LEBANON PLANNING BOARD
MAY 9, 2022 - 6:30 PM
COUNCIL CHAMBERS, CITY HALL OR REMOTE VIA VIRTUAL PLATFORM
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1. Call to Order

2. Notice of Regional Impact

3. Public Hearing Items

A. **Recreo, LLC, 2 Mascoma Street (Tax Map 91, Lots 254), zoned LD:** Request for Site Plan Review to construct two (2) multi-family dwellings containing a total of 152 units together with parking, landscaping, utilities, and other associated site improvements. Applicant also requests Conditional Use Permits pursuant to (i) Section 307.3 of the Zoning Ordinance to allow a reduced minimum required rear yard, (ii) Section 307.8.A to allow an increase in the maximum permitted building height, and (iii) Section 307.9.B to allow parking spaces to be located within the front yard. PB2022-17-SPR

B. **Recreo, LLC, Water Street Mill, LLC, and 21 Agua Street, LLC, regarding 2 Mascoma Street (Tax Map 91, Lot 254), 0 Water Street (Tax Map 91, Lot 255) and 21 Water Street (Tax Map 91, Lot 257), zoned LD:** The applicants request a Conditional Use Permit pursuant to Section 607.5.A of the Zoning Ordinance to allow off-lot parking at 0 Water Street for the benefit of Recreo, LLC's proposed mixed use development at 2 Mascoma Street (PB2022-17-SPR), and to allow off-lot parking at 2 Mascoma Street and 21 Water Street for the benefit of the office building use at 10 Water Street (Tax Map 91, Lot 259). PB2022-22-CUP.

4. Other Business

A. Planning Board endorsement of the final Open Space Plan, as adopted by the Conservation Commission on 11/18/2021

5. Approval of Minutes

A. April 11, 2022

6. Adjournment

The order of agenda items is subject to change.

Meetings are open for in-person and remote attendance. Members of the public that wish to attend remotely may do so by going to LebanonNH.gov/Live where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the City's virtual platform or by phone. Please note: Should technical difficulties occur during the meeting that disrupts virtual or phone connection(s), the meeting will continue without remote access capabilities.

Agenda
Planning Board
May 9, 2022

Agenda Item #3A
Public Hearing Items

Recreo, LLC,
2 Mascoma Street
(Tax Map 91, Lots 254),
Zoned LD
PB2022-17-SPR

CITY OF LEBANON ~ PLANNING & DEVELOPMENT

PLANNING BOARD

May 9, 2022 Meeting

Staff Memorandum – PB2022-17-SPR – *postponed from 4/11/22*

APPLICATION INFORMATION

Agenda Item: 3.A

Application ID: PB2022-17-SPR

Application Type:
Site Plan Review to construct a 5-story, +/- 48,000 sq. ft., 72-unit multi-family dwelling, and a 6-story, 56,800 sq. ft., 80-unit multi-family dwelling; and Conditional Use Permits per Sections 307.3, 307.8.A, and 307.9.B of the Zoning Ordinance

Property Location & Tax Map:
2 Mascoma Street (Tax Map 91, Lots 254)

Applicant/Property Owner: Recreo, LLC

Zoning District: Lebanon Downtown (LD)

Property Size: +/-2.1 acres per boundary line adjustment plat approved on April 11, 2022 (PB2022-16-BLA)

Zoning Overlay Districts: None

Future Land Use Map:
Central Business District

Existing Improvements and Use:

- +/-26,392 sq. ft. (finished) two-story multi-tenant commercial building constructed in 1975 *(per the City Assessor's records)*
- +/-5,436 sq. ft. (finished) one-story commercial building constructed in 1945 *(per the City Assessor's records)*

Proposed Improvements and Use:
Razing of 5,436 sq. ft. building and construction of two (2) multi-family dwellings with a total of 152 units, a parking garage, parking lot and related site improvements

Staff Attachments:

- Letter dated April 29, 2022, from Steve Keach, PE, of Keach-Nordstrom Associates, Inc. (engineering review of revised plans, 3 pages)
- 4/5/22 e-mail from John Procidano
- 4/21/22 letter from John Moses
- 4/25/22 letter from Catheryn & Clay Hembree

LEGAL NOTICE

Recreo, LLC, 2 Mascoma Street (Tax Map 91, Lots 254), zoned LD: Request for Site Plan Review to construct two (2) multi-family dwellings containing a total of 152 units together with parking, landscaping, utilities, and other associated site improvements. Applicant also requests Conditional Use Permits pursuant to (i) Section 307.3 of the Zoning Ordinance to allow a reduced minimum required rear yard, (ii) Section 307.8.A to allow an increase in the maximum permitted building height, and (iii) Section 307.9.B to allow parking spaces to be located within the front yard. PB2022-17-SPR

PLANS AND APPLICATION MATERIALS

- Application form (1 page)
- 2 Mascoma Street Redevelopment Project Narrative, dated March 14, 2022, revised April 22, 2022, prepared by Studio Nexus (10 pages)
- Application for Waivers (2 pages)
- Site Plan Review Regulations Technical Checklist (10 pages)
- Application for Conditional Use Permit Support Statement - Section 307.3 (reduced rear yard setback; 3 pages)
- Application for Conditional Use Permit Support Statement - Section 307.8.A (increase in building height; 5 pages)
- Application for Conditional Use Permit Support Statement - Section 307.9.B (parking and vehicular circulation in the front yard; 3 pages)
- Plan sheet titled, "Phasing & Scheduling Site Plan," prepared by Studio Nexus, dated March 14, 2022, Project No. 2119
- Preliminary Design-Build Project Schedule for Village Market Development, prepared by Jewett Construction Co., dated April 22, 2022
- Memo dated April 22, 2022, from Corey Mack, PE, of Wall Consultant Group (WCG) (transportation review; 23 pages total including 8-page attachment)
- Plan set titled "Village Market Redevelopment," dated March 14, 2022, revised April 22, 2022, prepared by Studio Nexus Architects & Planners, Project No.: 2119 (architectural plans; 37 sheets)
- Floor plans prepared by Studio Nexus (6 sheets)
- Architectural elevations and renderings, prepared by Studio Nexus (6 sheets)

- Architectural Site Plan prepared by Studio Nexus, dated April 22, 2022
- Off Lot Parking Plan prepared by Studio Nexus, dated April 22, 2022
- Fire Truck Exhibit prepared by Studio Nexus, dated March 14, 2022, revised April 22, 2022

On file at the Planning and Development Department and available for review upon request:

- "Drainage Report in Support of City of Lebanon Site Development and NHDES Alteration of Terrain Permitting," prepared by Horizons Engineering, dated March 2022, revised April 22, 2022, Project Number 21894 (114 pages)
- Preliminary Report titled, "Explorations and Geotechnical Engineering Services, Proposed Multi-Unit Residential Buildings, 2 Mascoma Street," dated March 11, 2022, prepared by S.W. Cole Engineering, Inc. (31 pages)
- Lighting specifications by NLS Lighting for Horizon Post Top luminaires, LigMAN Lighting USA for UAUG-10002 Augusta 4 bollard luminaires and UPRA-10002 Prague 1 bollard luminaires, WAC Lighting for WL-LED 100 LEDme Step Lights, and NovaFlex lighting *et al* (34 pages)

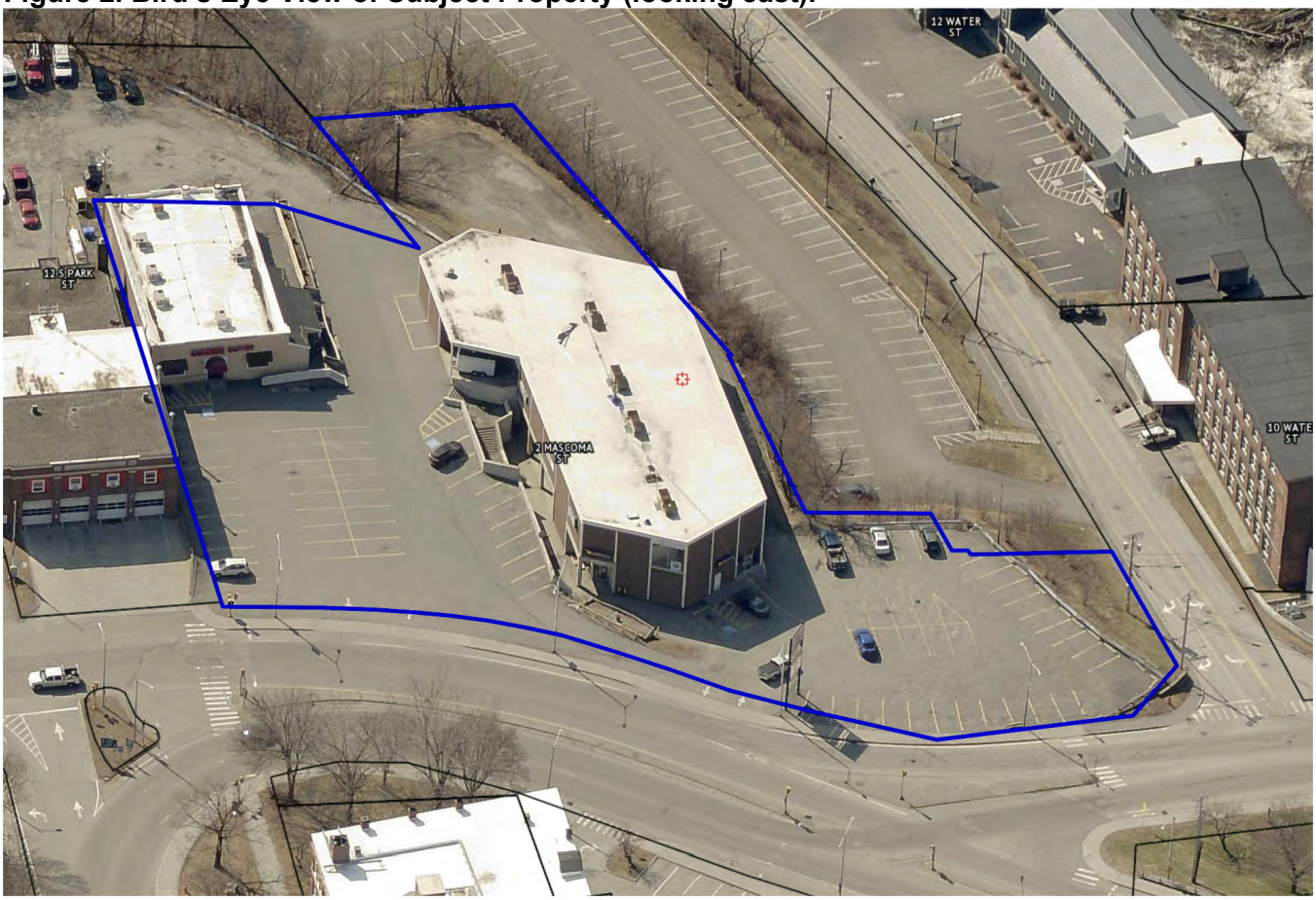
COMPLETENESS REVIEW & STAFF COMMENTS

In order to accept jurisdiction and commence review of the applicant's proposal, the Planning Board must first determine that the application is complete as required by NH RSA 676:4, I(c)(1). The Planning and Development Department has reviewed the application for compliance with the Site Plan Review Regulations and recommends that the Board find that the application is complete enough to accept jurisdiction and to commence review.

Figure 1. Bird's Eye View of subject property (looking north).

©2021 Eagleview (image taken 4/4/2021)

Figure 2. Bird's Eye View of Subject Property (looking east).



©2021 Eagleview (image taken 4/4/2021)

APPLICATION OVERVIEW

On April 11, 2022, the Planning Board approved a boundary line adjustment between the subject property, 2 Mascoma Street, and the City's property at 12 S. Park Street (Tax Map 91, Lot 253) (PB2022-16-BLA). Per the approved boundary line plat (which has not yet been recorded), the subject property is +/-2.1 acres in size.

The property is currently improved with two commercial buildings:

- a +/-26,392 sq. ft. (finished) two-story multi-tenant commercial building constructed in 1975 *(per the City Assessor's records)*, formerly occupied by the Village Market; and
- a +/-5,436 sq. ft. (finished) one-story commercial building constructed in 1945 *(per the City Assessor's records)*, currently occupied by the Sunrise Buffer restaurant.

The applicant proposes to raze the Sunrise Buffet building and to redevelop the property with the construction of two (2) new multi-family buildings containing a total of 152 dwelling units (148 studios and 4 one-bedrooms). As described in the applicant's project narrative:

- Multi-family building #1, which will be located at the southern end of the property, "consists of a 5-story, 48,028 SF, 72-unit apartment building plus a basement level that sits atop an 8,028 SF, 17-car parking garage. Built on the southern end of the site, the building and its main entry are

oriented east—facing the upper level parking lot and Colburn Park beyond. The parking garage is accessed from the north/lower level of the site along the west face of the existing market."

- Multi-family building #2, which will be located at the corner of Mascoma Street and Water Street, "consists of a 6- story (plus two walk-out basement levels), 56,800 SF, 80-unit residential building of similar construction and unit mix to Building 1. […] [T]he building is oriented toward Colburn Park; its main entry and entry plaza—leading to a fully glazed lobby--is approached from the northeast, on the high side of the building pad and provides the building with a public face and connection to the street. Additional entries are located at the basement level at the corner of Mascoma and Water Streets and at the sub-basement level facing Water Street."

- "[The multi-family] buildings will provide small, but high quality studio (and a few one-bedroom) apartments in a diversity of sizes and shapes, but typically between 400 - 450 SF."

Site improvements will include a 70-space surface parking lot and a 12-space surface parking area for a total of 99 on-site parking spaces (including the 17-spaces located in building #1) for both residents and businesses. In connection with the proposed redevelopment of 2 Mascoma Street, the applicant has also applied for a Conditional Use Permit per Section 607.5 of the Zoning Ordinance to allow off-lot parking at 0 Water Street (Tax Map 91, Lot 255), which is developed as a 100-space parking lot. If the Conditional Use Permit is approved, a combined total of 199 parking spaces will be available to serve all uses on the subject property. The applicant's site plan application should be heard concurrently with the Conditional Use Permit application (PB2022-22-CUP).

Other site improvements include landscaping, utilities, lighting, and the construction of plazas in front of each multi-family building, described in the applicant's project narrative as follows:

- "At Building 1, a large terrace of pavers and landscaping provides a buffer between the building entry and the parking lot. It contains seat walls and picnic tables, providing an outdoor gathering space for residents and the community. It also connects directly to the existing Market building, along which a partially covered pedestrian walk connects Building 1 to Mascoma Street."

- "A smaller plaza adjoins the main entry to Building 2 and connects directly to Mascoma Street. A dedicated resident only entry at the corner of Mascoma and Water provide direct pedestrian access from the west. Around the corner, three individual unit entries connect the building to Water Street. Inddition to the outdoor amenities, Building 2 contains a rooftop resident community space and a large outdoor terrace, which we envision providing picnic and lounging opportunities."

STAFF COMMENTS

PLANNING

I. SITE PLAN REVIEW REGULATIONS:

Jurisdiction

The proposed development constitutes a "major change" to the property (as that term is defined in Article II of the Site Plan Review Regulations) and, therefore, requires Site Plan Review by the Planning Board and demonstration of compliance with the Article V submission requirements and Article VI design requirements.

Phasing Request

As depicted on the attached plan sheet titled, "Phasing & Scheduling Site Plan," prepared by Studio Nexus, dated March 14, 2022, the applicant is proposing to phase the development per Section 4.9 of the Site Plan Review Regulations. The phasing plan – which proposes to construct building #1 first with a projected occupancy by March 2024, followed by building #2 with a projected occupancy by April 2025 - includes a written description and graphic depiction of each phase, as well as detailed notes with specific dates and milestones.

The purpose of the phasing is to allow the buildings to be occupied as they are completed rather than waiting for completion of all site improvements, as is otherwise required by Section 8.1 of the Site Plan Review Regulations ("The Applicant shall construct and complete all design and construction requirements in accordance with Article VI and any other applicable section of these Regulations, as required in the Notice of Action, prior to the issuance of the Certificate of Occupancy.") Phasing can also extend the timelines required for obtaining a building permit for each phase (Section 4.10) and for the project to vest against any future changes to the Zoning Ordinance and Site Plan Review Regulations (Section 8.4 and NH RSA 6784:39).

Pursuant to Section 4.9.C, a proposed phasing schedule shall include the following information for each phase:

"1. A specification of all improvements, on-site or off-site, to be installed as part of that phase;
2. A deadline for the posting of any required security for that phase;
3. A deadline for the completion of such improvements subsequent to the posting of such security; and
4. A date by which a Building Permit must be obtained to prevent the approval for that phase from being considered void pursuant to Section 4.10 of these Regulations."

Section 4.9.C further provides that, "The phasing schedule may also specify threshold levels of work and time lines which must be completed, in order for the project, as a whole, or particular phase(s) of the project, to be considered "vested" pursuant to RSA 674:39, and the New Hampshire common law of vested rights."

Per Section 4.9.D, "[i]n determining whether to grant an applicant's request for phased development, or to approve a proposed phasing schedule, the Board may consider the totality of the circumstances, including but not limited to the following factors:

1. The extent to which review of the development in its totality is logical and reasonable due to the degree to which the proposed phases are well-integrated, both as to their use and development scheme, and as to common infrastructure and other improvements, by contrast with a series of superficially-related projects which could just as effectively be reviewed individually;

2. The degree to which the integration of the phases, as described above, would make private investment in such improvements unlikely without the predictability of a phased approval.

3. The extent to which phasing will benefit the City by mitigating and making more predictable the impacts of the complete development upon community facilities, services, utilities and other City goals as set forth in the Master Plan.

4. The extent to which the proposed phasing schedule represents a realistic timeline for active and substantial development progressing at a steady pace, in light of the type and

complexity of the project as a whole, rather than an attempt to maintain "vesting" during significant periods of non-development.

5. The total length of time proposed, and the degree of unpredictability or Board uncertainty involved, with respect to whether a later phase or phases will continue to meet current regulations at the time of construction, and in light of potential changed conditions which might occur in the meantime within the neighborhood or the City as a whole."

Waiver Requests

Pursuant to Section 7.1 ("Waiver of Regulations"), the applicant has requested partial waivers from certain provisions of the Site Plan Review Regulations, as set forth in the attached Application for Waivers and as listed below (in the order they appear on the Application for Waivers):

- **Section 6.2.B.1** – *to allow less than the minimum required 15 ft. buffer at the southeastern corner of the property between the buried propane tanks and the property line.*

- **Section 6.2.B.4** – *requiring all trees to be planted a minimum of 8 ft. from any property line.*

- **Section 6.2.D.1** – *landscaping around buildings requirements (with respect to the Village Market building).*

- **Section 6.2.D.1** – *landscaping around buildings requirements (with respect to multi-family building #2).*

- **Section 6.5.E.8** – *requiring parking lots with multiple drive aisles to be oriented perpendicular to the building to reduce the number of traffic aisles that a pedestrian must cross to reach the building.*

- **Section 6.2.E.4** – *requiring rows of parking longer than 100 feet to be dispersed every 100 feet or less by a landscaped bed.*

Pursuant to Section 7.1 of the Site Plan Review Regulations, the Board may grant a waiver of any part of the Regulations if it finds, by majority vote, that either:

A. Strict conformity would pose an unnecessary hardship to the Applicant and waiver would not be contrary to the spirit and intent of the regulations; or

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

The applicant's basis for each waiver request is described in the attached Application for Waivers. Note that the granting of a waiver from a design requirement does not relieve an applicant from making the improvements that are depicted on the approved site plan, even if the depicted improvement would have been covered by the waiver had it not been included on the approved site plan.

