



City of Keene Zoning Board of Adjustment

AGENDA

Monday, August 3, 2026 6:30 p.m. City Hall, 2nd Floor Council Chambers

I. Roll Call

II. Minutes of the Previous Meeting: July 6, 2026

III. Hearings:

Continued ZBA-26-5: Petitioner, JP Irving, LLC, of Concord, NH., requests a Variance, for property located at 59 Optical Ave., Tax Map # 241-006-000-000 and is in the Industrial Park District. The Petitioner is requesting a Variance to permit space for dispatch, office, bus storage and routine maintenance where this use is not permitted, per Article 6.3.5 of the Zoning Regulations.

ZBA-26-8: Petitioner, Hilary Harris, on behalf of the owners, Patrick and Brittany Allen, requests a Variance, for property located at 31 Mill Rd., Tax Map # 239-031-000-000 and is in the Rural District. The Petitioner is proposing to replace the existing entryway and shed with a connector to a new garage with an accessory dwelling unit in the front setback, per Article 3.1.2 of the Zoning Regulations.

IV. Staff Updates:

V. New Business:

VI. Adjournment:

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City of Keene
New Hampshire

ZONING BOARD OF ADJUSTMENT
MEETING MINUTES

Monday, July 6, 2026

6:30 PM

**Council Chambers,
City Hall**

Members Present:

Richard Clough, Chair
Edward Guyot, Vice Chair
Stephen Buckley, Alternate

Staff Present:

Evan Clements, Planner / Zoning Administrator

Members Not Present:

Zach LeRoy
Tad Schrantz
Adam Burke
Michael Zoll, Alternate

1. Roll Call

Chair Clough called the meeting to order at 6:30 PM and explained the procedures of the meeting. Roll call was conducted.

Evan Clements, Planner/Zoning Administrator, stated that three members are absent and alternate member Stephen Buckley can thus be a voting member tonight. He continued that it is also worth noting that at the previous meeting, Mr. Buckley was made a voting member for the first application on tonight's agenda, and as is the Board's practice, he should continue to be a voting member for the continuation of that application tonight.

Mr. Clements stated that it would be prudent to ask the applicants if they want to move forward with their applications tonight with only a three-member Board.

Chair Clough asked Mr. Buckley to be a voting member tonight. Mr. Buckley agreed.

Chair Clough stated that regarding the three-member Board, if for any reason the three of them are not unanimous in their vote, they would have to rehear the applications. He asked if that is correct.

Mr. Buckley replied yes that there needs to be three concurrent members to vote to grant or deny an application. He continued that any action of the Board with less than full concurrence of all three members present today would not be a valid decision of the ZBA and would have to be reheard.

Mr. Clements stated that there are several members of the public present for the meeting. He continued that unless the Applicant is very much against it, he thinks they should at least go ahead with the public hearing, and if the Applicant wants to continue the application again to have it voted on by the full Board, that might be prudent. Chair Clough replied that he understands, and they will continue on with the agenda and see how it plays out when they get to the hearings.

2. Minutes of the Previous Meeting: June 1, 2026

Mr. Buckley made a motion to approve the meeting minutes of June 1, 2026. Mr. Guyot seconded the motion, which passed by unanimous vote.

3. Hearings

- a. Continued ZBA-26-5: Petitioner, JP Irving, LLC, of Concord, NH, requests a Variance, for property located at 59 Optical Ave., Tax Map # 241-006- 000-000 and is in the Industrial Park District. The Petitioner is requesting a Variance to permit space for dispatch, office, bus storage and routine maintenance where this use is not permitted, per Article 6.3.5 of the Zoning Regulations.**

Chair Clough introduced ZBA-26-5 and asked to hear from staff.

Mr. Clements stated that the ZBA opened the public hearing for this application on June 1. He continued that based on testimony received during the public hearing, the Board voted to continue the application to this evening. Since then, the Applicant has amended the proposed location of the bus parking area from the east side of the property adjacent to the residential neighborhood to the west side of the property.

Chair Clough asked if the Board had questions or comments for staff. Hearing none, he asked to hear from the Applicant.

George Hansel from HG Johnson Real Estate stated that he is here on behalf of the owner, JP Irving and Associates. He continued that with him is Steve Rennick from Student Transportation of America (STA), the potential tenant for the site. They are requesting a Variance. They are fine with moving ahead with the public hearing portion of this, but the Applicant is at a disadvantage with so few Board members tonight, so he thinks it makes sense to wait for a vote when there are more Board members present. It is fine to let people speak tonight. In light of that, he will take this opportunity to let the people who showed up tonight see the new, revised plan. It was based on concerned neighbors' feedback. They moved the storage area as far south as possible, as far away from the residential properties as possible, creating a 500-foot distance between the nearest property line and the proposed bus storage area. They circulated that with all parties involved, and the owner and the potential tenant are okay with that. They understood how to adjust some on-site programming to make this work. They think this relieves many of the potential issues that were mentioned at the last meeting. At the last meeting, he tried to collect as many email addresses as he could from the people who showed up, and he sent this map out shortly after the meeting and opened the opportunity for continued dialogue. So far, no one has taken him up on

that, which is fine. He appreciates people coming tonight and having the opportunity to see the revised plan.

Mr. Hansel continued that something he wants to clarify from the last meeting is that he made a mistake in describing “trips per day,” when he meant “trips per hour,” so there was some discussion about the threshold for serious impact on intersections adjacent to the property. To clarify, he meant to reference “100 trips per hour.” Any activity happening on this site falls well below that threshold. Hopefully, that is not that much of a concern, and he apologizes for any confusion he caused about that.

Mr. Hansel continued that he would be happy to go through the application again, but if it will be continued in front of a larger Board, he would just as soon hear from the people who came out tonight and not have to repeat it twice.

Chair Clough asked if the Board had questions.

Mr. Buckley stated that it behooves the Applicant to state that they are asking for a full Board to be present for a vote. He asked, for clarification, if that is what the Applicant is asking for. Mr. Hansel replied yes.

Mr. Buckley stated that he applauds the movement of the buses away from the proximity to the residential area. He asked if there also is the ability to impose some kind of traffic movement plan so that the traffic leaving the site uses what he would call the mainly industrial portions of Optical Ave. Using that as the departure point to Rt. 101 makes sense, to minimize the buses going up the smaller section of Optical Ave. onto the section of road that all the residents are on. He is curious about to what degree they can have a condition that would control the traffic movement plan for the buses.

Mr. Hansel replied that he thinks the Board can impose some sort of condition like that, but he can say that there is no practical reason for the buses to go up that way unless it is for local traffic, such as picking up children along that area of Optical Ave. and those areas in East Keene. Otherwise, there is no practical reason for industrial traffic or bus traffic to go out that way. Something else to keep in mind, which they discussed a bit at the site visit, is that putting specific language around not allowing or only allowing a couple of buses a day, or something like that, is something he would caution the Board against, because operationally, things change. Routes might get added here or there.

Mr. Buckley stated that the traveling routes that are employed by STA are well-defined. He asked if it would be possible to say that “the route” for whatever it is, which is well-defined, for that section of Optical Ave. with the residences, is the only route where buses will make a right-hand turn down that small section of hill or go up it. He thinks it would be possible to define it by that specific route, which he assumes is mapped out with the school district already.

Mr. Hansel replied that he thinks it is possible, and STA has already offered to do something like that. He continued that however, what he would offer to the Board based on his experience is that things do change. He would not want to create a situation in which ten years from now, say,

when STA is renewing their lease, something changes in the city such as a new development happens and STA's route number changes. Various things could happen that would mean STA would have to come back to the ZBA to get the route number changed, or something like that. He would not want to create a situation like that, but he does not think anyone has a problem with the concept of what Mr. Buckley is requesting.

Mr. Buckley asked if Mr. Rennick from STA could say whether he thinks, from his perspective, that there would be a way to do that. Mr. Rennick replied that currently, only two large buses would need to go up the hill and take the left onto the Marlboro St. extension. He continued that one bus that comes from Marlborough comes down Rt. 101 and then goes up that way to pick up high school students, and another one goes up that way to pick up middle school students. STA also has special needs vans that might have to go on that road as well. Thus, there is not a lot of bus traffic going up and down that way, but there is currently some, and it has been like that for years.

Mr. Buckley asked if it would be fair to say that the existing conditions of the bus traffic on that section of Marlboro St. does involve some buses, including some of these smaller vans for handicapped students. Mr. Buckley replied yes that is correct. Mr. Rennick replied that the problem then becomes how to define some limitation which is not too restrictive, which would control and ensure all the other buses using other routes are departing the other way. Mr. Rennick replied that the other buses would exit the parking lot and go to the left, out to Rt. 101.

Chair Clough asked for public comments. Mr. Clements explained the procedures for public comments.

Ken Laine of 551 Marlboro St. stated that he is on the west side of Marlboro St., which would be closest to the building where they want to put the buses now. He continued that putting them on the other side will help reduce some of the noise. At the last meeting when he gave comments, he forgot to mention the backup alarms. From his porch on the west side of the house, he can hear backup alarms from equipment at the asphalt plant, which is about two or three times further away. Thus, the bus operation will still be loud. The air quality will still be diminished tremendously because the wind primarily blows from that direction toward his neighborhood. The thermal layers that currently happen here when the wind does not blow, at certain times of year, will still exist. That will not go away just because they have moved the buses to the other side of the building.

Ms. Rhonda Patnode of 487 Marlboro St. stated that it is a little more toward Marlboro St. and Eastern Ave. She continued that the street they live on is quite historic, as the oldest street in Keene, with the oldest house in Keene on it. It is a small, sleepy neighborhood that this business community is encroaching into. It is already noisy. She has had several contentious conversations with one of the other businesses in the area about a constant, high-pitched noise. She hears it when she gets up in the morning and can still hear it when she goes to bed at night if the windows are still open. She and others can hear traffic noise from Optical Ave., and she can hear other loud noises that come from the end of the street; she is not sure which business they are coming from. C&S Grocery turned the field that was down there behind the house into a parking lot. It is becoming a very industrial area, encroaching on a sleepy, quiet, historic street.

The road infrastructure, including the Optical Ave. extension that goes around to the big part of Optical Ave., is not built for those buses. She wants to know if the City will do something with that road, if this is approved, to make it a better road to accommodate the buses. Already, there are cracks and frost heaves. The narrow width barely carries two normal cars, never mind buses. In addition to the noises, she wants to mention the air quality. She and others notice smells from the pavement plant. She called the City a couple of times because she forgot the pavement plant was there, which is good, until they are making pavement, and then the whole neighborhood smells like asphalt. Having buses that she assumes will run on diesel will add to the issues regarding air quality and odors. It is “like a bowl” down there, because Marlboro St. sits up on a hill. Everything gets trapped in that, including the noises and smells, and comes right up to the neighborhood houses that are on top of the hill.

Ms. Patnode continued that finally, she wants to talk about the fact that so far, they have been talking about bus trips as just being the ones that bring children to and from school. However, schools have late buses, and buses are used for private functions like weddings, parties, trips to games, and more. The buses do work for City-sponsored functions, too, like Pumpkin Festival and others. This area is also used for many fundraising events and City events that bring a lot to Keene, like the Clarence De Mar race, the Four on the Fourth, and the Turkey Trot. This sleepy little neighborhood has a lot of activity. The more they put industry abutting the neighborhood, the more they diminish the neighborhood and the benefits it brings to the city and the residents who live there.

Steve Harfenist of 500 Marlboro St. stated that he has nothing against capitalism and business. He continued that the Zoning rules are the way they are for a reason. He has lived on Marlboro St. for about a decade, and he loves the neighborhood as it’s quiet. He can attest to the tar smell, which has been intense only a couple of times, so he does not worry about it. However, the asphalt plant is in a direct line from the neighborhood to this proposed business and on the other side, which means that if the neighborhood can smell the asphalt, they will be smelling the bus fumes. He appreciates that it is a quiet neighborhood, and that it usually smells nice. He worries about the particulate matter coming from diesel engines. Especially during the winter, they have issues when they have the inversion layer and all of the pollution is trapped down low. He has no problem with free enterprise; he just feels that this is not the place for this business. He works at an optics company in the north side of town, so he understands Optical Ave. and Keene’s remarkable history of optics, but he does not know if that was the intention. There are a ball bearing plant and C&S, but STA is a different type of business, in which engines will be operating at who knows what time of day. All the other businesses around shut down on Fridays, and the weekends are nice and quiet. Thus, he worries about what will happen with other types of transportation going on. In general, he is concerned that his neighborhood’s quality of life will go down and pollution will go up. They can come up with all sorts of ideas and rules, but he wonders who will police it when no one is looking. Buses might run up and down Marlboro St., with no one to stop them.

Shane Maxfield of 534 Marlboro St. stated that assuming his comments from the first meeting still stand on record, he will not repeat himself, but something he forgot to mention last time was that the whole area is snug right next to the highway, which just adds to all of the issues his neighbors have been talking about. He continued that a while ago, he sent in a photo of the

asphalt plant. He asked if there was a way to show that. The photo is typical of a summer day in the neighborhood. When the wind is not moving, the air sits in the big “bowl,” and when the wind is moving, it always seems like it is moving straight up Marlboro St. He would not like anything that adds to that.

Ken Bergeron stated that he has lived in the neighborhood for 56 years. He continued that he has seen the conditions go down and down. In the summer, there are tailgates coming down while picking up asphalt at the asphalt plant. In the winter, it is nice, and peaceful, with only the noise of traffic going up and down Rt. 101. It would be nice if they could keep it that way. If this proposal is approved, buses will start early in the morning, running and making noise at 6:00 AM. He does not think this is a good application for this part of town. He hopes the Board considers the neighborhood and the property values, which will go down. The newest neighbor moved in at the end of Marlboro St. on the left. Unfortunately, whoever represented the sellers did not notify the buyers that there would be a bike path ending right in the back of that house. The bike path is about 50-60 feet from his back door. Already, people occasionally walk down the bike path and back, which he thinks they are not supposed to be doing. The buses’ position on the property will not make any difference as far as the noise and pollution go.

Dr. Nora Traviss of 528 Marlboro St. stated that she is a scientist with an expertise in diesel exhaust assessment, which is ironic, since she came home from the weekend and found a note in her mailbox about how a diesel bus depot is potentially moving into the neighborhood. She continued that everyone’s concerns about air quality are well-founded. She could cite her own research but will instead cite research from the Journal of American Board of Family Medicine, which found that in the state of California, where they have a safe exposure level of five microgram per meter cubed, that diesel exhaust exposure directly resulted in 2,400 annual early deaths and 3,000 hospitalizations related to respiratory distress and cardiac stress, costing \$19 billion. There has been no such study in the state of New Hampshire, but there have been many studies in the scientific literature by the Occupational Safety and Health Administration (OSHA), the Environmental Protection Agency (EPA), the National Institute for Occupational Safety and Health (NIOSH), and many other Federal agencies, including the California Air Resource Board that has studied the harmful effects of diesel exhaust, and having student buses leads to that.

Dr. Traviss continued that she did a study with Symonds School about 10 years ago, because people at Symonds School were concerned about idling. Nobody followed the numerous anti-idling signs. The study found increased particulate matter inside and outside of the school, which led to some policy action from the principal to encourage better anti-idling at Symonds School. She herself is very concerned about, as other speakers have noted, who will enforce anti-idling for STA’s proposed use of the property. That would entail an undue hardship, which she believes the ZBA needs to consider, as well as the ordinances to protect the general welfare of the public. She will also point out that Keene’s Census tract is high on the social vulnerability index. The income per capita in the Census tract for this neighborhood is one of the lowest in the state, about 10-14% lower than the state’s average income and the national income. There are other social vulnerabilities with respect to the age of the residents, and this is all publicly available information from Healthy Monadnock Alliance, which helped write about social vulnerability. A public health priority is to help the two Census tracts in Keene that are most at risk, including the one all of the Marlboro St. residents live in. She asks the Board to consider that when they make

a decision. This neighborhood already has the most industry in its Census tract, and the points her neighbors are making are very valid. She asks the Board to think about not voting for this Variance, because she believes it puts an undue hardship on the residents. She realizes the Board has to consider the benefits of taxes being contributed to the City of Keene, but this Variance, this development, will not decrease residents' property taxes. They will be paying the same property tax while having worse quality air, more noise, and more traffic.

Nick Germana of 206 Baker St. stated that he lives a couple of blocks over from the area in question. He continued that he runs through there frequently, and sees a lot of foot traffic there, such as families with young children, runners, and people walking dogs. Thus, they are also talking about increased traffic in an area used for recreation, which is something for the Board to keep in mind. He is a State Representative, and this is part of his district. He serves on the House Environment and Agriculture Committee, and they are always concerned about cumulative impact of projects. They need to consider not just the impact of this project as it stands alone, because as they have heard from people in the area, there is a cumulative impact. When you add the noise, fumes, and smell to the existing impacts, it magnifies. It is the smell in addition to the fumes from the asphalt plant, and the noise in addition to the noise from the nearby highway. Regarding the impact on this community, he wants to reinforce some of the points Dr. Traviss made about the community that lives here. He does not think there are many other communities in Keene where they would be having this conversation, and he thinks that has a lot to do with what Dr. Traviss was referring to, regarding the demographics of this part of Keene. He asks the Board to use real caution and think about the cumulative impact on top of what residents in this part of Keene already deal with that people in other parts of the city do not have to deal with. He thinks Dr. Traviss made an excellent point about how their property taxes will not go down as a result of an addition like this to their neighborhood.

Councilor Michele Chalice of 25 Beech St. stated that she has a question for Mr. Clements. She asked if the City of Keene has any noise or air quality regulations that the Board should be considering, that could help inform a decision like this. She could email this question to staff if needed.

Chair Clough stated that he will allow Mr. Clements to answer. Mr. Clements stated that he is not aware of any air quality standards the City has. He continued that the City has a noise ordinance through the City Code of Ordinances, which he believes ends at 7:00 AM and starts back up at either 10:00 or 11:00 PM. That is enforced by the Keene Police Department.

Councilor Chalice stated that she believes the NH Department of Environmental Services (NHDES) has an air quality monitoring station along the rail trail up Water St. She asked if the City would have any recourse, should those numbers begin to increase to an unhealthy level, to a level the public deems unacceptable.

Chair Clough replied that he does not think the Board would have the purview to say something like that. Councilor Chalice asked if he means the Board cannot restrict the permissions granted in that way. Chair Clough replied that part of it is the fact that that location might not accurately reflect what "they are having over there." He thinks they are talking more about a micro area,

and yes, there is a monitoring station just off Water St. He is not sure this would be an accurate use of it.

Mr. Buckley stated that maybe Mr. Rennick can say whether STA has to get an air quality permit from NHDES for the other places where STA has a large number of buses parked. He continued that he is curious whether this has ever been an issue for STA in other parking situations so they can clarify how that might bear on the issue of controlling air quality in and around a bus parking facility.

Chair Clough stated that he will pause public comments from people in opposition, because this question has been asked multiple times and he will permit Mr. Rennick to answer.

Mr. Rennick stated that to his knowledge, STA does not have any air quality guidelines that they go by. He continued that STA has a bus terminal near the hospital in Peterborough, one near the fire station in Jaffrey, and one in Salem. They have large terminals. Currently, STA buses are parked in a school lot in Keene, backing up to Tanglewood, and there are laws that apply to the idling of STA's buses. If the temperature is 10 degrees or lower, there is no limit to the idling, but other than that, the law restricts the idling to between three and five minutes. The buses have systems that allow him to see exactly how long a bus has been running, how long it has been idling, where it stops, how many times the door opens, and so on and so forth. STA has policies and procedures in place on the buses themselves.

