23 as
546 shown on the plan identified as “Granite State Car Wash 364 West Street & 12 Pearl Street
547 Keene, New Hampshire” prepared by SVE Associates and Brickstone Land Use Consultants at a
548 scale of 1 in. = 20 ft. dated January 17, 2023 and last revised February 7, 2023 and the
549 architectural elevations prepared by J.W.H. Drafting & Design at a scale of 1/4 in. = 1 ft. dated
550 December 7, 2022 with the following conditions:

551 1. Prior to final approval and signature by the Planning Board Chair, the following
552 conditions precedent shall be met:

553 A. Submittal of security for sedimentation and erosion control and “as built” plans
554 in a form and amount acceptable to the City Engineer.

555 B. Addition of a note on the plan stating “The hours of operation for vacuums on
556 the site shall be 7:00 AM to 8:00 PM.”

557 C. Submittal of five full-size paper copies signed by the owner and one digital
558 copy of the final plan.

559 2. Subsequent to final approval and signature by the Planning Board Chair, the following
560 conditions shall be met:

561 A. Prior to the commencement of site work, the Community Development
562 Department shall be notified when all erosion control measures are installed
563 and the Community Development Director, or their designee, shall inspect the
564 erosion control measures to ensure compliance with this site plan and all City
565 of Keene regulations.

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

567 Chair Russell-Slack stated she wanted to point out an item indicated in Mr. Cady’s letter as to
568 how he was noticed in that not everyone is able to get to the Post Office.

569

570 **SPR-02-23 & SWP-CUP-01-23 – Site Plan & Surface Water Conditional Use Permit**
571 **– Contractor Bays, 0 Black Brook Rd - Applicant Patriot Holdings LLC, on behalf**

572 **of owner New England Interconnect Systems Inc., proposes to construct two**
573 **buildings ~36,000 sf and ~25,200 sf in size for use as rental units for contractors and**
574 **make associated site modifications on the properties at 0 Black Brook Rd (TMP #s**
575 **221- 023-000 & 221-024-000). Waivers are requested from Sections 20.14.1.B,**
576 **20.14.2.A, and 20.14.2.B of the Land Development Code regarding the massing/scale**
577 **and visual appearance of the proposed buildings. The combined parcels are 12.57**
578 **acres and are located in the Corporate Park District.**

579

580 A. Board Determination of Completeness

581 Mr. Clements stated the applicant requests exemptions from submitting a historic evaluation,
582 screening analysis, and architectural and visual appearance analysis. After reviewing each request,
583 staff has determined that exempting the applicant from submitting this information would have no
584 bearing on the merits of the application and recommends that the Planning Board grant these
585 exemptions and accept the application as complete.

586 A motion was made by Mayor George Hansel to accept SPR-02-23 & SWP-CUP-01-23 as
587 complete. The motion was seconded by Councilor Michael Remy and was unanimously
588 approved.

589

590 B. Public Hearing

591 Mr. John Noonan of Fieldstone Land Consultants addressed the Board on behalf of Patriot
592 Holdings LLC. He indicated their proposal is to merge the two lots. The existing property line
593 would be eliminated by a voluntary merger which would leave a little over 12.5 acres with the
594 two lots combined.

595 The frontage is along Black Brook Road. The driveway as proposed would come off the end of
596 the cul-de-sac opposite the other driveway. With that location coming off the end of the cul-de-
597 sac, they would be crossing the 30 foot wetlands buffer, which is the reason they are requesting
598 the conditional use permit. He indicated there is no impact to the wetland itself, just for the
599 crossing of the 30 foot buffer.

600 Mr. Noonan stated for stormwater management, there is a stone spillway which also crosses
601 about six feet into the buffer. Mr. Noonan stated he had met with the Conservation Commission
602 for a site visit and reviewed where the impact to the buffers were which was then followed by a
603 hearing at the at the Recreation Center. It was determined that there were no impacts to the
604 wetlands and the Commission was happy with the pollinator friendly seed mix that was going to
605 be used. There are also weeping willows and dogwoods that would be in the floodplain
606 compensation area. The Commission voted to approve the conditional use permit application to
607 come before the Planning Board.

608 Mr. Noonan stated the proposal consists of two buildings, the use would be light industrial. The
609 target is for construction type companies that would rent a bay. They could have a small office
610 with a restroom and an office for each of the bays. The bays could be used as a workshop or for
611 storage. The applicant is not opposed to one entity renting multiple units or joining some of these
612 units. The buildings will be fully sprinkled and would have a sidewalk running around the rear
613 and side of the buildings. If multiple units are joined, they would end up putting in a sidewalk
614 but for now it would be a gravel pathway. In front of each unit, there would be two parking
615 spaces. One would be a wider parking space that would allow for trucks or a trailer. The larger

616 parking spaces will be 24 foot deep with a second parking space measuring 17 feet by 9 feet in
617 size. Rear of the lot would have additional parking for customers. The length of the parking lot
618 was determined using a WB 62 semi-truck (shown on the exhibit plan) as well as a tractor trailer
619 truck, which Mr. Noonan indicated takes up much more room than a ladder truck.

620 Mr. Noonan went on to say there are parking islands at the rear of the site in order to meet the
621 requirement for landscaping. He noted anything outlined in green is jurisdictional wetland.
622 Along the southern portion of the site, the boundary of the property is determined by the center
623 line of Black Brook. Black Brook has a floodplain that comes onto the property and is outlined
624 in orange. Mr. Noonan referred to where the existing 100 year floodplain crosses the lot and
625 based on the City's floodplain development standards, the applicant has to raise the buildings a
626 minimum of one foot above the base flood elevation. This then is impacted by filling in the
627 floodplain. In order to offset that, the applicant is compensating by excavating on the site. He
628 referred to the entire area that would be planted with pollinator-friendly mix.

629 The eastern side will be used mostly for stormwater detention which would outfall to a very
630 shallow lowering of the elevation for the floodplain compensation. The total fill that is placed in
631 the 100 year floodplain is offset by total compensation.

632 Mr. Noonan stated the City's floodplain development standards are that it can be a foot by foot
633 analysis or filled within one foot of the base flood elevation. He indicated that this was reviewed
634 with the City Floodplain Administrator, Mike Hagan, who agrees with the total volume
635 compensation as shown.

636 Mr. Noonan next referred to their grading plan, which shows where stormwater management and
637 runoff would be handled. The roadway will start with a grass treatment swale, which will pick up
638 the run off from the driveway itself and direct it into a grass treatment swale to keep any of the
639 water running off the pavement from going directly into that wetland. These wetlands are part of
640 the 30 foot buffer, which is the reason the applicant is applying for the conditional use permit
641 application. This will treat the stormwater and then outlet into the floodplain basin which will
642 also used for detention. All the paved areas and the roof areas in the center will drain into catch
643 basins.

644 On either side of the building where there is just roof runoff, there will be infiltration trenches.

645 Mr. Noonan stated this project impacts about 250,000 square feet of land disturbance. If you are
646 over 100,000 square feet of impact, there is a requirement to obtain an Alteration of Terrain
647 Permit from the State. DES will review everything from erosion control matters to drainage
648 calculations and floodplain calculations. The City Engineer will also be reviewing all of these
649 documents.

650 Mr. Noonan next referred to a plan showing the proposed utilities. This site is in the Corporate
651 Park, which has access to municipal water and sewer. There is a stub out currently for a domestic
652 water line onto the property for the development of these lots. The applicant will be utilizing this
653 line for their domestic water connection and then running a new 6 inch fire line.

654 Sewer will be tied into the existing sewer line at Black Brook Corporate Park.

655 Lighting Plan - All fixtures will be full cutoff LED fixtures. The majority of the fixtures will be
656 wall-mounted and will be located above each garage bay. The rear parking lot will have pole-

657 mounted lights at a height of 29.5 feet above finish grade and the wall mounted lights will be at a
658 of 11 feet along the front of the buildings. There will be no light encroachment onto abutting
659 properties.

660 Chair Russell-Slack asked whether the lights are on all the time. Mr. Noonan stated security
661 lighting will be on a motion sensor. The other fixtures will be dimmed by 50% starting at 10 pm.
662 The Chair asked if the site could be accessed any time. Mr. Noonan answered in the affirmative
663 and added that the plan is for contractors to rent spaces on the site, meaning that it is most likely
664 going to be utilized during daytime hours.

665 Mr. Noonan then referred to the plan for landscaping. There will be some trees and shrubs being
666 proposed for the site. The flood compensation area will have weeping willow and the interior
667 landscaping islands would have hawthorns and a mixture of perennial flowers. He also noted to
668 where a bicycle rack will be located.

669 Mr. Noonan stated they have submitted building elevations and architectural renderings.

670 He indicated that have requested two waivers, but considered them to be three waivers because
671 there is a Section A and B. Mr. Noonan explained this site is removed from downtown Keene, it
672 is located in the Corporate Park District. The portion that is visible from the city street is the 60
673 foot wide end of the building. The waiver they are looking for is so that the buildings don't have
674 to be stepped, as in the Land Development Code, it requires that every 50 feet have to be stepped
675 once you are over 150 feet in length. One building is 400 feet long and the other is 600 feet in
676 length. These are manufactured metal panel buildings and you are held to what their design is
677 and custom design of such buildings can get expensive. He added the location being corporate
678 park it is far removed from the downtown and not visible from any residential properties. The
679 longer portions of the building are not visible from the public way - the longer portions would be
680 visible from the other commercial uses in the corporate, park. This concluded Mr. Noonan's
681 presentation.