Staff has identified additional requirements of the Site Plan Review Regulations from which a waiver is required, and has asked the applicant to provide a written request for each:

- **Section 6.2.E.1** – *requiring landscaping to visually screen parking areas.*

- **Section 6.10.C.4.a** – *requiring a landscaped buffer of at least 5 feet along the frontage of any accessory parking area and requiring that the buffer is designed to create an attractive streetscape and shall be provided through an appropriate combination of plantings, planters, benches, fences, public art, pedestrian-scale lighting, and low walls under four feet in height.*

SECTION 5 –SUBMISSION REQUIREMENTS

5.1 (Drawings and Other Submittals): The applicant has provided the attached materials pursuant to the submission requirements of Section 5.1 of the Site Plan Review Regulations. For a discussion of the project, please see the attached 2 Mascoma Street Redevelopment Project Narrative, dated March 14, 2022, revised April 22, 2022, prepared by Studio Nexus (10 pages).

SECTION 6 – DESIGN AND CONSTRUCTION REQUIREMENTS

6.2 (Landscaping Standards): The applicant has submitted a landscaping plan in accordance with Section 5.1.E.15 of the Site Plan Review Regulations and the landscaping design standards set forth in Section 6.2. See Sheets 33 and 34 of the plan set. As noted above and in the attached Application for Waivers, the applicant requests waivers from Section 6.2.B.1, Section 6.2.B.4, Section 6.2.D.1, and Section 6.2.E.4.

6.3 (Utilities & Fire Protection): The new buildings will be connected to the City's water and sewer systems and each building will have a sprinkler system.

6.4 (Fees and Assessments in Effect at time of Connection): The creation of new residential square footage will be subject to the City's Impact Fee Ordinance and fee schedule adopted by the Board on October 12, 2021.

6.5 (Coordination of Roads, Parking, Loading, Recreation, and Safety): As described in the attached memo dated April 22, 2022, from Corey Mack, PE, of Wall Consultant Group (WCG), the proposed redevelopment is expected to generate 48 new external vehicle trips in the AM peak hour, and 11 fewer external vehicle trips in the PM peak hour. The WCG report notes that the external vehicle trip generation does not account for any reduction in vehicle trips associated with active forms of transportation, like walking, biking, or taking transit. The report concludes that, "[t]he estimated trip generation is likely to be negligible within the overall road network, and this project is not expected to impact roadway capacity or result in any unreasonable congestion."

In his April 29th letter, Steve Keach, the Board's Reviewing Engineer, comments as follows on WCG's traffic analysis: "Figure 4 illustrates distribution of estimated site generated traffic volumes attributable to existing site conditions (presuming full occupancy) while Figure 6 does the same under anticipated future full-build/full-occupancy conditions. Direct comparison of volumetric data provided by these two figures afford the reader opportunity to understand potential project impact within the study area. Completion of such comparison suggests full buildout and occupancy [of] the currently proposed improvements is not expected to result in marked changes in weekday peak hour traffic volumes at any of the nearby intersections of streets considered."

As noted in the applicant's project narrative, the development includes the provision of 30 short-term bike parking spaces scattered throughout the site. 46 long-term, secure, weather-protected bike parking will be provided in the parking garage of Building 1 and a larger central area in the lower level of the existing

Village Market building. The long-term bike parking will be lit, signed, and locked. Bikes will be secured to wall mounted bike racks as shown on sheet SD-11.

6.6 (Stormwater Management): The applicant's proposed stormwater management system includes a Stormtech MC-4500 chamber system to be located beneath the courtyard in front of building #2. The stormwater system is depicted on Sheet 6 of the plan set and is detailed on Sheet 11.

6.7 (Lighting): The applicant has submitted a lighting plan in accordance with Section 5.1.E.12 of the Site Plan Review Regulations and the lighting design standards set forth in Section 6.7. The type, quantity, and location of the proposed pole-mounted and building-mounted lighting fixtures are shown on the lighting plan which is Sheet 36 of the plan set.

6.8 (Off-Site Improvements): The applicant does not propose any off-site improvements other than the reconstruction of the sidewalks along the property's Mascoma Street and Water Street frontages.

6.9 (Premature and Scattered Development): Section 6.9 provides that the Planning Board "may disapprove a site plan application that proposes development that is scattered or premature, so as to involve danger or injury to health, safety, or prosperity of the community. For purposes of this section, a development shall be considered scattered or premature if it will cause, or poses an undue risk of causing, a substantial or appreciable adverse impact upon any of the factors or parameters set forth in the General or Specific Purposes of Site Plan Review, as outlined in Sections 1.4 and 1.5 of these Regulations, *or as set forth in Section 6.9.B if such information is required to be submitted per Section 5.1.G.4* or Section 5.2.D." (emphasis added)

Section 5.1.G.4 of the Site Plan Review Regulations requires that, "[f]or multi-family dwelling developments and mixed-use developments resulting in a net increase of 50 dwelling units or more, the application shall include the information and impact statements identified in Section 6.9.B." These include:

1. Statement of impact of the proposed development on natural resources and environmental quality including, but not limited to, water quality, air quality, wetlands, soil erosion and agricultural soils and a statement of pollution control and environmental impact mitigation measures.
2. Capacity of the school system; effect on school bus transportation and distance of the proposed subdivision from the nearest elementary school.
3. Adequacy of streets and/or sidewalks in the general area of the development including major intersections providing access, and such other areas as requested by the Board.
4. Sufficiency, availability and capacity of utility services to provide water, fire protection, and sewer, and further, the impact of the development on the municipal solid waste disposal facilities.
5. (If applicable) The impact of on-site subsurface sewage disposal systems as to adjacent wells, water supply systems, and any known aquifers so designated by the United States Geological Survey.
6. Any special fire, police and public safety problems due to location and/or special conditions related to the site's proposed type of use.
7. Impact of storm drainage from the development on abutting properties and potential storm drainage problems both on the site of the development and downstream from the development.

8. Fiscal impact statement analyzing the impact of the development on municipal, school and county revenues and expenditures, including estimated potential tax revenue and estimated number of school children.

The applicant has addressed the Section 6.9.B areas of study and information on pages 8-10 of the attached project narrative (see the 2 Mascoma Street Redevelopment Project Narrative, dated March 14, 2022, revised April 22, 2022, prepared by Studio Nexus).

6.10 (Additional Regulations for the Lebanon Downtown District): The Section 6.10 LD District design regulations apply to all projects in the LD District that require site plan review, including new buildings, additions to existing buildings, site changes, and changes of use. The LD District design requirements include building design requirements set forth in Section 6.10.B and site design requirements set forth in Section 6.10.C. The applicant has addressed the Section 6.10 criteria on pages 2-5 of the attached project narrative (see the 2 Mascoma Street Redevelopment Project Narrative, dated March 14, 2022, revised April 22, 2022, prepared by Studio Nexus).

Staff has made a preliminary determination that the project meets the applicable Section 6.10 criteria (except with respect to the parking area screening requirements of Section 6.10.C.4.a, noted above under "Waiver Requests"). However, given the nature of the LD District requirements, staff strongly advises that the Board review the Section 6.10 criteria and independently assess whether the project complies with the applicable building and site design criteria set forth in Sections 6.10.B and C, respectively.

II. ZONING ORDINANCE:

Use: The proposed multi-family dwellings are a permitted use in the LD District per Section 307.2 of the Zoning Ordinance. Note that on March 21, 2022, the Zoning Board of Adjustment granted a Variance from Section 307.6.A.1 of the Zoning Ordinance to eliminate the requirement that a portion of the street level story of building #2 is reserved for a non-residential use (ZB2022-06-VAR).

Density: Pursuant to Section 307.5 of the Zoning Ordinance, the Planning Board determines the allowed density for multi-family dwellings during the course of Site Plan Review. The Board's density determination should be "based on site specific conditions and factors such as the availability of parking and/or the ability to provide required parking, the availability of adequate water and sewer, and the ability to provide required site improvements and to meet all other requirements of the Site Plan Review Regulations and all other applicable City regulations."

Parking: There is no minimum number of parking spaces required in the LD District. Rather, per Section 607.4 of the Zoning Ordinance, parking requirements are determined by the Planning Board through Site Plan Review. The applicant proposes a total of 99 on-site parking spaces in addition to 100 off-site parking spaces at 0 Water Street pursuant to a Conditional Use Permit application per Section 607.5 of the Zoning Ordinance (PB2022-22-CUP), to be heard concurrently with the applicant's site plan application.

Conditional Use Permits

A. Per Section 307.3 to Allow a Reduced Rear Setback

In the LD District, the minimum required rear yard of 10 ft. established per Section 307.3 may be reduced by conditional use permit per Section 302.4. Pursuant to Section 307.3, the applicant requests a Conditional Use Permit to reduce the minimum required rear yard to 7 ft. and has submitted the attached Application for Conditional Use Permit Support Statement addressing the Section 302.4.D criteria.

B. Per Section 307.8.A to Allow Additional Building Height

55 ft. is the maximum building height in the LD District. However, per Section 307.8.A, the Planning Board may allow building height of up to 65 ft. by Conditional Use Permit per Section 302.4.D. Pursuant to Section 307.8.A, the applicant requests a Conditional Use Permit to allow building #2 to have a height of 65 ft. and has submitted the attached Application for Conditional Use Permit Support Statement addressing the Section 302.4.D and Section 307.8.A criteria.

In order to grant the requested Conditional Use Permit, the Board must find the applicant's proposal satisfies the Enhanced Performance Standards set forth in Section 302.4.D as well as the following specific requirements of Section 307.8.A:

1. The building front line of the top story is set back at least ten (10) feet from the building front line of the story below when built within thirty feet of the front lot line.

2. The proposal provides improvements to streetscapes, public ways, or public spaces that implement recommendations for downtown Lebanon in current plans, policies, or programs adopted by the City of Lebanon including but not limited to the Master Plan, Downtown Visioning Study, and the Capital Improvement Program.

3. The proposal includes a high-quality design with attention to architectural quality and detail, universal accessibility, and/or environmental sustainability.

C. Per Section 307.9.B to Allow Parking and Vehicular Circulation in the Front Yard

Section 307.9.B of the Zoning Ordinance prohibits parking areas and vehicular circulation areas within the front yard. However, "[f]or improved surfaces in existence as of January 20, 2021, the Planning Board may waive these requirements by conditional use permit pursuant to Section 302.4 if the Board finds that there is no other location on the lot to provide parking."

Pursuant to Section 307.9.B, the applicant requests a Conditional Use Permit to allow a 20 ft. circulation drive and 8 parking spaces in the front yard and has submitted the attached Application for Conditional Use Permit Support Statement addressing the Section 302.4.D and Section 307.9.B criteria.

In order to grant the requested Conditional Use Permit, the Board must find the applicant's proposal satisfies the Enhanced Performance Standards set forth in Section 302.4.D as well as the specific requirements of Section 307.9.B, i.e. that:

- The improved surface was in existence as of January 20, 2021; and
- There is no other location on the lot to provide parking.

Note that per Section 302.4.E of the Zoning Ordinance, for each requested Conditional Use Permit, the Planning Board "may impose conditions as it finds reasonably appropriate to safeguard the neighborhood and the general public or otherwise serve the purposes of this Ordinance, including such measures as set forth in Section 802.4 ("Special Conditions")."

CITY ASSESSOR
No comment at this time.

BUILDING INSPECTOR

- Drawing C-202, Sheet 6 of 37 depicts the foundation drain for building #1 as daylighting in the corner of the property near the property line. The applicant should demonstrate that the stone outlet apron will capture the additional water and not create a nuisance for the adjacent property.

- The plans should identify handicap accessible parking for building #1 and identify an accessible route.

ENGINEERING/PUBLIC WORKS

The Reviewing Engineer's comments on the applicant's plans and materials are attached hereto (see memo from Steve Keach, PE, dated April 29, 2022). Staff recommends that the applicant address the following three comments of the Reviewing Engineer (found on page 2 of Mr. Keach's April 29th memo under "Planning/Design Matters") as conditions of site plan approval:

"1. As specified on Sheets C-202, the invert-in elevation of one segment of inflowing storm drain (566.75) is reportedly lower than specified invert-out elevation (566.88). We recommend this discrepancy be corrected.

2. We continue to recommend the final site plan specify provisions for electrical, communications and gas utility accommodations for future building construction.

3. We presume the existing building is presently served by public water and sewer utilities. We continue to recommend the site plan drawings be expanded to depict the location of existing water and sewer utility services. In the event any existing utility services are to be removed or abandoned we recommend the final drawings specify that intent."

FIRE DEPARTMENT

The Fire Department offered the following comments to the applicant following staff's review of the applicant's original submission:

1. A variance will need to be obtained from the NH State Fire Marshal's Office from the following requirements of the 2015 NFPA 1:
   a. All fire department access roads shall have an unobstructed width of not less than 20 ft. (2015 NFPA 1:18.2.3.4.1.1)
   b. Dead-end fire apparatus access roads in excess of 150 ft shall be provided with approved provisions for the fire apparatus to turn around. (2015 NFPA 1:18.2.3.4.4)

   Note: staff recommends that the applicant obtain the required variance from the NH State Fire Marshal's Office as a condition of site plan approval.

2. An aerial fire apparatus access road is required to be provided for the Phase 1 building in accordance with the 2021 International Fire Code, Section D105. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building.
   a. Section D106 requires that two separate and approved fire apparatus access roads be required. The current plans show an access point into the municipal parking lot behind the fire station. This is not an acceptable access road as the bulk of the parking lot has no marked parking spaces and during the winter months it is often mostly impassible by even a passenger car due to parking and snow storage. This may be resolved by gating off the parking lot.

b. The fire truck turning movements plan will need to be resubmitted using the dimensions of Lebanon Ladder 1.

Note: Planning staff has provided the applicant's revised plans and materials (which include a revised fire truck exhibit) to the Fire Department and anticipates receiving feedback prior to the May 9th hearing.

POLICE DEPARTMENT

The Police Department offered the following comments to the applicant following staff's review of the applicant's original submission:

1. It is difficult to forecast the number of new calls for service to be generated because comparisons are impossible until the average lease price per unit is known. Certainly, with a large influx of people, there will be more police calls for service, however this is not addressed in the applicant's narrative.

2. The Police Department is concerned about the current parking plan of using the Fire Department parking area and the parking lot adjacent to Citizens Bank. The Fire Department becomes an emergency operations center during emergencies, (used for floods, pandemic management, etc. in recent years) and parking is already sparse for employees of LFD. Losing that area to residential parking would complicate this issue. The upper lot by Citizens Bank is governed by ordinance for the city's winter parking ban and no overnight parking is allowed on MO-WE and Fridays currently. This is to complete snow removal operations and often the police department is called upon to ticket or have vehicles towed that are parked contrary to the ordinance. We are also concerned with parking for businesses as we already receive complaints regarding parking in the areas around the mall and green.

3. The Police Department anticipates increased traffic at the driveway closest to Water Street. This lot has a low volume now, but with the increase of population and businesses, pulling out of the lot or turning into the lot coming from Hanover Street (requiring a quick merge into the right lane to make the turn into the lot) could be problematic when considering traffic coming from Water Street onto Mascoma Street. Further, all traffic coming from the complex will be forced to travel towards the green. This could be an additional strain especially during PM commutes with Farmers Market events, etc. A traffic study of not just "peak hours" should be completed, but of all hours and the affected areas as a result of this new build.

   Note: Planning staff has provided the applicant's revised plans and materials (which include an expanded traffic analysis) to the Police Department and anticipates receiving feedback prior to the May 9th hearing.

4. During times when there are larger events downtown (Memorial, Veterans Day, and Alumni Day parades, Shamrock Shuffle, etc.), traffic coming out of 2 Mascoma Street will not be able to leave the site due to the temporary closure of streets surrounding the green.

STAFF RECOMMENDATIONS

A. Decision-Making

Staff recommends that the Board proceed as follows:

1. Prior to closing the public hearing, the Board should act on the applicant's waiver requests.

2. Once the public hearing has concluded, the Board should act on the following:
    a. The Conditional Use Permit application pursuant to Section 307.3 of the Zoning Ordinance
    b. The Conditional Use Permit application pursuant to Section 307.8.A
    c. The Conditional Use Permit application pursuant to Section 307.9.B The requested waivers.
    d. The Site Plan Review application, subject to the recommended conditions of approval below.

B. Conditions of Approval

If the Planning Board moves to approve this request, then based on the information reviewed by City staff, the Planning and Development Department recommends that the Planning Board approve the application with the conditions noted below:

Conditions to be Satisfied Prior to Application for a Building Permit and Prior to the Start of Any Construction Activities

1. The Boundary Line Adjustment plat approved by the Planning Board on April 11, 2022 (PB2022-16-BLA) shall be recorded pursuant to and in conformance with the Notice of Action.

2. The applicant shall address comments 1-3 in the letter dated April 29, 2022, from Steve Keach, PE, of Keach-Nordstrom Associates, Inc., to the satisfaction of the City Engineer.

3. The applicant shall make the following revisions to the plan set to the satisfaction of the Planning and Development Department and the City Engineer:
    a) Any changes made pursuant to Condition of Approval #2.
    b) Identify the name of the county on the cover sheet.
    c) Update zoning chart as follows:
        i. Correct the number of proposed dwelling units to 152;
        ii. Identify the building to be demolished as an existing use;
        iii. Identify impervious coverage both in square feet and as a percentage (Section 5.1.E.10);
        iv. For proposed lot area, include reference the approved boundary line adjustment plat;
        v. For proposed parking, refer to requested Conditional Use Permit to allow off-lot parking;
        vi. Identify 7 ft. proposed rear setback and refer to requested Conditional Use Permit;
        vii. Indicate the parcel is subject to the NHDES Shoreland Water Quality Protection jurisdiction; and
        viii. Refer to the requested Conditional Use Permit for the proposed height of building #2.
    d) Identify location of protected shoreland buffer (pursuant to the NH SWQPA).
    e) Identify handicap accessible parking for building #1 and an accessible route.
    f) Amend the cover sheet to provide description of plan revisions (5.1.E.4.d).

    The applicant shall provide the Planning and Development Department with one (1) full size copy of the revised plan set, and a digital copy of the revised plan set saved in a PDF-A format for archival purposes.

4. The applicant shall schedule and hold a pre-building permit application meeting with the Planning and Development Department, City Building Inspectors, City Engineer/Department of Public Works, and Fire Department, in order to help streamline the building permit review process and to review applicable code requirements.

5. The applicant shall obtain approval from the City Council or the City Manager's office for any additional water and/or sewer flows in accordance with the applicable Chapter 136 and 182 of the City Code.

6. All engineering review fees shall be paid in full as required by Section 4.7.E.1 of the Site Plan Review Regulations.

7. The applicant shall apply to the NH State Fire Marshal's Office for all variances from the NFPA as determined to be required by the Lebanon Fire Department, and shall obtain such required variances.