Mr. Buckley stated that when they do a follow-up of this hearing, he thinks it would be prudent for the Applicant to provide some details of these idling rules and regulations they have to follow, so that can be a part of the record. Chair Clough replied that he agrees. He asked if Mr. Rennick could do that. Mr. Rennick replied yes.

Chair Clough reopened the public hearing and asked for further comments.

Linda Chmielewski of Lorraine St. stated that she thinks it is already quite noisy in the area, with the Rt. 101 traffic and Eastern Ave. being used as a cut-through. She continued that she does not have anything to add that her neighbors have not already covered, regarding what she is against with the noise, the level of traffic, and the smell, but she wanted to be counted as someone else who is asking the Board to not approve this Variance.

Penny Bell of 511 Marlboro St. stated that a lot of her family members live at the Marlboro St. extension at 505, 508, 550, and 511 Marlboro St. She also owns 0 Marlboro St. She continued that she said a lot the last time she was here and still feels the same as she did then. She takes this very personally. This is a historic area. She lives in one of the oldest houses and owns two others that are also very old. Her question is who will govern this if, say, STA takes on the Monadnock school district in addition to Keene's and starts doing weekend events every week. She wonders what will happen if the ZBA approves this Variance and STA doubles in size. For example, if STA goes from something like 30 buses to 60 buses, she wants to know who will govern that. C&S doubled the size of its parking lot and doubled the amount of traffic. She wants to know if there were any stipulations there and if anyone governed that.

Ms. Bell continued that like many others here who own or work for business, she believes in free enterprise. However, the ZBA is in place for a reason. She wants to know who will be watching, if STA are not meeting the criteria, and who will monitor the situation and take action if STA decides to do something else. She also wants to know whether the buses shut off automatically or if someone is out there monitoring how long they run, because she does not believe that is going to happen. There is a lot involved here. Air quality is number one, but also the increased traffic, from the bus trips to Pumpkin Festival, weddings, and sporting events. She played sports all through high school in Keene, and sometimes they got home at 10:00 PM. The buses go back and forth to the schools for that. She questions who will monitor all of that. It is a big question she does not think they have an answer for.

Chair Clough asked if anyone else was in opposition. Hearing none, he asked to hear from members of the public in favor of the application. Hearing none, he invited the Applicant to respond.

Mr. Hansel stated that he thinks Mr. Rennick would be the best one to address the concerns about backup beeping and idling.

Mr. Rennick stated that the backup beepers are required by law. He continued that they are 90 decibel and they only run when a bus is backing into a parking space. They do “reverse parking,” which means they back into parking spaces and then pull out in the morning, so they do not have to back up at 6:30 or 7:00 AM. Usually, you will only hear the backup beeping when buses come back at 8:30 or 9:00 AM or when they come back between 4:30 and 5:15 PM. In terms of what they are currently doing, because they do charter trips and sports trips late at night, they pull the buses in, in a way that they can just turn them around in the morning. He currently does not let anyone back into the lot after 8:00 PM, because they are currently backing up to Tanglewood Trailer Park, in the school parking lot. Regarding the idling, the buses are all set up so that if the bus is idling for more than 4.5 minutes without the driver stepping on the brake or the gas pedal, it shuts the engine down automatically. Thus, the buses do not idle for more than 4.5 minutes.

Mr. Hansel stated that he would like to talk about some of the other points and give the people who are in attendance tonight an update on the status of the building. He continued that there has been a lot of interest, a surprising amount of interest, in occupying the building. They are moving one tenant in now and have another tenant that is very close. This building will be 100% occupied by the end of the year; he is very confident about that. He again puts out his offer for people who have an interest in what happens at this property to get in contact with him between meetings. He is happy to share his email address with anyone who wants to communicate with him and see what is going on. The owner is very interested in being a good neighbor and is interested in making sure that the uses there work well together and work well for the neighborhood. He thinks the use they are requesting here is very much in keeping with other uses that are allowed by right on this property. There is an old saying, “*The devil that you know is better than the one you don’t.*” It is very possible that there is a use that is allowed here by right that could end up in this part of the building and would have significantly more impacts than what they are proposing here, and there would be no public hearing, no opportunity to work with him and the owner and the tenant to develop that plan. It would just happen. He thinks the accommodations that the owner and the potential tenant have made here, moving the storage area

to the opposite side of the lot, is a significant concession. Operationally, it takes some strategy and some work to make that happen and facilitate that move, and he does not want to discount that. They have tried to accommodate and address some of the concerns voiced at this meeting and the last meeting.

Mr. Hansel continued that he would request another site visit, maybe with the other Board members who were unable to attend the previous one. It is beneficial to get boots on the ground on the site. He asked if Chair Clough would set up another site visit for the Board members who were not present, and he extends the invitation to any members of the public who wish to attend.

Mr. Hansel continued that the last point he wants to make is that this part of the building is well suited to heavier equipment use. It is high bay with drive-in doors. It has been used for that use in the past. If you look at the marketplace and conceivably who will be most interested in utilizing this 20% of the building, which makes up a small percentage of the overall footprint, it will be uses like the one that is being proposed. He would say the one being proposed is relatively “light duty” compared to what could be going in the space. Regarding the noise ordinance, when he was involved with the City government and was working on the noise ordinance, it was more directed at parties and trying to make sure there was a recourse for residents who were bothered by neighbors playing music late at night. He has personally never heard of the KPD showing up for trucks arriving at a facility at night. That happens all over the city. It happened at this facility, and right across the street when UPS was occupying the building there. Again, he thinks that with the team moving the buses and they're in-and-out movements as far away from the residents as possible, that is actually the best scenario. This could be something that has much less of an impact than another user of the site that is doing light manufacturing and would be running shifts per day, moving material in and out of the facility through the loading dock as much as possible. There are lots of things you could come up with. Again, he encourages everyone to reach out to him and work with him, on behalf of the owner. They thank people for taking an interest, and they are interested in working with them.

Chair Clough stated that since it has come up a couple of times, he would like to ask Mr. Rennick to reiterate the number of buses and the number of them that are diesel versus gasoline. Mr. Rennick replied that they currently have 38 buses in the fleet. He continued that ten park at different locations other than on the property. They have seven gas vans, and the rest are diesel.

Mr. Buckley asked if the Applicant could agree to a cap on the total number of buses that would be using that as the transportation center. He continued that to clarify, he means parked on a regular basis. He understands that some buses for handicapped students are parked at drivers' home locations. Mr. Rennick replied yes and no. He continued that they need to have enough parking for all of the buses. Right now, the whole fleet is parked at the parking lot where they currently are, because STA only runs four or five buses for summer school, so the whole fleet is in for maintenance and storage during vacations and summer.

Mr. Buckley asked Mr. Rennick to reiterate how many vehicles are diesel. Mr. Rennick replied 27 out of 38. He continued that he understands the concern about diesel, and he gets the scientific portion of it. However, you have to remember that the amount of time these buses will be idling in a parking lot is far less than they are travelling on the roads with anywhere from 30

to 50 children on a bus for an hour at a time. There is diesel running for all of this time that children are on the buses, so the amount of time the children are on a bus with diesel will be far less than sitting in a parking lot, starting up, and going.

Mr. Buckley stated that he knows that the EPA and DES were implementing a clean diesel program for some school buses. He asked if any of the STA buses are clean diesel. Mr. Rennick replied yes that all the STA buses are clean diesel.

Chair Clough asked the Applicant to confirm that they would like to postpone the hearing. Mr. Hansel replied yes that he requests that the Board postpone the hearing until a larger portion of the Board is present.

Mr. Buckley stated that under RSA 674:33 VIII, they need to get an affirmation in writing from the Applicant that they have waived the time for “timely action.” He continued that the RSA gives the Board 90 days from the receipt of the application to approve or disapprove the application. It is a good idea to have the Applicant waive that requirement in writing. Mr. Hansel replied that he is happy to do that as a follow-up to the Zoning Administrator. Mr. Clements replied yes that staff can work with the Applicant to get that in writing. He continued that the “date, time, and location certain” would be August 3, at 6:30 PM, in Council Chambers at 3 Washington St.

Mr. Buckley made a motion to continue this matter to the next meeting of the Zoning Board of Adjustment on August 3, 2026, at 6:30 PM, which will be preceded by a site visit at 5:30 PM. Mr. Guyot seconded the motion, which passed by unanimous vote.

Mr. Clements noted that for the site visit to happen, a quorum of Board members will need to be present.

- b. ZBA-26-7: Petitioner, Nathan Kaarto, on behalf of the owner, 434 - 440 Winchester St., LLC, requests a Variance, for property located at 44 Winchester St., Tax Map # 115-004-000-000 and is in the Commerce Limited District. The Petitioner is proposing to replace an existing roadside sign that is 14 feet tall with a 15 foot tall sign, per Article 10.8 of the Zoning Regulations.**

Chair Clough introduced ZBA-26-7 and asked to hear from staff. He continued that since there are only three Board members present tonight, Mr. Kaarto could ask for a postponement until the full Board is present. Mr. Clements replied that he suggests they go through the staff introduction and the Applicant’s presentation, and then the Applicant can decide if he would like to continue and let the Board deliberate, or if he would like to continue the hearing to August as well. Chair Clough agreed.

Mr. Clements stated that the subject property is an existing 2.23-acre site located on the east side of Winchester St., approximately 1,400 feet south of the NH Rt. 101/Winchester St. roundabout. He continued that the property is part of a cluster of car dealerships that share the street access point along Winchester St. The site contains an existing car dealership, Fairfield Kia. The dealership is currently undergoing a comprehensive redevelopment project with a brand-new building that is approximately 15,000 square feet inside. That includes maintenance facilities and

associated site improvements, including flood compensation and drainage improvements. This project is part of a comprehensive rebranding, a refresh for the Kia dealership that incorporates architectural and signage upgrades. The purpose of the application is to seek a Variance from Section 10.8 of the Land Development Code (LDC) to permit a free-standing sign to be 15 feet in height where 14 feet is normally permitted. The existing sign is 14 feet in height. The Applicant can give the details, but apparently the Kia brand signage only comes in a size of 10 feet or 15 feet.

The Staff Report includes the surrounding properties and their zoning designations. Uses that surround the subject parcel include car dealerships to the north and south, a package partial distribution operation the east, and a car wash and convenience store across the street to the west. The Staff Report includes the Purpose Statement for the Commerce Limited District as well as the dimensional requirements for the district, including a 100-foot front setback, 100 feet of road frontage, 100 feet of building width, and a rear setback of 20 feet, which would 50 feet if it were adjacent to a residential district, which this is not.

Mr. Clements continued that the Staff Report also includes what a “free-standing sign”, which is the kind of sign they are talking about tonight: *“A sign primarily supported by a structure affixed to the ground and not supported by a building, including signs supported by one or more columns, poles, or braces placed upon the ground.”* A free-standing sign is regulated based on the zoning district in which it is located. Table 10-9 regulates the height of the sign itself, the area of the sign, and the pedestal the sign is placed on. The Code refers to that pedestal as the “sign structure.” The height of the sign itself as well as the height of the sign structure are regulated in this table based on the district it is located in. For example, in the Downtown Transition, neighborhood, business, and office districts, the maximum height of the sign in this table is read as eight feet for the sign structure itself and six feet for the sign that is placed upon the structure. The Code also has an allowance for if it is within the first half of the front yard setback, those are the dimensional requirements. If it is placed anywhere deeper into the site than that, it is allowed greater height for both the sign structure and the sign itself. In the Commerce Limited District, the regulations do not differentiate between the sign structure and the sign itself. It takes a single, total measurement for the height of the sign, which is 14 feet within the first half of the front yard setback, and up to 18 feet if you are any deeper into the site. Practically speaking, within 50 feet of the front property line it can be 14 feet tall, and anywhere past those 50 feet, it can be 18 feet tall. The purpose of the application this evening is for the 15-foot, free-standing sign within the first 50 feet of the front yard setback, where normally a 14-foot sign is permitted.

Mr. Clements continued that staff is not recommending any obvious conditions related to this application if the Board is inclined to approve the request this evening.

Chair Clough asked if the Board had questions for Mr. Clements. Hearing none, he asked to hear from the Applicant.

Nathan Kaarto stated that he is a Project Manager with Hunter Construction, and he is representing Fairfield Kia. He continued that Mr. Clements did a great job describing the Variance they are applying for. Hunter Construction has been contracted to build the new Kia

dealership that is currently under construction. The new Kia dealership sits quite a bit further back even than the current Kia dealership. With building any car dealership, including in this case, you have to follow the branding guidelines. That includes signage. The existing Kia sign is 14 feet from grade; that does not include the base. He has printouts of what the new, branded sign would look like. It would be 15 feet from base. It would be a replacement in kind, so it would go into the exact same location. Kia's program only offers a road-front sign that is 10 feet, 15 feet, 20 feet, or even larger. If they could buy a 14-foot sign, they would. The owner's concern about a 10-foot sign is that already, the existing Kia sign looks rather small compared to the signs of other businesses in the area. It kind of hides behind the dealership in front of it. The new building will be set quite a ways back, so if they were to move the sign past the 50 feet from roadside to be able to go up to 18 feet per the regulations, then there would be no sign by the street and the dealership would be far back, essentially at the end side of the GMC dealership.

Mr. Kaarto continued that he knows the LDC's regulation is for height, but for what it is worth, the existing sign is 86 square feet, and the new Kia sign will only be 75 square feet. It is narrow, 5 feet wide by 15 feet tall. The existing Kia sign is 9 feet wide at the top with a 5-foot base. The new sign might even look smaller than the current one. That concludes his presentation, but he has printouts for the Board if they want those.

Chair Clough asked Mr. Kaarto to go through the five Variance criteria. Mr. Kaarto replied that he does not have his application with him. Mr. Clements replied that he will give Mr. Kaarto a copy of the application Mr. Kaarto submitted to the City.

1. *Granting the Variance would not be contrary to the public interest.*

Mr. Kaarto stated that their reasoning is there an existing Kia sign that is 14 feet tall and 5 feet wide at the bottom, 9 feet wide at the top emblem. He continued that replacing that with a 15-foot tall, 5-foot wide sign would increase the height by one foot, but the overall surface square footage would not change, or would actually be less than the current sign. This minor change would not have any public health, safety, or welfare impact. They do not see any neighborhood character impact. It would add to the character, as it is a much nicer-looking sign.

2. *If the Variance were granted, the spirit of the Ordinance would be observed.*

Mr. Kaarto stated that the new sign would go in the location of the existing sign, not affecting life safety, street congestion, or any other dangers.

3. *Granting the Variance would do substantial justice.*

Mr. Kaarto stated that Kia only offers certain sizes of signs and their signs must be used at a Kia dealership. He continued that these options are 15 feet tall or 10 feet tall, or taller. The new dealership will sit much further off the road than the existing one, so they want to have the most adequately sized sign to promote the dealership on the street. Having a much smaller sign than they already have would certainly compromise notification to the public of the new dealership, resulting in potential loss of customers for the owner. The proposed sign being one foot taller but

narrower than the existing one will not harm the public, but street advertising for the owners' new building will significantly decrease if they are required to use a 10-foot sign.

4. *If the Variance were granted, the values of the surrounding properties would not be diminished.*

Mr. Kaarto stated that the new sign matches the new Kia branding and looks nice. He continued that they think this would improve value to the neighboring properties. The new sign would not impede any abutters' view.

5. *Unnecessary Hardship*

A. *Owing to special conditions of the property that distinguish it from other properties in the area, denial of the variance would result in unnecessary hardship because*

i. *No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property.*

Mr. Kaarto stated that it would create unnecessary hardship because the size of the proposed sign is only slightly taller than the zoning requirement and might actually appear smaller than the existing sign. He continued that there are neighboring properties with much taller and bigger signs, which already hide the existing Kia sign. Going to a smaller sign would make this even more dramatic. Also, with the widening of Winchester St. they will already be limited with their ability to advertise vehicles at the roadside. A smaller sign would make their ability to advertise even worse.

and

ii. *The proposed use is a reasonable one.*

Mr. Kaarto stated that if Kia offered a 14-foot sign, Fairfield Kia would install it. He continued that however, the only choices from Kia are 10 feet or 15 feet, and they would greatly appreciate the allowance of the 15-foot sign. The new sign has equal or less square footage than the existing one.

Chair Clough asked if the Board had questions. Mr. Buckley asked Mr. Clements what the proposed improvement to Winchester St. is, regarding the widening, and when that project is expected to be completed. Mr. Clements replied that the subject property currently has an easement owned by the City along its frontage to accommodate the Winchester St. widening project. He continued that it is in the Capital Improvement Program (CIP). The City recently completed all its necessitated eminent domain work for the project, and he does not know exactly when it is scheduled to start, but it is sooner rather than later, within the next three to five years at the latest. He is not sure if it will be happening at the same time as the Downtown Infrastructure Project.

Mr. Buckley stated that he is looking at the site plan in the packet, which he assumes is the site plan that the Planning Board approved for this site. He continued that he assumes the site plan incorporates whatever additional setbacks there are from the improved widening of Winchester St. What he is driving at is he does not want the City to be in a position where they approve a new sign and then all of a sudden it has to be moved due to the widening of Winchester St. He assumes that is not an issue here. Mr. Clements replied that is correct. He continued that the Fieldstone page in the agenda packet is the improved site plan that incorporates the comprehensive redevelopment that they were talking about at the top of this application. It shows the 25-foot right-of-way that he was talking about, intended to be used as part of the Winchester St. project. The existing sign, where this new sign is proposed, is outside of that right-of-way.

Mr. Guyot stated that he has a question for Mr. Clements, regarding abutters' signs. He continued that the Applicant stated that there are several larger signs on abutting properties. He asked if Variances were granted to those abutters. Mr. Clements replied that he does not know off the top of his head. He continued that the Sign Code allows for new sign copy to be installed on existing signs without the need of a sign permit and without the need to remove non-conforming signage and replacement. He believes some legal non-conforming signage is located along this way. Most of this part of Winchester St. is zoned as Commerce Limited, which is effectively car dealership zoning. That use along Winchester St. has been long practiced, so he would not be surprised if some of those signs have existed for 30 or 40 years or more.

Mr. Buckley stated that he would like to know if the Applicant is going to ask the Board for a continuation, given that only three members are present, or if he is prepared to proceed with a Board of only three, knowing that he needs a unanimous vote to approve the proposed Variance. Chair Clough replied that that was going to be his next question. He asked Mr. Kaarto what he would like to do. Mr. Kaarto replied that he is comfortable continuing with the three Board members.

Chair Clough stated that the public hearing is open and anyone who wishes to speak in opposition or in favor of this application is welcome. He continued that seeing no members of the public wishing to speak, he will close the public hearing and ask the Board to deliberate.

1. Granting the Variance would not be contrary to the public interest.

Mr. Buckley stated that he agrees that granting the Variance would not be contrary to the public interest, and he would point out that the bulk of this sign is diminished in its aesthetic appearance. He continued that the new sign will be nicer than the current concrete one.

Mr. Guyot stated that he agrees with Mr. Buckley. He continued that the mass of the new sign will be perceived as less and might be less measurement-wise. He thinks the aesthetic aspects of it make it less intrusive to sightlines.