682 Mayor Hansel asked whether these buildings will be visible from any public way (street such as
683 Butternut Drive). Mr. Noonan stated it is heavily wooded following the brook and Butternut
684 Drive would be on the far side of the brook and won't be visible from there. He added you won't
685 be able to see it from Wyman Road or Route 12.

686 Staff comments were next. Mr. Clements addressed the Board again. He began by stating that
687 this proposal consists of merging the two building lots and constructing two new buildings with a
688 driveway and associated parking. The proposed buildings are intended to be used as modular
689 contractor storage units. Each unit is 30'x60' in size and will include a small office area and
690 restroom facilities. The northern building will be 36,000 sq. ft. with 20 units and the southern
691 building will be 25,200 sq. ft. with 14 units.

692 The development of this proposal will consist of approximately 250,000 sq. ft. of land
693 disturbance and 128,022 sq. ft. of new impervious surface. As indicated by Mr. Noonan, an
694 Alteration of Terrain permit reviewed and issued by the NH Department of Environmental
695 Services (NHDES) will be required. This application includes a request for a Conditional Use
696 Permit to allow the construction of a driveway within the 30-foot Surface Water Protection
697 buffer. This Application was brought to the Conservation Commission at their February 21
698 meeting. The Commission had no issues regarding the proposal.

699 With respect to drainage, there will be a first grass swale that will collect runoff from the parking
700 area and guide it into the stormwater management area. A stone check dam is proposed to reduce
701 the velocity of the flow before entering the area. Along the proposed driveway entrance to the
702 site, a grass swale will collect runoff from the driveway and direct it southerly to the flood
703 compensation area. This swale is located between the driveway and the wetland finger that runs
704 parallel with Black Brook Road. The submitted drainage report states that the post development
705 conditions will result in qualitative treatment of all new impervious areas and that there will be a
706 reduction in peak rates of runoff leaving the site for all storm events.

707 Sediment & Erosion Control – Mr. Clements stated that the Applicant has addressed this
708 Development Standard very thoroughly considering the alteration of terrain nature of this
709 application and the sensitive surface waters. This includes double silt fencing along Black Brook
710 itself and additional measures including erosion control matting, stone check dams, rip-rap stone
711 aprons, and a stabilized construction entrance.

712 Snow Storage & Removal – The proposed location of a snow storage area is along the eastern
713 side of the truck turn-around area. The applicant states in their narrative that this area is large
714 enough to provide snow storage for the site. Run off from the snow storage area will be accepted
715 into the stormwater management area. A note on the plan states that any snow that will not be
716 accommodated will be removed as needed from the site.

717 Landscaping - The parking lot landscape islands will have a mix of perennial daylily's, hostas,
718 and echinacea coneflowers in addition to the required parking lot trees as described by Mr.
719 Noonan. The flood compensation area will be seeded with a native pollinator wildflower mix.
720 Native and non-invasive species are proposed.

721 Screening - The dumpster enclosure will be a 6 foot solid fence. The proposed location is not
722 visible from adjacent properties or the public right-of-way. HVAC mechanicals are not currently
723 proposed since each tenant will have different fit-up requirements for their different needs. The
724 plan set notes that all mechanicals will meet the Site Development Standards for screening once
725 installed. The proposed parking lot is not visible from the public right-of-way and the subject
726 property is not adjacent to any residential zoning districts. There is not any perimeter parking lot
727 screening proposed for this project as it is not required.

728 Lighting – As indicated the two pole lights will be 29' feet above grade and there will be wall
729 mounted lights along the building itself. All light fixtures will be full cutoff LEDs. Both
730 proposed fixtures will have a color rendering index (CRI) of 80 and a color temperature of 3,500
731 kelvin or less.

732 Sewer & Water – City water and sewer is proposed to serve the site. A City sewer connection
733 permit and an NHDES sewer connection permit will be required. The Utility Plan notes that
734 there is adequate water capacity for fire suppression system and regular water usage.

735 Traffic & Access Management - The proposed driveway will connect to the cul-de-sac at the end
736 of Black Brook Road to provide access to the site and will be 24 feet in width. The drive aisle in
737 between the two buildings will continue to be 24 ft. in width. The applicant states in their
738 narrative that this width is designed to easily accommodate traffic flow entering and exiting as
739 well as navigating the site internally. A truck turn-around area has been provided at the eastern
740 end of the parking area. The Truck Turning Exhibit Plan shows that a WB-62 size truck,

741 commonly described as an “Interstate Semitrailer” with a length of 68.5 ft., would be able to
742 navigate and turn around on the site. A Keene Fire ladder truck is smaller than a WB-62 size
743 truck and will be able to navigate and turn around on the site. As part of the traffic study done for
744 this application, the traffic memo says there will be negligible impact of this use on Blackbrook
745 Road and estimates about 10-11 vehicle trips per hour. The ITE Manual refers to this use as a
746 warehouse development. Mr. Noonan stated this is the closest use the traffic engineer could find.

747 Filling & Excavation – There will be floodplain permit which would be reviewed by the state as
748 well as the AOT permit. There is a direct access from Blackbrook Road to Route 12 and any
749 impact to hauling of material should be very light.

750 Surface Waters & Wetlands - The application includes a Surface Water Protection Conditional
751 Use Permit as part of the proposal. The proposed driveway will travel through the 30’ wetland
752 buffer to connect the site to Black Brook Road. The wetland buffer is from a wetland finger that
753 travels north-south, roughly parallel with Black Brook Road. The finger connects with a larger
754 wetland area located in the southwest corner of the property. The proposed street access and
755 driveway location minimizes the impact to both the wetland system itself as well as the buffer. A
756 differing location would require an impact to the wetland system. A second wetland buffer
757 impact is proposed in the southeast corner of the property near Black Brook.

758 Mr. Clements went over the conditional permit use standards as follows:

759 The Planning Board shall issue a surface water protection conditional use permit for the activities
760 described in Section 11.6.1, if it finds that all of the following criteria have been met:

761 1. The proposed use and/or activity cannot be located in a manner to avoid encroachment into the
762 Surface Water Protection Overlay District. The applicant states in their narrative that due to the
763 proximity of the wetland to the existing road, the buffer will have to be crossed in order to access
764 the site. Any alternative location would impact the wetland directly.

765 2. Encroachment into the buffer area has been minimized to the maximum extent possible,
766 including reasonable modification of the scale or design of the proposed use. The applicant states
767 in their narrative that the driveway will only cross the buffer and not impact the actual wetland. It
768 appears that the wetland was created by the drainage from Black brook Road.

769 3. The nature, design, siting, and scale of the proposed use and the characteristics of the site,
770 including but not limited to topography, soils, vegetation, and habitat, are such that when taken
771 as a whole, will avoid the potential for adverse impacts to the surface water resource. The
772 applicant states in their narrative that the paved driveway will be graded to collect stormwater
773 runoff and direct it away from the wetland finger and into a grass treatment swale. The water will
774 flow into the large flood/detention basin, which will ultimately become jurisdictional wetlands
775 over time.

776 4. The surface water buffer area shall be left in a natural state to the maximum extent possible.
777 The Planning Board may establish conditions of approval regarding the preservation of the
778 buffer, including the extent to which trees, saplings and ground cover shall be preserved. The
779 applicant states in their narrative that the encroachment area will be permanently altered as the
780 access drive will cross the buffer. The wetland resource will not be impacted and will ultimately
781 become much larger as the flood compensation basin develops into a wetland.

782 Per Section 11.6.3.A of the LDC, the Surface Water Protection CUP Application has been
783 referred to the Conservation Commission as mentioned earlier and they had no issues with it.

784 A significant portion of the property is located with the 100-year floodplain associated with
785 Black Brook, which makes up the southern property boundary of the subject parcels. As
786 mentioned, a Floodplain Development Permit will need to be granted as part of this project. The
787 proposed buildings will have a finished floor elevation of at least one foot above the base flood
788 elevation. The minimum elevation the southern building can be constructed at would 519.5 feet.
789 The Board will need to determine if the criteria for the Conditional Use Permit has been met.

790 Hazardous & Toxic Materials -The applicant states in their narrative that the management
791 company will oversee the tenants and ensure that no hazardous or toxic materials are stored
792 outside or in an inappropriate manner.

793 Noise - The units will be fully enclosed and any business that may be louder, such as a
794 machining or workshop use could be monitored by management to ensure that it does not impact
795 adjacent tenants.

796 Architecture & Visual Appearance – As Mr. Noonan described, three waivers from are requested
797 from the standards for Massing/Scale and Visual Interest related to the uniform nature of the
798 building.

799 Mr. Clements reviewed the waiver criteria next:

800 *1. Strict conformity would pose an unnecessary hardship to the applicant and the waiver would*
801 *not be contrary to the spirit and intent of the regulations; or*

802 *2. Specific circumstances relative to the site plan, or conditions of the land in such site plan,*
803 *indicate that the waiver will properly carry out the spirit and intent of the regulations.*

804 Mr. Clements went over the motion. He added the AOR Permit Number issued for the plan will
805 have to be added as a note on this plan.