Conditions to be Satisfied Prior to the Issuance of a Building Permit

8. Prior to the start of any construction activities on the property for which construction inspection is required pursuant to this decision or any applicable ordinance or code, the City shall retain the services of an independent third-party inspector, for which the applicant shall be responsible for all inspection fees related to (a) on-site work related to sewer, water, temporary sedimentation and erosion control, and drainage improvements, and (b) all off-site work within the City's right-of-way (including but not limited to water, sewer, roadway, sidewalks, crosswalks, bus stops/shelters, driveways, drainage), in accordance with Chapters 136 and 182 of the City Code and Section 8.2 of the Site Plan Review Regulations. The applicant shall provide funding for inspection services in a form and amount acceptable to the City and shall sign a Water & Sewer Extension and Infrastructure Inspection Agreement in accordance with Chapters 136 and 182 of the City Code.

9. The development shall be subject to City of Lebanon Impact Fees, pursuant to Section 213 of the Zoning Ordinance. The Impact Fee shall be calculated at the time of Building Permit issuance based on the Impact Fee Schedule adopted on October 12, 2021. In accordance with RSA 674:39, the approved site plan shall be exempt from any future changes in impact fees and methodology for five years from the date of approval; however, any building permits which are issued after the end of that five-year period shall be fully subject to whatever impact fees and methodology are in effect at the time of building permit issuance.

10. All water and sewer fees shall be paid as set forth in City Code Chapter 68.

11. Prior to the start of any construction activities on the property, the applicant shall obtain or update (if appropriate) any required State approvals, including but not limited to:
    a) NHDES Shoreland Permit
    b) NHDES Alteration of Terrain Permit
    c) NHDES Sewer Connection Permit, if necessary

Conditions to be Satisfied Prior to the Issuance of a Certificate of Occupancy

12. The impact fee calculated pursuant to Condition of Approval #5 shall be paid.

13. Third-party engineer or design engineer inspection reports and as-built drawings provided by the applicants (PDF format and CAD .dwg format, using the NH State Plane Coordinate System),

including tie sheets, shall be reviewed and approved by the City Engineer prior to acceptance of any utility improvements by the City.

14. All improvements depicted on the plan shall be completed, and shall be constructed as depicted on the approved plan, including any modifications to the plan as may be approved by the Planning Board in accordance with the Site Plan Review Regulations.

General Conditions

15. Pursuant to Section 4.9 of the Site Plan Review Regulation, the project may be constructed in phases per the phasing plan, attached hereto as Exhibit A.

16. All required landscape plantings shall meet the minimum size requirements for such plantings set forth in Section 6.2.B of the Site Plan Review Regulations at the time of installation.

17. Edge-of-disturbance fencing shall be installed and maintained before and during any site work, to be verified by the City Engineer or City's third-party inspector on site.

18. The applicant shall implement and maintain NHDES Site Specific Best Management Practices before, during, and after construction.

19. The applicant shall obtain an Excavation Permit from the Department of Public Works for any site work in the public right-of-way prior to any work in the right-of-way, and construction or installation of any new driveway(s) shall also require a Driveway Permit from the Department of Public Works.

20. The property owner is responsible for the maintenance and operation of the stormwater management system in accordance with the O&M plan, and such responsibility shall run with the land. (Section 6.6.H.2.b of the Site Plan Review Regulations).

Attachments

cc: Recreo, LLC (tim@ledgworks.com)
Jim Wasser, Studio Nexus (jimw@studionexusarch.com)
File

KNA
KEACH-NORDSTROM ASSOCIATES, INC.

April 29, 2022

Mr. Brian A. Vincent, P.E.; City Engineer
City of Lebanon – Department of Public Works
193 Dartmouth College Highway
Lebanon, New Hampshire 03766

Subject: **Site Plan Review Application - Village Market Redevelopment**
2 Mascoma Street (Map 91 – Lot 254); Lebanon, New Hampshire
KNA Project No. 22-0323-2

Dear Mr. Vincent:

As you may recall, on April 18th we issued a letter report in response to the subject application. Within that report we offered a series of remarks generated upon consideration and review of project plans and supporting information submitted to the City Planning Department by or on behalf of the applicant. On April 26th we received a copy of a subsequent submittal consisting of the following documents:

- A project narrative dated March 14 and last revised April 22, 2022.
- Applications (2) for Conditional Use Permits seeking relief from certain provisions of the Zoning Ordinance governing building height (Section 307.8.A) and parking/circulation configuration (Section 307.9.B).
- An Application for Waivers seeking relief from design standards specified under Sections 6.2 (landscaping) and 6.5 (parking) of the Site Plan Review Regulations.
- A drawing entitled "Phasing & Scheduling Site Plan" together with corresponding Preliminary Design-Build Project Schedule dated April 22, 2022.
- A letter report entitled "Village Marketplace Redevelopment – Transportation Review" dated April 22, 2022.
- A Drainage Report last revised April 22, 2022.
- A Site Plan (37 drawings) last revised April 22, 2022.

Based upon our careful consideration and review of the cited information we offer the following comments and recommendations at this time:

General Comments

1. We understand that on April 11th the Planning Board granted conditional final approval to an application for lot line adjustment which contemplates modification of existing boundaries of subject Lot 91-254 and adjacent Lot 91-253. Since layout of building and

site improvements contemplated on Lot 91-254 rely on the outcome of this lot line adjustment, we recommend site plan approval occur subsequent or be conditional upon eventual conveyance of additional land (0.11 acres) to Lot 91-254 as depicted and defined on the cited lot line adjustment plan.

2. Given proximity of the subject parcel to the Mascoma River it appears a NHDES Alteration of Terrain Permit will be required under this proposal. We recommend this required State Agency Permit be received prior to or as a condition of site plan approval.

3. Since proposed construction (see Sheet C-201) is to be served by public water and sanitary sewer utilities we recommend the applicant make appropriate arrangements for utility access with the Department of Public Works either prior to or as a condition of site plan approval.

4. We recommend the Planning Board rely on authority of Section 8.3 of the Site Plan Review Regulations (SPRR's) to require, as a condition of approval, the applicant provide a performance guarantee, in an amount and form acceptable to your Department, to serve as a financial surety for: restoration of the site in the event of abandonment; installation and maintenance of appropriate erosion and sedimentation controls throughout construction, as well as full and final completion of any proposed public improvements and/or work within a public right-of-way.

Planning/Design Matters

1. As specified on Sheets C-202, the invert-in elevation of one segment of inflowing storm drain (566.75) is reportedly lower than specified invert-out elevation (566.88). We recommend this discrepancy be corrected.

2. We continue to recommend the final site plan specify provisions for electrical, communications and gas utility accommodations for future building construction.

3. We presume the existing building is presently served by public water and sewer utilities. We continue to recommend the site plan drawings be expanded to depict the location of existing water and sewer utility services. In the event any existing utility services are to be removed or abandoned we recommend the final drawings specify that intent.

4. As acknowledged above the applicant's consultant has prepared and submitted a letter report entitled "Village Marketplace Redevelopment – Transportation Review." In addition to providing estimates of existing and future site generated traffic volumes attributable to the subject property under AM and PM Weekday Peak Hour conditions, the report was expanded to forecast how these volumes are expected to distribute to and from the nearby transportation network. Specifically, Figure 4 illustrates distribution of estimated site generated traffic volumes attributable to existing site conditions (presuming full occupancy) while Figure 6 does the same under anticipated future full-build/full-occupancy conditions. Direct comparison of volumetric data provided by these two figures afford the reader opportunity to understand potential project impact within

the study area. Completion of such comparison suggests full buildout and occupancy the currently proposed improvements is not expected to result in marked changes in weekday peak hour traffic volumes at any of the nearby intersections of streets considered.

5. Sheet G-1 provides a detailed parking summary which reflects availability of 100 off-site parking spaces available to be made available for future resident/tenant use at various specified hours and days. Although provisions of Section 607.4 of the Zoning Ordinance afford properties situated in the LD District exemption from strict compliance with otherwise applicable requirements of Section 607, Section 607.4 goes on to enable the Planning Board to use discretion when considering the adequacy of planned parking accommodations. Correspondingly, we recommend the Planning Board and applicant carefully review and consider adequacy of the proposed parking arrangement to serve anticipated project needs as an integral part of the pending site plan review process.

We trust you will find remarks provided in the foregoing letter report useful in its continued consideration and review of the subject application. As always, please contact this writer in the event you should have specific questions or further instructions related to this matter.

Sincerely:

Steven B. Keach, P.E.
President
Keach-Nordstrom Associates, Inc.

CITY OF LEBANON
APPLICATION FOR

SPECIAL EXCEPTION	☐	☒	SITE PLAN REVIEW
VARIANCE	☐	☐	SUBDIVISION
MOTION FOR REHEARING	☐	☐	LOT LINE ADJUSTMENT
APPEAL OF AN ADMIN. DECISION	☐	☐	OTHER ( )

PROPERTY OWNER (APPLICANT):

NAME: Recreo, LLC TEL.#: 603-322-3260

MAILING ADDRESS: 77 Bank Street, Lebanon, NH 03766

E-MAIL ADDRESS: tim@ledgeworks.com

CO-APPLICANT, AGENT, OR LESSEE:

NAME: Jim Wasser, Studio Nexus Architects, LLC TEL.#: 802-275-5110

MAILING ADDRESS: P.O Box 275, White River Junction, VT 05001

E-MAIL ADDRESS: jimw@studionexusarch.com

PROJECT LOCATION:

TAX MAP #: 91 LOT#: 254 PLOT #: ZONE: LD

STREET ADDRESS OF PROJECT: 2 Mascoma Street (former Village Market)

IS THIS PROPERTY LOCATED IN THE: **WETLANDS** ☐ YES ☒ NO **HISTORIC DISTRICT** ☐ YES ☒ NO

FLOOD PLAIN ☐ YES ☒ NO

SCOPE OF PROJECT:

Construction of two apartment buildings containing 150 units of housing, a 17-car parking garage, and a roof top community room and terrace for building occupants. Site improvements include parking for approximately 75 cars, entry plazas, and landscaping. The existing 27,000 SF market building will be refurbished as additional tenants are identified.

TYPE OF OCCUPANCY:

EXISTING ☐ VACANT ☐ ONE FAMILY ☐ TWO FAMILY ☐ MULTI-FAMILY ☒ COMMERCIAL ☐ INDUSTRIAL
PROPOSED ☐ VACANT ☐ ONE FAMILY ☐ TWO FAMILY ☒ MULTI-FAMILY ☒ COMMERCIAL ☐ INDUSTRIAL

IF USE IS **COMMERCIAL** OR **INDUSTRIAL**, PLEASE NOTE **SPECIFIC** USE: Restaurant and retail

SIGNATURE BLOCK:

X _____ DATE: 9 MAR 2022
PROPERTY OWNER

NOTE: IF, AS OWNER, YOU WISH TO DESIGNATE AN AGENT TO ACT ON YOUR BEHALF, PLEASE READ THE FOLLOWING AND SIGN BELOW: I hereby designate the person listed above as my agent for the purpose of procuring the necessary local permits for the proposed work as described herein. Representations made by my agent may be accepted as though made by me personally, and I understand that I am bound by any official decision made on the basis of such representation.

X _____ DATE: 9 MAR 2022
PROPERTY OWNER

DATE RECEIVED	FILE # (MAP/LOT)	APPLICATION #	FEE - $ AMOUNT	DATE PAID	VOUCHER #
3-14-22	91/254	PB2022-17-SPR			

(12/07/07)

STUDIO NEXUS
ARCHITECTS + PLANNERS

2 Mascoma Street Redevelopment Project Narrative

3.14.2021; Revised 4.22.2022

PROJECT OVERVIEW

2 Mascoma Street is home to the former Village Market (which closed in June 2018), smaller commercial enterprises and the Sunrise Buffet restaurant. Originally developed in the 1970's, the site has struggled to remain commercially viable, precipitated by a number of factors, among them: poor access, a challenging topography, and pressures from the development of commercial centers outside of the downtown. The existing site is steeply sloped—approximately 25' from the high point on the northeast corner of lot (by the Fire Station) to the southwest corner at the intersection of Water and Mascoma Streets. The existing 25,048 SF, 2-story former market and commercial building straddles that slope and a 5,600 SF restaurant building hugs the eastern property line next to the fire station. Left turns into the site are not possible because of the presence of median strip on Mascoma Street; access to the site coming from the west is possible only by U-turn on Water or Mechanic Streets or by access off Church Street through an unregulated and unmarked quasi-public parking lot.

We are proposing a major redevelopment of the site, including the removal of the restaurant building, two new apartment buildings, the eventual interior build-out of the existing commercial building, parking and landscaping:

- Apartment **Building I**, consists of a 5-story, 48,028 SF, 72-unit apartment building plus a basement level that sits atop an 8,028 SF, 17-car parking garage. Built on the southern end of the site, the building and its main entry are oriented east—facing the upper level parking lot and Colburn Park beyond. The parking garage is accessed from the north/lower level of the site along the west face of the existing market.
- Apartment **Building 2,** consists of a 6- story (plus two walk-out basement levels), 56,800 SF, 80-unit residential building of similar construction and unit mix to Building 1. Located along Water and Mascoma Streets, it reinforces the corner and forms a gateway with the existing National Bank Building as you enter the downtown from the west. Its 5th and 6th floor setbacks reduce its visual height. Again, the building is oriented toward Colburn Park; its main entry and entry plaza—leading to a fully glazed lobby--is approached from the northeast, on the high side of the building pad and provides the building with a public face and connection to the street. Additional entries are located at the basement level at the corner of Mascoma and Water Streets and at the sub-basement level facing Water Street.

These buildings will provide small, but high quality studio (and a few one-bedroom) apartments in a diversity of sizes and shapes, but typically between 400 - 450 SF, primarily occupied by singles or couples, a familial demographic that is increasing rapidly in the Upper Valley. The buildings will be some of only a few steel and concrete structured, non-combustible, multi-family housing complexes in the area. They will cater to those individuals wanting a more urban, socially interactive environment, with pedestrian access to restaurants, bars, shopping and other public amenities and a minimum of dwelling upkeep.

Construction of these apartments will be the driver behind the redevelopment of the rest of the site, adding much needed density to spur the retail and restaurant redevelopment of the existing Village Market building. The 5 and 6-story heights and the smaller units will add density to the urban core, bringing more consumers to downtown retail and restaurants--adding life and activity, especially in the evenings. Utilizing a vacant, derelict portion of this downtown property instead of a large tract of undeveloped land outside the urban core, the project helps reduce sprawl and environmental degradation and builds a sustainable, livable, and walkable community--explicitly stated goals of the LD District, the Lebanon Master Plan and the Visioning study.

At the conclusion of the construction of this project the 25,048 SF **existing commercial building** (containing the former Village Market), which is currently about one-half leased, will remain. We are committed to leasing the remaining real estate with good businesses and are negotiating with existing and new tenants to take on space upstairs. Improvements to the site will increase its accessibility to both vehicular and pedestrian traffic.

Multi-family dwellings are specifically allowed in the LD District and are promoted as a goal for this district in the Lebanon Master Plan, Visioning Study and the Code itself. Increasing residential density to enhance the viability of existing commercial space both on this site and the greater downtown is in the public interest. We are making a substantial investment to redevelop and maximize the residential potential of the site, which in turn will make the surrounding properties, especially those on the Lebanon Green, most of which are either office or restaurant/retail, more valuable. Retail and restaurants will flourish and multiply, making the downtown an even more desirable place to live.

BUILDINGS

Exterior Materials

We have chosen durable, low maintenance, high quality materials to clad the exterior of the buildings. Predominantly, they will be brick, fiber cement, metal and glass, reflecting Lebanon's rich architectural history as seen in the 19th and early 20th century buildings on the south side of Colburn Park, while reinterpreting these buildings in a contemporary style for modern loft style living:

- Brick, visually similar in style, character and color to those found in downtown buildings off Colburn Park (especially the National Bank Building)--with rowlock and soldier course details at the windows and soldier courses at any brick parapets.
- Fiber cement panels are used on these facades for their appearance, durability, longevity, fire and water resistance and sustainability. The panels, primarily located on the upper floors, add variety and life to the facades, while helping the higher upper levels recede from view. They include:
    - Light greys - used primarily to visually recess upper levels and massing
    - Simulated wood stain – Used on the tower of Building 1 and on the undersides of the balconies to soften the façades and give them a more residential character.

- Slate or a simulated slate – Used as an accent on the façade of building 2 to provide variation and richness.
- Balconies and terraces protected with metal railings on the lower levels and transparent glass on the upper, provide residents with a connection to the street, the neighborhood, the park and the hills beyond.
- Heavy timber brackets support a cascading steel canopy over the lobby entry at Building 1.

Massing and Details

Varied roof heights, step-backs, the balconies and terraces, color and material variation add interest and break up building roof lines and massing. Large roof cornices cap the buildings and reflect those cornices on found on many of the brick buildings around Colburn Park. The form and height of Buildings 1 and 2 are consistent with that of surrounding buildings, particularly the National Bank Building (see site sections, sheet SD-14 in Exhibits). Many of the buildings around and nearby Colburn Park are monolithic brick 4 -5 story buildings with footprints similar or larger than those being proposed (see sheet SD-19 in Exhibits). To lessen the perceived height of Building 2, we have added step backs along Mascoma and Water Streets at the 5th floor level as well as what is required at the 6th floor levels.

Windows and Transparency

White clad, tilt-turn windows reflect in proportion, size and color the windows of the older brick buildings, while providing the light, operability and energy efficiency demanded of the modern age. They can be found singly, in pairs and triples—many with transoms, reflective of the groupings on the National Bank Building, The Whitman Building and Rogers House.

Buildings 1 and 2 exceed the 25% LD requirements for window area on residential building facades along the primary and secondary streets; our calculations are as follows:

Mascoma St – North Elevation:
Wall area = 4539.85 sf
Window area = 1680.8 sf
Glazed area = 37%

Water St – West Elevation:
Wall area = 6917.9 sf
Window area = 2118.8 sf
Glazed area = 30.5%

Mascoma St /Water St Corner – North West Elevation:
Wall area = 3046.68 sf
Window area = 1243.76 sf
Glazed area = 40.8%

Structural System

A steel frame will support concrete and steel decks. Walls will be framed in metal to create a non-combustible superstructure of Types IA, IIA, and IIB construction.

Environmental Sustainability

Buildings will be insulated to high-performance standards, will have localized in-room heating and air- conditioning systems (PTAC or similar) and a building-wide heat-recovery ventilation system. Lighting will be LED exclusively. The roof of Building 1 will be made solar ready, with the hope to install solar panels in the near future. Sustainable features of the project include:

- Constructing the project on a previously developed, downtown urban site, with pedestrian access to shops and services and convenient public transportation
- Removal of large volumes of "junk" fill from the site, containing various amounts of "wood, brick, asphalt, glass, metal, brick, and concrete" according to the geo-technical report provided by S.W. Cole Engineering
- Relatively small building footprints containing compact apartment units that efficiently utilize space and are built of durable, long-lasting materials
- High performance building envelopes (exterior walls, doors and windows) that will exceed the commercial energy code requirements for insulation value and air leakage
- Mechanical/electrical systems, equipment and fixtures that will meet or exceed the commercial energy code and water conservation requirements, including all LED lighting and a heat-recovery ventilation system
- 30 short-term and 46 long-term bike parking spaces
- Building 1 rooftop designed to be solar ready and able to fit up to 180 solar panels
- Four private, electric vehicle charging stations for use by the 2-Mascoma Street residents.