2. If the Variance were granted, the spirit of the Ordinance would be observed.

Mr. Buckley stated that he agrees, as it is basically the addition of one foot. He continued that that does not do violence to the purposes of the Ordinance and therefore, the spirit of the Ordinance will be observed.

Mr. Guyot stated that he agrees. He continued that again, the overall perceived mass of the new sign will be much less than the existing sign, and there will be no infringement on sightlines, in his opinion. He drives by the area frequently, so he has a good sense.

3. *Granting the Variance would do substantial justice.*

Mr. Buckley stated that the theory with this criterion is to weigh the burden on the applicant versus the burden on the purposes of the ordinance, and in this instance, granting the Variance would do substantial justice, because the Applicant has an existing relationship of a corporate nature that requires the use of certain signs with certain dimensions, and he will lose the ability to have a decent sign comparable to the existing one if he does not follow what in effect is a requirement imposed by the franchise agreement.

Mr. Guyot stated that he would add that from a competitive standpoint, coming into the auto strip of Keene with a smaller sign could potentially put the Kia dealership at a disadvantage to its competitors. Chair Clough replied that he agrees.

4. *If the Variance were granted, the values of the surrounding properties would not be diminished.*

Mr. Buckley stated that this is the car dealership area of the city. He continued that this is not a residential area hard up against an industrial area, like they heard in the prior agenda item, so it is a different set of circumstances. He does not think there would be a diminishment due to a higher sign that is more aesthetically pleasing and has less bulk than the current sign.

Mr. Guyot stated that he is not an automotive marketing expert, but he thinks they have all read reports about why auto dealerships group themselves. He continued that auto dealerships see that as an advantage for their marketing. Thus, he does not see any harm to granting this Variance. It may actually increase the value of this property because of the signage being on a competitive basis, and it certainly will not hurt the others, because they tend to want to group together like this. Chair Clough replied that he agrees.

5. *Unnecessary Hardship*

A. *Owing to special conditions of the property that distinguish it from other properties in the area, denial of the variance would result in unnecessary hardship because*

i. *No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property.*

Mr. Buckley stated that the special conditions here, consistent with the Harborside case, arise from the property itself. He continued that it has an existing sign of a dimension and bulk that is

almost the same as the new one being proposed, but the new one will have less bulk and be more aesthetically pleasing. Due to the nature of the dealership and its corporate relationship to the franchise operation, Fairfield Kia is required to achieve certain limited sign dimensions. If they had to change, they would have to put their sign in the middle of a parking lot at a much higher height, and they would be much farther away from the street. He thinks that consistent with the Harborside case, the special conditions do arise out of the property itself and therefore a hardship does exist to justify granting the Variance.

Chair Clough and Mr. Guyot replied that they agree.

Mr. Buckley made a motion to approve ZBA-26-07 to permit a 15-foot free-standing sign where a 14-foot sign is normally permitted per Section 10.8 of the Zoning Ordinance, as shown in the application and supporting materials received on June 12, 2026, with no conditions.

Mr. Buckley asked if it was an internally lit sign. He continued that he assumes the existing one is not internally lit. Mr. Kaarto replied that the letters are not internally lit, but there is some backlighting on the edge of the sign and on the edge of the word "Kia." Mr. Buckley asked if it is correct that the new sign will be different in that the current one had no lighting other than exterior lighting projecting onto it. Mr. Kaarto replied that is correct. Mr. Buckley asked if it is correct that the new one would have some internal lighting, but not external lighting. Mr. Kaarto replied yes.

Mr. Guyot seconded the motion.

1. *Granting the Variance would not be contrary to the public interest.*

Met with a vote of 3-0.

2. *If the Variance were granted, the spirit of the Ordinance would be observed.*

Met with a vote of 3-0.

3. *Granting the Variance would do substantial justice.*

Met with a vote of 3-0.

4. *If the Variance were granted, the values of the surrounding properties would not be diminished.*

Met with a vote of 3-0.

5. *Unnecessary Hardship*

A. *Owing to special conditions of the property that distinguish it from other properties in the area, denial of the variance would result in unnecessary hardship because*

- i. *No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property.*

and

- ii. *The proposed use is a reasonable one.*

Met with a vote of 3-0.

The motion to approve ZBA-26-7 passed on a vote of 3-0.

Mr. Buckley stated that with regards to ZBA-26-7, he makes a motion for the ZBA to find that there are facts that they discovered as a result of the public hearing, supporting granting this Variance. Two of the most important facts would be:

1. The bulk of the sign that is being proposed is smaller in general dimensions and thus, aesthetically, the bulk of the sign has less impact on the surrounding area.
2. The particular franchise arrangement between Kia and this franchisee dictates that the only reasonable sign that can be placed in this location rather than in a location in the parking lot area is the 15-foot sign dictated by the franchise agreement.

Mr. Guyot seconded the motion, which passed by unanimous vote.

4. Staff Updates

5. New Business

a) Annual City Council Report

Chair Clough stated that he will consult with staff about the ZBA's annual report to the City Council.

6. Adjournment

There being no further business, Chair Clough adjourned the meeting at 8:05 PM.

Respectfully submitted by,
Britta Reida, Minute Taker

Reviewed and edited by,
Corinne Chaisson, Clerk

59 OPTICAL AVE.
ZBA 26-5



Petitioner requests a Variance to permit a space for dispatch, office, bus storage and routine maintenance where this use is not permitted per Article 6.3.5 of the Zoning Ordinance.

STAFF REPORT – CONTINUED PUBLIC HEARING

ZBA-26-5 – USE VARIANCE – STUDENT TRANSPORT OPERATIONS CENTER – 59 OPTICAL AVE

Request:

Petitioner, JP Irving, LLC, of Concord, NH., requests a Variance, for property located at 59 Optical Ave., Tax Map # 241-006-000-000 and is in the Industrial Park District. The Petitioner is requesting a Variance to permit a space for dispatch, office, bus storage and routine maintenance where this use is not permitted, per Article 6.3.5 of the Zoning Regulations.

Background:

The Zoning Board of Adjustment opened the public hearing for this application on June 1, 2026. Based on testimony received during the public hearing, the Board voted to continue the application to July 6, 2026. Since then, the applicant has amended the proposed location of the bus parking area from the east side of the property to the west side of the property.



Fig 1: Aerial of 59 Optical Ave outlined in yellow.

The initial application materials can be found in the Zoning Board of Adjustment agenda packet for the June 1, 2026 meeting on the City website. The applicant has submitted an updated site plan and additional narrative describing the proposed changes. An approved site plan from May 22, 1979 and two-lot subdivision plan recorded on October 18, 1996 have also been included in the packet for reference.

STAFF REPORT – CONTINUED PUBLIC HEARING

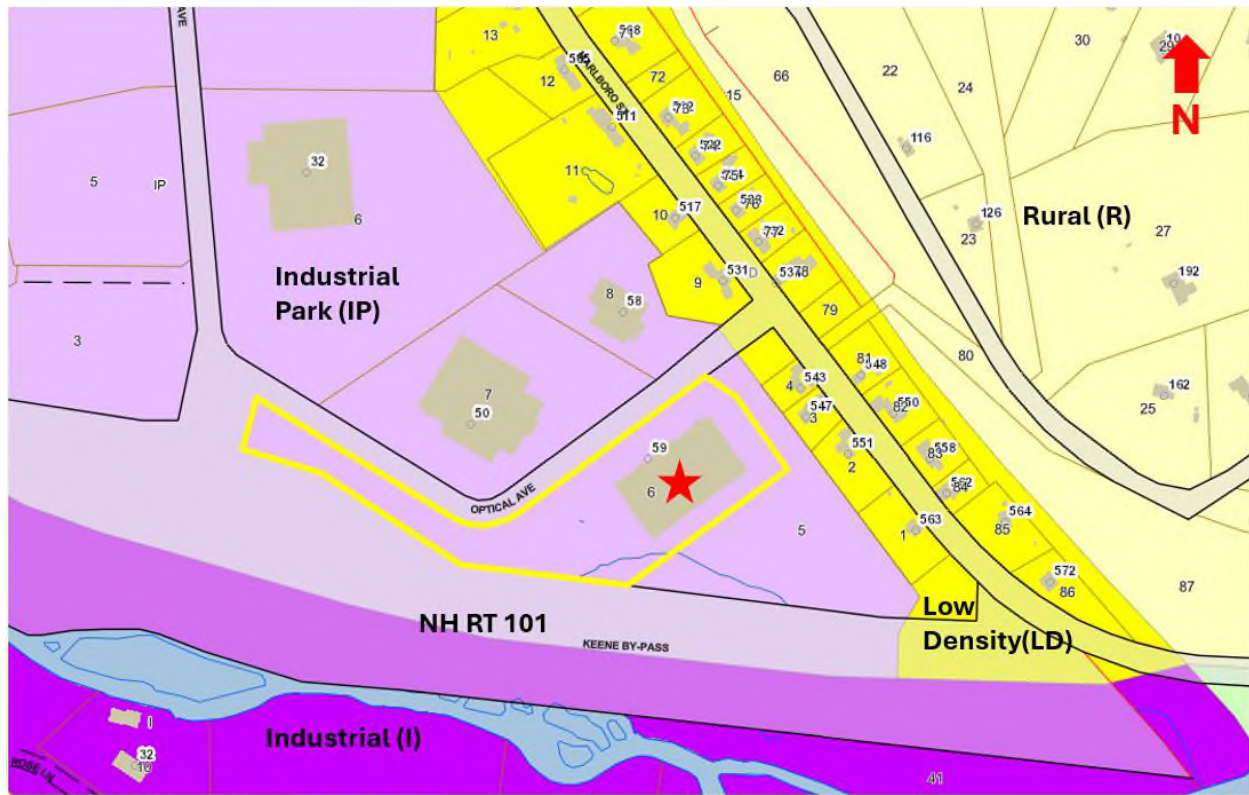


Fig 2: 59 Optical Ave outlined in yellow with surrounding zoning districts.

Surrounding Uses:

North: Industrial Light

South: NH Route 101

East: Single-family Residential

West: Industrial Light, Undeveloped

Application Analysis: The following is a review of the relevant sections of the Zoning Ordinance and how they impact the subject property:

6.3 Industrial Park – The Industrial Park (IP) District is intended to provide for relatively low-intensity manufacturing and research and development firms that are employee intensive, clean in nature, and promote an attractive industrial park environment. Service operations and sales activities are excluded from this district, except for minor sales that may be accessory to the primary use. All uses in this district shall have city water and sewer service.

STAFF REPORT – CONTINUED PUBLIC HEARING

6.3.5 Permitted Uses

COMMERCIAL USES		SECTION
Office	SE	8.3.2.V
Research and Development	P	8.3.2.AA
INSTITUTIONAL USES		SECTION
Day Care Center	P	8.3.3.C
INDUSTRIAL USES		SECTION
Data Center	P	8.3.5.C
Industrial, Light	P	8.3.5.E
OPEN SPACE USES		SECTION
Conservation Area	P	8.3.6.C
INFRASTRUCTURE USES		SECTION
Solar Energy System (Small-Scale)	P ¹	8.3.7.A
Solar Energy System (Medium-Scale)	CUP	8.3.7.B
Solar Energy System (Large-Scale)	CUP	8.3.7.C
Telecommunications Facilities	P ¹	8.3.7.E

P = Permitted
 P¹ = Permitted with limitations per Article 8.
 SE = Permitted by Special Exception
 CUP = Permitted by Conditional Use Permit

8.3.2.W Office – Defined. An establishment that engages in the processing, manipulation, or application of business information or professional expertise, which may or may not offer services to the public. An office is not materially involved in the fabricating, assembling, warehousing or on-site sales of physical products for the retail or wholesale market, nor engaged in the repair of products.

8.3.2.AM Vehicle Repair Facility – Minor – Defined. A facility that offers minor repairs and services to passenger vehicles, light and medium trucks, and other consumer motor vehicles (e.g. motorcycles). Minor vehicle services or repairs may include, but are not limited to: lubrication services; minor scratch and repair; glass repair or replacement; replacement of systems for cooling, electrical, fuel and exhaust; brake adjustments; tire replacements; and, wheel servicing, alignment, and balancing. Minor repair work does not include replacement of engines or transmissions, or major body work.

Use Standards:

- All making of repairs, except emergency repairs, shall be conducted entirely within a building sufficiently insulated to confine noise, flashing, fumes and odors to the premises.
- Buildings and all accessory structures shall not be closer than 20-ft to the side and rear lot lines.
- No display of merchandise or outside storage of vehicles, vehicle parts or equipment shall be permitted within the required front and side yard setbacks.
- The retail sales of motor vehicles to the general public on site is limited to 4 vehicles in any consecutive 12-month period.

STAFF REPORT – CONTINUED PUBLIC HEARING

8.3.5.F Outdoor Storage Yard – Defined. The storage of equipment, vehicles, machinery, or materials as the principal use of land.

9.4.4 Parking Lot Screening – Perimeter Landscape Area - If an on-site parking lot is visible from the public right-of-way and/or is located adjacent to a residential zoning district, a perimeter landscape area shall be established along the full length of the edge(s) of the parking lot that is adjacent to the public right(s)-of-way and to parcels located in a residential zoning district, with the exception of areas designed for pedestrian and vehicular access into the parking lot. This perimeter parking lot landscape area shall be improved as follows.

1. The perimeter parking lot landscape area shall be at least 8-ft in depth, measured from the edge of the parking area.
2. A minimum of 1 shade tree shall be provided for every 30-lf of perimeter parking lot landscape area.
 - a. Ornamental trees may be substituted for shade trees at a 2:1 ratio.
 - b. Trees may be spaced linearly on center, or grouped to complement an overall design concept.
3. One evergreen shrub shall be planted for every 3-lf of perimeter area length. Shrubs may be varied in placement, rather than linearly spaced, but the total number of shrubs planted must equal 1 shrub per 3-lf. Shrubs must be at least 3-ft in height at maturity, and have a minimum spread of 2-ft. Shrubs are not required to be planted within 4-ft of a tree.
4. The remainder of the perimeter parking lot landscape area shall be landscaped and designed as one or more of the following installations.
 - a. 60% of the area outside of the required shrub cover massing (measured at maturity) shall be planted with a combination of perennials, ornamental grasses, and/or groundcover plants. The remaining areas shall be mulch, or another permeable landscape surface.
 - b. A solid fence or wall constructed from wood, brick, or masonry (shall not be concrete block) that is a minimum of 4-ft to a maximum of 6-ft in height, located at the furthest point of the landscape area from the public right-of-way. Any portion of the fence or wall that exceeds 4-ft shall be semitransparent or transparent.
 - i. Up to 30% of the total length of such wall may be designed as a seating wall. The minimum wall height does not apply to seating areas included in the wall.
5. If the area of the parking lot abutting a residential zoning district is an existing woodland, a 25-ft woodland buffer may be left in lieu of a perimeter landscape area.
6. The Planning Board may approve an alternative design for screening of parking lots from public rights-of-way as part of a site plan review, if they determine the proposed design generally meets the intent of this Article.

STAFF REPORT – CONTINUED PUBLIC HEARING

Suggested Conditions and Draft Motion:

If inclined to approve this request, the Board may wish to consider reasonable conditions such as:

1. The parking area for the buses shall be adequately screened from the public right-of-way and all abutting properties in accordance with the perimeter landscaping requirements of section 9.4 of the Land Development Code.
2. All vehicle maintenance besides washing shall be conducted indoors.
3. Vehicle idling shall not be permitted before 7am.
4. No more than ten (10) vehicles shall idle at a time.
5. Prior to occupancy, the tenant/owner shall meet with Public Works and the Industrial Pre-Treatment Coordinator to identify any required upgrades for wastewater handling necessitated by the use.
6. A Spill Prevention & Mitigation Plan shall be submitted for review and approval by the Community Development Department.
7. All required building, fire, and operational permits shall be obtained.
8. Any additional noise and vibration mitigation the Board deems appropriate.

“Approve ZBA-26-5 to permit a transportation operations center use per section 6.3.5 of the zoning regulations as shown in the application and supporting materials received on May 5, 2026 and revised on June 23, 2026 with the following conditions.”

06/22/2026

Richard Clough
Chair, Keene Zoning Board of Adjustment
City of Keene
3 Washington Street, Keene, NH 03431

Re: ZBA-26-5 — JP Irving, LLC (Petitioner) / 59 Optical Ave., Tax Map #241-006-000-000

Dear Chair Clough and Members of the Board,

I am writing to follow up on the ZBA hearing held June 1, 2026 regarding ZBA-26-5, in which JP Irving, LLC requested a variance to permit dispatch, office, bus storage, and routine maintenance at 59 Optical Ave. Thank you for the Board's time and consideration.

At the hearing several nearby residents raised concerns about bus parking and related impacts. We listened carefully and have revised our site plan to move the bus parking area to the opposite side of the lot, a location more than 500 feet from the nearest residential property line. We believe this change directly addresses the neighbors' primary concern about proximity and visibility of parked buses.

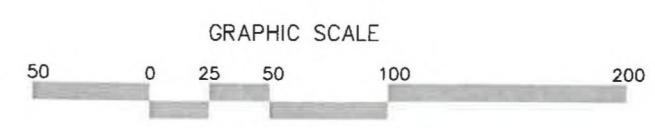
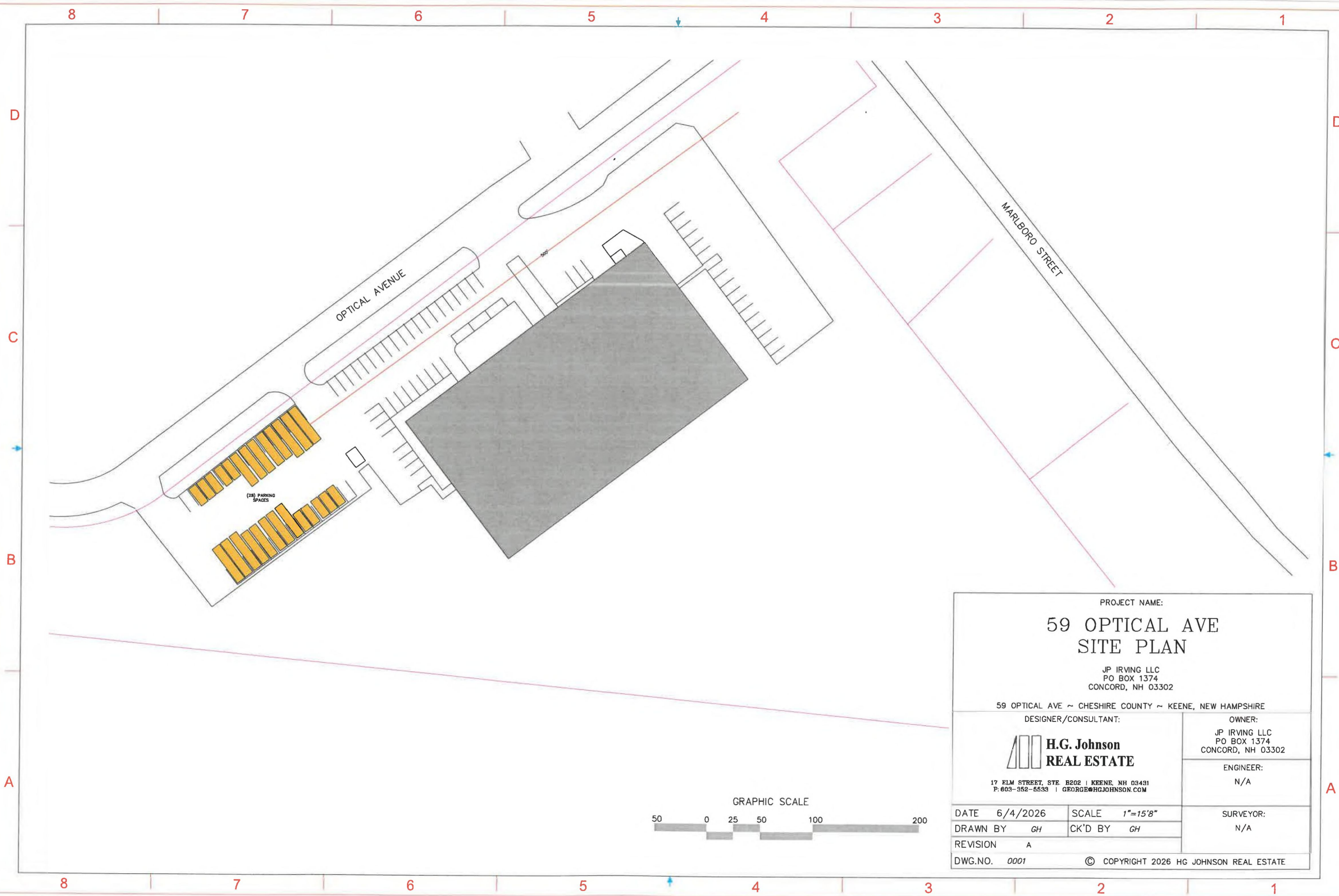
I also want to clarify a point of potential confusion that arose during the meeting regarding traffic impacts. In accordance with ITE methodologies and New Hampshire Department of Transportation (NHDOT) guidance, a development may result in a change in vehicular operations if the addition of site trips would increase peak hour traffic volumes at an intersection by 100 vehicles or more. In general, traffic increases less than this threshold could be attributed to the fluctuation of vehicles due to driver patterns that occur during the day, on different days of the week, or different months of the year. At the hearing a "rule-of-thumb" figure was quoted as "100 trips per day," which understates the rule's intended metric and may have given the impression that our proposed use was closer to the threshold for significant impact than it actually is. In fact, the vehicle trips expected from this operation are substantially below the ITC peak-hour threshold.