806 This concluded staff comments.

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

809 Councilor Remy with respect to the Waivers he stated he is leaning more towards *2. Specific*
810 *circumstances relative to the site plan, or conditions of the land in such site plan, indicate that*
811 *the waiver will properly carry out the spirit and intent of the regulations.* He felt the spirit and
812 intent are clearly built for pedestrian area and felt this use was a good fit for this area.

813 C. Board Discussion and Action

814 A motion was made by Mayor George Hansel that the Planning Board grant a waiver from
815 Section 20.14.1.B of the Land Development Code regarding the requirement that buildings of
816 150-ft in length or more be divided into multiple modules.”

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

818 A motion was made by Mayor George Hansel that the Planning Board grant a waiver from
819 Section 20.14.2.A of the Land Development Code regarding the requirement that front facades
820 and exterior walls shall be articulated to express an architectural identity to avoid a uniform
821 appearance.

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

823 A motion was made by Mayor George Hansel that the Planning Board grant a waiver from
824 Section 20.14.2.B of the Land Development Code regarding the requirement that structures shall
825 have architectural features that provide interest at the pedestrian scale and reduce massive
826 aesthetic effects.

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

828 A motion was made by Mayor George Hansel that the Planning Board approve SPR-02-23 &
829 CUP-01-23 as shown on the plan identified as “All Purpose Keene Business Park Light
830 Industrial Facility Tax Map 221, Lots 23&24 – (Black Brook Road) Keene, New Hampshire”
831 prepared by Fieldstone Land Consultants, PLLC at a scale of various dated January 20, 2023 and
832 last revised February 13, 2023 with the following conditions:

833 1. Prior to final approval and signature by the Planning Board Chair, the following
834 conditions precedent shall be met:

835 A. Submittal of security for sedimentation and erosion control, landscaping, and
836 “as built” plans in a form and amount acceptable to the Community
837 Development Director and the City Engineer.

838 B. Owner’s signature and Alteration of Terrain Permit number appear on the plan
839 set.

840 C. Submittal of five full sized paper copies and one digital copy of the final plan
841 set.

842 2. Subsequent to final approval and signature by the Planning Board Chair, the following
843 conditions shall be met:

844 A. Prior to the commencement of site work, the Community Development
845 Department shall be notified when all erosion control measure are installed and
846 the Community Development Director, or their designee, shall inspect the
847 erosion control measures to ensure compliance with this site plan and all City of
848 Keene regulations.”

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

850 **VI. Continued Public Hearing**

851
852 **Amendments to the Planning Board Subdivision Regulations** – The Planning Board
853 proposes to amend its Subdivision Regulations in Article 19 of the City of Keene Land
854 Development Code by amending Section 19.2.4 of Article 19, “preservation of existing
855 features” to include additional information about the type of features that should be
856 protected and possible requirements to protect those features; Section 19.2.8, “Utilities”
857 to include additional requirements for lots that would not have access to City sewer;

858 **and Section 19.3.2.B, “Perimeter Building Setback” of the Conservation Residential**
859 **Development Subdivision Regulations to require that existing tree canopy within the**
860 **perimeter setback along external roads shall be preserved.**

861
862 Senior Planner Mari Brunner addressed the Board and stated she would be highlighting the
863 changes that were made since the last meeting. The first is change is to the section about the
864 Preservation of Existing Features. Staff had recommended a sub-section listing a series of
865 submittal items. The Board was not in favor it and it has been removed.

866 The next change is to Utilities – There was a quite a bit of discussion regarding the applicant
867 being required to submit sufficient information to prove this lot is buildable and could site a
868 septic system. The language has been submitted to require percolation tests and test data. Ms.
869 Brunner stated staff feels this is a pretty standard submittal item.

870 The next change is to lots that are less than five acres in size and don’t have access to City water
871 and sewer would need a review from NHDES and there is a specific rule which has also been
872 referenced.

873 Councilor Remy asked how the Board would be able to determine whether or not the percolation
874 test results being provided by the applicant are sufficient. Ms. Brunner stated it would be
875 stamped by professional and City engineering staff will be reviewing the document as well.
876

877 A motion was made by Mayor George Hansel that the Planning Board adopt the Amendments to
878 the Planning Board Subdivision Regulations as presented. The motion was seconded by
879 Councilor Remy and was unanimously approved.
880

881 **VII. Nomination of City Representative to SWRPC Board of Directors**

882
883 Mayor Hansel stated as his role as Mayor he had the pleasure of appointing an individual to
884 represent the City on the Board of Southwest Regional Planning Commission. He indicated the
885 Planning Board does have to affirm his nomination.
886

887 A motion was made by Mayor George Hansel that the Planning Board nominate Jay Kahn as a
888 City representative to the Southwest Regional Planning Commission Board of Directors. The
889 motion was seconded by Councilor Remy and was unanimously approved.
890

891 **VIII. Master Plan Update Discussion**

892
893 Ms. Brunner addressed the Board again. She indicated this was a request from the Chair to start
894 discussing the Master Plan update. The next update is in the CIP to start allocating money in July
895 of this year. Ms. Brunner explained what a Master Plan is. It is a non-regulatory document that
896 articulates a future vision for the community and includes goals, objectives and
897 recommendations intended to help the community achieve its goals.

898 Recommendations may be both regulatory and non-regulatory in nature.
899

900 In New Hampshire, a Master Plan is necessary in order to have a zoning ordinance, historic
901 district, or capital improvements program.

902
903 There are a couple of required sections in the Master Plan – a vision section and a land use
904 section. Ms. Brunner also referred to other sections that could also be included in a Master Plan.
905 The Chair stated her major issue is the housing section, which is outdated and needs to be
906 updated. She felt this is a major issue throughout the country and stated there is going to be an
907 uptick of people being displaced. Ms. Brunner stated the housing section is a very common
908 section in the master plan and agreed what exists right now is pretty outdated. A housing study is
909 something that is being called out for the master plan update and the City is ahead with this
910 requirement as they are in the process of completing a study. The Chair stated she and Councilor
911 Ormerod will be attending the Housing Academy and will be bringing more information from
912 this conference.

913
914 Ms. Brunner stated the last time the Master Plan was updated by the City was in 2010.
915 According to the State RSA, a master plan update needs to happen every five years and the City
916 has fallen behind with this requirement. For the City of Keene, the Master Plan needs to be
917 reviewed and adopted by the City Council – Ms. Brunner referred to language regarding this
918 from the Rule of Procedure:

919
920 *“In order to assure that the City Council fully understands and supports the Master Plan, the*
921 *Planning Board shall seek Council review and adoption of the Master Plan prior to Board*
922 *adoption. Prior to adoption of revisions or new sections of the Master Plan, the Board shall hold*
923 *a public hearing, in accordance with the requirements of State law.”*
924

925 She added the Planning Board adoption does require a public hearing.
926

927 Ms. Brunner stated it is staff’s recommendation that the Joint Committee act as a Steering
928 Committee for this project. The Capital Improvement Program includes funding for the next
929 Master Plan update in fiscal year 24 - \$50,000 has been set aside for the first year and \$40,000
930 for the second year. She noted to a tentative schedule. The first half of FY24 the work would be
931 as follows: develop scope of work, identify consultant needs v. in-house capability, prepare RFP
932 & conduct bid process, and establish a project steering committee.

933 The next six month period would be for: general outreach & community engagement,
934 neighborhood engagement (recommendation from the last master plan – Chair Slack asked that
935 there is voice for all age groups), update demographic data / trend (most of this work would be
936 done through the housing needs analysis), review current plan content, deliverable: Keene
937 Community Vision.

938 The last six months would be working on developing updated plan language, reorganization and
939 graphic layout of a revised document, deliverable: amended Comprehensive Master Plan
940 document (there is already a good foundation to start from).

941 **IX. Staff Updates**

942 None

943

944 **X. New Business**

945 None

946

947 **XI. Upcoming Dates of Interest**

- 948 • Joint Committee of the Planning Board and PLD – March 13, 6:30 PM
949 • Planning Board Steering Committee – March 14, 11:00 AM
950 • Planning Board Site Visit – March 22, 8:00 AM – To Be Confirmed
951 • Planning Board Meeting – March 27, 6:30 PM

952

953 There being no further business, Chair Russell-Slack adjourned the meeting at 9:20 PM.

954

955 Respectfully submitted by,
956 Krishni Pahl, Minute Taker

957

958 Reviewed and edited by,
959 Megan Fortson, Planning Technician

STAFF REPORT

S-01-23 – Boundary Line Adjustment – 0, 59, 60, & 67 Thompson Rd

Request:

Applicant Cardinal Surveying & Land Planning, on behalf of owners Gregory & Jeanette Gardner, Jeffrey & Allison Gardner, Jessica & Francis Pierannunzi, and Michael, Edward, & Thomas LaRoche, proposes a boundary line adjustment between the properties located at 0, 60, 67, & 59 Thompson Rd (Tax Map 241, Lots 104, 103, 102 & 101). The adjustment would result in the transfer of .16 ac from Lot 102 to Lot 101, .21 ac from Lot 102 to Lot 103, and .61 ac from Lot 104 to Lot 102. A waiver is requested from Sec. 25.10.8.B.2 of the Land Development Code regarding the requirement to submit an updated survey showing the full metes and bounds for lots 102 and 104. All properties are located in the Rural District.