Trash/Recycling

Trash and recycling from all building tenants will be brought to a centralized room inside each building. It will be picked up directly from this room, so there will be no exterior dumpsters or trash bins on site.

SITE

Site Amenities and Pedestrian Access

At **Building 1**, a large terrace of pavers and landscaping provides a buffer between the building entry and the parking lot. It contains seat walls and picnic tables, providing an outdoor gathering space for residents and the community. It also connects directly to the existing Market building, along which a partially covered pedestrian walk connects Building 1 to Mascoma Street.

A smaller plaza adjoins the main entry to **Building 2** and connects directly to Mascoma Street. A dedicated resident only entry at the corner of Mascoma and Water provide direct pedestrian access from the west. Around the corner, three individual unit entries connect the building to Water Street. In

addition to the outdoor amenities, Building 2 contains a rooftop resident community space and a large outdoor terrace, which we envision providing picnic and lounging opportunities.

Universal Accessibility:
Conforming to the Americans with Disability Act (ADA), Buildings 1 and 2 are entirely accessible on all levels and entries; 5% of the units (8 total) meet Type A (fully accessible) requirements, while the remainder meet Type B (adaptable) requirements. Site accessibility to the existing building has been improved, with both levels being accessible from handicapped parking spaces to the store entries. There are a total of 8 ADA parking spaces scattered throughout the site.

Vehicle Parking
We are providing 99 parking spaces spread throughout the development: one large, 70-vehicle landscaped parking lot on the east side of the existing market building, smaller lots for 12 vehicles on the north and west sides, and a 17-car parking garage at the lowest level of Building 1. Experience at our residential properties at both 75 Bank Street (the former Junior High) and at our new 69 unit, 5-story apartment building in White River Junction, each of which have a similar mix and size of units, provides a history of parking usage directly relevant to this project. Leases with tenants stipulate that only one on-site parking space is allowed per unit. The percentage of units with cars has been historically approximately 80%, putting residential demand at this development at around 122 spaces.

We anticipate significant shared parking between the residential and commercial uses and have provided a table outlining the spaces available based on the percentages in section 607.6 of the Lebanon Zoning Code. In addition, Execusuite, LLC (negotiating for Recreo, LLC and 21 Agua Street, LLC) and Water Street Mill, LLC have negotiated a reciprocal parking agreement to lease 100 spaces at 0 Water Street (parcel 91-255) for use by tenants of 2 Mascoma Street evenings from 5 pm to 9 am and weekends from Friday at 5 pm until Monday at 9 am. This lot is contiguous to ours and located directly to the west. It will provide 100 off-lot spaces evening and weekends, primarily serving residents of Building 2. As a lot dedicated to the office building directly across Water Street, it is nearly vacant nights and weekends. The lot is easily accessed from Building 2 with on-grade approach to the upper basement level at the corner of Mascoma and Water Streets. From there it is an approximately 150' walk to the lot. As part of this agreement the 10 Water Street office building will have use of 30 parking spaces on weekdays at the 21 Water Street lot, which has 25 spaces total, and 5 spaces at 2 Mascoma Street.

This reciprocal parking agreement will benefit all three properties and parking accessibility in the greater area. The 0 Water Street lot is an existing parking lot easily accessed by pedestrians from the 2 Mascoma Street Redevelopment using public sidewalks and without crossing streets. Its use during evenings and weekends will have limited impact on traffic on Water and Mascoma Streets. Vehicular access is about 150’ from the corner of the two streets and primary usage of the lot will be evenings and weekends when the Water Street businesses are closed. Similarly, parking spaces at the 21 Water lot will create almost no increased traffic during the daytime, but will provide flexibility in the event of heavier than usual daily needs at 10 Water Street and relieve the burden (and reduce vehicular and pedestrian traffic crossing at

Mascoma Street) on the public parking lots by Colburn Park and the National Bank building. In addition, many of those daytime spaces at 21 Water Street, which were originally for the offices of Ledgeworks, LLC, are no longer needed as Ledgeworks has moved and the offices replaced by four apartments. Off-lot parking spaces used by each party will be monitored and managed for conformance to the agreement by the respective property owners.

Shared Parking Table:

Parking reduction factor - section 607.6 of the Zoning Ordinance	Reduction Factor Based on Time of Day	Weekday		Weekend		
Proposed use	Table 607.6	B (9am-4pm)	C (6pm-12pm)	D (9am-4pm)	E (6pm-12pm)	F (12pm-6am)
Residential	1/studio-1.5/1 bedroom	50% or 77	75% or 115.5	100% or 154	80% or 123.2	100% or 154
Retail	1/200sf	60% or 61.8	90% or 92.7	100% or 103	70% or 72.1	5% or 5.1
From 10 Water St per Agreement		5	-	-	-	-
Total Required		144	208	257	195.3	159.1
Total Parking Provided for 2 Mascoma Street Patrons and Tenants		99	199	199	199	199

Bike Parking

We are providing 30 short-term bike parking spaces scattered throughout the site. 46 long-term, secure, weather-protected bike parking meeting the requirements of the site development regulations will be provided in the parking garage of Building 1 and a larger central area in the lower level of the existing Village Market. The long-term bike parking will be lit, signed, and locked. Bikes will be secured to wall mounted bike racks as shown on sheet SD-11.

Snow Removal

We are providing a maximum of 5,392 SF of snow storage as shown on plan C201, accounting for roughly half of what is required. Given the tight nature of the site and the need for parking there are limited opportunities for storage and much of the snow will be collected and hauled off-site.

CONSTRUCTION PHASING

See Construction Scheduling Plan and Design-Build Project Schedule Exhibits by Jewett Construction for more specifics on areas in question.

Area of Improvement	**Security Posting Date**	**Final Completion of Improvements**	**Building Permit Deadline**
Building 1: Building	2/2024	4/2024	10/2022
Building 1: Landscaping and Courtyard	3/2024	4/2024	10/2022
Upper Parking Lot: Paving, Striping and Landscaping; Circulation Road at Laundromat	9/2023	10/2023	10/2022
Building 1 Access Road Paving, Retaining Walls and Guardrails; Parking at Laundromat (3 Spaces); Utility Corridor	9/2023	10/2023	10/2022
Building 2 Building	2/2025	5/2025	10/2023
Building 2 Courtyard, Landscaping and Parking by Building (7 Spaces)	4/2025	5/2025	10/2023
Existing Market Building Improvements	9/2025	10/2025	10/2023

INFORMATION AND IMPACT STATEMENTS IDENTIFIED IN SECTION 6.9.B

1. Statement of impact of the proposed development on natural resources and environmental quality including, but not limited to, water quality, air quality, wetlands, soil erosion and agricultural soils and a statement of pollution control and environmental impact mitigation measures.

- The proposed project will not have a negative impact on natural resources and environmental quality. The existing site has approximately 82% impervious cover with no means to detain or treat stormwater before it leaves the site and discharges into the Mascoma River. The proposed project will redevelop the site with a robust stormwater collection, detention, and treatment system that will greatly improve the quality and decrease the rate of water leaving the site during a storm event. A drainage report has been provided that outlines the details of the stormwater management plan.
- Erosion and sedimentation controls will be used and the site will be monitored in accordance with federal, state, and City regulations to protect water quality during construction.
- During construction, dust will be minimized with requirements to spray daily. The completed project will meet high performance standards for insulation, openings, mechanical and electrical efficiency, minimizing environmental impact.
- No jurisdictional wetlands are present on the property. The Mascoma River is within 250 feet of portions of the site and the project will require a Shoreland Water Quality Protection Act Permit and an Alteration of Terrain Permit from NHDES.
- A Data Check was completed through the Natural Heritage Bureau to screen for potential impact to rare species and exemplary natural communities in the project area. The report determined that the project will not impact those species or communities.
- No agricultural soils are present on the site.

2. Capacity of the school system; effect on school bus transportation and distance of the proposed subdivision from the nearest elementary school.

- Since this development is one composed primarily of studio apartments, the population will be overwhelmingly single adults and some couples. Its impact on the Lebanon School system and school bus transportation will be negligible. The nearest elementary school is the Hanover Street School, 1.2 miles away.

3. Adequacy of streets and/or sidewalks in the general area of the development including major intersections providing access, and such other areas as requested by the Board.

- Please see attached Traffic statement prepared by Corey Mack from the Wall Consulting Group.

4. Sufficiency, availability and capacity of utility services to provide water, fire protection, and sewer, and further, the impact of the development on the municipal solid waste disposal facilities.

- We are working with the City Engineer to apply for sewer allocation and connection permits for the two buildings.
- We are currently awaiting a review by the City's consulting engineer to run the model to confirm sewer capacity is available. We do not anticipate any issues with the adequacy of the 12-inch

water main on Mascoma Street to provide adequate flow for domestic and fire suppression services.

5. (If applicable) The impact of on-site subsurface sewage disposal systems as to adjacent wells, water supply systems, and any known aquifers so designated by the United States Geological Survey.

- N/A. We have no subsurface sewage disposal systems.

6. Any special fire, police and public safety problems due to location and/or special conditions related to the site's proposed type of use.

- We have provided emergency vehicle turning movement drawings, which show access through the site.
- Located at the rear (southern end) of the site, Building 1 can be readily accessed on its eastern side from both the project's upper parking lot and from the adjacent City parking lot at the southern end of the Fire Station. Access to its northern side will be via an 18'-wide access road, however, fire trucks will need to back out from this direction to exit the site. Access to the western and southern sides is most readily accomplished by the neighboring parking lot off Water Street that serves the Whitman Building.
- Located at the corner of Water and Mascoma Streets, Building 2 can be accessed from the public right-of-way as well as from the lower parking lot.
- Access to the existing market building will be maintained essentially in its present form, with the access road on its west side widened about 2' from its current size, but without the limited turnaround on the southern end which will now be occupied by Building 2.
- Both Buildings 1 & 2 are of non-combustible Type 1A construction below the main entry levels and of non-combustible Type IIB construction above and will be fully sprinklered and alarmed. The exterior walls of the existing building are Type IIB masonry construction and it will be fully sprinklered and alarmed as well.

7. Impact of storm drainage from the development on abutting properties and potential storm drainage problems both on the site of the development and downstream from the development.

- Peak rate of stormwater runoff for the 1-year storm event through the 100-year storm event will be reduced at both the north and south discharge points on the site through the implementation of an underground detention system. The stormwater will also be treated in this underground system using a sand filter prior to discharge off site. The water quality of stormwater leaving the site will be improved from the current condition and the rate of runoff will be reduced. The primary discharge point for the majority of the site will be into the City closed drainage system at the corner of Water Street and Mascoma Street, with eventual discharge via 36" pipe into the Mascoma River. We do not anticipate any issues related to runoff from the site to abutting properties and/or downstream areas.

8. Fiscal impact statement analyzing the impact of the development on municipal, school and county revenues and expenditures, including estimated potential tax revenue and estimated number of school children.

- The positive impact of the proposed redevelopment is significant for public/municipal and private business revenues. The National Association of Home Builders (NAHB) estimates that the construction of 100 multifamily units will generate nearly $11.7 million of local income in a one year period (https://www.nahb.org/-/media/NAHB/news-and-economics/docs/housing-economics/economic-impact/economic-impact-local-area-2015.pdf) The City of Lebanon's 2016 Market Opportunities Report cited a conservative new absorption rate of 180 new downtown housing units per year. (https://lebanonnh.gov/DocumentCenter/View/699/Market-Opportunities-Report-PDF?bidId=) These housing units are critical to meet the demands of the local market, and to provide a sustainable boost in local revenues. Coming out of the pandemic, this is vitally important to the success of the local economy.
- The impact on local/municipal expenditures is minimal. These housing units will be occupied by working adults who will not need to utilize the local school system. The increase in annual property tax revenue will be significant, approximately twelve times the current revenue. Additionally, the boost to Lebanon's TIF District will provide funding for important infrastructure improvements.

City of Lebanon, New Hampshire
APPLICATION FOR WAIVERS

Office Use Only	Date Received: _____	File No.: _____

PROJECT INFORMATION

Name of Applicant: Recreo, LLC (Jim Wasser, Studio Nexus Architects, Agent)

Project Name: 2 Mascoma Street Redevelopment

Project Address: 2 Mascoma St., Lebanon, NH 03766

WAIVER REGULATIONS

In order to grant a Waiver from a requirement of the City of Lebanon Site Plan Review or Subdivision Regulations, the Planning Board must find that the Waiver is justified under one of the following criteria (*See Article VII of the Site Plan Review Regulations and Section 7.15 of the Subdivision Regulations*):

Criteria A. Strict conformity would pose an unnecessary hardship to the Applicant and waiver would not be contrary to the spirit and intent of the regulations;

OR

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

WAIVER REQUEST(S)

I (we) hereby request a Waiver from:

[You can respond in the space provided, or attach a separate statement. Please be prepared to address each request during your public hearing. You must show that you have justified granting the Waiver(s).]

1. Section 6.2.B.1 of the (*circle one*) Site Plan Review / Subdivision Regulations. A Waiver of this Section meets (*circle one*) Criteria A / Criteria B because _____

   The area in question, between the buried propane tank farm and the property line, will be heavily landscaped to provide the necessary buffer with the adjacent parking lot. Increasing the perimeter landscaping in this area would mean a reduction in the size of the much needed patio space.

2. Section 6.2.B.4 of the (*circle one*) Site Plan Review / Subdivision Regulations. A Waiver of this Section meets (*circle one*) Criteria A / Criteria B because _____

   This requirement is contrary to the spirit of the 0' and 10' setback requirements in the LD District found elsewhere in the Regulations. To conform with this at Buildings 1 and 2 would necessitate ~~setting back Buildings 1 and 2 a distance of 13'-15' from the property line to provide clearance~~ between the trees and the buildings or eliminating tree planting around the buildings altogether. At the parking lot abutting Mascoma Street it would require elimination of multiple much needed parking spaces. Providing these trees along the public sidewalk (where there are currently none) and at the buildings will provide an aesthetic attribute and shading to help moderate sidewalk temperatures and provide cover for pedestrians in the spirit of the landscaping regulations.

3. Section 6.2.D.1 of the (*circle one*) **Site Plan Review / Subdivision Regulations**. A Waiver of this Section meets (*circle one*) **Criteria A / Criteria B** because _____

   Providing a 10' landscape buffer around the existing Village Market would eliminate a row (22 spaces) of much needed parking on the east and north sides of the Village Market in order to meet all required drive aisle and parking space dimensions. Providing a 10' landscape buffer on the west side of the building would eliminate the access road to Building 1 parking garage, eliminating 17 more spaces. These outcomes would make the project untenable.

4. Section 6.2.D.1 of the (*circle one*) **Site Plan Review / Subdivision Regulations**. A Waiver of this Section meets (*circle one*) **Criteria A / Criteria B** because _____

   On the south side of Building 2 we average a 5' landscape buffer. Providing a 10' buffer would require the elimination of at least one residential unit per floor, which would significantly impact the feasibility of providing the residential units with the adjacent parking lot, increasing the number of dwelling units (DU) for the project. This is also non-conforming in the side yard, which is a 20' setback requirement in the LD District.

5. Section 6.5.E.8 of the (*circle one*) **Site Plan Review / Subdivision Regulations**. A Waiver of this Section meets (*circle one*) **Criteria A / Criteria B** because _____

   Given the configuration of the space available for parking at the upper parking lot, orienting the parking lot perpendicular to the Village Market building would result in a large reduction in the number of parking spaces, a confusing vehicular circulation pattern and would not effectively reduce the number of traffic aisles a pedestrian would need to cross. The design we are proposing is efficient, straightforward to circulate and safest for pedestrians.

6. Section 6.2.E.4 of the (*circle one*) **Site Plan Review / Subdivision Regulations**. A Waiver of this Section meets (*circle one*) **Criteria A / Criteria B** because _____

   The parking row facing the east lot line is 225' long overall, with two 108' bays of parking separated with an 8' planted island, slightly exceeding the 100' maximum allowable between planted islands, however this row abuts a landscape strip that varies from 9' to 1' in depth along its length. The interior rows of parking are 158' feet long, but abut a continuous 8' deep strip of landscaping. We have exceeded the 100' limit to accommodate the maximum amount of parking possible on the constrained site while still honoring the intent of the regulations.

7. Section ___ of the (*circle one*) **Site Plan Review / Subdivision Regulations**. A Waiver of this Section meets (*circle one*) **Criteria A / Criteria B** because _____

   _____

   _____

   _____

8. Section ___ of the (*circle one*) **Site Plan Review / Subdivision Regulations**. A Waiver of this Section meets (*circle one*) **Criteria A / Criteria B** because _____

   _____

   _____

   _____

SIGNATURE

I (we) hereby submit this application to the Planning Board and attest that to the best of my (our) knowledge all of the information on this application form and in the accompanying application materials and documentation is true and accurate. As the applicant or as the agent of the applicant, I attest that I am duly authorized to act in this capacity.

Signature of Applicant: _____ Date: 4/22/2022 ~~3/14/2021~~

CITY OF LEBANON, NH SITE PLAN REVIEW REGULATIONS TECHNICAL CHECKLIST	
PROJECT NAME: 2 Mascoma Street Redevelopment	
APPLICANT: Recreo, LLC	**DATE:** 03/14/2022
GENERAL SUBMISSION REQUIREMENTS:	

All applications to the Planning Board for Site Plan Review must be submitted by <u>12:00 Noon</u> on the day of the filing cutoff. [§4.7.B] **Submissions must be accompanied by the following information or review of the application may be delayed:**

A properly completed and signed Application Form *(available at www.lebanonnh.gov)*. [§5.1.A]

The appropriate filing fees. [§5.1.B]

A written project description. [§5.1.C]

A list of the names and mailing addresses of all persons to be notified, by certified mail, of the public hearing. [§5.1.D]

A completed and signed Application for Waivers *(available at www.lebanonnh.gov)* [§5.1.G.3]

A completed and signed Technical Checklist *(available at www.lebanonnh.gov)*. [§4.7.B] *[Applicants must complete the entire checklist to ensure that all necessary information and materials have been provided with the application or that written requests for waivers have been properly provided in accordance with Article VII of the Site Plan Review Regulations, as appropriate.]*

Two (2) full-size sets of the Site Plan set. [§5.1.E]

A digital copy of the Site Plan set in .PDF format. [§5.1.F]

<u>NOTE</u>: Applications shall contain sufficient information to enable the City Staff and the Planning Board to evaluate the proposed development for compliance with the Zoning Ordinance, the Planning Board's Regulations, and other applicable City Codes, and for the Planning Board to make an informed decision.

All required application materials shall be submitted as a single inclusive package, including any appropriate waiver requests as permitted by the Regulations. Submission of a complete application package ensures that the review process by City Staff is as efficient and effective as possible.

The purpose of the filing deadline is to provide adequate time for City review of the proposal. Submission of any altered, additional, or substitute application materials required by Article V of these Regulations, subsequent to the filing deadline, other than as directed by City Staff, shall cause the application to be deemed untimely filed, and such application shall not be heard until a subsequent month.