To aid the Board in evaluating our revised application, we have attached to this letter the revised parking/location plan showing the relocated bus area.

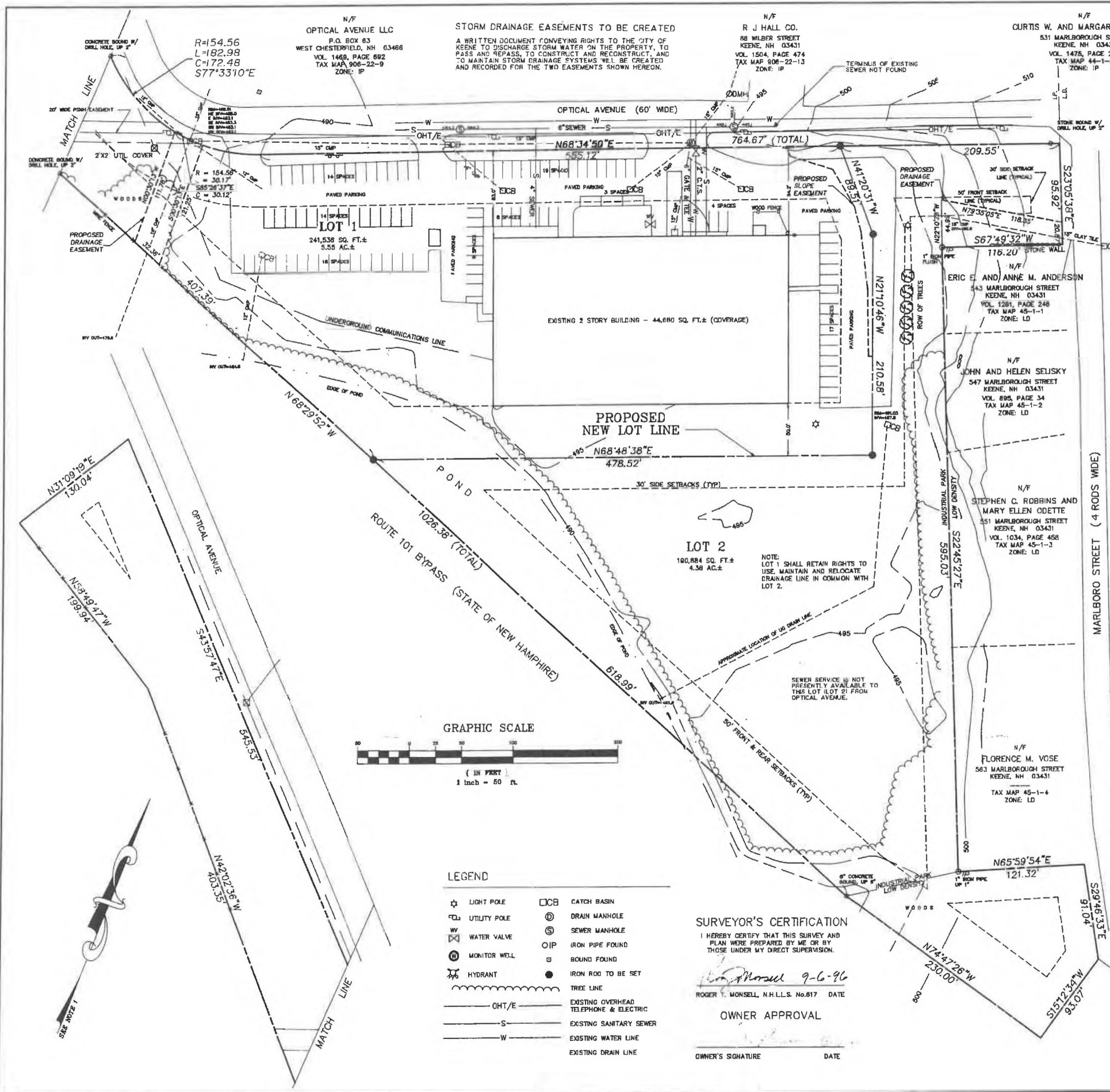
Thank you for your attention. Please let me know if the Board would like additional information or revised drawings prior to deliberation.

Sincerely,

George Hansel/GH Johnson Real Estate
On behalf of JP Irving, LLC



PROJECT NAME: 59 OPTICAL AVE SITE PLAN		
JP IRVING LLC PO BOX 1374 CONCORD, NH 03302		
59 OPTICAL AVE ~ CHESHIRE COUNTY ~ KEENE, NEW HAMPSHIRE		
DESIGNER/CONSULTANT:  H.G. Johnson REAL ESTATE 17 ELM STREET, STE. B202 KEENE, NH 03431 P: 603-352-5533 GEORGE@HGJOHNSON.COM		OWNER: JP IRVING LLC PO BOX 1374 CONCORD, NH 03302
DATE 6/4/2026 DRAWN BY GH REVISION A DWG.NO. 0001		ENGINEER: N/A SURVEYOR: N/A
SCALE 1"=15'8" CK'D BY GH © COPYRIGHT 2026 HG JOHNSON REAL ESTATE		



ZONING REQUIREMENTS

LOT 1	MINIMUM LOT AREA REQUIRED	4 ACRES
	LOT AREA PROVIDED	5.55 ACRES
	MAXIMUM % BUILDING COVERAGE	25% (62,133 SQ. FT.)
	% BUILDING COVERAGE PROVIDED	18% (44,880 SQ. FT.)
	MAXIMUM % IMPERMEABLE SURFACES	70% (173,873 SQ. FT.)
	% IMPERMEABLE SURFACES PROVIDED	42% (102,046 SQ. FT.)
	MINIMUM FRONTAGE REQUIRED	50'
	MINIMUM FRONTAGE PROVIDED	>1000'
	MINIMUM PARKING REQUIRED	
	OFFICE	8826 SF
	INDUSTRIAL	48244 SF
	FUTURE WAREHOUSE	5800 SF
	58370 SF GFA	
	PARKING PROVIDED (CURRENT)	134 SPACES
	(WITH LOT 2 DRIVEWAY)	103 SPACES
LOT 2	MINIMUM LOT AREA REQUIRED	4 ACRES
	LOT AREA PROVIDED	4.38 ACRES
	MAXIMUM % BUILDING COVERAGE	25% (45,998 SQ. FT.)
	% BUILDING COVERAGE PROVIDED	0%
	MAXIMUM % IMPERMEABLE SURFACES	70% (128,788 SQ. FT.)
	% IMPERMEABLE SURFACES PROVIDED	3% (5,538 SQ. FT.)
	MINIMUM FRONTAGE REQUIRED	50'
	MINIMUM FRONTAGE PROVIDED	209.55'

MAP REFERENCES:

- BOUNDARY SURVEY, MPB CORPORATION, 58 OPTICAL AVENUE, KEENE, NH, PREPARED FOR MACMILLAN COMPANY, SCALE: 1"=50', DATED: JANUARY 5, 1995, PREPARED BY T.F. MORAN, INC. AS RECORDED ON MAY 11, 1995 IN CABINET 11, DRAWER 9, NO. 205 AT THE C.C.R.D.
- SITE PLAN, MPB CORPORATION, 58 OPTICAL AVENUE, KEENE, NH, PREPARED FOR MACMILLAN COMPANY, SCALE: 1"=60', DATED: JANUARY 9, 1995, PREPARED BY T.F. MORAN, INC.

GENERAL NOTES:

- THE BASIS OF BEARING FOR THIS SURVEY IS PER MAP REFERENCE 1, ALONG THE 1026.38 FOOT LONG SOUTHERLY LINE OF THE PARENT TRACT SHOWN HEREON.
- THIS SURVEY AND PLAT ARE BASED ON A TOTAL STATION SURVEY WITH A CLOSURE OF GREATER THAN 1:15,000.
- THE PURPOSE OF THIS SURVEY AND PLAT IS TO PROVIDE A TWO LOT SUBDIVISION OF THE PARCEL SHOWN AS DEPICTED ON MAP REFERENCE 1, AND TO DEFINE THE DRAINAGE EASEMENTS SHOWN.
- TOPOGRAPHY SHOWN HEREON IS COMPILED BASED ON ACTUAL FIELD OBSERVATIONS MADE IN THE COURSE OF THIS SURVEY. CONTOUR INTERVAL IS FIVE (5) FEET. DATUM IS REFERENCED TO MAP REFERENCE No. 2.
- THIS PARCEL DOES NOT LIE WITHIN THE 100 YEAR FLOOD ZONE, PER FEMA/FIRM COMMUNITY PANEL NO. 330623-0010-A PANEL 10 OF 13.
- CORNERS OF PARKING AREAS WERE PHYSICALLY LOCATED IN THE COURSE OF THIS SURVEY, AND PARKING SPACES WERE COMPILED FROM OTHER SOURCES.
- REFERENCE IS MADE TO AN EASEMENT FROM PHEILMO PRECISION PRODUCTS, INC. TO PUBLIC SERVICE CO. OF NEW HAMPSHIRE AND NEW ENGLAND TELEPHONE AND TELEGRAPH RECORDED IN VOL. 884, PAGE 218 AT THE C.C.R.D.
- THE BOUNDARIES SHOWN HEREON ARE TAKEN FROM MAP REFERENCE NO. 1.
- SOILS THROUGHOUT THE SITE ARE LISTED AS A 528A CAESAR LOAMY SAND 0-3% SLOPES AS SHOWN IN SOILS SURVEY OF CHESHIRE COUNTY, NH.
- THIS PARCEL LIES WITHIN THE INDUSTRIAL PARK ZONE.
- NO ACCESS TO LOT 2 PERMITTED FROM MARLBORO STREET.
- OWNER OF RECORD:

THIS IS A COPY OF AN APPROVED SUBDIVISION PLAN SIGNED BY THE CHAIRMAN OF THE CITY OF KEENE PLANNING BOARD, AND RECORDED IN THE CHESHIRE COUNTY REGISTRY OF DEEDS ON 10/18/96

FINAL
S-12-96

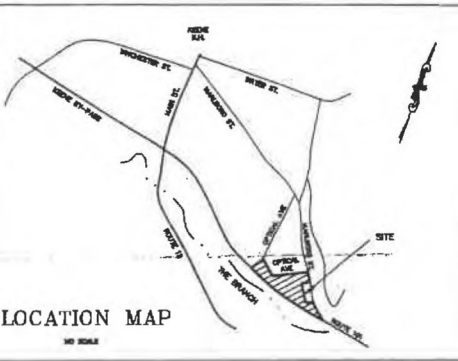
MPB CORPORATION
BOX 547
KEENE, NH 03431
VOL. 1504, PAGE 474
TAX MAP 906-22-32
ZONE: IP
TOTAL AREA = 9.93 AC. ±
PER MAP REF No.1

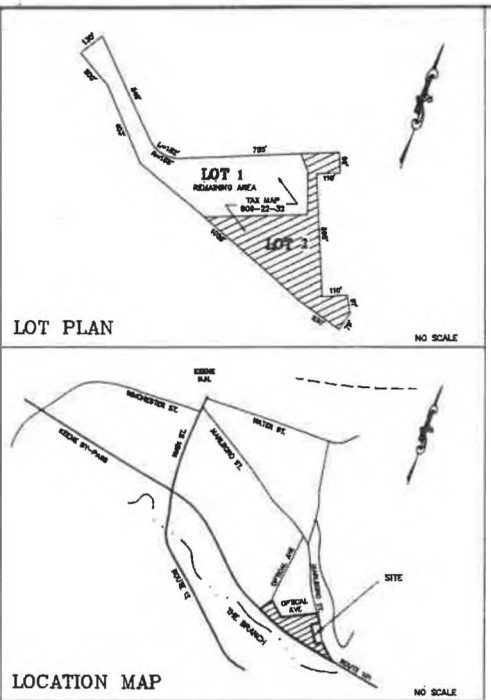
TWO LOT SUBDIVISION OF KEENE TAX MAP PARCEL #906-22-32 KEENE, NEW HAMPSHIRE	
PREPARED FOR MPB CORPORATION PRECISION PARK P.O. BOX 547 KEENE, NEW HAMPSHIRE 03431	
CHA CLOUGH, HARBOUR & ASSOCIATES, LLP ENGINEERS, SURVEYORS, PLANNERS & LANDSCAPE ARCHITECTS 11 KING COURT, KEENE NH 03431	
DATE: JUNE 27, 1996	SCALE: 1"= 50'
PROJ: 4871	SHEET 1 OF 2

NO.	REVISION	BY	DATE
1.	REVISION LOT LINE, PARKING	R.J.H.	8/17/96
2.	PLANNING BOARD REVISIONS	R.J.H.	8/17/96
3.	NOTES, GRAPHIC REVISIONS	R.J.H.	8/17/96

DATE: JUNE 27, 1996 SCALE: 1"= 50' PROJ: 4871 SHEET 1 OF 2

APPROVED BY THE CITY OF KEENE
PLANNING BOARD ON: _____ DATE _____
CHAIRPERSON: _____
SECRETARY: _____

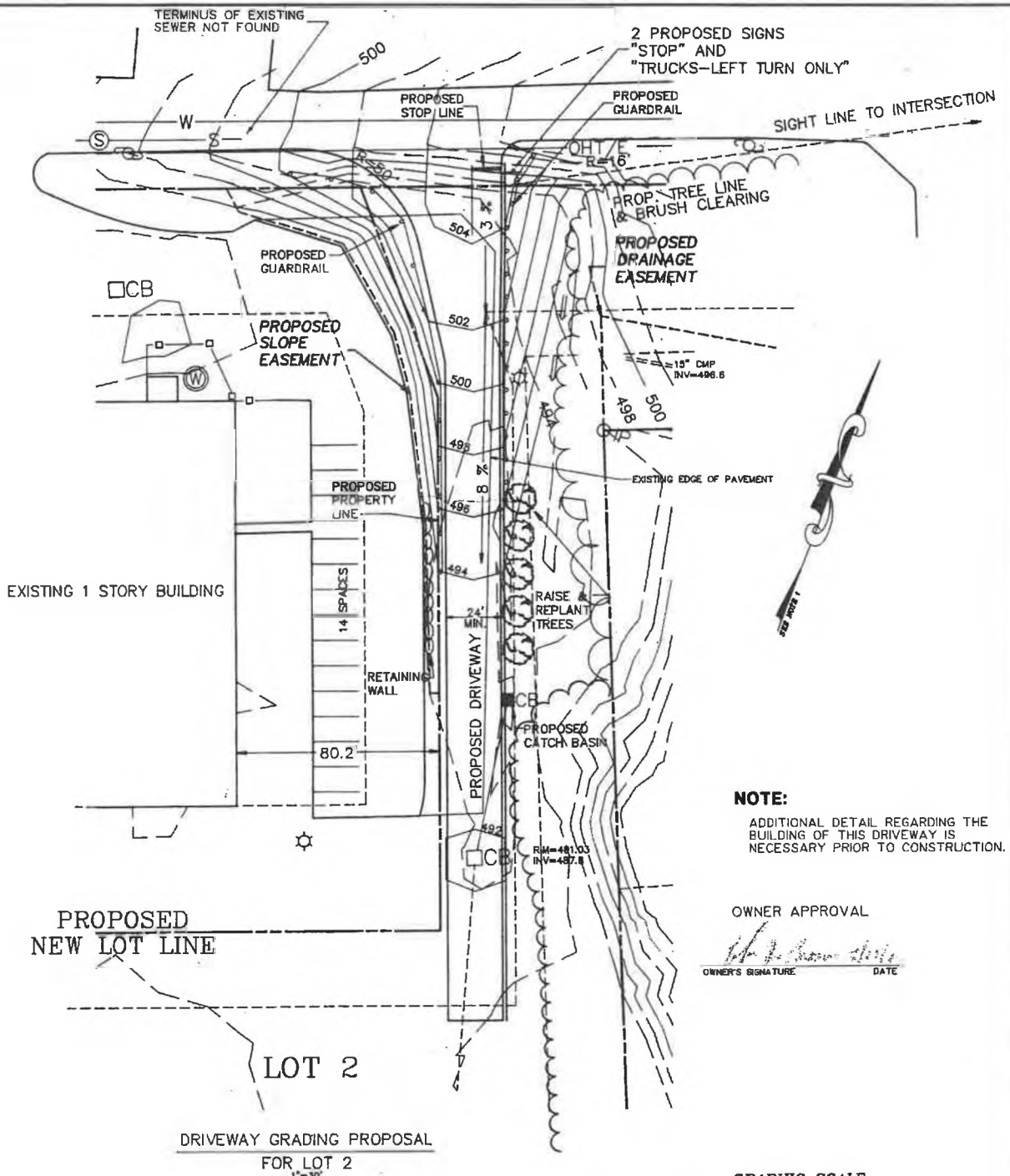
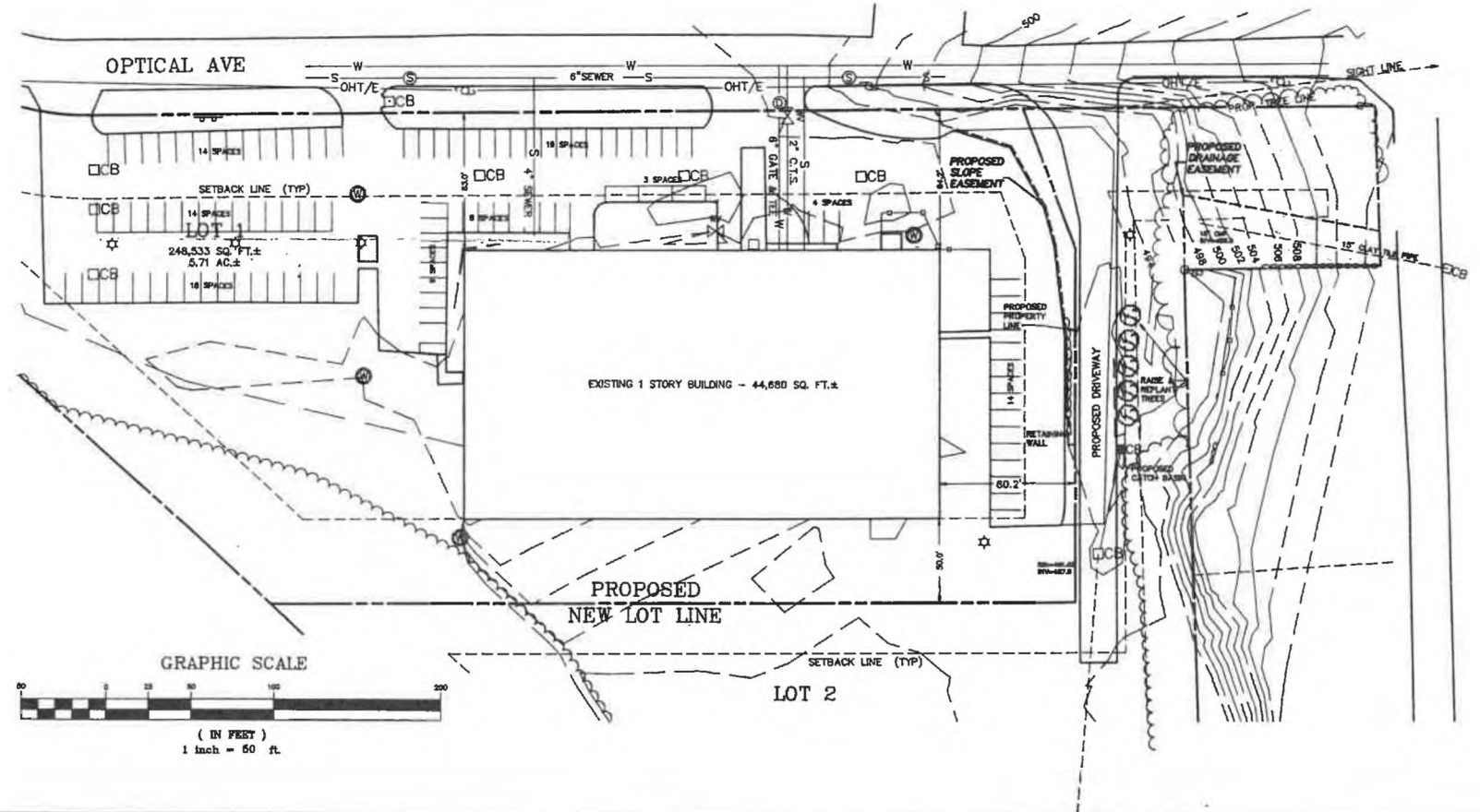