Background:

The four subject parcels are located in southeast Keene at the end of Thompson Rd as shown in Figure 1. The Branch River is located directly to the east, Marlboro Rd (also known as Route 101) is located to the south, and there are several residential properties located to the west and north. The property at 59 Thompson Rd (TMP #241-101-000) is a 0.53 ac parcel with an existing single-family dwelling and is owned by Michael, Edward, & Thomas LaRoche. The property at 67 Thompson Rd (TMP #241-102-000) is a 20.33 ac parcel with an existing single-family dwelling and is owned by Jessica & Francis Pierannunzi. The property at 60 Thompson Rd (TMP #241-103-000) is a 0.98 ac parcel with an existing single-family dwelling and is owned by Jeffrey & Allison Gardner. The undeveloped parcel at 0 Thompson

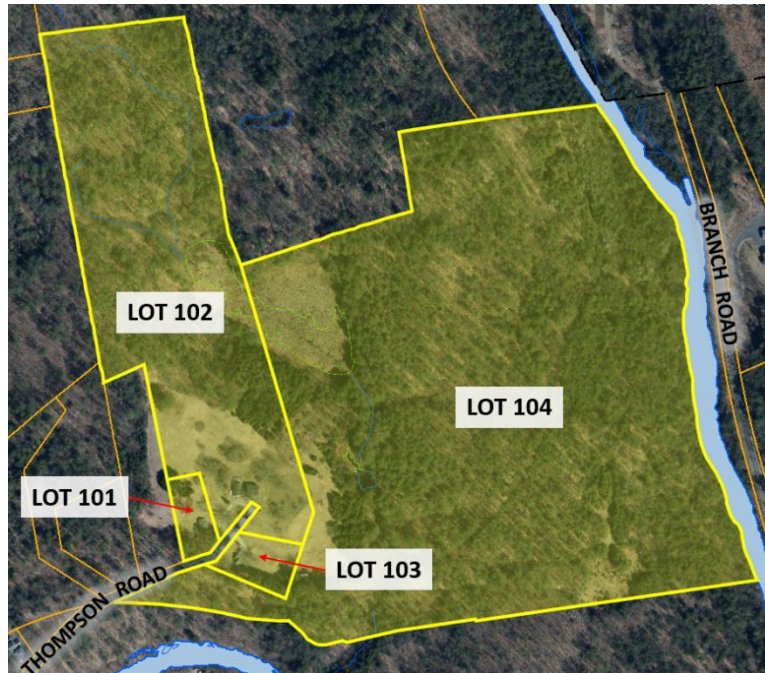


Figure 1. Aerial view of the subject properties in yellow.

Rd (TMP #241-104-000) is 58 ac in size and is owned by Gregory & Jeanette Gardner. All of these parcels are located in the Rural District, which has a minimum lot size of 5 ac and a frontage requirement of 50 ft.

The request is to perform a boundary line adjustment that will transfer 0.16 ac of land from Lot 102 to Lot 101, 0.21 ac of land from Lot 102 to Lot 103, and 0.61 ac of land from Lot 104 to Lot 102. Table 1 below shows the size of each lot before and after the boundary line adjustment, as well as the amount of land being transferred. The properties at 59 Thompson Rd (Lot 101) and 60 Thompson Rd (Lot 103) will be brought more into compliance with the existing minimum lot size requirement for the Rural District because they will be increasing in size. There is no new development proposed as part of this application; however, it should be noted that there are both surface waters and wetlands present on the parcels at 0 & 67 Thompson Rd and steep slopes present on all four parcels.

Per Section 19.2.5 & Section 22.3.2 of the Land Development Code related to lot monuments, “*Final subdivision plans shall not be signed and recorded until after the monuments have been installed by the developer and verified by the Public Works Director, or security in an amount deemed satisfactory to the Public Works Director is posted ensuring the monuments will be set,*” staff recommend that the Board

STAFF REPORT

make the inspection of the set monuments by the Public Works Director or their designee a precedent condition of approval for this application.

<i>Table 1. Area of Land Affected by Proposed Boundary Line Adjustment</i>				
	59 Thompson Rd (TMP# 241-101-000)	67 Thompson Rd (TMP# 241-102-000)	60 Thompson Rd (TMP# 241-103-000)	0 Thompson Rd (TMP# 241-104-000)
Prior to Adjustment	0.53 ac	20.1 ac	0.98 ac	58 ac
Amount of Land Transferred	+ 0.16 ac	+ 0.23 ac	+ 0.21 ac	- 0.61
After Adjustment	0.69 ac	20.33 ac	1.19 ac	57.39

Completeness:

The Applicant has requested exemptions from submitting a narrative explaining how the proposal complies with the 13 Site Development Standards in Section 20 of the Land Development Code, submitting separate existing and proposed conditions plans that show the location of surface waters and steep slopes on the subject parcels, and all technical reports. Staff have determined that the requested exemptions would have no bearing on the merits of the application.

The Applicant has also requested a waiver from Section 25.10.8.B.2 of the Land Development Code regarding the requirement to submit an updated survey showing the metes and bounds of the revised parcels following the lot line adjustment. The submitted plan shows the metes and bounds for the parcels at 59 Thompson Rd (Lot 101) and 60 Thompson Rd (Lot 103), but does not show the metes and bounds of the parcels at 67 Thompson Rd (Lot 102) or 0 Thompson Rd (Lot 104). The Applicant has submitted a written waiver request, which is included as an attachment to this staff report.

In making a decision as to whether or not to accept this application as “complete,” the Board may wish to consider whether the missing information (i.e., the metes and bounds for all boundaries of the parcels at 0 & 67 Thompson Rd) is necessary for the Board to complete its review of this application.

Waiver Request

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

“Grant a waiver from Section 25.10.8.B.2 of the Land Development Code regarding the requirement that an updated plat showing the revised metes and bounds of all parcels be submitted.”

Departmental Comments: There were no departmental comments on this application.

Application Analysis: As no new development is proposed, the analysis provided below is focused on the Planning Board’s standards most relevant to this application.

20.8 **Sewer & Water:** The subject parcels do not have access to City water or sewer utilities. The City water main ends further to the southwest on Thompson Rd before it reaches the subject parcels and the closest City sewer main is along Marlboro Rd. Any future development on these parcels would require the installation of a private well and septic system.

20.9 **Traffic & Access Management:** The existing site access points are shown on the BLA plan that was submitted by the Applicant. The parcels at 59 & 67 Thompson Rd have a shared driveway that has

STAFF REPORT

been in place for a number of years. As part of this application, the property owners have submitted an access easement agreement to formalize the use of the shared driveway by both sets of owners. In addition, the Applicant added Note #8 on the BLA plan, which specifies that the shared driveway easement will be recorded at the Registry of Deeds. This standard appears to be met.

The Applicant also included a note on the plan with a stating that, “*Any future modifications to the driveways shown on this plan may be handled through the submittal of a Street Access Permit application to the City of Keene Public Works Department.*” Including this note on the plan will ensure that the current and any future property owners do not need to go back to the Planning Board to seek approval for any modifications that they would like to make to their driveways, despite the fact that they will be shown on an approved BLA plan.

- 20.11 Surface Waters & Wetlands: Aerial imagery of the subject parcels shows that there are surface waters and wetlands present on the properties at 0 & 67 Thompson Rd and steep slopes present on all four parcels. The Applicant has requested an exemption from submitting separate existing and proposed BLA plans that show the locations of these features on the subject parcels, noting that no development is proposed at this time. The Applicant added Note #7 on the plan, which states that any future development on these lots will need to comply with the Surface Water & Hillside Protection Ordinances.