PLAN SUBMITTAL TECHNICAL CHECKLIST:

NOTE: Site plan drawings shall include the information described below pursuant to Article V of the Lebanon Site Plan Review Regulations. Plans shall be submitted on sheets no larger than 24" x 36". Plan sets with multiple sheets shall include sheets of uniform size and be bound on the left edge. When more than three (3) sheets are required, an additional cover sheet shall be attached including a table of contents. A scale of not smaller than one (1) inch equals 40 feet is suggested. All lettering shall be of a size and type that is legible.

In order to facilitate the use of the City's Geographic Information System (GIS) for planning purposes, all surveys and engineered plans submitted for Site Plan Review shall utilize the NH State Plane Coordinate system and shall reference the North American Vertical Datum of 1988 (NAVD 88), unless prior approval to use an alternate coordinate system and/or vertical datum is granted by the Planning & Development Department.

A written request for waiver shall be required, pursuant to Article VII of the Site Plan Review Regulations, for any submission requirement for which the information or data is not provided by the applicant. [§5.1.G(4)] NOTE: The submission requirements described in paragraphs 5.1.E(1) through 5.1.E(4) shall not be waivable under the procedures of Article VII of the Site Plan Review Regulations. [§5.1.E]

[Checklist begins on following page]

Plan Requirements	**Info. Provided**	**Waiver Sought**
5.1.E(1) - Vicinity sketch (suggested scale: 1" = 500').	☑	N/A
5.1.E(2) - Names and mailing addresses of Applicant; Owner(s) of Record of site; Owners of abutting properties; and Holders of any easements, rights-of-way, or other restrictions.	☑	N/A
5.1.E(3) - Names and business addresses of preparer(s) of the plan, and every surveyor, engineer, architect, soil scientist, or wetlands scientist whose professional seal appears on any plan or document submitted to the Board.	☑	N/A
5.1.E(4) - The following information shall be provided on the first page (or cover page, if applicable) of the Site Plan:		
a. Name of the City and County in which the development is proposed;	☑	N/A
b. North arrow;	☑	N/A
c. Scale of the plan;	☑	N/A
d. Date of the plan and of any revisions to the plan; (NOTE: The date on the plan at the time of initial submission for application review shall be included on all subsequent submissions to the City. Any subsequent change(s) to the plan shall include a revision date and description of the revision(s).)	☑	N/A
e. The following basic site information in TABLE FORM:		
1. Zoning designation for subject property;	☑	N/A
2. Tax Map and Lot number(s) for subject property;	☑	N/A
3. Area of lot;	☑	N/A
4. Gross floor area of existing and proposed buildings/additions;	☑	N/A
5. Number of existing and proposed on- and off-street parking spaces as a table. The table must identify (i) the number of required (minimum) parking spaces and the permitted (maximum) number of parking spaces and the calculations for each, (ii) future proposed, and (iii) existing parking capacity. If the site is part of an existing development or subdivision, the master table must provide such information for all related sites and phases, individually and as a project total;	☑	N/A
6. Number of existing and proposed short- and long-term bicycle storage spaces;	☑	N/A
7. Number of existing and proposed loading spaces;	☑	N/A
8. Height of existing and proposed buildings/additions;	☑	N/A
9. Number of stories and gross square footage of each;	☑	N/A
10. Proposed use;	☑	N/A
11. Required and proposed front, side, and rear yard setbacks	☑	N/A
12. Maximum allowable lot coverage with existing and proposed calculations;	☑	N/A
13. Indication of whether or not the property is subject to any City Overlay districts (for example, the Wetlands Conservation District or Flood Plain District) or to NHDES Shoreland Water Quality Protection jurisdiction.	☑	N/A
5.1.E(5) - Current survey certified by a land surveyor licensed in NH, depicting perimeter boundaries of the lot(s), with compass bearings, distances, and lot areas, and depicting the location of existing improvements on property.	☑	☐
5.1.E(5) - Width and location of rights-of-way and/or easements on property.	☑	☐

Plan Requirements *(cont.)*	**Info. Provided**	**Waiver Sought**
5.1.E(6) - Existing and proposed grades, including topographic contours with spot elevations, (referenced to USGS or FEMA Flood Insurance Rate Map datums, as appropriate) prepared by a professional engineer or land surveyor licensed in NH. (Where grades are less than 20%, contours shall be at 2 ft. intervals; otherwise they shall be at 5 ft. intervals.)	☒	☐
5.1.E(7) - Shape, size, height, and location of all existing structures located on site and within 200 feet of site.	☒	☐
5.1.E(7) - Elevation views indicating shape, size, height, and location of all proposed structures, including expansions of or additions to existing buildings. Such elevation views shall provide sufficient detail to allow for review by the Board and City staff of the adequacy of proposed access and egress points, walkways, lighting, and other site-related improvements.	☒	☐
5.1.E(8) - Location of existing natural features such as streams, marshes, lakes, ponds, wetlands, rock outcrops, or wooded areas, and existing man-made features such as roads and structures. Indicate those natural and man-made features that are to be removed, retained, or altered.	☒	☐
5.1.E(8) - Wetlands on the property, if any, shall be delineated by a NH Certified Wetlands Scientist, whose seal and signature shall appear on the plan. Documentation in the form of U.S. Army Corps of Engineers New England District Wetlands Delineation Data Sheets and/or other field notes and materials concerning the delineation shall be submitted.	☒	☐
5.1.E(9) - Zoning District, Tax Map and Lot number, and use of abutting properties within 200 feet of property.	☒	☐
5.1.E(9) - Location of streets, pedestrian paths/trails, and bicycle routes within 200 feet of the site boundary; and the location of curb cuts and vehicle accesses within 200 feet of the site boundary.	☒	☐
5.1.E(10) - Proposed streets, driveways, emergency vehicle accesses, parking spaces, and sidewalks, with indication of dimensions and direction of travel. Show required sight distances at curb cuts and dimensions for the inside radii of all curves.	☒	☐
5.1.E(10) - Vehicle and bicycle parking spaces shall be numbered.	☒	☐
5.1.E(10) - Loading spaces and facilities used in connection with any structures on the site shall be shown	☒	☐
5.1.E(10) - Total square footage and percentage of the lot covered by impervious cover shall be shown.	☒	☐
5.1.E(11) - Parking area safety measures including raised crosswalks/speed tables, signage, walkway lighting, striping and similar markings such as dedicated pedestrian/bicycle crossings and lanes through parking areas, fire lanes, compact and/or electric vehicle parking/charging, parking wayfinding, ADA signage and access aisles.	☒	☐
5.1.E(12) - Size and location of all existing and proposed public and private utilities. *(Note: the applicant is encouraged to submit a Sewer Use Permit Application and obtain a Notice of Permitted Allocation, and to obtain a Water Use Permit prior to submission of the Site Plan Review application.)*	☒	☐

Plan Requirements *(cont.)*	**Info. Provided**	**Waiver Sought**
5.1.E(13) - Plan for outdoor lighting showing proposed location, mounting height, fixture type, lamp type, color correlated temperature (CCT), and wattage of all exterior free-standing lighting or building-mounted fixtures.	☒	☐
5.1.E(13) - Analyses and illuminance-level diagrams, to include average and minimum foot-candle measurements, showing that proposed installation conforms to the lighting-level standards in Site Plan Review Regulations.	☒	☐
5.1.E(13) - Manufacturer's specification information for each proposed light fixture and lamp (NOTE: This information may be provided on the plan or as a separate attachment).	☒	☐
5.1.E(13) - Drawings of all relevant building elevations showing location and height of all building-mounted fixtures, illumination levels of walls or architectural features, and aiming points for any remote light fixtures.	☒	☐
5.1.E(14) - Plan for location of free-standing or building-mounted signs, including location, mounting, aiming, and shielding of any remote light fixtures for externally-lit signs.	☒	☐
5.1.E(14) - For internally-lit signs, relevant information concerning the method of illumination and the opacity of the sign background, showing that the proposed installation conforms to the requirements of the Regulations.	☐	☐
5.1.E(15) - 100-yr flood elevation, floodway, and floodplain limits, where relevant.	☒	☐
5.1.E(16) - Landscaping plan showing proposed new plantings to be installed and existing natural vegetation to be retained. Plan shall show in detail the number, size (height and/or caliper), and species (botanical and common names) of all proposed shrubs and trees.	☒	☐
5.1.E(16) - Existing trees over 12 inches in diameter (measured 4.5 feet above ground surface) within 25 feet of the disturbed area, must be counted and shown on the plan, if included towards fulfilling landscaping requirements.	N/A ☐	☐
5.1.E(16) - Calculations for square footage of perimeter landscaping.	☒	☐
5.1.E(16) - Parking lot shading calculations shall be provided by depicting new trees and shrubs at 10-year crown size.	☒	☐
5.1.E(17) - Existing and proposed surface and subsurface storm drainage facilities, including City storm drainage facilities located within 200' of site.	☒	☐
5.1.E(17) - Plans for retention, detention, slow release, and treatment of storm water shall be provided, where necessary.	☒	☐
5.1.E(17) - Drainage plans prepared by a professional engineer registered in NH, whose seal and signature shall appear on plan(s).	☒	☐
5.1.E(18) – Section 6.6. Stormwater Management submission requirements.	See Stormwater Checklist	
5.1.E(19) - Plans for snow removal and storage.	☒	☐
5.1.E(20) - A plan for the development showing provisions for automobile, transit, bicyclist, and pedestrian access and circulation. Such plan shall show both existing and proposed means of access to the site including connections with, public streets, sidewalks, transit stops, and formal paths/trails. Plans shall include any traffic calming and traffic control devices necessary in conjunction with the site development, as well as the location of all existing transit routes and transit stops located or passing within 1/4 mile (1,320 feet) of the property.	☒	☐

Plan Requirements *(cont.)*	**Info. Provided**	**Waiver Sought**
5.1.E(21) - Construction detail drawings including, but not limited to, pavements, walks, steps, curbing, drainage structures, water and/or sewer utilities, ground-mounted signage (e,g,, fire lanes, ADA parking, commercial), surface treatments, transit shelters, energy generation units (e.g., solar), bike rack style, electric vehicle charging, outdoor lighting, outdoor furniture, retaining walls, tree boxes and other site systems or structures. Accompanying specifications and cutsheets may be required.	☒	☐
5.1.E(21) - Where applicable, roadway, drainage, water and sewer utility profile drawings shall be provided at a scale of 1"=40 feet (horizontal) and 1"=4 feet (vertical) and typical cross-section drawings shall be provided at a scale of 1"=5 feet (horizontal and vertical), unless prior approval is granted by the City Engineer.	☒	☐
5.1.E(22) - Depict any current and proposed easements, rights-of-way, and deed restrictions including those related to sewer, electrical utility, shared access, etc.	☒	☐
5.1.E(23) - For multi-family structures, plans for on-site recreational facilities.	☒	☐
5.1.E(24) - Plans for fire protection including emergency vehicle turn radius diagrams, if requested by the Lebanon Fire Department.	☒	☐
Supporting Documents and Information, Where Applicable	**Info. Provided**	**Not Applicable**
5.1.G(1) - An estimated timetable, to include phasing schedules, for construction and completion of buildings, parking, facilities, landscaping, and other required improvements.	☒	☐
5.1.G(2) - Any development estimated to generate a net increase of 100 peak hour trips or 1,000 average daily trips (based upon the most current edition of the ITE Trip Generation Manual) shall prepare and submit a Traffic Impact Study in accordance with standard traffic analysis conventions as set forth by the NHDOT. The Board may, at its discretion, require the submission of a Traffic Impact Study for developments estimated to generate less than 100 peak hour trips or 1,000 average daily trips if the Board has reason to believe such development could adversely affect levels of service or have other adverse impacts.	☐	☒
5.1.G(3) – Written requests for waivers from all applicable provisions of these Regulations shall be provided pursuant to Article VII – "Waiver Procedure". *(note: use Application for Waivers form).*	☒	☐
5.1.G(4) – For multi-family dwelling developments and mixed-use developments resulting in a net increase of 50 dwelling units or more, the application shall include the information and impact statements identified in Section 6.9.B.	☒	☐

NOTE: THE APPLICANT IS RESPONSIBLE FOR PROVIDING THE REQUIRED INFORMATION PURSUANT TO ARTICLE V OF THE SITE PLAN REVIEW REGULATIONS. PLEASE BE AWARE THAT THIS CHECKLIST IS FOR INFORMATION AND GUIDANCE ONLY AND DOES NOT REPRESENT THE LAW DICTATING SUBMITTAL REQUIREMENTS NOR IS IT COMPLETE AND INCLUSIVE THEREOF.

Completed By: James R. Wise

(Last Revised 4/19/2021)

CITY OF LEBANON, NH STORMWATER REVIEW REGULATIONS TECHNICAL CHECKLIST	
PROJECT NAME: 2 Mascoma Street Redevelopment	
APPLICANT: Recreo, LLC	**DATE:** 3/14/2022

NOTE: Stormwater plans shall include the information described below pursuant to Article VI of the Lebanon Site Plan Review Regulations. Plans shall be submitted on sheets no larger than 24" x 36". Plan sets with multiple sheets shall include sheets of uniform size and be bound on the left edge. When more than three (3) sheets are required, an additional cover sheet shall be attached including a table of contents. A scale of not smaller than one (1) inch equals 40 feet is suggested. All lettering shall be of a size and type that is legible.

In order to facilitate the use of the City's Geographic Information System (GIS) for planning purposes, all surveys and engineered plans submitted shall utilize the NH State Plane Coordinate system and shall reference the North American Vertical Datum of 1988 (NAVD 88), unless prior approval to use an alternate coordinate system and/or vertical datum is granted by the Planning Office.

A written request for waiver shall be required, pursuant to Article VII of the Site Plan Review Regulations, for any submission requirement for which the information or data is not provided by the applicant. [§6.6.I]

[Stormwater checklist begins on following page]

Plan Requirements	Info. Provided	Waiver Sought
6.6.C.1 (1) - An Existing Conditions S.M.P showing all pre-development:		
a. Surface water bodies and wetlands	☑	☐
b. Drainage patterns	☑	☐
c. Flood plains and floodways (with elevations)	☑	☐
d. Watershed boundaries	☑	☐
e. Buffer zones	☑	☐
f. Topographic contours with minimum 2-foot intervals	☑	☐
g. Buildings / structures	☑	☐
h. Pavement	☑	☐
i. Utilities	☑	☐
j. Soils information with coding as HSG-A, B, C, or D (High Intensity Soil Survey (HISS) mapping may be required per request of the City Engineer).	☑	☐
1. The plan shall also include the following elements:		
a. scale bar	☑	☐
b. north arrow	☑	☐
c. title block with project name	☑	☐
d. applicant's name	☑	☐
e. map and parcel number	☑	☐
f. designer's stamp	☑	☐
g. soil and/or wetland scientist's stamp (if applicable)	☑	☐
h. legend	☑	☐
i. locus plan	☑	☐
j. benchmarks	☑	☐
k. notes with datum and other plan references	☑	☐
l. instructions	☑	☐
m. detail descriptions	☑	☐
6.6.C.1 (2) - A Proposed Conditions SMP showing all proposed post-development temporary and permanent stormwater management system elements, erosion and sediment control Best Management Practices (BMP), and all important hydrologic features. The Proposed Conditions S.M.P must be at the same scale as the Existing Conditions SMP, with consistent title block, plan features, and descriptors including but not limited to the following:		
a. Existing and proposed topographic contours (2-foot minimum contour interval; 1-foot contour intervals may be required for sites with limited relief and/or where proposed stormwater outfalls are located adjacent to buffer zones.	☑	☐
b. Proposed areas of disturbance with total area of disturbance clearly labeled in square feet	☑	☐
c. Existing and proposed buildings and structures	☑	☐
d. Stormwater discharge locations labeled and matched to the drainage analyses	☑	☐
e. Wells and sanitary protective radii, if applicable	☑	☐
f. Septic systems, if applicable	☑	☐

Plan Requirements (*cont.*)	Info. Provided	Waiver Sought
g. Plan references and notes (including sequence of soil disturbance)	☑	☐
h. Proposed and existing public and private utilities	☑	☐
i. Proposed project components to become property of or the responsibility of the City shall be labeled as such	☑	☐
j. Existing and proposed impervious cover, with areas used to calculate effective impervious cover (EIC, as defined herein) clearly identified and the square footage of each type identified and labeled.	☑	☐
k. Test Pit(s) locations and data where stormwater practices are proposed, as appropriate.	☑	☐
l. Details of individual design elements shown on separate plan sheets following the Proposed Conditions SMP.	☑	☐
The Existing Conditions SMP & the Proposed Conditions SMP shall be provided on sheets no larger than 24" x 36", at a scale of one (1) inch = 20 feet for urban areas, and one (1) inch = 40 feet for non-urban areas. The City Engineer will make the final determination as to the appropriate scale, ensuring that all important site and hydrologic features are easily recognized. If plan shall encompass more than two (2) sheets, at the required 1:40 or 1:20 scale, a separate large scale representation plan sheet (e.g. 1:100) is required to be provided, so as to show entirety of site, as well as off-site contributing areas.		
6.6.C.2 - In addition to the above described SMP plan sheets, the following SMP supplemental information is required:		
1. A drainage analysis that includes calculations comparing pre- and post-development stormwater runoff rates (cubic feet per minute) and volumes (cubic feet) based on a 1-inch rainstorm, and the 2-year, 25-year, 50-year, and 100-year, 24-hour frequency storms. Calculations shall include, but not be limited to, the sizing of all structures and BMPs, including sizing of emergency overflow structures based on the 50-year 24-hour frequency storm discharge rate, with 1-foot of free-board. Storm rates shall be based on current design depths from the Northeast Regional Climate Center - http://precip.eas.cornell.edu.	☑	☐
Any site that was primarily wooded in the last five years shall be considered undisturbed woods Any site from which wooded vegetation has been removed within 5 years prior to the first submission to the planning board with respect to a proposed development, or upon which, at some earlier time, clearing has occurred in anticipation of development, shall be treated as undisturbed woodland for purposes of calculating pre-development runoff volumes. For purposes of this paragraph any tree cutting which occurred without leaving stands of healthy, growing trees within areas near waters and highways, as required by RSA 227-J:9, I, shall be presumed to have occurred in anticipation of development		

Plan Requirements (*cont.*)	**Info. Provided**	**Waiver Sought**
2. A drainage analysis results summary tabulated (pre & post) for each proposed outfall or catchment outlet point including runoff rates and volumes for each storm event analyzed above.	☑	☐
3. An Erosion and Sediment Control Plan for all proposed construction activities in accordance with the NH Stormwater Management Manual Volume 3, (December 2008 or current revision; downloadable from the website)	☑	☐
4. A comprehensive Operation and Maintenance Plan for long-term maintenance of all proposed stormwater management elements and BMPs including the proposed schedule of inspections and anticipated maintenance (see section H.2 Operations & Maintenance Plan for detailed requirements).	☑	☐
6.6.D - Phased Development: For phased developments, the plans and calculation requirements under this section (6.6) shall apply as though the development of the entire parcel were being proposed in one single application. The review and approval process for phased development applications is provided in section 4.9 of the Lebanon Site Plan Regulations.	☐	☐

NOTE: THE APPLICANT IS RESPONSIBLE FOR PROVIDING THE REQUIRED INFORMATION PURSUANT TO ARTICLE VI OF THE SITE PLAN REVIEW REGULATIONS. PLEASE BE AWARE THAT THIS CHECKLIST IS FOR INFORMATION AND GUIDANCE ONLY AND DOES NOT REPRESENT THE LAW DICTATING SUBMITTAL REQUIREMENTS NOR IS IT COMPLETE AND INCLUSIVE THEREOF.