APPROVED BY THE CITY OF KEENE
PLANNING BOARD ON: _____
CHAIRPERSON: _____
SECRETARY: _____

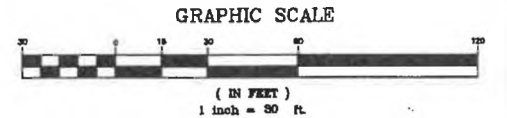
- MAP REFERENCES:
- BOUNDARY SURVEY, MPB CORPORATION, 50 OPTICAL AVENUE, KEENE, NH, PREPARED FOR MACMILLAN COMPANY, SCALE: 1"=50', DATED: JANUARY 5, 1985, PREPARED BY T.F. MORAN, INC. AS RECORDED ON MAY 11, 1985 IN CABINET 11, DRAWER 9, NO. 205 AT THE C.C.R.D.
 - SITE PLAN, MPB CORPORATION, 50 OPTICAL AVENUE, KEENE, NH, PREPARED FOR MACMILLAN COMPANY, SCALE: 1"=80', DATED: JANUARY 9, 1985, PREPARED BY T.F. MORAN, INC.
 - TWO LOT SUBDIVISION OF KEENE TAXMAP PARCEL #906-22-32, PREPARED FOR MPB CORPORATION, 50 OPTICAL AVENUE, KEENE, NH, DATED: JUNE 26, 1986, REVISED AUGUST 8, 1986, PREPARED BY CLOUGH, HARBOUR & ASSOCIATES, LLP.
- GENERAL NOTES:
- THE BASIS OF BEARING FOR THIS SURVEY IS THE 1026.38 FOOT LONG SOUTHERLY LINE OF THE PARENT TRACT SHOWN HEREON.
 - THIS SURVEY AND PLAT ARE BASED ON A TOTAL STATION SURVEY WITH A CLOSURE OF GREATER THAN 1:15,000.
 - THE PURPOSE OF THIS SURVEY AND PLAT IS TO PROVIDE A DRIVEWAY PLAN FOR LOT 2 AS SHOWN ON MAP REFERENCE 3.
 - TOPOGRAPHY SHOWN HEREON IS COMPILED BASED ON ACTUAL FIELD OBSERVATIONS MADE IN THE COURSE OF THIS SURVEY. COUNTER INTERVAL IS FIVE (5) FEET. DATUM IS REFERENCED TO MAP REFERENCE No.2.
 - THIS PARCEL DOES NOT LIE WITHIN THE 100 YEAR FLOOD ZONE, PER FEMA/TIRM COMMUNITY PANEL NO. 330023-0010-A PANEL 10 OF 13.
 - CORNERS OF PARKING AREAS WERE PHYSICALLY LOCATED IN THE COURSE OF THIS SURVEY, AND PARKING SPACES WERE COMPILED FROM OTHER SOURCES.
 - REFERENCE IS MADE TO AN EASEMENT FROM PNEUMO PRECISION PRODUCTS, INC. TO PUBLIC SERVICE CO. OF NEW HAMPSHIRE AND NEW ENGLAND TELEPHONE AND TELEGRAPH RECORDED IN VOL. 884, PAGE 216 AT THE C.C.R.D.
 - THE BOUNDARIES SHOWN HEREON ARE TAKEN FROM MAP REFERENCE NO. 3.
 - SOILS THROUGHOUT THE SITE ARE LISTED AS A 528A CAESAR LOAMY SAND 0-3% SLOPES AS SHOWN IN SOILS SURVEY OF CHESHIRE COUNTY, NH.
 - THIS PARCEL LIES WITHIN THE INDUSTRIAL PARK ZONE.
 - NO ACCESS TO LOT 2 PERMITTED FROM MARLBORO STREET.

- LEGEND
- | | | | |
|-----|--------------|-----|--|
| ☆ | LIGHT POLE | □CB | CATCH BASIN |
| ○ | UTILITY POLE | ⊙ | DRAIN MANHOLE |
| W | WATER VALVE | ⊙ | SEWER MANHOLE |
| ⊙ | MONITOR WELL | ○IP | IRON PIPE FOUND |
| ⊙ | HYDRANT | ⊙ | BOUND FOUND |
| ⊙ | | ● | IRON ROD TO BE SET |
| --- | OHT/E | --- | TREE LINE |
| --- | S | --- | EXISTING OVERHEAD TELEPHONE & ELECTRIC |
| --- | W | --- | EXISTING SANITARY SEWER |
| --- | | --- | EXISTING WATER LINE |
| --- | | --- | EXISTING DRAIN LINE |



NOTE:
ADDITIONAL DETAIL REGARDING THE BUILDING OF THIS DRIVEWAY IS NECESSARY PRIOR TO CONSTRUCTION.

OWNER APPROVAL
OWNER'S SIGNATURE _____
DATE _____



DRIVEWAY PLAN

TWO LOT SUBDIVISION

OF KEENE TAX MAP PARCEL #906-22-32
KEENE, NEW HAMPSHIRE

PREPARED FOR
MPB CORPORATION

PRECISION PARK
P.O. BOX 547
KEENE, NEW HAMPSHIRE 03431

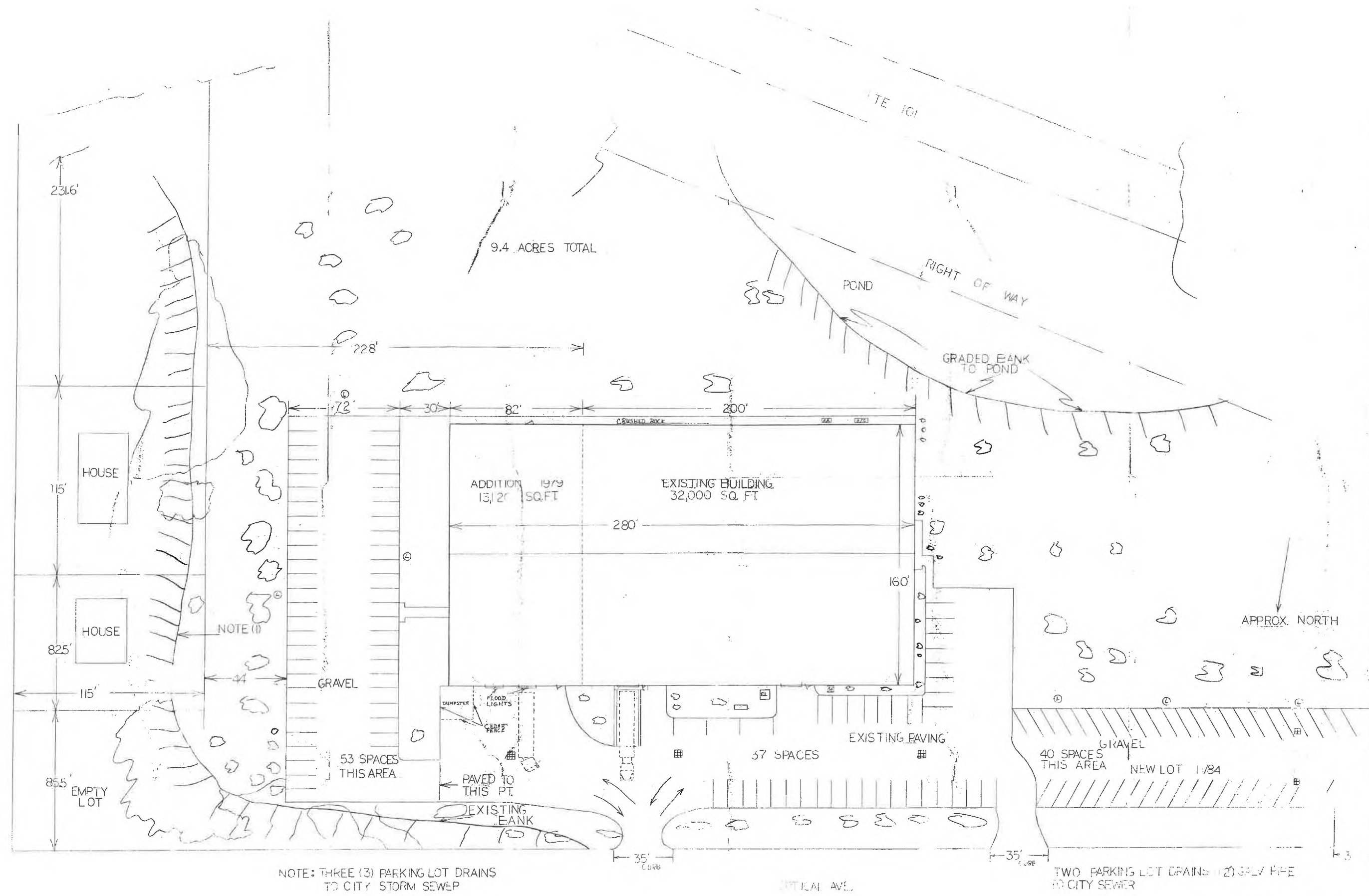
CLOUGH, HARBOUR & ASSOCIATES, LLP
ENGINEERS, SURVEYORS, PLANNERS
& LANDSCAPE ARCHITECTS
11 KING COURT, KEENE, NH 03431

DATE AUGUST 1986 SCALE VARIES PROJ. 4871 SHEET 2 OF 2

S-12-96

G
F
E
D
C
B
A

MARLBORO STREET



NOTE: ELEV. BANK APPROX. 15'-20' ABOVE PARKING LOT

PRESENT NO. OF EMP. 78-1979
PROJECTED- 100

516.499 Revised (292)

UNLESS OTHERWISE SPECIFIED				DRAWN BY	
DECIMALS				CHECKED	
XX ±				PROJECT	
XXX ±				ENGR.	
ANGULAR ±				APPROVED	
FINISH ✓				DATE ISSUED 5-22-99	
BREAK SHARP EDGES				SCALE 1" = 20'	
MILE LOG TO: 101				JOB#	
NOTICE: THIS DRAWING INCLUDING ALL SUBJECT MATTER, EXCEPTS CONFIDENTIAL INFORMATION OF PNEUMO PRECISION, INC. AND IS LOANED WITH THE UNDERSTANDING THAT IT WILL NOT BE USED FOR ANY PURPOSE EXCEPT THAT ON WHICH LOANED UNLESS WRITTEN PERMISSION IS OBTAINED BY THE OWNER AND THAT IT SHALL BE RETURNED UPON DEMAND.				PNEUMO PRECISION, INC. Precision Park Pawnee, N.H. 03257	
TITLE				EXPANSION SITE PLAN	
DRAWING NO.				SHEET OF	

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31 MILL RD.
ZBA-26-8



Petitioner requests relief from the front setback per Article 3.1.2 of the Zoning Regulations.

STAFF REPORT

ZBA-26-8 – VARIANCE– GARAGE FRONT YARD SETBACK, 31 MILL RD

Request:

Petitioner, Hilary Harris, on behalf of the owners, Patrick and Brittney Allen, requests a Variance, for property located at 31 Mill Rd., Tax Map # 239-031-000-000 and is in the Rural District. The Petitioner is proposing to replace the existing entryway and shed with a connector to a new garage with an accessory dwelling unit in the front setback, per Article 3.1.2 of the Zoning Regulations.

Background:

The subject property is an existing 1.5 acre parcel located on the western side of Mill Rd at the end of the road. The property contains an existing ~1,300 sq. ft. single family residence built in 1941, driveway, and associated site improvements. The residence is located almost entirely within the front yard setback. The property is characterized by an area of steep slopes to the rear of the residence as well as wetlands and surface water protection buffer areas. Lastly, approximately two thirds of the parcel is subject to a National Grid utility easement.



Fig 1: Aerial of 31 Mill Rd outlined in yellow with red star

The purpose of this application is to seek a Variance to permit an attached garage addition to be located 34 ft from the front property line where 50 ft is normally required. The proposed garage addition will be ~ 800 sq. ft. and attached to the western façade of the existing single family residence. The proposed garage is intended for storage on the first floor and a future accessory dwelling unit on the second floor.

STAFF REPORT

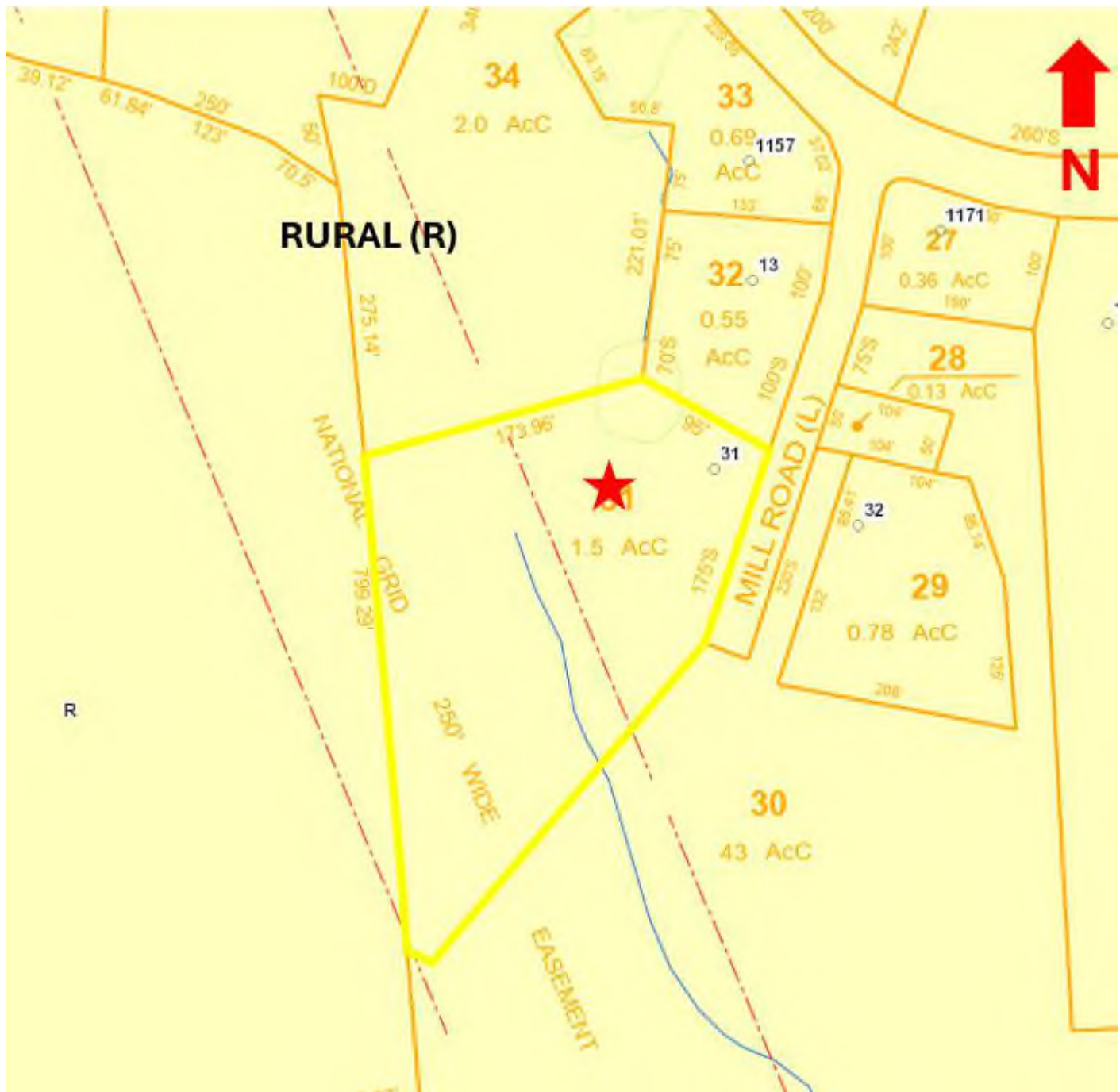


Fig 2: 31 Mill Rd outlined in yellow with red star with surrounding zoning districts

Surrounding Uses:

North: Single-family residential

South: Undeveloped

East: Single-family residential

West: Single-family residential

STAFF REPORT

Application Analysis: The following is a review of the relevant sections of the Zoning Ordinance and how they impact the subject property:

3.1.1 Purpose: The Rural (R) District is intended to provide for areas of very low density development, predominantly of a residential or agricultural nature. These areas are generally outside of the valley floor, beyond where city water, sewer and other city services can be readily supplied.