Recommended Motion:

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

Approve S-01-23 for a boundary line adjustment between the properties at 0, 59, 60, & 67 Thompson Rd as shown on the plan identified as, “Boundary Line Adjustment, Lots 241-102-000, 101, 103, & 104, Thompson Road, Keene, NH 03431” prepared by Cardinal Surveying & Land Planning at a scale of 1 inch = 100 feet on February 17, 2023 and last revised on March 16, 2023, with the following conditions precedent prior to final approval and signature of the plans by the Planning Board Chair:

- 1. Submittal of four (4) full-sized paper copies, two (2) mylar copies, and a digital copy of the final plan.*
- 2. Owners’ signatures appear on the plan.*
- 3. Submittal of a check in the amount of \$51.00 made out to the City of Keene to cover the cost of recording the final plat.*
- 4. Inspection of lot monuments by the Public Works Director or their designee following their installation or the submittal of a security in an amount deemed satisfactory to the Public Works Director to ensure that the monuments will be set.”*



City of Keene, NH Planning Board Boundary Line Adjustment (BLA) Application

If you have questions about how to complete this form, please call: (603) 352-5440 or email: communitydevelopment@keeneh.gov

SECTION 1: PROJECT INFORMATION

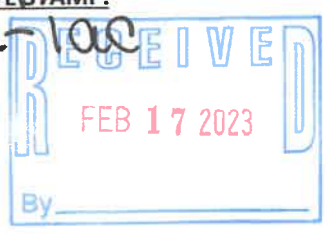
PROJECT NAME: Boundary Line Adjustment for Lot 214-102-000	NUMBER OF PARCELS AFFECTED: 4
PROJECT ADDRESS(ES): 59, 60,67 & 0 Thompson Rd	

SECTION 2: CONTACT INFORMATION

PROPERTY OWNER #1	PROPERTY OWNER #2
NAME/COMPANY: Gregory & Jeanette Gardner	NAME/COMPANY: Allison Chardner + Jeffrey Gardner
MAILING ADDRESS: 0 98 Thompson Rd Keene NH 03431	MAILING ADDRESS: 60 Thompson Rd Keene, NH, 03431
PHONE: 603-762-4739	PHONE:
EMAIL:	EMAIL:
SIGNATURE: ATTACHED	SIGNATURE: ATTACHED
PRINTED NAME: see attached sheet for Authorizations	PRINTED NAME:

APPLICANT / AUTHORIZED AGENT	FOR OFFICE USE ONLY:
------------------------------	----------------------

NAME/COMPANY: Cardinal Surveying & Land Planning	TAX MAP PARCEL #(s): 241-104-000-000-000
MAILING ADDRESS: PO Box 160, Sullivan NH, 03445	241-103-000-000-000
PHONE: 603-209-1989	
EMAIL: Wendy@cardnalsurveying.net	PARCEL SIZE: 0 Thompson Rd. - 54ac 60 Thompson Rd. - 1ac
SIGNATURE: Wendy A Pelletier	ZONING: Rural
PRINTED NAME: Wendy Pelletier	PROJECT #: S-01-23





City of Keene, NH

Planning Board Boundary Line Adjustment (BLA) Application

If you have questions about how to complete this form, please call: (603) 352-5440 or email: communitydevelopment@keeneh.gov

SECTION 1: PROJECT INFORMATION

PROJECT NAME: Boundary Line Adjustment for Lot 214-102-000	NUMBER OF PARCELS AFFECTED: 4
PROJECT ADDRESS(ES): 59, 60,67 & 0 Thompson Rd	

SECTION 2: CONTACT INFORMATION

PROPERTY OWNER #1	PROPERTY OWNER #2
NAME/COMPANY: Jessica & Francis Pierannunzi	NAME/COMPANY: Michael LaRoche
MAILING ADDRESS: 67 Thompson Rd Keene NH 03431	MAILING ADDRESS: 59 Thompson Rd Keene, NH, 03431
PHONE: 603-762-4739	PHONE:
EMAIL:	EMAIL:
SIGNATURE: ATTACHED	SIGNATURE: ATTACHED
PRINTED NAME: see attached sheet for Authorizations	PRINTED NAME:

APPLICANT / AUTHORIZED AGENT	FOR OFFICE USE ONLY:	
NAME/COMPANY: Cardinal Surveying & Land Planning	TAX MAP PARCEL #(s): 241-102-000-000-000	
MAILING ADDRESS: PO Box 160, Sullivan NH, 03445	241-101-000-000-000	
PHONE: 603-209-1989	-----	
EMAIL: Wendy@cardnalsurveying.net	PARCEL SIZE: 67 Thompson Rd. - 20.1 ac 29 Thompson Rd. - 0.79 ac	DATE STAMP: FEB 17 2023
SIGNATURE: <i>Wendy Pelletier</i>	ZONING: Rural	By
PRINTED NAME: Wendy Pelletier	PROJECT #: 8-01-23	

Authorization of Representation

February 7, 2023

To Whom It May Concern,

We, Gregory & Jeanette Gardner, owners of Keene Tax Map 241 Lots 1 04, do hereby authorize Cardinal Surveying and Land Planning of PO BOX 160, Sullivan, NH 03445 to represent the application to the planning board of said lots as prepared by them.

Gregory H. Gardner

Feb 15, 2023

Gregory H. Gardner

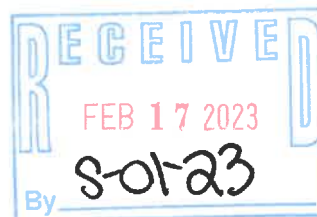
Date

Jeanette P. Gardner

Feb 15, 2023

Jeanette P. Gardner

Date



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Authorization of Representation

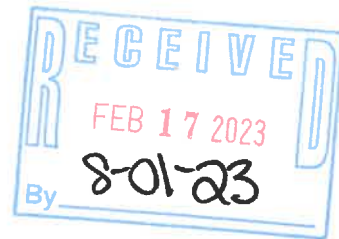
February 7, 2023

To Whom It May Concern,

We, Jeffrey H. & Allison E. Gardner, owners of Keene Tax Map 241 Lot 103, do hereby authorize Cardinal Surveying and Land Planning of PO BOX 160, Sullivan, NH 03445 to represent the application to the planning board of said lots as prepared by them.

Jeff Gardner *2/14/23*
Jeffrey H. Gardner Date

Allison Gardner *2/14/23*
Allison E. Gardner Date



[Type here]

Authorization of Representation

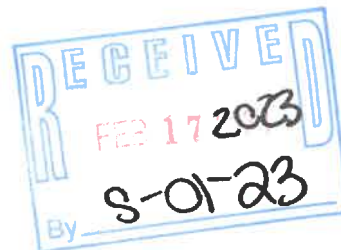
February 7, 2023

To Whom It May Concern,

We, Jessica L. & Francis E Pierannunzi, owners of Keene Tax Map 241 Lot 102, do hereby authorize Cardinal Surveying and Land Planning of PO BOX 160, Sullivan, NH 03445 to represent the application to the planning board of said lots as prepared by them.

Jessica L. Pierannunzi 2/9/23
Jessica L. Pierannunzi Date

F. Pierannunzi 2-9-2023
Francis E Pierannunzi Date



Authorization of Representation

February 7, 2023

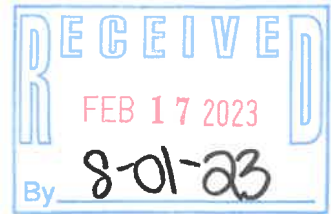
To Whom It May Concern,

I, Michael R. LaRoche, owner of Keene Tax Map 241 Lot 101, do hereby authorize Cardinal Surveying and Land Planning of PO BOX 160, Sullivan, NH 03445 to represent the application to the planning board of said lots as prepared by them.

Michael R LaRoche 2/9/23

Michael R. LaRoche

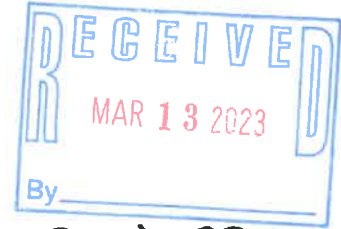
Date



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Authorization of Representation

March 7, 2023



S-OV-23

To Whom It May Concern,

I, Thomas A. LaRoche, owner of Keene Tax Map 241 Lot 101, do hereby authorize Cardinal Surveying and Land Planning of PO BOX 160, Sullivan, NH 03445 to represent the application to the planning board of said lots as prepared by them.

Thomas A. LaRoche 3/11/23

Thomas A. LaRoche

Date

[Type here]

Authorization of Representation

March 7, 2023



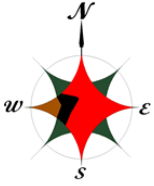
S-01-23

To Whom It May Concern,

I, Edward A. LaRoche, owner of Keene Tax Map 241 Lot 101, do hereby authorize Cardinal Surveying and Land Planning of PO BOX 160, Sullivan, NH 03445 to represent the application to the planning board of said lots as prepared by them.

Edward A. LaRoche 3/11/2023
Edward A. LaRoche Date

[Type here]



CARDINAL SURVEYING & LAND PLANNING

PO Box 160
Sullivan, NH 03445
(603) 209-1989

www.cardinalsurveying.net

Know Your Boundaries"

4 Lot Boundary Line Adjustment

Gregory & Jeanette Gardner and Jessica & Francis Pierannunzi

Jeffrey & Allison Gardner and Michael LaRoche

67 Thompson Rd

Keene, NH 03431

Project Narrative

TM 241-102-000 (67 Thompson Rd) is a 20.1-acre parcel in the Rural District. There is one dwelling on the lot. TM 241-104-000 is a 58-acre parcel also in the Rural district with a shed and no dwellings. TM 241-103-000 (60 Thompson Rd) is a .98-acre lot with one dwelling. TM 241-101-000 (59 Thompson Rd) 0.53 acres and has one dwelling. All the lots are residential use and have existing access from Thompson Road.

The owners are proposing a boundary line adjustment increasing the size of lot 101, 102 & 103. The first lot (lot 102) will be 20.33 acres. A portion of that lot will be adjusted with lot 101, enlarging it to be 0.69 acres. Lot 103 will be enlarged from a portion of 102 to 1.19 acres. A small portion from 104 will be adjusted with 102 to move the line out of their side yard. Lot 104 will be 57.39 acres.