Completed By: _____

(Last Revised 04/19/2021)

Planning office Use Only:

Date Received___/___/___ Checklist Complete YES or NO Checked by:_____

City of Lebanon, New Hampshire

APPLICATION FOR CONDITIONAL USE PERMIT SUPPORT STATEMENT

Office Use Only	Date Received: _____	Application No.: _____

I. APPLICATION CHECKLIST

- *Application form*
- *Public Hearing Notification List*
- *Filing fee*
- *This form, including written responses to the Section 302.4.D requirements, outlined below*
- *A site plan*
- *Optional: photos and any other materials in support of your application*

II. PROJECT DESCRIPTION

I (we) hereby request a Conditional Use Permit as provided for in Article(s) III, Section(s) 307.3, of the Lebanon Zoning Ordinance.

Please describe your proposed project with as much detail as possible. You can respond in the space provided below or on a separate sheet of paper.

Please see attached narrative for general information about the project. Specific to this CU:

Building 1 is sited to conform to the contours of the steeply sloping land, but is angled about 10 degrees from the property line, resulting in an encroachment to the rear setback in two separate locations. The larger encroachment extends a maximum of 3' into the setback and totals about 28 square feet, the smaller approximately 1' for a total of about 3 square feet. The encroachment is mitigated by the building being located outside the setback along its rear face for a greater area than its extension inside the setback. In addition, this portion of the property abuts a neighboring parking lot.

III. CONDITIONAL USE PERMIT CRITERIA

In order to obtain a Conditional Use Permit, you must demonstrate to the Planning Board that the proposal satisfies the applicable criteria set forth in Sections A and B below. You must address each criteria in the space provided or on a separate sheet of paper.

A. Specific Criteria

The Conditional Use Permit is authorized by Article III, Section 307.3 of the Zoning Ordinance which requires the applicant to demonstrate that (*please address any criteria set forth in the Zoning Ordinance that specifically apply to your proposed use or project)*:

1. The project meets the standards set forth in Section 302.4.

B. General Criteria per Section 302.4.D

A conditional use permit shall be granted only if the Planning Board determines that the proposal conforms to all of the following standards:

1. The site is suitable for the proposal. This includes:

   a. Adequate vehicular and pedestrian access for the intended use.

Vehicular access to Building 1is provided at the lower (westernmost) curb cut by a connecting drive that is being widened from 13' to 20' and from the upper curb cut and through a parking lot with drive aisles meeting code at 24' wide. There is also direct vehicular access on the west side of the market building from Mascoma Street to the parking garage. Pedestrian access from Mascoma Street is along the east side of the existing market building with a continuous sidewalk to the front door of building 1.

   b. The availability of adequate public services to serve the intended use including emergency services, pedestrian facilities, safe access, and other municipal services.

Building 1 is accessed by emergency services off Mascoma Street and through the parking lot, as well as from the Fire Department located directly next door. In addition, improved and widened circulation drives, walkways, crosswalks and protective retaining walls provide for safer pedestrian access.

   c. The absence of environmental constraints (floodplain, steep slope, etc.) proposed to be impacted by the intended use.

The area on which Building 1 encroaches on the setback is adjacent to a steep slope which leads down to the parking lot at 0 Water Street. However, the proposed project will improve the existing situation with retaining walls, landscaping and stormwater management. The proposed project will redevelop the site with a robust stormwater collection, detention, and treatment system that will greatly improve the quality and decrease the rate of water leaving the site during a storm event, including collecting all roof drainage.

   d. The availability of appropriate utilities to serve the intended use including water, sewage disposal, stormwater treatment, electricity, and similar utilities.

Comprehensive stormwater retainage and treatment is being provided to the site as described above. Electricity, water, and sewage disposal are all City or utility provided and are being completely upgraded to their standards as a part of this development.

2. External impacts: The external impacts of the proposed use on abutting properties and the neighborhood shall be commensurate with the impacts of adjacent existing uses or other uses permitted in the zoning district. This shall include, but not be limited to, water runoff, drainage, traffic, noise, odors, vibrations, dust, fumes, hours of operation, and exterior lighting and glare. In addition, the location, nature, design, and height of the structure and its appurtenances, its scale with reference to its surroundings, and the nature and intensity of the use, shall not have an adverse effect on the surrounding environment nor discourage the appropriate and orderly development and use of land and buildings in the neighborhood. The proportion of the site proposed to be occupied by impervious surfaces shall be minimized to the extent necessary to preclude unreasonable risk of runoff, erosion, sedimentation, and other potentially adverse on-site or off-site effects.

Through the use of landscaping, retaining walls, and better defined, widened and improved vehicular and pedestrian circulation, we are making this area safer and more attractive for the abutting properties (which include no single family residential) and the downtown area as a whole, while providing robust stormwater collection, detention, and treatment where none existed before. The larger encroachment into the setback

of Building 1 extends a maximum of 3' into the setback and totals about 28 square feet, the smaller approximately 1' for a total of about 3 square feet. The encroachment is mitigated by the building being located outside the setback along its rear face for a greater area than its extension inside the setback. In addition, this portion of the property abuts a neighboring parking lot.

3. Character of the site development: The proposed layout and design of the site shall not be incompatible with the established character of the neighborhood and shall mitigate any external impacts on abutters, the neighborhood, and nearby public ways and infrastructure. This shall include, but not be limited to, the relationship of the building(s) to the street, the amount, location, and screening of off-street parking, the treatment of yards and setbacks, the buffering of adjacent properties, and provisions for vehicular and pedestrian access to and within the site.

The new buildings were located to respond to the topography of the site and the limitations placed by the existing Village Market building. Building 1 abuts a private parking lot on its south and west and the semi-public fire department parking lot on its east. It straddles a 16'+ drop in terrain, helping to stabilize the hill, while its large entry courtyard provides an amenity to the residents and neighborhood.

4. Character of the buildings and structures: The design of any new buildings or structures and the modification of existing buildings or structures on the site shall not be incompatible with the established character of the neighborhood. This shall include, but not be limited to, the scale, height, and massing of the building or structure, the roof line, locations of access, and visual compatibility with the area.

Many of the buildings around and nearby Colburn Park are monolithic brick 4 -5 story buildings with footprints similar or larger than those being proposed (see exhibit, sheet SD-19). Building 1 is slightly shorter than the National Bank Building. To lessen the perceived height of Building 2, we have added step backs at both the 5th and 6th floor levels. On both buildings we have added balconies and terraces, and provided color and material variation to add interest and break up building roof lines and massing. Large roof cornices cap the buildings and reflect those cornices found on many of the brick buildings around Colburn Park.

5. Preservation of natural, cultural, historic, and scenic resources: The proposed use and layout of the site, including all related development activities, shall to the greatest extent practicable preserve identified natural, cultural, historic, and scenic resources on the site and shall not degrade such identified resources on abutting properties. This shall include, but not be limited to, identified wetlands, floodplains, significant wildlife habitat and documented wildlife corridors, stonewalls, mature tree lines, identified historic buildings or sites, scenic views, and viewsheds.

This is a well-developed site that has undergone numerous iterations through its history, from being residential and industrial to its current use as retail. It does not contain wetlands nor is it in a floodplain. It contains no significant wildlife habitat or corridors, no stonewalls or historic buildings and has very limited non-invasive vegetation. There is limited, if any, natural topsoil remaining on the site. Subsurface conditions in the Building 1 building area consist of uncontrolled fills containing wood, brick, and concrete to depths ranging to 25 feet. The Building 2 site contains similar uncontrolled fills to a depth of up to 20'. We are removing this fill and replacing it with clean, structural fill, enhancing and stabilizing the subsurface conditions.

City of Lebanon, New Hampshire

APPLICATION FOR CONDITIONAL USE PERMIT SUPPORT STATEMENT

Office Use Only	Date Received: _____	Application No.: _____

I. APPLICATION CHECKLIST

- *Application form*
- *Public Hearing Notification List*
- *Filing fee*
- *This form, including written responses to the Section 302.4.D requirements, outlined below*
- *A site plan*
- *Optional: photos and any other materials in support of your application*

II. PROJECT DESCRIPTION

I (we) hereby request a Conditional Use Permit as provided for in Article(s) III, Section(s) 307.9.B, of the Lebanon Zoning Ordinance.

Please describe your proposed project with as much detail as possible. You can respond in the space provided below or on a separate sheet of paper.

Please see attached narrative for general information about the project. Specific to this CU:

The existing Village Market building is located in the middle of the lot, set back about 45' from the Mascoma Street property line, greatly restricting access between the upper and lower portions of this steeply sloping site. A ~13' wide circulation drive connecting the upper and lower parking lots, two handicapped parking spaces exist directly in front of the existing Village Market Building and 33 more spaces are located in the lower lot. We would like to maintain a circulation drive, but widen it to 20', remove the existing propane tank, and add or redo a total of 8 parking spaces between the existing building and Mascoma Street. The lower lot itself is being replaced by Building 2 along with four dedicated parking spaces.

III. CONDITIONAL USE PERMIT CRITERIA

In order to obtain a Conditional Use Permit, you must demonstrate to the Planning Board that the proposal satisfies the applicable criteria set forth in Sections A and B below. You must address each criteria in the space provided or on a separate sheet of paper.

A. Specific Criteria

The Conditional Use Permit is authorized by Article III, Section 307.9.B of the Zoning Ordinance which requires the applicant to demonstrate that (*please address any criteria set forth in the Zoning Ordinance that specifically apply to your proposed use or project)*:

There is no other location on the lot to provide parking or circulation area.

Without this circulation drive there is no other way to connect the upper and lower lots without going back onto Mascoma Street, which is both dangerous and restrictive, given the presence of the median strip preventing left turns. The handicapped spaces are located at the base of an existing accessible ramp and provide access to the lower level retail. The six additional parking spaces are essential for use by the existing laundromat, which requires grade level, close-in parking for people carrying large loads of laundry.

B. General Criteria per Section 302.4.D

A conditional use permit shall be granted only if the Planning Board determines that the proposal conforms to all of the following standards:

1. The site is suitable for the proposal. This includes:

   a. Adequate vehicular and pedestrian access for the intended use.

Vehicular access is provided both from the upper and lower lots, which each have curb cuts onto Mascoma Street. The circulation road itself is being widened from 13' to 20'. Pedestrian access from the parking spaces to the laundromat is available through an ADA ramp as well as steps. In addition, a concrete walkway along the east side of the existing building provides access from the parking to the remaining ground floor retail and new stairs provide access to the upper level retail.

   b. The availability of adequate public services to serve the intended use including emergency services, pedestrian facilities, safe access, and other municipal services.

This area of the site is easily accessed by emergency services off Mascoma Street and from the Fire Department located directly next door. In addition, improved walkways, crosswalks and protective retaining walls provide for safer access.

   c. The absence of environmental constraints (floodplain, steep slope, etc.) proposed to be impacted by the intended use.

The site drops roughly 6.7% over the approximately 90' length of the circulation drive, which is what exists, however visibility is good and there is enhanced protection between pedestrians and vehicles as described above. It is not in a floodplain or a wetlands, and the removal of the propane tank will be both an environmental and safety improvement.

   d. The availability of appropriate utilities to serve the intended use including water, sewage disposal, stormwater treatment, electricity, and similar utilities.

Comprehensive stormwater retainage and treatment is being provided to the site. No other utilities are impacted by this conditional use application, however electricity, water, and sewage disposal are all being completely upgraded as a part of this development.

2. External impacts: The external impacts of the proposed use on abutting properties and the neighborhood shall be commensurate with the impacts of adjacent existing uses or other uses permitted in the zoning district. This shall include, but not be limited to, water runoff, drainage, traffic, noise, odors, vibrations, dust, fumes, hours of operation, and exterior lighting and glare. In addition, the location, nature, design, and height of the structure and its appurtenances, its scale with reference to its surroundings, and the nature and intensity of the use, shall not have an adverse effect on the surrounding environment nor discourage the appropriate and orderly development and use of land and buildings in the neighborhood. The proportion of the site proposed to be occupied by impervious surfaces shall be minimized to the extent necessary to preclude unreasonable risk of runoff, erosion, sedimentation, and other potentially adverse on-site or off-site effects.

The parking and circulation drive are existing conditions. Through the use of landscaping, retaining walls, stormwater treatment and better defined, widened and improved vehicular and pedestrian circulation, we are making this area safer and more attractive for the abutting properties (which include no single family residential) and the downtown area as a whole, while reducing impervious surfaces and controlling runoff.

3. Character of the site development: The proposed layout and design of the site shall not be incompatible with the established character of the neighborhood and shall mitigate any external impacts on abutters, the neighborhood, and nearby public ways and infrastructure. This shall include, but not be limited to, the relationship of the building(s) to the street, the amount, location, and screening of off-street parking, the treatment of yards and setbacks, the buffering of adjacent properties, and provisions for vehicular and pedestrian access to and within the site.

The area in question is easily accessible to emergency vehicles, given its proximity to Mascoma Street and the fire station next door. Landscaping and retaining walls provide safe access for pedestrians by separating pedestrians from the vehicular circulation. In addition, crosswalks are being provided to facilitate pedestrian circulation from one area of the site to another. Maximizing on-grade access to the laundromat will also improve safety by limiting the length and steepness of the walks for people entering and exiting the laundromat while carrying full loads of laundry.

4. Character of the buildings and structures: The design of any new buildings or structures and the modification of existing buildings or structures on the site shall not be incompatible with the established character of the neighborhood. This shall include, but not be limited to, the scale, height, and massing of the building or structure, the roof line, locations of access, and visual compatibility with the area.

The existing building itself is not being altered, however the removal of the propane tank, the addition of a stairs to the upper parking lot, landscaping, and the low retaining wall will enhance pedestrian and vehicular safety as well as improve the visual appeal of the existing building's front as seen from Mascoma Street.

5. Preservation of natural, cultural, historic, and scenic resources: The proposed use and layout of the site, including all related development activities, shall to the greatest extent practicable preserve identified natural, cultural, historic, and scenic resources on the site and shall not degrade such identified resources on abutting properties. This shall include, but not be limited to, identified wetlands, floodplains, significant wildlife habitat and documented wildlife corridors, stonewalls, mature tree lines, identified historic buildings or sites, scenic views, and viewsheds.

The circulation drive and parking are existing conditions. To soften the impact of the drive and parking, we are removing the existing above ground propane tank and providing perimeter landscaping (where none currently exists) along the street edge to partially shield the drive and interior landscaping to shade the parking. No wetlands, wildlife habitat, historic buildings, viewsheds, etc. are being impacted as a result.

City of Lebanon, New Hampshire

APPLICATION FOR CONDITIONAL USE PERMIT SUPPORT STATEMENT

Office Use Only	Date Received: _____	Application No.: _____

I. APPLICATION CHECKLIST

- *Application form*
- *Public Hearing Notification List*
- *Filing fee*
- *This form, including written responses to the Section 302.4.D requirements, outlined below*
- *A site plan*
- *Optional: photos and any other materials in support of your application*

II. PROJECT DESCRIPTION

I (we) hereby request a Conditional Use Permit as provided for in Article(s) III, Section(s) 307.8.A, of the Lebanon Zoning Ordinance.

Please describe your proposed project with as much detail as possible. You can respond in the space provided below or on a separate sheet of paper.

Please see attached narrative for general information about the project. Specific to this CU:

We are proposing that Building 2 extend to 65' in height (as measured from the primary entry level). The added floor level (level 6) will be set back from the building edge 10' along Mascoma and Water Streets, 15'-11" on the east side above the main entry, and 26' on the south side. The extended height allows the project to have four additional larger studios, along with a community space and rooftop terrace for the building residents.

III. CONDITIONAL USE PERMIT CRITERIA

In order to obtain a Conditional Use Permit, you must demonstrate to the Planning Board that the proposal satisfies the applicable criteria set forth in Sections A and B below. You must address each criteria in the space provided or on a separate sheet of paper.

A. Specific Criteria

The Conditional Use Permit is authorized by Article III, Section 307.8.A of the Zoning Ordinance which requires the applicant to demonstrate that (*please address any criteria set forth in the Zoning Ordinance that specifically apply to your proposed use or project*):

1. The ***building front line*** of the top ***story*** is set back at least ten (10) feet from the ***building front line*** of the ***story*** below when built within thirty feet of the front lot line.
2. The proposal provides improvements to streetscapes, public ways, or public spaces that implement recommendations for downtown Lebanon in current plans, policies, or programs adopted by the City of Lebanon including but not limited to the Master Plan, Downtown Visioning Study,and the Capital Improvement Program.
3. The proposal includes a high-quality design with attention to architectural quality and detail, universal accessibility, and/or environmentalsustainability.

2 MASCOMA STREET DEVELOPMENT

CONDITIONAL USE REQUEST: BUILDING HEIGHT 307.8.A

A. Specific Criteria

1. **The *building front line* of the top *story* is set back at least ten (10) feet from the *building front line* of the *story* below when built within thirty feet of the front lot line.**

   We are proposing that Building 2 extend to 65' in height (as measured from the primary entry level). The added floor level (level 6) will be set back from the building edge 10' along Mascoma and Water Streets, 15'-11" on the east side above the main entry, and 26' along the south side closest to the neighboring parking lot. In addition, we have stepped back 5' approximately 43% of the fifth floor along Water and Mascoma Streets.

2. **The proposal provides improvements to streetscapes, public ways, or public spaces that implement recommendations for downtown Lebanon in current plans, policies, or programs adopted by the City of Lebanon including but not limited to the Master Plan, Downtown Visioning Study, and the Capital Improvement Program.**

   The entire length of the property (other than the two curb cuts) abutting Water and Mascoma Streets sidewalks is landscaped with trees, shrubs and perennials, where none currently exist. Publicly accessible courtyards at the entries to Buildings 1 and 2 are landscaped and contain seat walls and picnic tables; they are approximately 35' x 110' and 20' x 50' respectively. In addition, we are using the additional space the extra floor provides to create a 625 SF enclosed common area and a 750 SF landscaped terrace for use by the building residents for lounging and family and friends get-togethers.

3. **The proposal includes a high-quality design with attention to architectural quality and detail, universal accessibility, and/or environmental sustainability.**

   <u>Architectural Quality and Detail:</u>
   We have chosen durable, low maintenance, high quality materials to clad the exterior of the buildings. Predominantly, they will be brick, fiber cement, metal and glass, reflecting Lebanon's rich architectural history as seen in the 19th and early 20th century buildings on the south side of Colburn Park, while reinterpreting these buildings in a contemporary style for modern loft style living:

   - Brick, visually similar in style, character and color to those found in downtown buildings off Colburn Park (especially the National Bank Building)--with rowlock and soldier course details at the windows and soldier courses at any brick parapets.
   - Fiber cement panels are used on these facades for their appearance, durability, longevity, fire and water resistance and sustainability. The panels, primarily located on the upper floors, add variety and life to the facades, while helping the higher upper levels recede from view. They include:
     - Light greys - used primarily to visually recess upper levels and massing
     - Simulated wood stain – Used on the undersides of the balconies and at the

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stair tower of Building 1 to soften the façades and give them a more residential character.