3.1.2 Dimensions & Siting:

Min Lot Area	2 acres
Min Lot Width at Building Line	200 ft
Min Road Frontage	50 ft
Min Front Setback	50 ft
Min Rear Setback	50 ft
Min Side Setback	50 ft

11.1 Purpose: The purpose of the Surface Water Protection Overlay District is to:

1. Protect the functions and values of surface waters and, in particular, the buffers associated with these resources, which reduce the rate and volume of runoff;
2. Prevent the loss or degradation of natural stormwater storage, infiltration and conveyance capacity within the city;
3. Prevent water quality deterioration associated with stormwater runoff;
4. Maintain the health and holding capacity of natural surface and ground waters; and,
5. Protect the quality and connectivity of wildlife habitat and corridors.

11.3 District Defined:

- A. **District Boundary.** The Surface Water Protection Overlay District is an area of land buffering all surface waters, which include perennial and seasonal streams, lakes, ponds, wetlands and wetland complexes, vernal pools, fens and sloughs.
- B. **Surface Water Buffer.** The Surface Water Protection Overlay District buffer area is measured on a horizontal plane from either the top of the bank of a stream, or the ordinary high water mark of a river, or the reference line of a lake or pond, or the delineated edge of a wetland or change in soil type.
 1. In the Rural, Agriculture, and Conservation Zoning Districts, the Surface Water Protection District is a 75-ft wide buffer.
 2. In all other zoning districts, the Surface Water Protection District buffer is 30-ft wide.

STAFF REPORT

11.5 Permitted Uses:

- M. Construction of new or expansion of existing single-family or two-family dwellings and associated accessory structures on lots that legally existed at the time this Overlay District was first adopted, provided that the following criteria are met. The Zoning Administrator shall be responsible for determining whether these criteria are met.
1. It is not feasible to place the structure on a portion of the lot that is located outside of the Surface Water Protection Overlay District.
 2. The structure is set back as far as reasonably possible from the edge of the surface water.
 3. Applicable erosion control measures are in place prior to and during construction.
 4. Any disturbance to the surrounding buffer area is repaired and restored upon completion of construction.
 5. A minimum 30-ft buffer is maintained from surface waters in lots in the Rural, Conservation, and Agriculture Zoning Districts, and a 10-ft buffer is maintained from surface waters in all other zoning districts.
 6. Any alteration to a surface water is made in accordance with all applicable state and federal laws, administrative rules, and regulations.

The subject parcel legally existed prior to the adoption of the Surface Water Protection Overlay, which was adopted in 2013. The proposed location for the garage takes into account the surface water ordinance's goal of maintaining a 30 ft buffer between land disturbance and the edge of the surface water.

Suggested Conditions and Draft Motion:

"Approve ZBA-26-8 to permit an attached garage addition to be located 34 ft from the front property line where 50 ft is normally required per section 3.1.2 of the zoning regulations as shown in the application and supporting materials received on July 9, 2026 with no conditions."



Notice of Public Hearing

A meeting of the Keene Zoning Board of Adjustment will be held on **Monday, August 3, 2026, at 6:30 PM** in the 2nd Floor Council Chambers of City Hall, 3 Washington St, Keene, NH 03431 to conduct a hearing on the following petition.

ZBA-26-8: Petitioner, Hilary Harris, on behalf of the owners, Patrick and Brittany Allen, requests a Variance, for property located at 31 Mill Rd., Tax Map # 239-031-000-000 and is in the Rural District. The Petitioner is proposing to replace the existing entryway and shed with a connector to a new garage with an accessory dwelling unit in the front setback, per Article 3.1.2 of the Zoning Regulations.

Why am I receiving this notice?

You are receiving notice of this hearing as an abutter to, or owner of, property within 200-ft of the subject parcel. Please be advised that this may be the only notice you will receive, and the nature of the proposal may change in scope.

Where can I find the application materials?

Materials for this application are available for public review in the Community Development Department on the 4th floor of City Hall between the hours of 8:00 am and 4:30 pm. The agenda packet is typically posted on the Zoning Board of Adjustment webpage (keenenh.gov/zoning-board-adjustment) one week before the meeting.

How can I provide my feedback?

Written comments in the form of a letter can be mailed to or dropped off in the City of Keene Community Development Department on the 4th Floor of City Hall. Letters can also be emailed to communitydevelopment@keenenh.gov or dropped off in person and will be accepted up until 3:00 pm on the day of the meeting.

Can I attend the meeting?

Yes, you have the right to attend the meeting and provide your feedback on the proposal. If you are unable to attend in person, you can view a livestream of the Zoning Board of Adjustment meeting on the City of Keene website and YouTube channel, barring any technical difficulties.

How can I follow along with this project?

You are encouraged to review any future agendas for updates on the status of this and other applications on the Board webpage. All decisions made by the Zoning Board of Adjustment are posted under the "Actions" section of their webpage the next business day. If you have any questions, please contact the Community Development Department at (603) 352-5440.

Record No: ZBA-26-8

CD-Zoning Application

Status: Active

Submitted On: 7/9/2026

Primary Location

31 MILL RD.

KEENE, NH 03431

Owner

ALLEN PATRICK & BRITTANY LIVING TRUST

MILL RD 31 KEENE, NH 03431

Project Information

Please provide the following basic information about your project

Your Relationship To This Project*

Authorized Agent

Project Name* 

31 Mill Road ADU/Garage Addition

Is this an Appeal of a Land Use Decision?* 

Yes

Decision Authority 

Zoning Board of Adjustment

[Click here for notice list instructions.](#)

Number of Parties on Notice List* 

12

Would you like the City to print mailing labels for you? 

yes

Short Project Description (1-2 sentences)* 

Removal of existing porch/mudroom entry and sheds with the addition of a new mudroom/connector to a new garage with an ADU above the garage.

Authorized Agent

No Authorized Agent ?

☐

Agent Name*

Hilary Harris

Agent Company ?

Agent Mailing Address*

367 Main Street

Agent Mailing City*

Keene

Agent Mailing State*

New Hampshire

Agent Mailing Zip*

03431

Agent Phone* ?

3038450469

Agent Email*

hilary@ligningrp.com

Is the Authorized Agent a licensed or certified
designed professional?*

Yes - Architect

NH Professional License Number*

03804

Property Information

Please select the current use of the property. If the use is changing or a new principal use is being added, please check the box below and select the proposed use.

Change of Use Proposed ?

☐

Previous or Existing Rural (R) District Uses* ?

—

Does the Property Contain Multiple Principal
Uses (Existing)?*



—

The following questions are related to allowable building coverage and impervious surface coverage on the property. If the project includes increasing lot coverage, please check the box below and fill out the proposed coverage information.

New Building and/or Impervious Surface
Coverage



Total Lot Area (square feet)*

—

☐

Existing Building Coverage in Square Feet

—

Existing Impervious Coverage in Square Feet

—

Zoning Relief Categories

Please use the pull down tab below to select the application type you wish to submit to the Zoning Board of Adjustment.

Type of Zoning Relief Requested*

Variance

Zoning Ordinance Section Seeking Relief From

Please provide the section of the Zoning Ordinance (Articles 2-19 of the Land Development Code) that a Variance is being sought for. If multiple Variances are being sought, please cite each section separately. [Open this link to view the Land Development Code](#)

LDC Article Reference* ?

Article 3.1 Rural (R)

LDC Section Reference* ?

Section 3.1.2 Dimensions & Siting

Variance Questionnaire

Zoning variances are intended to address unnecessary hardships or practical difficulties resulting from the strict application of the Zoning Regulations. The purpose of the variance process is to provide a narrowly limited means by which relief may be granted from the unforeseen applications of the Zoning Regulations. As the applicant, please provide as much information as possible on how your proposal meets the requirements of each criteria.

Has this Variance been Sought for this Property
Before?*

No

Is this an Extension Request?*

No

The five criteria are listed below. An explanation of each criteria is included in the Variance Criteria Narrative section on the next page as well as a field to explain how the application meets each criteria.

Five Variance Criteria:

1. Granting The Variance Would Not Be Contrary To The Public Interest
2. If The Variance Were Granted, The Spirit Of The Ordinance Would Be Observed
3. Granting The Variance Would Do Substantial Justice

4. If The Variance Were Granted, The Values Of The Surrounding Properties Would Not Be Diminished

5. Unnecessary Hardship. Owing To Special Conditions Of The Property That Distinguish It From Other Properties In The Area, Denial Of The Variance Would Result In Unnecessary Hardship Because, No Fair And Substantial Relationship Exists Between The General Public Purposes Of The Ordinance Provision And The Specific Application Of That Provision To The Property

Variance Criteria Narrative

Please use the space provided below to explain how your application meets each of the criteria. An explanation for each criteria is located below the field.

1. Granting The Variance Would Not Be Contrary To The Public Interest Because:*

The proposed garage with accessory living unit above is not contrary to the public interest. The addition is residential in use and character, consistent with the existing structure and surrounding neighborhood. The setback at issue was imposed after the principal structure was constructed; the addition encroaches less within the road setback than the existing building. The proposal does not affect light, air, or privacy for abutting properties beyond the existing condition, does not increase traffic or parking demand, and maintains adequate fire separation from neighboring structures. Granting the variance will not alter the essential character of the neighborhood or threaten public health, safety, or welfare.

The application must demonstrate that the proposal does not do harm to the public interest. Harm, in this instance means, that the variance will alter the essential character of the neighborhood or threaten the health, safety, or general welfare of the public.

2. If The Variance Were Granted, The Spirit Of The Ordinance Would Be Observed Because:*

The subject property is located in the Rural (R) District. Per LDC § 3.1.1, the Rural District is intended to provide for areas of very low density development, predominantly of a residential or agricultural nature, generally located outside the valley floor, beyond where city water, sewer, and other city services can be readily supplied. The District's dimensional standards, including the 50-foot front setback at issue (LDC § 3.1.2), implement this purpose by controlling the density and intensity of development in areas without full municipal services, and by keeping structures set back from the road to preserve traffic safety and the open, rural character of the streetscape.

The proposed garage with living unit above is consistent with this purpose:

Density and services. The addition remains residential in use and does not increase the density of development in a manner inconsistent with the Rural District's "very low density" character. The property is located outside areas served by city water and sewer, consistent with the character the Rural District is intended to preserve, and the addition does not introduce a new connection to municipal services or otherwise increase the intensity of use of the land beyond what the existing single-family residential use already entails.

Traffic safety and sight distance. The property fronts on a dead-end road, which carries only local traffic generated by the small number of homes on that road, with no through-traffic. The concern a front setback is principally designed to address — maintaining safe sight distance and reaction space along a traveled way — is minimal in this setting. The addition does not add a new curb cut or otherwise change vehicular access to the site, and is sited slightly farther from the road than the existing house.

Streetscape character. Because the addition sits farther back from the road than the existing house, it does not encroach further into the front setback than the structure the ordinance already permits to remain. The addition preserves, and does not worsen, the open, rural appearance of the streetscape that the front setback is intended to protect.

The setback requirement at issue was imposed on the property after the principal structure was already built. Given the dead-end, low-traffic nature of the road and the fact that the addition is set back farther from the road than the existing house, strict enforcement of the current 50-foot line would not further the traffic safety or streetscape purposes the front setback is designed to protect. It would instead penalize a pre-existing dimensional condition without any corresponding gain to the public interest.

For these reasons, the proposal does not conflict with the legal purpose of LDC § 3.1.1 or § 1.1.2, and granting the variance is consistent with the spirit of the Ordinance.

In general, the spirit of the Zoning Ordinance is related to promoting the, “health, safety, or general welfare of the community.” The Ordinance does this by lessening congestion in the streets; securing safety from fires, panic and other dangers; and providing for adequate light and air. As part of their review of an application, the Zoning Board of Adjustment will analyze the legal purpose the Ordinance serves and the reason it was enacted. The application must demonstrate that the proposal does not conflict with the overall legal purpose of the provision within the Zoning Ordinance that relief is being sought.

3. Granting The Variance Would Do Substantial Justice Because:*

Granting the variance would do substantial justice because the harm to the applicant from strict enforcement of the setback far outweighs any corresponding benefit to the public. As shown on the attached Proposed Site Plan and City of Keene GIS Parcel Map, the property is an irregularly shaped, 1.5-acre triangular lot substantially encumbered by two independent, non-zoning constraints: a wetland and associated 75-foot wetland buffer (per LDC Article 11, § 11.3.1(B)(1)) running along the westerly portion of the parcel, and a 250-foot-wide National Grid utility easement running diagonally through the majority of the lot. When the 50-foot front, side, and rear zoning setbacks required in the Rural District (LDC § 3.1.2) are applied on top of these two constraints, the result is that no area of the lot remains buildable as of right. The narrow strip of land along Mill Road that might otherwise appear developable falls within the 50-foot front setback itself; the remainder of the parcel is consumed by the wetland buffer and the utility easement. There is, as a practical matter, no location anywhere on this property where a garage with accessory living unit — or any structure — could be built without encroaching on the wetland buffer, the utility easement, or a zoning setback.

The proposed addition is sited immediately adjacent to and extending the existing residence, in the same location the only structure on the lot has ever been occupied. Without the requested variance, the applicant would be denied the ability to build this addition anywhere on the property, not because the use is inappropriate for the site or the neighborhood, but because the cumulative effect of independently imposed constraints — wetland protection, a utility easement predating and outside the Applicant's control, and the Rural District's 50-foot setbacks on every side — leaves no buildable area on the lot at all.

Weighed against this significant and effectively total harm to the Applicant is little or no corresponding public benefit. As set forth above, the proposed addition does not affect traffic safety on the dead-end road, does not alter the essential character of the neighborhood, does not extend municipal services, and is sited farther from both the road and the side property line than the existing house. Denying the variance would not preserve any meaningful public interest the setback is designed to protect; it would simply prevent any reasonable residential improvement to the property. Because the loss to the applicant from strict enforcement is not outweighed by any gain to the general public, substantial justice requires that the variance be granted.

It is not possible to set up rules that can measure or determine justice. Board members will need to determine each case individually. This criteria is a balancing act between the harm to the applicant and the benefit to the public interest. The application must demonstrate that the literal enforcement of the Zoning Ordinance would cause more harm to the applicant than it does benefit to the public interest.

4. If The Variance Were Granted, The Values Of The Surrounding Properties Would Not Be Diminished Because:*

Far from diminishing surrounding property values, the addition will increase the value of the subject property itself, which in turn supports, rather than detracts from, the value of neighboring properties in the immediate area. Residential garages and accessory dwelling units of this kind are common improvements to single-family properties in the Rural District and are an expressly permitted accessory use (LDC § 8.4.2.A). A modest, well-designed addition, constructed to current building and fire code and architecturally consistent with the existing residence, is unlikely to have any negative effect on surrounding property values and is more likely to support them.

A decision that a project that is made possible by the granting of a variance will decrease the value of surrounding properties will be determined by the facts of each case. The application must demonstrate that it will not impact the surrounding properties in a way that will diminish the value of those properties.

5i. Unnecessary Hardship. Owing To Special Conditions Of The Property That Distinguish It From Other Properties In The Area, Denial Of The Variance Would Result In Unnecessary Hardship Because, No Fair And Substantial Relationship Exists Between The General Public Purposes Of The Ordinance Provision And The Specific Application Of That Provision To The Property Because:*

Owing to special conditions of the property, no fair and substantial relationship exists between the general purposes of the 50-foot front setback and its application here. The setback is meant to control density, preserve traffic safety, and maintain an open streetscape (LDC §§ 3.1.1, 3.1.2) — purposes that presuppose a lot with meaningful buildable area outside the setback lines. This property does not have that: it is an irregular, triangular 1.5-acre lot crossed by a wetland and 75-foot buffer (LDC Article 11, § 11.3.1(B)(1)) and a 250-foot-wide National Grid easement, both fixed constraints outside the Applicant's control. Applying the 50-foot setback on top of these leaves no buildable area anywhere on the lot, even along the road frontage. These conditions are particular to this property and are not shared generally by other lots in the Rural District.

Enforcing the setback here also does nothing to serve its purposes. The property fronts a dead-end road with no through traffic, so sight-distance concerns are minimal; the addition sits farther from the road than the existing house and preserves the streetscape; and as a modest residential accessory use, it does not increase density beyond what the District already contemplates. Because the conflict arises from this lot's unique physical conditions rather than any burden shared by other properties, and because strict enforcement would not advance any purpose the setback is meant to serve, no fair and substantial relationship exists between the setback's general purpose and its application here. Denial of the variance would result in unnecessary hardship.

5ii. The Proposed Use Is A Reasonable One Because:*

The proposed garage with accessory living unit above is a reasonable use of the property in relation to surrounding properties and the goals of the zoning ordinance. The use itself — an attached garage with an accessory dwelling unit — is a residential accessory use expressly contemplated and permitted by the LDC in the Rural District (LDC § 8.4.2.A), not a novel or incompatible use being forced onto an unwilling zone. The addition is modest in scale, attached to and consistent with the character of the existing single-family residence, and does not increase the density or intensity of use of the property beyond what the Rural District already accommodates for a single-family lot with an accessory dwelling unit.

The unique characteristics of this particular lot — its irregular, triangular shape, the wetland and 75-foot wetland buffer crossing its westerly portion, and the 250-foot-wide National Grid easement running through the majority of the remaining area — are not shared equally by other properties in the Rural District. These constraints, combined with the 50-foot setbacks applicable on every side of the lot, leave no buildable area anywhere on the property, as set forth above. A typical rectangular or unencumbered lot in the Rural District would not face this same conflict; the applicant could simply site a garage and accessory living unit within the required setbacks elsewhere on the property. It is the specific combination of this lot's shape and its wetland and easement encumbrances — not any general characteristic shared by other properties in the District — that renders literal enforcement of the setback requirement unreasonable as applied here.

The siting of the proposed addition is further constrained, and therefore further justified, by the fixed configuration of the existing residence itself. The addition connects to the house at the location of the existing exterior door accessed through the existing porch/mudroom, which is the sole practical point of interior connection between the existing residence and the proposed garage/ADU. The placement of existing windows along this elevation further limits where a connector can reasonably be attached without compromising light and interior function in the existing residence. These are fixed, physical characteristics of the existing structure that the applicant cannot alter without undertaking far more substantial and disruptive renovation to the house itself. As a result, the proposed location of the addition is not a matter of the Applicant's choice or convenience, but the only location that reasonably accommodates both the constraints of the lot and the fixed architecture of the existing residence.