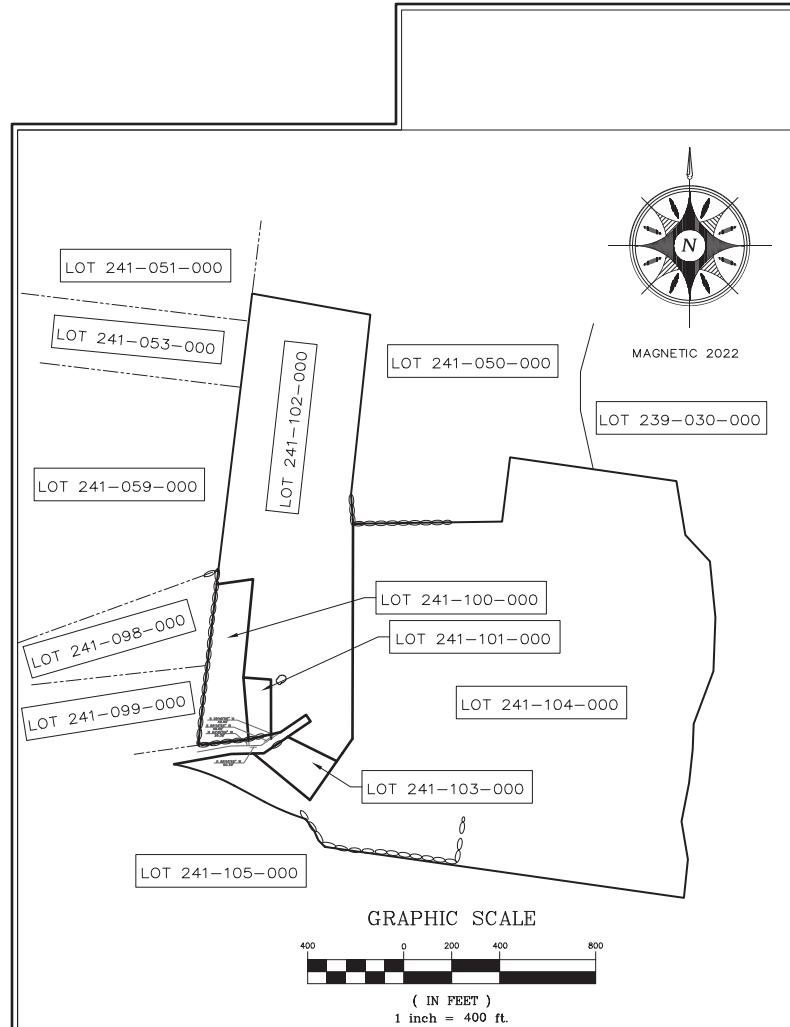
There are no buildings, improvements or changes in use proposed on the lots at this time. The proposal complies with article 19 and is exempt from article 20 of the LDC.

We request an exemption from providing an existing conditions and a proposed conditions plan, and from showing any wetlands, precautionary and prohibitive slopes. This project is to adjust the lot lines only and no additional development is planned.

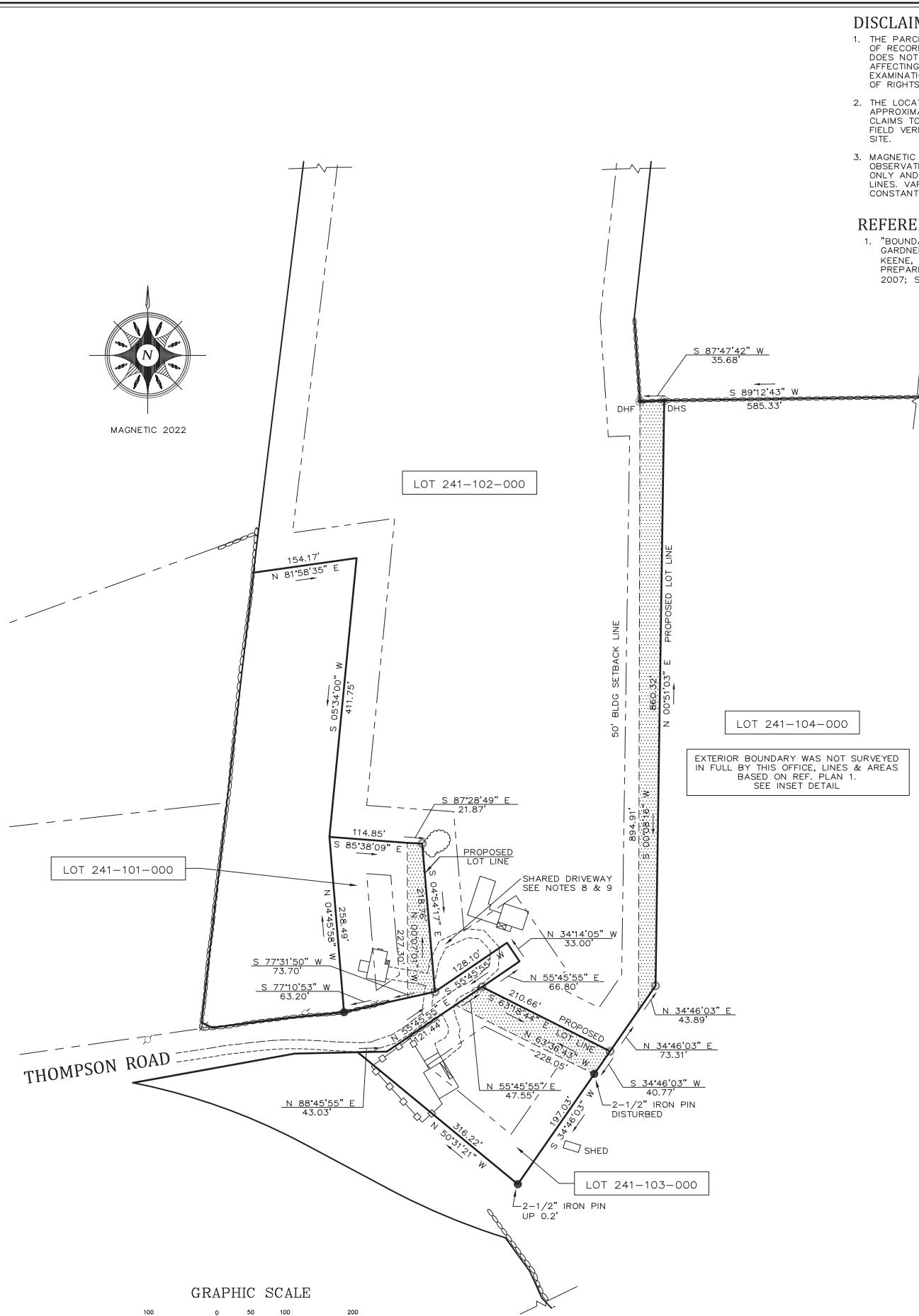
Request for Waivers

Section 25.10.8.B.2 Full boundary survey and metes and bounds shown on all lots

1. A survey was performed, and metes and bounds have been shown in the area of the boundary line adjustments only. The remainder of lots 241-102-000 and 241-104-000 are based on a prior recorded survey and boundary line adjustment by David A. Mann, dated March 2007. This should satisfy the intent of the regulations.
2. Granting the waiver will have no adverse impact on the abutters, the community or the environment. There are no changes to any exterior lot lines.
3. A survey of the entire additional area of over 61 acres would create a hardship for the owners when the lots have been previously surveyed in full.



INSET DETAIL



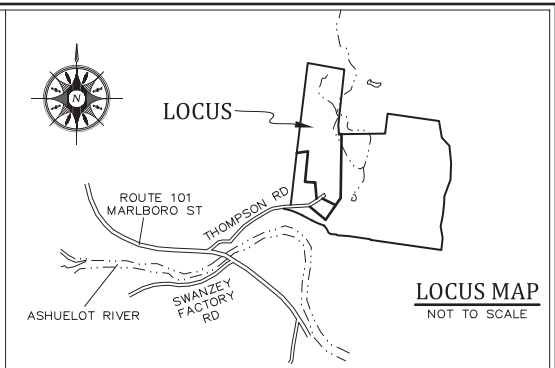
EXTERIOR BOUNDARY WAS NOT SURVEYED IN FULL BY THIS OFFICE, LINES & AREAS BASED ON REF. PLAN 1. SEE INSET DETAIL.

DISCLAIMER

1. THE PARCEL MAY BE SUBJECT TO OTHER EASEMENTS AS THEY EXIST OF RECORD OR IN FACT. CARDINAL SURVEYING AND LAND PLANNING DOES NOT INTEND OR REPRESENT THAT ALL RIGHTS AND EASEMENTS AFFECTING THE SUBJECT PROPERTY ARE SHOWN. A SPECIFIC TITLE EXAMINATION IS SUGGESTED TO DETERMINE THE NATURE AND EXTENT OF RIGHTS AND EASEMENTS AFFECTING THE SUBJECT PROPERTY.
2. THE LOCATION OF ANY UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. CARDINAL SURVEYING & LAND PLANNING MAKES NO CLAIMS TO THE ACCURACY OR COMPLETENESS OF THE UTILITIES SHOWN. FIELD VERIFICATION IS REQUIRED PRIOR TO ANY EXCAVATION ON THE SITE.
3. MAGNETIC BEARINGS SHOWN HEREON ARE BASED ON A COMPASS OBSERVATION TAKE IN DECEMBER, 2022 AND ARE FOR REFERENCE ONLY AND SERVE TO PROVIDE AN ANGULAR RELATIONSHIP BETWEEN LINES. VARIATIONS IN MAGNETIC BEARINGS MAY BE AFFECTED BY A CONSTANTLY CHANGING MAGNETIC DECLINATION.