- Slate or a simulated slate – Used as an accent on the façade of Building 2 to provide variation and richness.
- Balconies and terraces protected with metal railings on the lower levels and transparent glass on the upper, provide residents with a connection to the street, the neighborhood, the park and the hills beyond.
- Heavy timber brackets support a cascading steel canopy over the lobby entry at Building 1.

Varied roof heights, step-backs, the balconies and terraces, color and material variation add interest and break up building roof lines and massing. Large roof cornices cap the buildings and reflect those cornices on found on many of the brick buildings around Colburn Park.

Universal Accessibility:
Conforming to the Americans with Disability Act (ADA), Buildings 1 and 2 are entirely accessible on all levels and entries; 5% of the units (8 total) meet Type A (fully accessible) requirements, while the remainder meet Type B (adaptable) requirements. Site accessibility to the existing building has been improved, with both levels being accessible from handicapped parking spaces to the store entries. There are a total of 8 ADA parking spaces scattered throughout the site.

Environmental Sustainability:
Sustainable features of the project include:

- Constructing the project on a previously developed, downtown urban site, with pedestrian access to shops and services and convenient public transportation
- Removal of large volumes of "junk" fill from the site, containing various amounts of "wood, brick, asphalt, glass, metal, brick, and concrete" according to the geo-technical report provided by S.W. Cole Engineering
- Relatively small building footprints containing compact apartment units that efficiently utilize space and are built of durable, long-lasting materials
- High performance building envelopes (exterior walls, doors and windows) that will exceed the commercial energy code requirements for insulation value and air leakage
- Mechanical/electrical systems, equipment and fixtures that will meet or exceed the commercial energy code and water conservation requirements, including all LED lighting and a heat-recovery ventilation system
- 30 short-term and 46 long-term bike parking spaces
- Building 1 rooftop designed to be solar ready and able to fit up to 180 solar panels
- Four electric vehicle charging stations

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B. General Criteria per Section 302.4.D

A conditional use permit shall be granted only if the Planning Board determines that the proposal conforms to all of the following standards:

1. The site is suitable for the proposal. This includes:

   a. Adequate vehicular and pedestrian access for the intended use.

Vehicular access to Building 2 is provided directly at the lower (westernmost) curb cut and from the upper curb cut and parking lot by a connecting drive that is being widened from 13' to 20'. Loading/ unloading and trash collection is accomplished at the 4-vehicle parking lot located at the inside corner of the building el. Pedestrian access is direct, on-grade, and less than 15' from the public right-of-way either to the building's main entrance or to the Water/Mascoma Streets corner entrance.

   b. The availability of adequate public services to serve the intended use including emergency services, pedestrian facilities, safe access, and other municipal services.

Building 2 is easily accessed by emergency services off Mascoma Street and from the Fire Department located directly next door. In addition, improved and widened circulation drives, walkways, crosswalks and protective retaining walls provide for safer pedestrian access.

   c. The absence of environmental constraints (floodplain, steep slope, etc.) proposed to be impacted by the intended use.

The area on which Building 2 is sited is partially within 250' of the Mascoma River; a state Shoreland permit will be obtained before any construction begins. However, the proposed project will have a positive impact its environmental quality. The existing site has approximately 82% impervious cover with no means to detain or treat storm water before it leaves the site and discharges into the Mascoma River. The proposed project will redevelop the site with a robust stormwater collection, detention, and treatment system that will greatly improve the quality and decrease the rate of water leaving the site during a storm event, including all roof drainage.

   d. The availability of appropriate utilities to serve the intended use including water, sewage disposal, stormwater treatment, electricity, and similar utilities.

Comprehensive stormwater retainage and treatment is being provided to the site as described above. Electricity, water, and sewage disposal are all City or utility provided and are being completely upgraded to their standards as a part of this development.

2. External impacts: The external impacts of the proposed use on abutting properties and the neighborhood shall be commensurate with the impacts of adjacent existing uses or other uses permitted in the zoning district. This shall include, but not be limited to, water runoff, drainage, traffic, noise, odors, vibrations, dust, fumes, hours of operation, and exterior lighting and glare. In addition, the location, nature, design, and height of the structure and its appurtenances, its scale with reference to its surroundings, and the nature and intensity of the use, shall not have an adverse effect on the surrounding environment nor discourage the appropriate and orderly development and use of land and buildings in the neighborhood. The proportion of the site proposed to be occupied by impervious surfaces shall be minimized to the extent necessary to preclude unreasonable risk of runoff, erosion, sedimentation, and other potentially adverse on-site or off-site effects.

Through the use of landscaping, retaining walls, and better defined, widened and improved vehicular and pedestrian circulation, we are making this area safer and more attractive for the abutting properties (which include no single family residential) and the downtown area as a whole, while providing robust stormwater collection, detention, and treatment where none existed before. The form and height of Buildings 1 and 2 are consistent with that of surrounding buildings, particularly the National Bank Building (see site sections on

sheet SD-14 of the Exhibits), many of which are monolithic brick 4 -5 story buildings with footprints similar or larger than those being proposed (see exhibit, sheet SD-19). To lessen the perceived height of Building 2, we have added step backs at both the 5th and 6th floor levels, added balconies and terraces, and provided color and material variation to add interest and break up building roof lines and massing.

3. Character of the site development: The proposed layout and design of the site shall not be incompatible with the established character of the neighborhood and shall mitigate any external impacts on abutters, the neighborhood, and nearby public ways and infrastructure. This shall include, but not be limited to, the relationship of the building(s) to the street, the amount, location, and screening of off-street parking, the treatment of yards and setbacks, the buffering of adjacent properties, and provisions for vehicular and pedestrian access to and within the site.

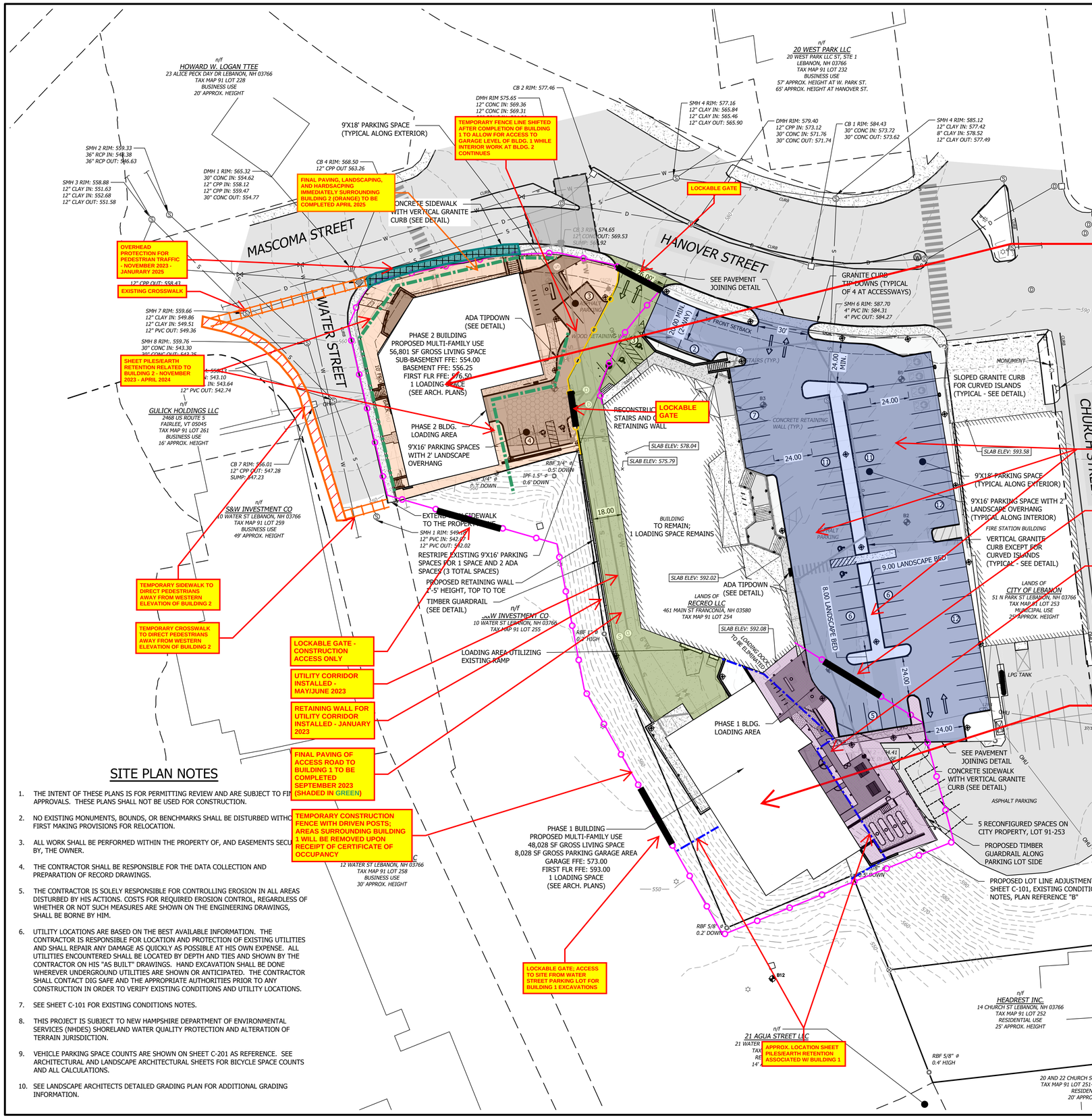
The new buildings were located to respond to the topography of the site and the limitations placed by the existing Village Market building. Building 1 abuts a private parking lot on its south and west and the semi-public fire department parking lot on its east. It straddles a 16'+ drop in terrain, helping to stabilize the hill, while its large entry courtyard provides an amenity to the residents and neighborhood. Building 2 is located at the corner of Water and Mascoma Streets, providing a gateway building (where there is currently a deteriorating parking lot) to one traveling from the northwest into the heart of downtown. The new and improved parking lots, the perimeter landscaping screening the lots and the buildings and the interior landscaping have been designed consistent with the zoning code and site development regulations.

4. Character of the buildings and structures: The design of any new buildings or structures and the modification of existing buildings or structures on the site shall not be incompatible with the established character of the neighborhood. This shall include, but not be limited to, the scale, height, and massing of the building or structure, the roof line, locations of access, and visual compatibility with the area.

Many of the buildings around and nearby Colburn Park are monolithic brick 4 -5 story buildings with footprints similar or larger than those being proposed (see exhibit, sheet SD-19). To lessen the perceived height of Building 2, we have added step backs at both the 5th and 6th floor levels, added balconies and terraces, and provided color and material variation to add interest and break up building roof lines and massing. Large roof cornices cap the buildings and reflect those cornices found on many of the brick buildings around Colburn Park.

5. Preservation of natural, cultural, historic, and scenic resources: The proposed use and layout of the site, including all related development activities, shall to the greatest extent practicable preserve identified natural, cultural, historic, and scenic resources on the site and shall not degrade such identified resources on abutting properties. This shall include, but not be limited to, identified wetlands, floodplains, significant wildlife habitat and documented wildlife corridors, stonewalls, mature tree lines, identified historic buildings or sites, scenic views, and viewsheds.

This is a well-developed site that has undergone numerous iterations through its history, from being residential and industrial to its current use as retail. It does not contain wetlands nor is it in a floodplain. It contains no significant wildlife habitat or corridors, no stonewalls or historic buildings and has very limited non-invasive vegetation. There is limited, if any, natural topsoil remaining on the site. Subsurface conditions in the Building 2 building area consist of uncontrolled fills containing wood, brick, and concrete to depths ranging from 10 to 20 feet. The Building 1 site contains similar uncontrolled fills to a depth of up to 25'. The fill was most likely added soon before or during construction of the market building in the 70's.



LEBANON ON-SITE IMPERVOUS AREA CALCULATIONS

EXISTING LOT AREA: 86,674 SF (1.99 AC)
PROPOSED LOT AREA: 91,320 SF (2.10 AC)

	EXISTING (SF)	PROPOSED (SF)
IMPERVIOUS AREA* (PAVEMENT, GRAVEL, ROOF)	69,904 (80.7%)	74,235 (81.3%)

* *THESE VALUES ARE ON-SITE AREAS AND PERCENTAGES. THE STORMWATER MODEL REPORT TOTAL DRAINAGE AREA INCLUDES AN ADDITIONAL SMALL PORTION OF LAND OFF-SITE BEHIND THE EXISTING FIRE DEPARTMENT PROPERTY DRAINING TOWARDS THE SUBJECT PROPERTY, INCORRECTLY CONSIDERED IN HORIZONS CALCULATIONS MAKING THE PROPOSED CONDITION*

BUILDING 2 (PHASE II) MILESTONE DATES:

1) OCTOBER 2024 - COMMENCE SITEWORK RELATED TO BUILDING 2
2) NOVEMBER 2023 - BEGIN REMOVAL OF UNSUITABLE SOILS, GENERAL SITE PREPARATION
3) DEC 2023 - APRIL 2024 - FOUNDATIONS; PLACE EARTH RETENTION SYSTEMS ASSOCIATED WITH BUILDING 1; FORM AND POUR FOOTINGS AND WALLS; BACKFILL
4) MAY 2024 - BEGIN STEEL ERECTION
5) AUGUST 2024 - STEEL ERECTION COMPLETE
6) NOVEMBER 2024 - BUILDING 1 WEATHER TIGHT
7) JANUARY/FEBRUARY 2025 - BUILDING ENVELOPE COMPLETE
8) MARCH/APRIL 2025 - LANDSCAPE, HARDSCAPE, AND FINAL PAVING COMPLETE
9) APRIL 2025 - FINAL INSPECTION & CERTIFICATE OF OCCUPANCY

BUILDING 1 (PHASE I) MILESTONE DATES:

1) OCTOBER 2022- INITIAL MOBILIZATION, COMMENCE SITEWORK
2) NOVEMBER 2022 - BEGIN REMOVAL OF UNSUITABLE SOILS, FOUNDATION EXCAVATION
3) DEC 2022 - MAY 2023 - FOUNDATIONS; PLACE EARTH RETENTION SYSTEMS ASSOCIATED WITH BUILDING 1; FORM AND POUR FOOTINGS AND WALLS; BACKFILL
4) MAY 2023 - BEGIN STEEL ERECTION
5) AUGUST 2023 - STEEL ERECTION COMPLETE
6) NOVEMBER 2023 - BUILDING 1 WEATHER TIGHT
7) JANUARY/FEBRUARY 2024 - BUILDING ENVELOPE COMPLETE
8) MARCH/APRIL 2024 - LANDSCAPING & HARDSCAPING COMPLETE
9) MARCH 2024 - FINAL INSPECTION & CERTIFICATE OF OCCUPANCY

LEGEND

- PROPOSED MAJOR / MINOR CONTOURS
- 6"W — PROPOSED 6" WATER LINE
- 8"W — PROPOSED 6" WATER LINE
- S — PROPOSED SEWER LINE
- PROPOSED DRAIN LINE
- PROPOSED FENCELINE
- PROPOSED GUARDRAIL
- PROPOSED BUILDING
- PROPOSED CONCRETE
- PROPOSED PAVEMENT
- PROPOSED IMPERVIOUS PAVER SURFACE
- PROPOSED CATCH BASIN
- PROPOSED DRAIN MANHOLE
- PROPOSED SEWER MANHOLE
- PROPOSED GATE VALVE
- PROPOSED FIRE HYDRANT

SITE PLAN NOTES

1. THE INTENT OF THESE PLANS IS FOR PERMITTING REVIEW AND ARE SUBJECT TO FI APPROVALS. THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION.
2. NO EXISTING MONUMENTS, BOUNDS, OR BENCHMARKS SHALL BE DISTURBED WITHO FIRST MAKING PROVISIONS FOR RELOCATION.
3. ALL WORK SHALL BE PERFORMED WITHIN THE PROPERTY OF, AND EASEMENTS SECU BY, THE OWNER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DATA COLLECTION AND PREPARATION OF RECORD DRAWINGS.
5. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONTROLLING EROSION IN ALL AREAS DISTURBED BY HIS ACTIONS. COSTS FOR REQUIRED EROSION CONTROL, REGARDLESS OF WHETHER OR NOT SUCH MEASURES ARE SHOWN ON THE ENGINEERING DRAWINGS, SHALL BE BORNE BY HIM.
6. UTILITY LOCATIONS ARE BASED ON THE BEST AVAILABLE INFORMATION. THE CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF EXISTING UTILITIES AND SHALL REPAIR ANY DAMAGE AS QUICKLY AS POSSIBLE AT HIS OWN EXPENSE. ALL UTILITIES ENCOUNTERED SHALL BE LOCATED BY DEPTH AND TIES AND SHOWN BY THE CONTRACTOR ON HIS "AS BUILT" DRAWINGS. HAND EXCAVATION SHALL BE DONE WHEREVER UNDERGROUND UTILITIES ARE SHOWN OR ANTICIPATED. THE CONTRACTOR SHALL CONTACT DIG SAFE AND THE APPROPRIATE AUTHORITIES PRIOR TO ANY CONSTRUCTION IN ORDER TO VERIFY EXISTING CONDITIONS AND UTILITY LOCATIONS.
7. SEE SHEET C-101 FOR EXISTING CONDITIONS NOTES.
8. THIS PROJECT IS SUBJECT TO NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES (NHDES) SHORELAND WATER QUALITY PROTECTION AND ALTERATION OF TERRAIN JURISDICTION.
9. VEHICLE PARKING SPACE COUNTS ARE SHOWN ON SHEET C-201 AS REFERENCE. SEE ARCHITECTURAL AND LANDSCAPE ARCHITECTURAL SHEETS FOR BICYCLE SPACE COUNTS AND ALL CALCULATIONS.
10. SEE LANDSCAPE ARCHITECTS DETAILED GRADING PLAN FOR ADDITIONAL GRADING INFORMATION.