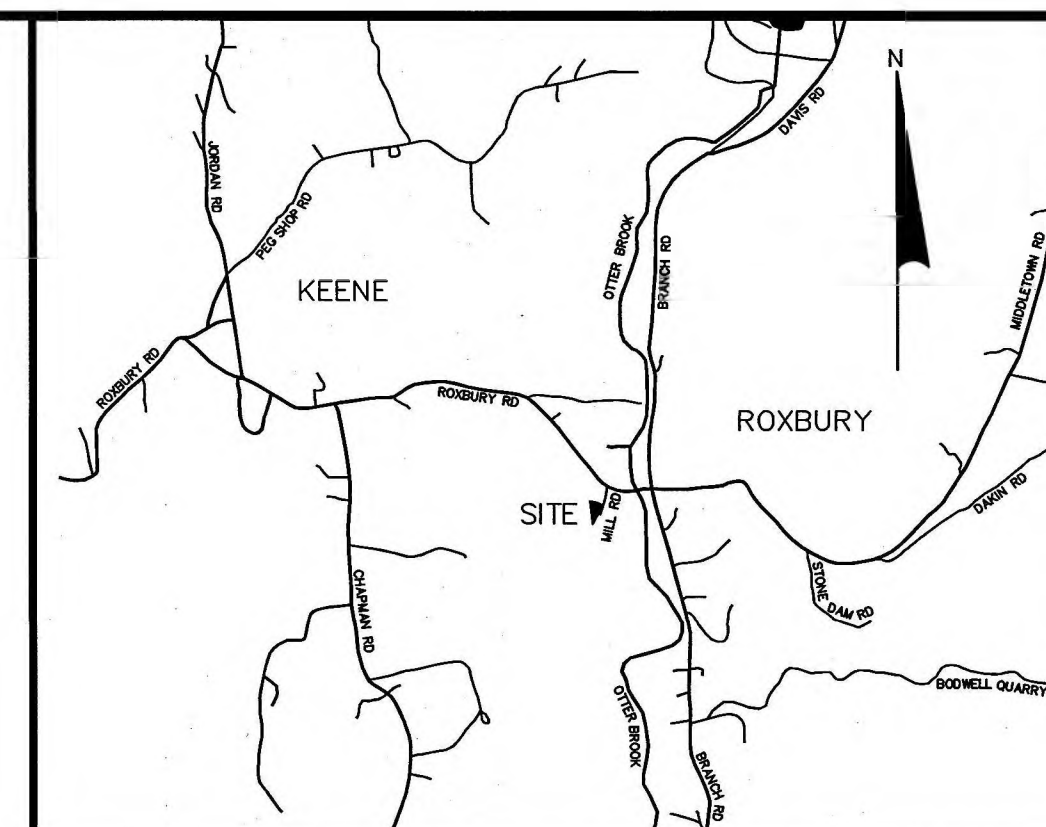
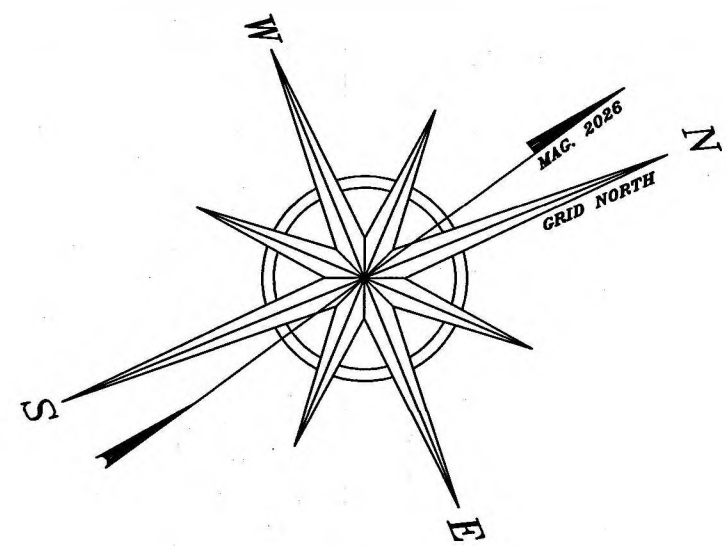
Given these unique physical constraints — both on the lot and on the existing structure — requiring the applicant to build only within the setback-conforming area of the lot would not merely limit the proposed addition; it would prohibit it, and effectively prohibit any accessory structure of this kind, anywhere on the property. That result is not a

reasonable outcome of the ordinance's dimensional requirements; it is an unintended consequence of applying setbacks calibrated to a typical, unconstrained lot to a parcel where no such typical building envelope exists. The proposed use is a reasonable one, consistent with the residential character and low-density goals of the Rural District, and the requested relief is the minimum necessary to accommodate it.

By its basic purpose, the Zoning Ordinance imposes some hardship on all property by setting lot size dimensions and allowable uses. The restrictions on one property are balanced by similar restrictions on other properties in the same zoning district. When the hardship so imposed is shared equally by all property owners, no grounds for a variance exist. Only when some characteristic of the particular land in question makes it different from others can unnecessary hardship be claimed. The application must demonstrate how the unique characteristics of the property make the equal enforcement of the specific requirement in the Zoning Ordinance an "unnecessary hardship," on that specific property and that the proposal is reasonable in relation to surrounding properties and the goals of the Zoning Ordinance.







~ LOCATION MAP ~

~ NOTES ~

1. METHOD OF SURVEY: LEICA TS16 TOTAL STATION.
2. BEARINGS ARE REFERENCED TO NEW HAMPSHIRE GRID NORTH AND NAVD88 VERTICAL DATUM. CONTOURS WERE TAKEN FROM THE STATE LIDAR FILES.
3. DIBERNARDO ASSOCIATES IS NOT RESPONSIBLE FOR PROPERTY DESCRIPTIONS PREPARED BY OTHER PERSONS FOR CONVEYANCE OF THE PROPERTY SHOWN HEREON.
4. THIS PLAN WAS PREPARED FOR THE SOLE USE OF PATRICK AND BRITTANY ALLEN AND IS NOT INTENDED TO BE USED BY ANY OTHER INDIVIDUAL OR BUSINESS WITHOUT THE CONSENT OF SAID PARTIES AND DIBERNARDO ASSOCIATES, LLC.

~ REFERENCE PLANS ~

1. PLAN ENTITLED CITY OF KEENE PLAN SHOWING LOCATION OF MILL ROAD, DATED AUGUST, 1948, ON FILE WITH THE DEPARTMENT OF PUBLIC WORKS, PREPARED BY CHESTER F. LANGTRY-CITY ENGINEER.
2. PLAN ENTITLED "SURVEY PLAT PREPARED FOR JOHN TREAT OF LANDS OF BERNARD E. DAVIS, ARLENE M. GOUVIN & DORIS B. NIGRELLI" PREPARED ON NOVEMBER 3, 1987 BY DAVID A. MANN ASSOCIATES RECORDED JANUARY 27, 1988.
3. PLAN ENTITLED "SITE PLAN LOT 239-033-000 1157 ROXBURY ROAD KEENE, NH 03431 PREPARED FOR: ELAINE M. & JOHN D. CARRIL KEENE, NH 03431", DATED APRIL 2, 2020, JOB NO. 555, PREPARED BY CARDINAL SURVEYING & LAND PLANNING.
4. PLAN ENTITLED "CONNECTICUT RIVER POWER COMPANY OF NEW HAMPSHIRE PLAN SHOWING RIGHTS OF WAY ACROSS LANDS OF FRANK A. COLE IN KEENE, N.H.", DATED FEB. 1928, RECORDED IN PLAN BOOK 4 PAGE 102, PREPARED BY NEW ENGLAND POWER CONSTRUCTION CO. ENGINEERS.

~ REFERENCE DEEDS ~

1. WARRANTY DEED FROM BRITTANY L. ALLEN AND PATRICK J. ALLEN TO PATRICK ALLEN AND BRITTANY ALLEN, TRUSTEES OF THE PATRIC AND BRITTANY ALLEN LIVING TRUST DATED MAY 8, 2025 RECORDED IN BOOK 3308 PAGE 995 ON MAY 8, 2025.
2. DEED FROM THEODORE R. SMITH & VIOLET SMITH TO HARRY A. PIERCE RECORDED IN BOOK 511 PAGE 295 AUGUST 23, 1944.
3. DEED FROM HARRY A. PIERCE TO WILLIAM P. FRYE RECORDED IN BOOK 511 PAGE 298 ON AUGUST 24, 1944.
4. DEED FROM WILLIAM P. FRYE TO RAYMOND ROLLINS RECORDED IN BOOK 520 PAGE 53 ON MAY 17, 1946.
5. DEED FROM WILLIAM P. FRYE TO RAYMOND ROLLINS RECORDED IN BOOK 539 PAGE 479 ON MARCH 26, 1948.
6. DEED FROM WILLIAM P. FRYE TO LINWOOD F. CLARK RECORDED IN BOOK 510 PAGE 373 ON AUGUST 28, 1944.

~ CHAPTER 676:18 SECTION III CERTIFICATION ~

I CERTIFY THAT THIS SURVEY PLAT IS NOT A SUBDIVISION PURSUANT TO THIS TITLE AND THAT THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED AND THAT NO NEW WAYS ARE SHOWN.

5/7/26

DATE

JOSEPH A. DIBERNARDO, N.H. L.L.S. #963

JOHN LEVERETT TREAT REV. TRUST
1185 ROXBURY RD
KEENE, NH 03431
PARCEL # 239-030
SEE REFERENCE PLAN 2

POWER LINE - SEE REFERENCE PLAN 2 & 4

AREA: 1.32 ACRES ±

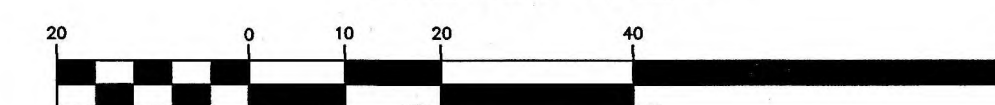
PHILIP G. HERBERT
1125 ROXBURY RD
KEENE, NH 03431
PARCEL # 239-034

STEPHEN D. CLARK SR.
13 MILL RD
KEENE, NH 03431
PARCEL # 239-032

~ LEGEND ~

—	PROPERTY LINE
- - -	RIGHT OF WAY LINE
WL	WETLAND
□	STOCK FENCE
⊕	UTILITY POLE
⊙	WELL
○	LPG TANKS
⊗	FIRE HYDRANT
□	CATCH BASIN
⊙	SEPTIC TANK
⊙	IRON PIN FOUND
⊙	IRON PIN FOUND
S	SEWER LINE
W	WATER LINE

GRAPHIC SCALE



(IN FEET)

1 inch = 20 ft.

PLAN SHOWING PROPERTY OF

PATRICK & BRITTANY ALLEN

31 MILL RD
KEENE, NH 03431
PARCEL # 239-031

MILL ROAD ~ CHESHIRE COUNTY ~ KEENE, NEW HAMPSHIRE

DIBERNARDO ASSOCIATES, LLC
VT NH
LICENSED LAND SURVEYORS

113 CHURCH STREET
NORTH WALPOLE, NH 03609
802-463-3031 ~ 603-358-5509

DATE MAY 7, 2026

SCALE 1"=20'

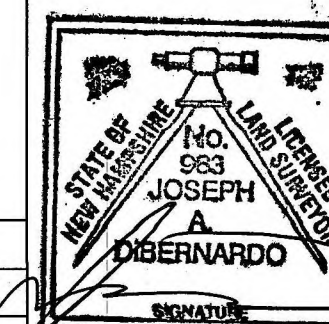
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CK'D BY JTW

SURVEYED BY JP

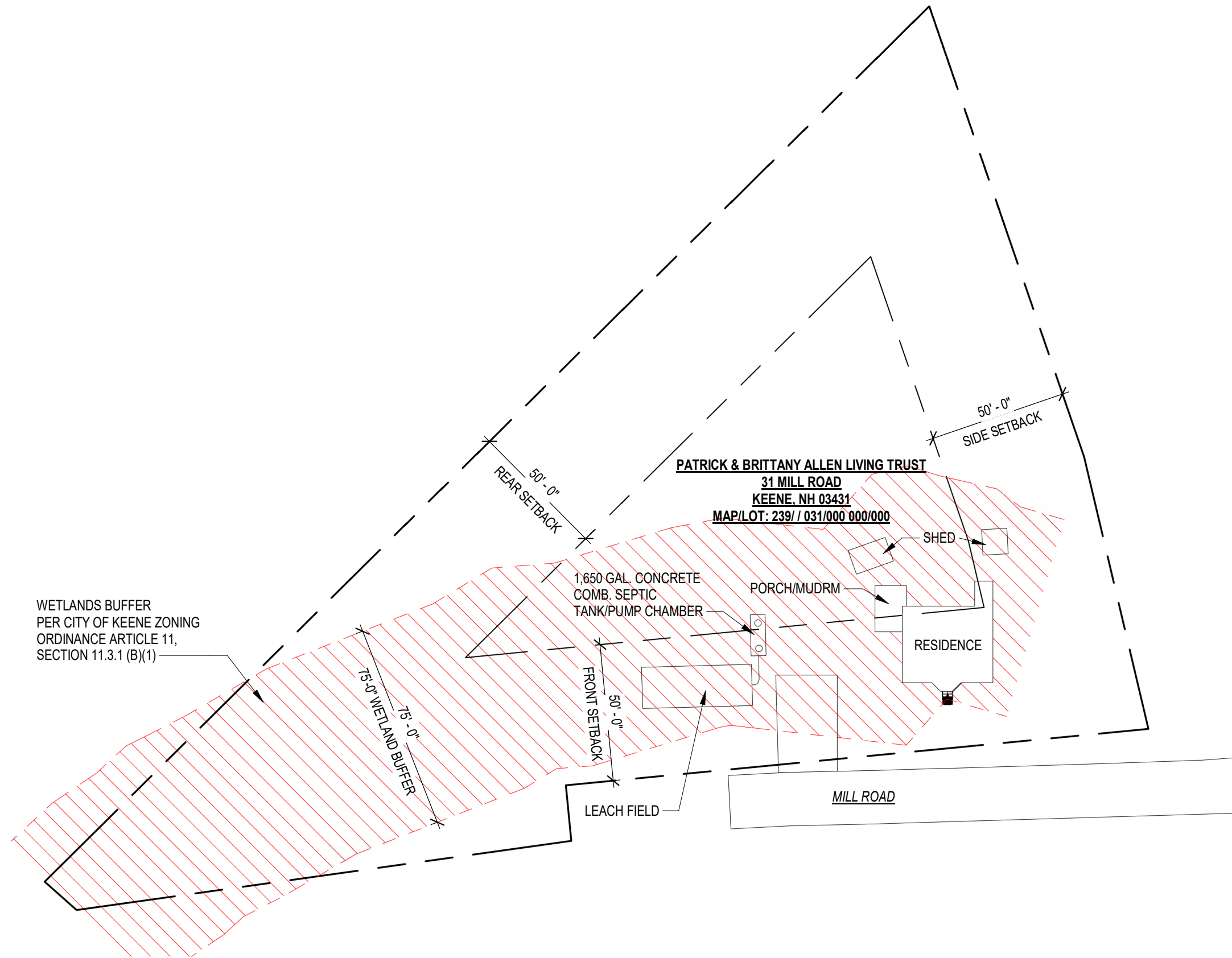
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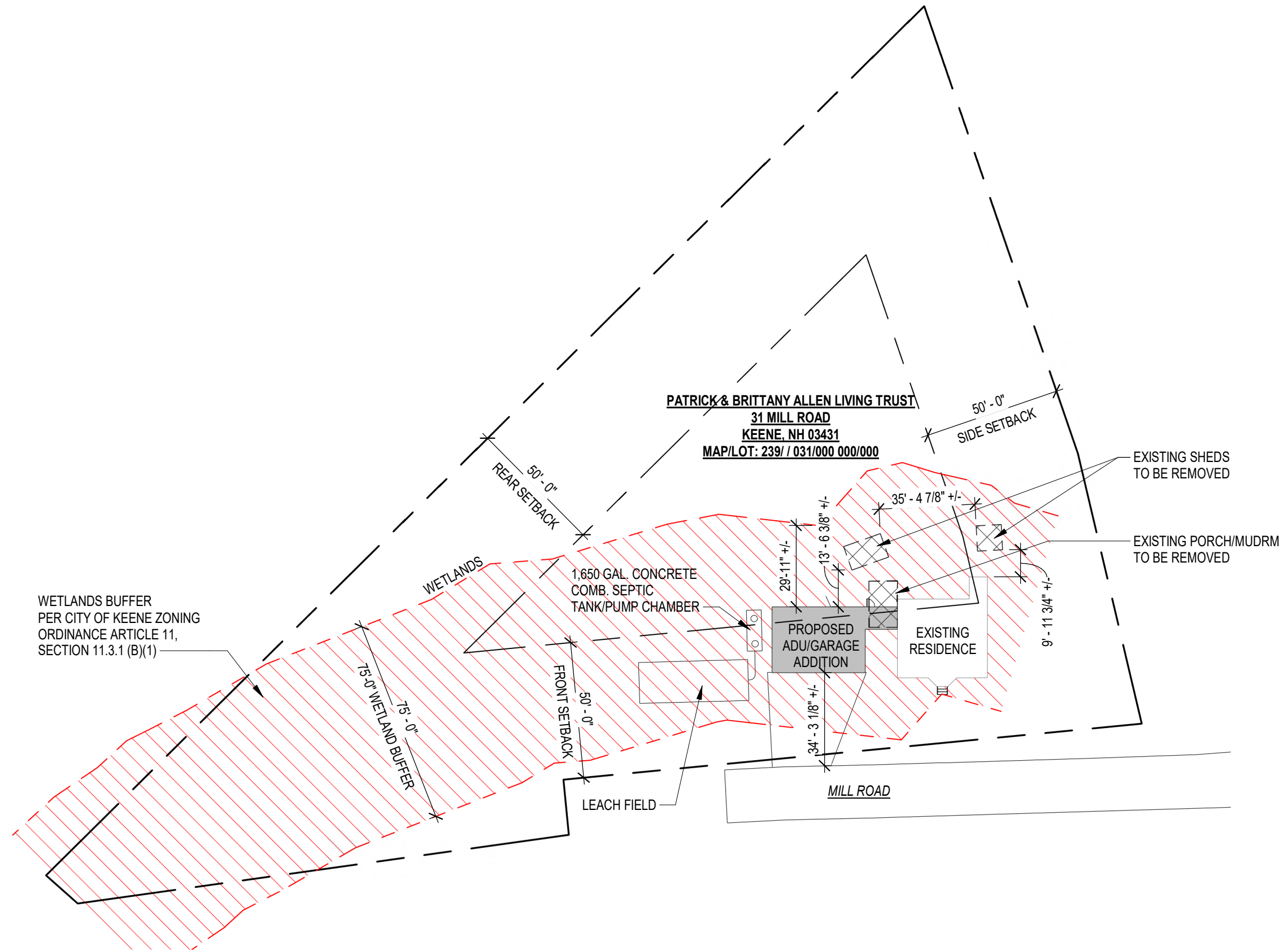
© COPYRIGHT 2026 DIBERNARDO ASSOCIATES, LLC.