REFERENCE PLANS

1. "BOUNDARY ADJUSTMENT PLAN PREPARED FOR JEANNETTE L. GARDNER & GREGORY H. GARDNER, 67 THOMPSON ROAD, CITY OF KEENE, COUNTY OF CHESHIRE, STATE OF NEW HAMPSHIRE"; PREPARED BY DAVID A. MANN, LAND SURVEYOR; DATED MARCH 27, 2007; SCALE 1"=100'; RECORDED AT CCRD C13-D06-0085.



NOTES

1. THE PURPOSE OF THIS PLAN IS TO ADJUST THE BOUNDARY LINES BETWEEN LOT 241-102-000 AND LOT 241-104-000, LOT 241-102-000 AND LOT 241-103-000 AND LOT 241-102-000 AND LOT 241-101-000.
2. OWNERS OF RECORD:
 LOT 241-102-000
 JESSICA & FRANCIS PIERANNUNZI
 67 THOMPSON ROAD
 KEENE, NH 03431
 VOLUME 2624 PAGE 0361

 LOT 241-101-000
 MICHAEL R. LAROCHE ET AL
 115 WARMAC ROAD
 SWANZEY, NH 03446
 VOLUME 1775 PAGE 0159

 LOT 241-103-000
 JEFFREY & ALLISON GARDNER
 60 THOMPSON ROAD
 KEENE, NH 03431
 VOLUME 2912 PAGE 0778

 LOT 241-104-000
 GREGORY & JEANNETTE GARDNER
 67 THOMPSON ROAD
 KEENE, NH 03431
 VOLUME 1962 PAGE 0474
3. AREA OF LOTS: BASED ON REF. PLAN 1
 EXISTING AREA OF MAP 241-102-000: 20.1 ACRES
 PROPOSED AREA: 20.33 ACRES
 BUILDING COVERAGE: 0.5% IMPERVIOUS: 0.19%

 EXISTING AREA OF MAP 241-101-000:
 23,268 SF OR 0.53 ACRES
 PROPOSED AREA: 30,209 SF OR 0.69 ACRES
 BUILDING COVERAGE: 4.5% IMPERVIOUS: 5.0%

 EXISTING AREA OF MAP 241-103-000:
 42,872 SF OR 0.98 ACRES
 PROPOSED AREA: 51,849 SF OR 1.19 ACRES
 BUILDING COVERAGE: 3.5% IMPERVIOUS: 3.0%

 EXISTING AREA OF MAP 241-104-000: 58 ACRES
 PROPOSED AREA: 57.39 ACRES
 BUILDING COVERAGE 0% IMPERVIOUS 0%
4. MAP AND LOT NUMBERS REFER TO THE CITY OF KEENE TAX MAPS.
5. CURRENT ZONING: RURAL
 MIN. LOT AREA - 5 ACRES
 MIN. FRONTAGE - 50 FEET
 MIN. WIDTH AT BUILDING LINE - 200 FEET

 BUILDING SETBACKS:
 FRONT - 50 FEET
 SIDE - 50 FEET
 REAR - 50 FEET

 THE RURAL DISTRICT ALLOWS FOR MAX BUILDING COVERAGE OF 10% AND MAX IMPERVIOUS COVERAGE OF 20%.
6. LOTS ARE NOT WITHIN THE 100 YEAR FLOOD PLAIN.
7. ANY FUTURE DEVELOPMENT ON THESE LOTS SHALL COMPLY WITH THE CITY OF KEENE HILLSIDE & SURFACE WATER PROTECTION ORDINANCES.
8. SHARED DRIVEWAY EASEMENT TO BE RECORDED AT CCRD.
9. ANY FUTURE MODIFICATIONS TO THE DRIVEWAYS SHOWN ON THE PLAN CAN BE HANDLED THROUGH THE SUBMITTAL OF A STREET ACCESS PERMIT TO THE CITY OF KEENE PUBLIC WORKS DEPARTMENT.

OWNER CERTIFICATIONS

WE, JESSICA L. AND FRANCIS E. PIERANNUNZI, CERTIFY THAT WE ARE THE OWNERS OF LOT 241-102-000, AND APPROVE OF THIS BOUNDARY LINE ADJUSTMENT.

JESSICA L. PIERANNUNZI DATE

FRANCIS E. PIERANNUNZI DATE

WE, MICHAEL R. LAROCHE, EDWARD A. LAROCHE AND THOMAS A. LAROCHE, CERTIFY THAT WE ARE THE OWNERS OF LOT 241-101-000, AND APPROVE OF THIS BOUNDARY LINE ADJUSTMENT.

MICHAEL R. LAROCHE DATE

EDWARD A. LAROCHE DATE

THOMAS A. LAROCHE DATE

APPROVED AS A BOUNDARY LINE ADJUSTMENT IN ACCORDANCE WITH THE PROVISIONS OF RSA 674. THE CITY OF KEENE PLANNING BOARD BY _____, CHAIRMAN

ABUTTERS

- | | |
|---|--|
| LOT 239-030-000
JOHN LEVERETT TREAT REV. TRUST
ELOISE PHELPS CLARK REV. TRUST
1185 ROXBURY ROAD
KEENE, NH 03431
VOL. 2710 PG. 0266 | LOT 241-053-000
JULIE M. & PETER RUNEZ
261 CHAPMAN ROAD
KEENE, NH 03431
VOL. 3027 PG. 0828 |
| LOT 241-050-000
CAROL L. WHITE
333 CHAPMAN ROAD
KEENE, NH 03431
VOL. 3027 PG. 0206 | LOT 241-059-000
TRAJKOVSKI 2018 REV. FAMILY TRUST
CHRISTOPHER G. & SUSAN M. TRAJKOVSKI TRUSTEES
217 CHAPMAN ROAD
KEENE, NH 03431
VOL. 3185 PG. 0541 |
| LOT 241-051-000
KATHERINE W. PRITCHARD REV. TRUST
291 CHAPMAN ROAD
KEENE, NH 03431
VOL. 3115 PG. 1116 | LOT 241-098-000
LOT 241-099-000
NORMAN C. KRISTOFF
9 MOUNTAIN VIEW COURT
KEENE, NH 03431
VOL. 3225 PG. 1305 |

LEGEND

- - PIN FOUND
- ⊙ - DRILL HOLE FOUND
- ⊙ - DRILL HOLE SET
- - REBAR SET
- ⊙ - UTILITY POLE
- ~~~~~ - TREE LINE
- — — - STONE WALL
- — — - WOOD FENCE
- - - - - APPROXIMATE ABUTTER LINE
- - - - - LOT LINE TO BE ABANDONDED
- - - - - BUILDING SETBACK LINE

SURVEYOR'S CERTIFICATION

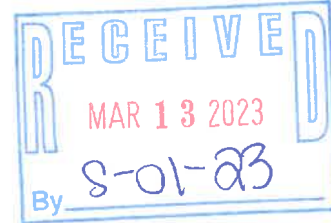
THIS SURVEY IS THE RESULT OF A RANDOM TRAVERSE USING AN ELECTRONIC TOTAL STATION AND MEETS THE MINIMUM REQUIREMENTS OF AN URBAN SURVEY AS SPECIFIED IN NH LAN TABLE 500.1.

SUBMITTED FOR APPROVAL
 NO. 976
 WENDEY S. PELLETIER
 SURVEYOR
 SIGNATURE

NO.	DATE	REVISION	ADDRESS STAFF COMMENTS	LBJ	BY
1	3/16/23				

BOUNDARY LINE ADJUSTMENT
LOTS 241-102-000, 101, 103, & 104
THOMPSON ROAD
KEENE, NH 03431
 DATE: FEB 17, 2023 SCALE: 1"=100'
 PREPARED FOR:
 GREGORY & JEANNETTE GARDNER
 FRANCIS & JESSICA PIERANNUNZI
 JEFFREY & ALLISON GARDNER
 MICHAEL R. LAROCHE ET AL
CARDINAL SURVEYING & LAND PLANNING
 Sullivan, New Hampshire 03445
 PH: (803) 209-1989

JOB NO: 764 SURVEY DATE: 12-22



NEW HAMPSHIRE

CHESHIRE COUNTY

SHARED DRIVEWAY EASEMENT

THIS SHARED DRIVEWAY EASEMENT, made and entered into this the 13 day of March, 2023, by and among Jessica L. & Francis E. Pierannunzi residents of Cheshire County, New Hampshire; and, Michael R. LaRoche, Edward A. LaRoche & Thomas A. LaRoche, residents of Cheshire County New Hampshire.

WITNESSETH:

That whereas, Jessica L. & Francis E. Pierannunzi, are the owners of a certain lot or parcel of land and the improvements thereon at 67 Thompson Road, Keene, Cheshire County, New Hampshire, also known as Map 241 lot 102-000, the same having been conveyed to them by deed recorded in Book 2624 and Page 361 in the office of the Register of Deeds of Cheshire County;

Whereas, Michael R. LaRoche, Edward A. LaRoche & Thomas A. LaRoche are the owner(s) of a certain lot or parcel of land and the improvements thereon at 59 Thompson Rd, Keene, Cheshire County, New Hampshire, also known as map 241 lot 101-000, the same having been conveyed to them by deed recorded in Book 1775 and Page 159, in the office of the Register of Deeds of Cheshire County;

And whereas, Map 241 lots 102 & 101 lie immediately North of Thompson Road in said Keene, New Hampshire, Cheshire County and adjoining the two lots; and whereas, there is a shared driveway located on portions of the two lots, which shared driveway serve the lots; and whereas the parties agree that it would be for their mutual interest to establish a shared driveway of record.

NOW, THEREFORE, it is mutually agreed that a shared driveway is established for the common use of the two lots bordering thereon in their present location and dimensions.

And in consideration of the mutual rights and advantages above set out, Jessica L. & Francis E. Pierannunzi, and Michael R. LaRoche, Edward A. LaRoche & Thomas A. LaRoche, hereby give, grant, and convey each unto the other the perpetual right and easement of egress, ingress, and regress over and upon said driveway as above described. The parties agree for themselves, their heirs and assigns not to obstruct or block the driveway, to exercise courtesy and consideration for the other in using the driveway and to maintain and repair the driveway on their respective lots.

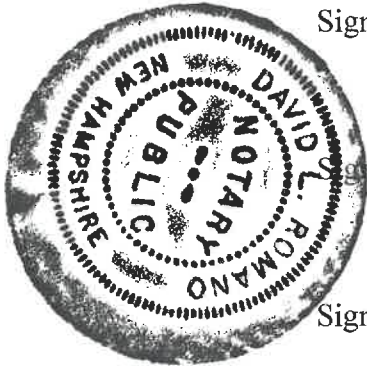
To have and to hold the rights and easements hereby granted to the respective parties and their successors in title forever, it being agreed that the rights and easements hereby granted are for the common use of, are appurtenant to, and run with the two parcels of land bordering thereon and above referred to.

[SIGNATURES ON FOLLOWING PAGE]

IN TESTIMONY WHEREOF the said parties have hereunto set their hands below.

Signature Jessica L. Pierannunzi Date: 3/13/23
Jessica L. Pierannunzi

Signature Francis E. Pierannunzi Date: 3-13-23
Francis E. Pierannunzi



Signature Michael R. LaRoche Date: 3/13/23
Michael R. LaRoche

Signature Edward A. LaRoche Date: 3/13/23
Edward A. LaRoche

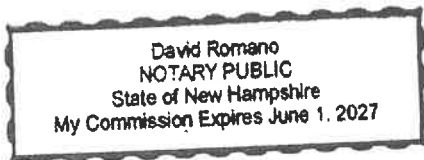
Signature Thomas A. LaRoche Date: 3/13/23
Thomas A. LaRoche

NEW HAMPSHIRE

CHESHIRE COUNTY

I, David Romano, a Notary Public of the County and State aforesaid, certify that the following person(s) appeared before me this day, each acknowledging to me that he or she voluntarily signed the foregoing document for the purposes stated therein and in the capacity indicated:

Witness my hand and official stamp or seal this 13 day of March 2023.



David Romano

Notary Public

David Romano

Printed Name of Notary Public

My Commission Expires: 6/1/2027



GRANITE ENGINEERING, LLC

civil engineering • land planning • municipal services

March 6, 2023

City of Keene
Planning Board
3 Washington Street
Keene, New Hampshire 03431

**RE: Earth Excavation Permit
Tax Map 215 Lot 7
Route 9
Keene/Sullivan/Roxbury, New Hampshire
GE Project No. 2302011**

Dear Ms. Brunner,

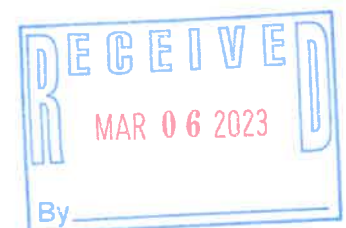
On behalf of the applicant, G2 Holdings, LLC, we are requesting the Planning Board to consider making Condition A.8 of the "Notification of Conditional Planning Board approval", dated August 23, 2022, a subsequent condition to the Earth Excavation Permit & Hillside Protection Conditional Use Permit – 0 Rt 9. The request will allow the Planning Board to grant final approval, such that all other conditions have been met.

Condition A.3 of the "Notification of Conditional Planning Board approval", dated August 23, 2022, will provide a letter of credit for the benefit of the City. The letter of credit has been negotiated between JP Morgan Chase and the City. The issuance of this letter will be submitted under a separate letter head from the applicant's attorney.

Condition A.8 of the "Notification of Conditional Planning Board approval", dated August 23, 2022, requires restoration of unpermitted impacts to wetlands and wetland buffers shall be completed and inspected to the satisfaction of the City Engineer. G2 Holdings, LLC has hired Granite Engineering, LLC to conduct inspections and certification. Due to weather conditions, the wetland buffer certification cannot be completed until spring time to accurately assess the site and provide a report including findings and required actions. The subsequent condition will allow for final approval from the Planning Board and excavation operations on the site to resume. Granite Engineering with work with the City Engineer to meet the conditions of wetland and wetland buffer restoration as soon as weather is permitting for growth and site stabilization. Resuming operations on site will have no further impact to wetlands. Attached under this cover you will find:

Earth Excavation Permit Application

- One (1) completed earth excavation permit application;
- One (1) certified notice list;
- One (1) notice certification form;
- Two (2) sets of mailing labels;
- One (1) electronic PDF file;



EXP-01-22,
Mod, 1
Page 43 of 45

- One (1) check to cover the application fee. The fee was calculated as follows:

Base Fee	= \$	50.00
Legal Ad Fee	= \$	62.00
Abutter Mailing Fee = 11 x \$4.75	= \$	52.25
<u>Total Fee</u>	= \$	164.25

We request an exemption on other general submittal requirements listed on the application that do not apply to the request above or have already been submitted and review by the Planning Board. These submittal requirements include:

- Waivers and exceptions;
- The name and contact of the person or entity that will be performing the excavation;
- Photographs of the excavation site;
- Plan sets;
- Technical reports;
- Consultant fee;

If permission is granted to revise the condition of approval, we are submitting material for final approval to be granted on March 27th.

Final Approval

- Five (5) copies of the plan set on 22" X 34";
- One (1) electronic PDF file;
- One (1) comment response letter, from TFMoran;

We trust you will find the request complete and ready for the Board's consideration on March 27, 2023. Should you have any questions or require further information, please do not hesitate to contact me directly.

Best Regards,



Tanner Baylor, E.I.T
Project Engineer



City of Keene, NH

Earth Excavation Permit Application


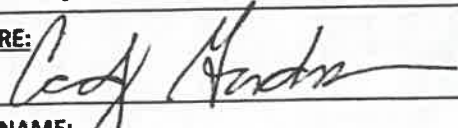
If you have questions about how to complete this form, please call: (603) 352-5440 or email: communitydevelopment@keeneh.gov

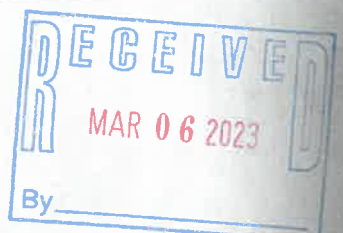
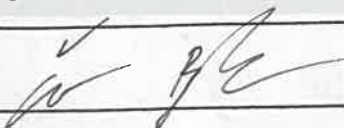
SECTION 1: PROJECT INFORMATION

PROJECT NAME: Excavation Site

PROJECT ADDRESS(ES): Route 9, Keene/Sullivan and Roxbury, NH

SECTION 2: CONTACT INFORMATION

PROPERTY OWNER	APPLICANT
NAME/COMPANY: G2 Holdings, LLC	NAME/COMPANY: G2 Holdings, LLC
MAILING ADDRESS: 250 North Street, Jaffrey, NH 03452	MAILING ADDRESS: 250 North Street, Jaffrey, NH 03452
PHONE: 603-325-8457	PHONE: 603-325-8457
EMAIL: cody@mygordonservices.com	EMAIL: cody@mygordonservices.com
SIGNATURE: 	SIGNATURE: 
PRINTED NAME: Cody Gordon	PRINTED NAME: Cody Gordon

AUTHORIZED AGENT (if different than Owner/Applicant)	FOR OFFICE USE ONLY:	
NAME/COMPANY: Granite Engineering, LLC	TAX MAP PARCEL #(s): 215-007-000-000-000	
MAILING ADDRESS: 150 Dow St, Tower 2, Suite 421, manchester, NH 03101	-----	
PHONE: 603-518-8030	PARCEL SIZE: 84.71 acres	DATE STAMP: 
EMAIL: tbaylor@graniteeng.com	ZONING DISTRICT: Rural	
SIGNATURE: 	PROJECT #: EXP-0122, Mod. 1	
PRINTED NAME: Tanner Baylor		