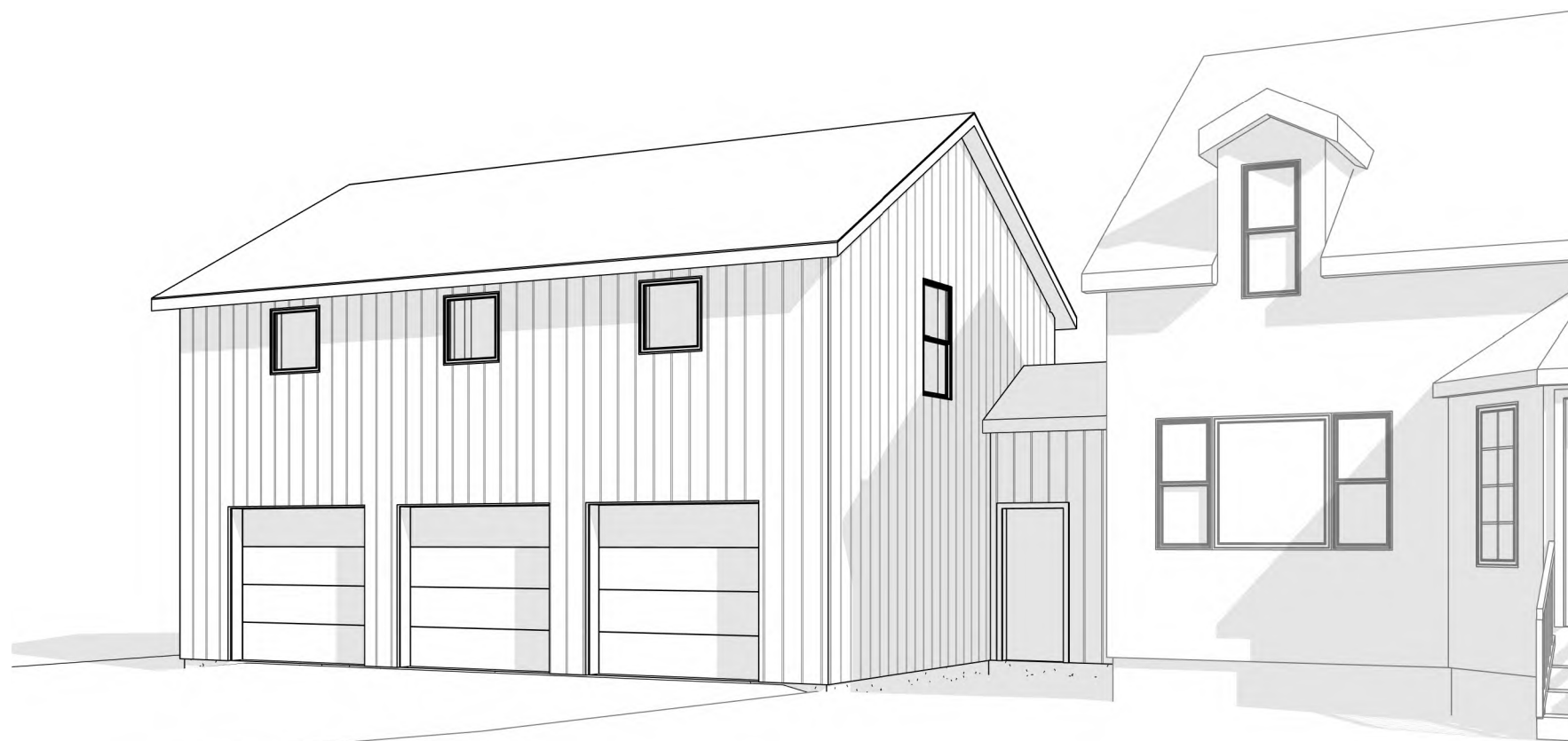


~ WETLANDS CERTIFICATION ~

AUDRA L. KLUMB, NH CERTIFIED WETLAND SCIENTIST #222 OF A&D KLUMB ENVIRONMENTAL, LLC, PERFORMED THE WETLAND MAPPING FOR THIS SITE ON MAY 7, 2026 ACCORDING TO THE TECHNICAL CRITERIA OF THE US ARMY CORPS OF ENGINEERS DELINEATION MANUAL (TECHNICAL REPORT Y-87-1, JANUARY 1987), THE REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL- NORTHCENTRAL AND NORTHEAST REGION, VERSION 2.0 (JANUARY 2012), AND NH STATUTE RSA482-A:2 X.







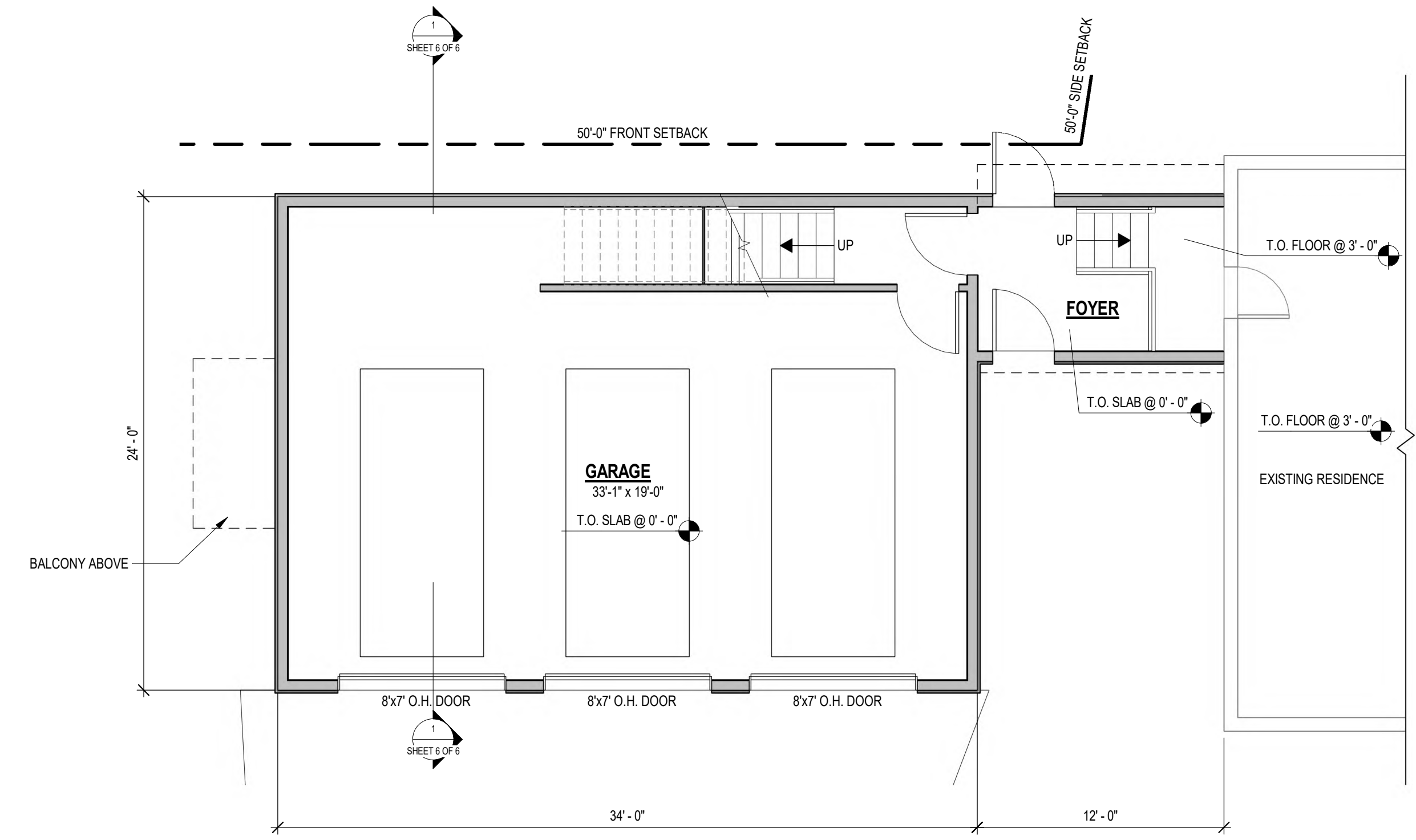
ADU/GARAGE EXPANSION

31 MILL ROAD
KEENE, NH 03431

SCHEMATIC DESIGN #2

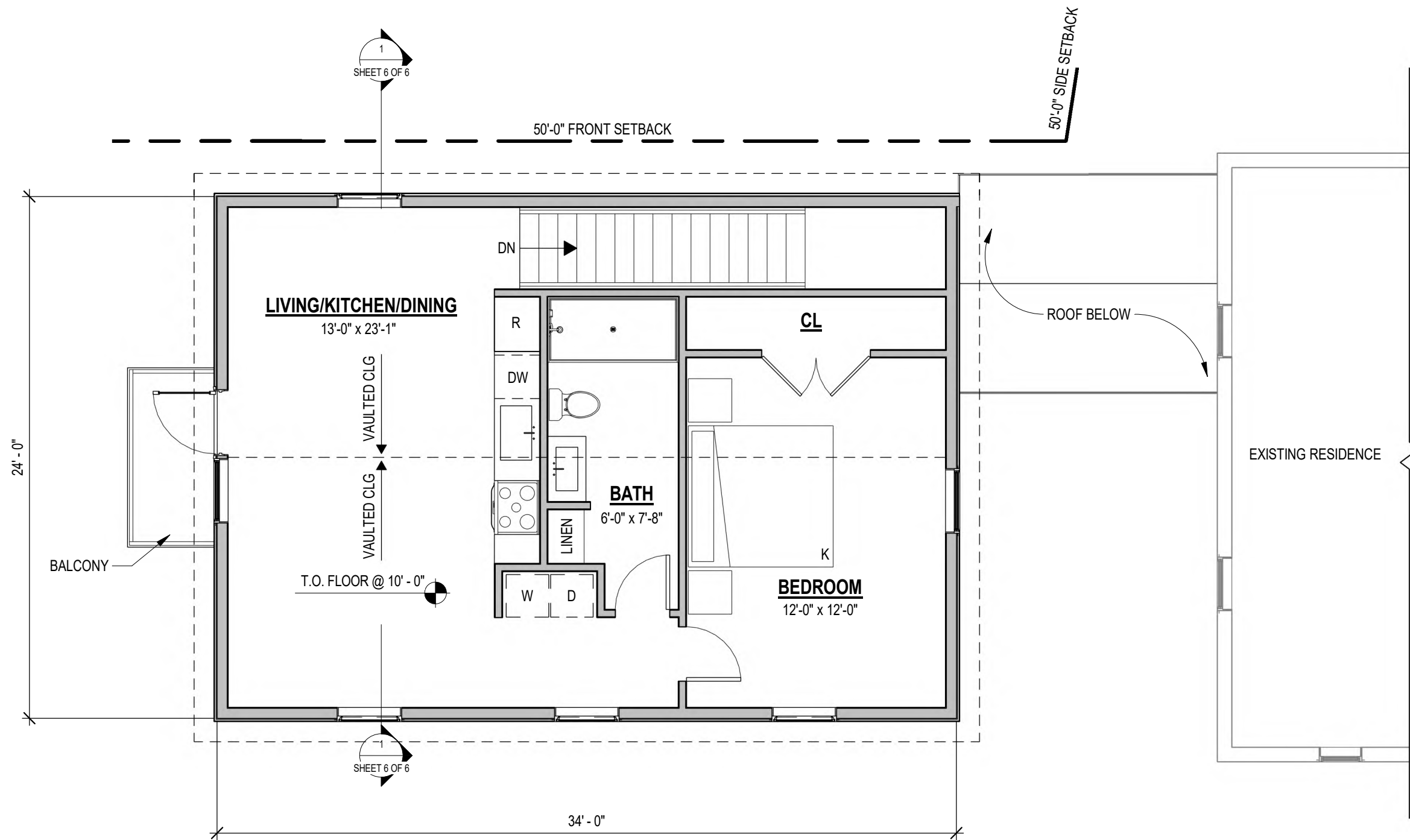
JULY 09, 2026
SHEET 3 OF 6

HILARY HARRIS, AIA
367 MAIN STREET
KEENE, NH 03431



1 FIRST FLOOR
3/16" = 1'-0"

SQUARE FOOTAGE:	
CONDITIONED:	
FIRST FLOOR:	147 S.F.
SECOND FLOOR:	730 S.F.
TOTAL CONDITIONED: 877 S.F.	
UNCONDITIONED:	
GARAGE:	765 S.F.



1 SECOND FLOOR
3/16" = 1'-0"

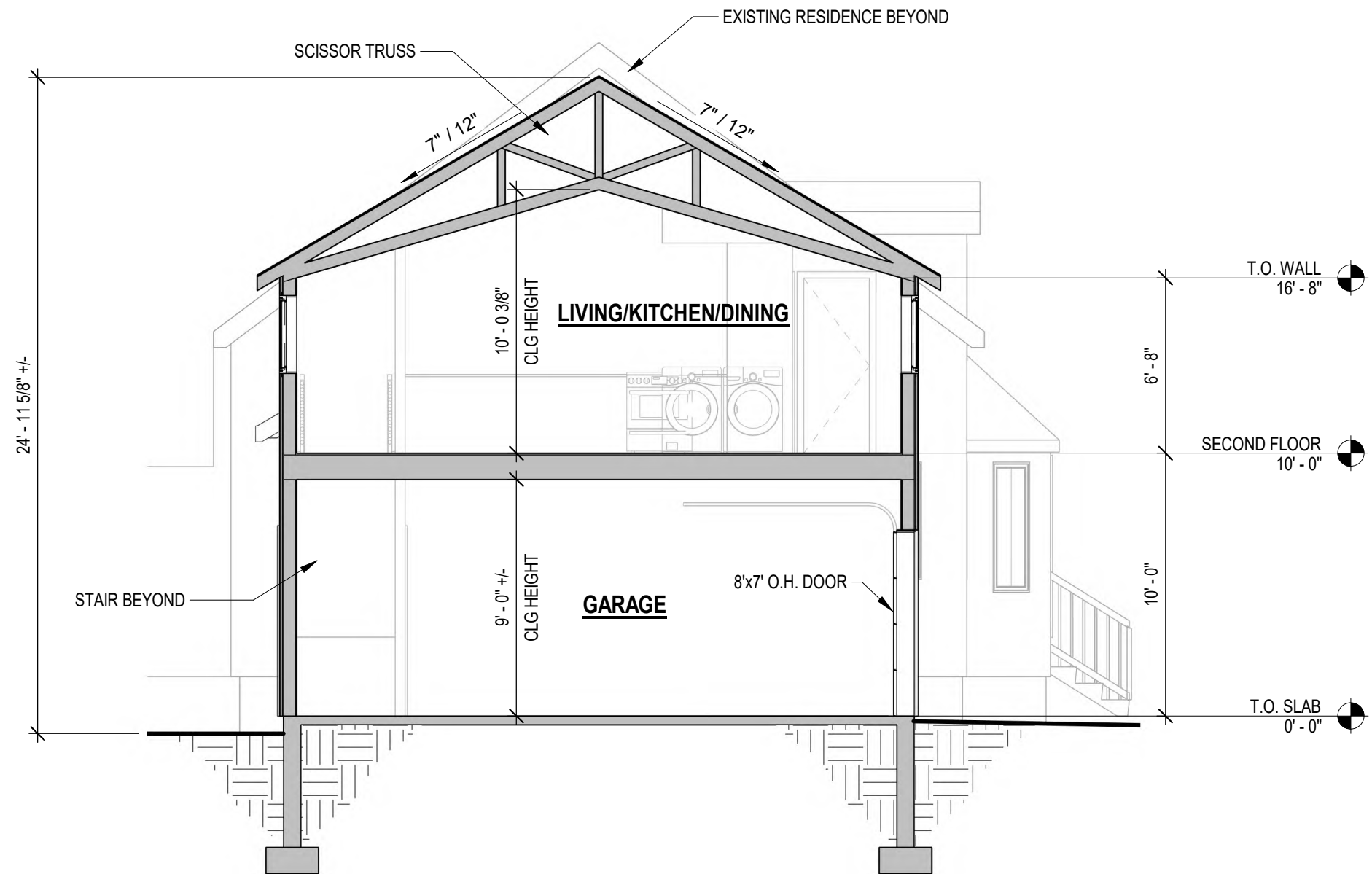
ADU/GARAGE EXPANSION

31 MILL ROAD
KEENE, NH 03431

SCHEMATIC DESIGN #2

JULY 09, 2026
SHEET 5 OF 6

HILARY HARRIS, AIA
367 MAIN STREET
KEENE, NH 03431



① SCHEMATIC BUILDING SECTION
3/16" = 1'-0"

ADU/GARAGE EXPANSION

31 MILL ROAD
KEENE, NH 03431

SCHEMATIC DESIGN #2

JULY 09, 2026
SHEET 6 OF 6

HILARY HARRIS, AIA
367 MAIN STREET
KEENE, NH 03431



200 feet Abutters List Report

Keene, NH
July 06, 2026

Subject Property:

Parcel Number: 239-031-000
CAMA Number: 239-031-000-000-000
Property Address: 31 MILL RD.

Mailing Address: ALLEN PATRICK & BRITTANY LIVING TRUST
PATRICK & BRITTANY ALLEN TTEES 31 MILL RD
KEENE, NH 03431

Abutters:

Parcel Number: 239-027-000
CAMA Number: 239-027-000-000-000
Property Address: 1171 ROXBURY RD.

Mailing Address: ZELASNY MARY ANN REV TRUST
MARY ANN ZELASNY 1171 ROXBURY RD
KEENE, NH 03431

Parcel Number: 239-028-000
CAMA Number: 239-028-000-000-000
Property Address: 0 MILL RD.

Mailing Address: CLARK, STEPHEN D. SR.
13 MILL RD.
KEENE, NH 03431

Parcel Number: 239-029-000
CAMA Number: 239-029-000-000-000
Property Address: 32 MILL RD.

Mailing Address: RENNICK STEVEN W. II
32 MILL RD.
KEENE, NH 03431

Parcel Number: 239-030-000
CAMA Number: 239-030-000-000-000
Property Address: 0 off BRANCH RD.

Mailing Address: TREAT JOHN LEVERETT REV. TRUST
CLARK ELOISE PHELPS REV. TRUST
1185 ROXBURY RD.
KEENE, NH 03431

Parcel Number: 239-032-000
CAMA Number: 239-032-000-000-000
Property Address: 13 MILL RD.

Mailing Address: CLARK, STEPHEN D. SR.
13 MILL RD.
KEENE, NH 03431

Parcel Number: 239-033-000
CAMA Number: 239-033-000-000-000
Property Address: 1157 ROXBURY RD.

Mailing Address: CARRIL JOHN & ELAINE REV TRUST
JOHN D. & ELAINE M. CARRIL TTEES
1157 ROXBURY RD.
KEENE, NH 03431

Parcel Number: 239-034-000
CAMA Number: 239-034-000-000-000
Property Address: 1125 ROXBURY RD.

Mailing Address: HEBERT PHILIP G.
1125 ROXBURY RD.
KEENE, NH 03431

Parcel Number: 239-041-000
CAMA Number: 239-041-000-000-000
Property Address: 435 CHAPMAN RD.

Mailing Address: PETERSON ELEN I
435 CHAPMAN RD
KEENE, NH 03431

Parcel Number: 239-044-000
CAMA Number: 239-044-000-000-000
Property Address: 0 CHAPMAN RD.

Mailing Address: CHAPMAN FARM LLC
PO BOX 256
KEENE, NH 03431

Parcel Number: 239-044-000
CAMA Number: 239-044-000-000-000
Property Address: 0 CHAPMAN RD.

Mailing Address: CHAPMAN FARM LLC
PO BOX 666
KEENE, NH 03431



www.cai-tech.com

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200 feet Abutters List Report

Keene, NH
July 06, 2026

Parcel Number: 239-044-000
CAMA Number: 239-044-000-000-000
Property Address: 0 CHAPMAN RD.

Mailing Address: CHAPMAN FARM LLC
PO BOX 256
KEENE, NH 03431

Parcel Number: 239-044-000
CAMA Number: 239-044-000-000-000
Property Address: 0 CHAPMAN RD.

Mailing Address: CHAPMAN FARM LLC
PO BOX 666
KEENE, NH 03431



www.cai-tech.com

7/6/2026

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Page 2 of 2

LIST OF PROFESSIONALS - 31 MILL RD.

Architect:

Hilary Harris, AIA
367 Main Street
Keene, NH 03431

Land Surveyor:

Joe DiBernardo
Dibernardo Associates, LLC
113 Church Street
Walpole, NH 03609