0 15 30 60 120
SCALE IN FEET

DATE OF PRINT
MARCH 14 2022
HORIZONS ENGINEERING

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ARCHITECTS + PLANNERS
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STATE OF NEW HAMPSHIRE CHRISTOPHER J. HERNICK No. 15390 LICENSED PROFESSIONAL ENGINEER

RECREO LLC

Issued For:
SITE PLAN REVIEW

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Issue Date: March 14, 2022

Revisions

No.	Description	Date

PHASING & SCHEDULING SITE PLAN

Project No.: 2119

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3/14/2022 8:31:49 AM

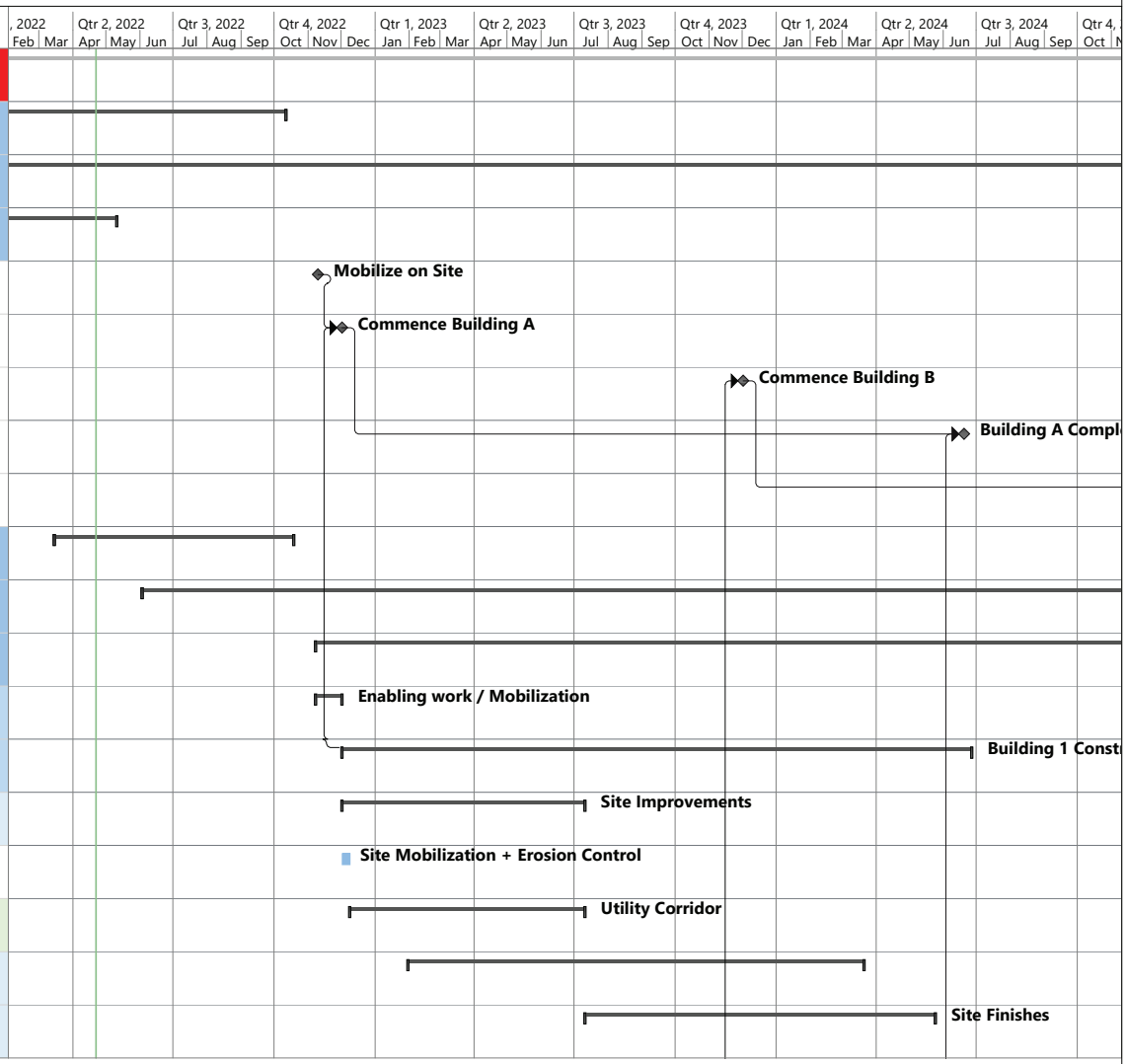
VILLAGE MARKET DEVELOPMENT

LEBANON, NH

PRELIMINARY DESIGN-BUILD PROJECT SCHEDULE

Fri 4/22/22

ID	Task Name	Duration	Start	Finish
0	**VILLAGE MARKET REDEVELOPMENT**	**870 days**	**Mon 1/17/22**	**Wed 6/25/25**
1	**Project Design**	**186 days**	**Mon 1/17/22**	**Tue 10/11/22**
13	**KEY PROJECT MILESTONES**	**845.75 days**	**Mon 1/24/22**	**Wed 5/28/25**
14	**Initial Development**	**75.75 days**	**Mon 1/24/22**	**Tue 5/10/22**
20	Mobilize on Site	0 days	Wed 11/9/22	Wed 11/9/22
21	Commence Building A	0 days	Thu 12/1/22	Thu 12/1/22
22	Commence Building B	0 days	Fri 12/1/23	Fri 12/1/23
23	Building A Complete	0 days	Wed 6/19/24	Wed 6/19/24
24	Building B Complete	0 days	Wed 5/28/25	Wed 5/28/25
25	**Permitting & Approvals**	**152 days**	**Mon 3/14/22**	**Tue 10/18/22**
43	**Preconstruction Activities**	**652 days**	**Thu 6/2/22**	**Mon 1/6/25**
226	**Construction**	**650 days**	**Mon 11/7/22**	**Wed 6/4/25**
227	**Enabling work / Mobilization**	**16 days**	**Mon 11/7/22**	**Thu 12/1/22**
237	**Building 1 Construction**	**396 days**	**Thu 12/1/22**	**Wed 6/26/24**
238	**Site Improvements**	**152 days**	**Thu 12/1/22**	**Mon 7/10/23**
239	Site Mobilization + Erosion Control	5 days	Thu 12/1/22	Thu 12/8/22
240	**Utility Corridor**	**147 days**	**Thu 12/8/22**	**Mon 7/10/23**
257	**Building 1 Structure, Envelope, & Finishes**	**287 days**	**Mon 1/30/23**	**Wed 3/20/24**
248	**Site Finishes**	**222 days**	**Mon 7/10/23**	**Fri 5/24/24**



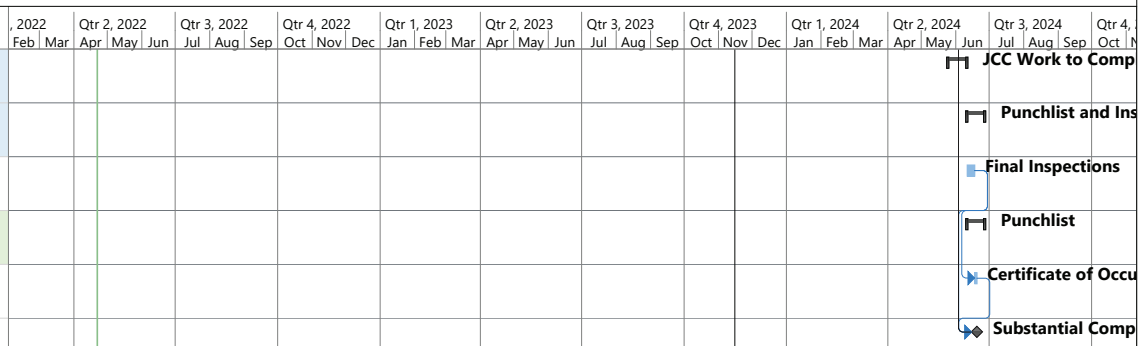
VILLAGE MARKET DEVELOPMENT

LEBANON, NH

PRELIMINARY DESIGN-BUILD PROJECT SCHEDULE

Fri 4/22/22

ID	Task Name	Duration	Start	Finish
698	**JCC Work to Complete**	**10 days**	**Fri 5/24/24**	**Mon 6/10/24**
701	**Punchlist and Inspections**	**12 days**	**Mon 6/10/24**	**Wed 6/26/24**
702	**Final Inspections**	5 days	Mon 6/10/24	Mon 6/17/24
703	**Punchlist**	**12 days**	**Mon 6/10/24**	**Wed 6/26/24**
707	Certificate of Occupancy	2 days	Mon 6/17/24	Wed 6/19/24
708	**Substantial Completion**	**0 days**	**Wed 6/19/24**	**Wed 6/19/24**
709	**Building 2 Construction**	**382 days**	**Fri 12/1/23**	**Wed 6/4/25**
710	**Site Improvements**	**137 days**	**Fri 12/1/23**	**Mon 6/17/24**
727	**Building 2 Structure, Envelope, & Finishes**	**263 days**	**Wed 3/13/24**	**Thu 3/27/25**
718	**Site Finishes**	**140 days**	**Tue 11/5/24**	**Mon 5/26/25**
1252	**JCC Work to Complete**	**7 days**	**Thu 5/8/25**	**Mon 5/19/25**
1255	**Punchlist and Inspections**	**12 days**	**Mon 5/19/25**	**Wed 6/4/25**
1256	**Final Inspections**	5 days	Mon 5/19/25	Mon 5/26/25
1257	**Punchlist**	**12 days**	**Mon 5/19/25**	**Wed 6/4/25**
1261	Certificate of Occupancy	2 days	Mon 5/26/25	Wed 5/28/25
1262	**Substantial Completion**	**0 days**	**Wed 5/28/25**	**Wed 5/28/25**
1263	**Project Close-out**	**20 days**	**Wed 5/28/25**	**Wed 6/25/25**



Date: 22 April 2022

To: Tim Sidore, Project Manager

From: Corey Mack, PE

Subject: Village Marketplace Redevelopment – Transportation Review

WCG has reviewed the proposed redevelopment of the Village Marketplace site located at 2 Mascoma Street in Lebanon New Hampshire. This memo documents the estimated vehicle traffic generation and trip distribution expected with the development, evaluates sight distances at the existing driveway locations on Mascoma Street, and investigates reported crash history near the site.

In summary:

- The proposed redevelopment of the Village Marketplace site to include 152 residential dwelling units is expected to generate 48 new external vehicle trips in the AM peak hour, and 11 fewer external vehicle trips in the PM peak hour.
- The NHDOT and City of Lebanon Transportation Study guidelines indicate that a traffic study should be considered when 100 new external vehicle trips are generated. The proposed redevelopment of the Village Marketplace site generates approximately half that threshold for further study.
- The project site is located on a Tier 5 road within the Urban Compact and under local control. A NHDOT driveway permit is not anticipated.
- From 2017 through 2021, there were 11 reported crashes on Mascoma Street between Hanover Street and Park Street, with one crash resulting in an injury. Only one crash was reported to have included a vehicle entering or exiting the Village Marketplace site driveways.
- The sight distances in the proposed site plan are expected to meet minimum required standards. Landscaping on the corner of Mascoma and Hanover Streets should be kept to low growing plantings to avoid impacts to the sight line.

BACKGROUND AND EXISTING CONDITIONS

The existing Village Marketplace is an underutilized commercial building and parking lot in downtown Lebanon, New Hampshire. The existing site contains two buildings: one 26,000 SF of mixed commercial land uses, including office, retail, fitness, and other commercial services, and an approximately 5,000 SF restaurant. The Village Marketplace Redevelopment project, illustrated in Figure 1, proposes to remove the existing restaurant, and construct two six-story multifamily residential buildings on the site with a total of 152 dwelling units, including:

- Building 1: six stories plus parking level, 72-unit building, including 69 studios and three 1-bedroom units, 17 parking spaces;
- Building 2: five-stories plus penthouse level, 80-unit building, including 79 studios and one 1-bedroom units, no underground parking; and
- The site will include a 70-space surface parking lot, 17-space garage (noted in Building 1 above), and a 12-space surface parking area for a total of 99 parking spaces for both residents and businesses.

There are two existing entrances to the site from Mascoma Street on either side of the existing Village Marketplace building, and there is an internal circulation aisle adjacent and parallel to the Mascoma Street roadway and sidewalk. The existing site may also be accessed through a public city parking lot along Church Street. All existing accesses are proposed to remain.

The proposed project is located on Mascoma Street (US-4) / Hanover Street (NH-120), a Tier 5 road within the Urban Compact, and thus under local control. A NHDOT driveway permit is not anticipated. The speed limit of Mascoma Street is 25 mph. Mascoma Street contains a curbed median precluding westbound left turns from directly entering the site or northbound left turns from exiting the site at both driveways.

In 2020, Mascoma Street west of Hanover Street recorded an average annual daily traffic (AADT) volume of 6,409 vehicles per day (vpd); Hanover Street north of Mascoma Street recorded an AADT volume of 7,093 vpd. While traffic volumes were not collected east of the Mascoma Street & Hanover Street intersection, most vehicles are assumed to travel to / from Downtown Lebanon along these streets, and the traffic volume along Mascoma Street may be estimated by combining these two figures. The 2020 AADT of Mascoma Street east of Hanover Street is estimated at 13,502 vpd.

The City of Lebanon undertook an extensive downtown planning study in 2016.[1] The Downtown Vision Plan and Tunnel Assessment study area included the segment of Mascoma Street adjacent to the project site and identified the Village Marketplace site as an “opportunity for development / parking.” The preferred alternative of the plan recommended removing the Mascoma Street median, eliminating a through lane along Mascoma Street, and providing a pedestrian refuge island for a crosswalk and a westbound left turn lane into a single Village Marketplace site driveway (Figure 2).

[1] https://lebanonnh.gov/474/Downtown-Visioning-Study-Tunnel-Project

FIGURE 1: PROPOSED SITE PLAN FROM STUDIO NEXUS ARCHITECTS, DATED 11/23/2021

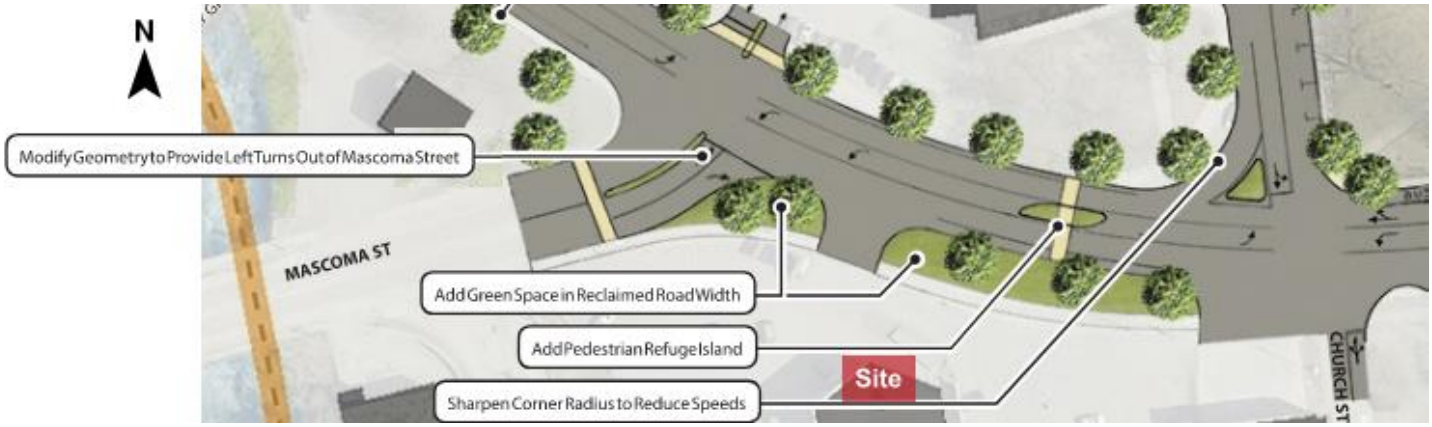


FIGURE 2: EXCERPT OF DOWNTOWN VISIONING STUDY, PAGE 83

ESTIMATED TRIP GENERATION

Trip generation refers to the number of vehicle trips originating at or destined for a particular land use development. Data from the Institute of Transportation Engineers (ITE) can be applied to estimate trip generation associated with the former and proposed land uses. WCG consulted the ITE Trip Generation Manual, 11th Edition to estimate base vehicle trips. Base vehicle trips are the total estimated vehicle trips prior to any reductions associated with internal capture, pass-by, or transportation demand management (TDM) features.

The existing Village Marketplace site is only partially occupied. The potential trip generation of a fully occupied site has been estimated using ITE Land Use Code (LUC) 822 – Strip Retail Plaza (<40k). LUC 822 is defined as:

> *A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit.*

The estimated AM and PM peak hour base vehicle trip generation of the existing Village Marketplace site, including the 5,000 SF restaurant, is documented in Table 1.

TABLE 1: ESTIMATED BASE VEHICLE TRIP GENERATION FOR THE EXISTING SITE

				AM Peak Hour			PM Peak Hour		
				Base			Base		
ITE LUC	Description	Size	Unit	Enter	Exit	Total	Enter	Exit	Total
822	Strip Retail Plaza (<40k)	31	KSF	37	24	61	87	87	174

Base vehicle trip generation for the proposed residential land use on the site may be estimated using ITE LUC 221 – Multifamily Housing, Mid-Rise. ITE LUC 221 is defined as:

> *Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.*

The estimated AM and PM peak hour base vehicle trip generation of the proposed site, including the existing Village Marketplace without the 5,000 SF restaurant, is documented in Table 2. As shown in the table, the proposed multifamily residential units are estimated to generate 55 base vehicle trips in the AM peak hour and 60 base vehicle trips in the PM peak hour.

TABLE 2: ESTIMATED BASE VEHICLE TRIP GENERATION FOR THE PROPOSED SITE

				AM Peak Hour			PM Peak Hour		
				Base			Base		
ITE LUC	Description	Size	Unit	Enter	Exit	Total	Enter	Exit	Total
822	Strip Retail Plaza (<40k)	26	KSF	32	22	54	76	77	153
221	Multifamily Housing (Mid-Rise)	152	DU	12	43	55	36	24	60
			Total Site	44	65	109	112	101	213

Because of the complementary nature of the existing commercial and proposed residential land uses on the Village Marketplace site, some trips are expected to be made entirely on-site. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites). For these internally captured trips, the origin, destination, and travel path are all within the site.

Internally captured trips have been estimated using the recommended methodology in the ITE Trip Generation Handbook[2] and are shown in Table 3. Internal capture trips are estimated prior to splitting site generated trips into pass-by and non-pass-by trips or estimating the effect of TDM strategies.

TABLE 3: CLASSIFICATION OF INTERNAL AND EXTERNAL TRIPS FOR THE PROPOSED SITE

		AM Peak Hour					PM Peak Hour				
		Base	Internal Trips		External Trips		Base	Internal Trips		External Trips	
ITE LUC	Description	Total	Enter	Exit	Enter	Exit	Total	Enter	Exit	Enter	Exit
822	Strip Retail Plaza (<40k)	54	0	0	32	22	153	8	17	68	60
221	Multifamily Housing (Mid-Rise)	55	0	0	12	43	60	17	8	19	16
		109	0	0	44	65	213	25	25	87	76
			0		**109**			**50**		**163**	

No internal capture is expected between residential and retail land uses in the AM peak hour. However, when comparing the site's existing 174 PM peak hour trip generation documented in Table 2 to the proposed site's net external trip generation of 163 trips documented in Table 3, the proposed project is estimated to result in a net decrease of 11 external trips in the PM peak hour.

TABLE 4: ESTIMATED NET CHANGE IN PEAK HOUR EXTERNAL VEHICLE TRIP GENERATION BETWEEN THE EXISTING SITE AND PROPOSED SITES

	AM Peak Hour			PM Peak Hour		
	External Trips			External Trips		
Description	Enter	Exit	Total	Enter	Exit	Total
Existing Site: 31 KSF Shopping Center	37	24	61	87	87	174
Proposed Site: 152 Res. DUs + 26 KSF Shopping Center	44	65	109	87	76	163
Net Change	7	41	48	0	-11	-11

The external vehicle trip generation does not account for any reduction in vehicle trips associated with active forms of transportation, like walking, biking, or taking transit. The project site is located in downtown Lebanon with a variety of land uses within walking distance. The site has convenient access to transit routes serving DHMC, Hanover, West Lebanon, and beyond. The city has extensive sidewalk and bicycle infrastructure, including regional bicycle trails. Considering these features, many trips to and from the proposed site are expected to be walking, biking, or transit trips, and external vehicle trips are expected to be less than estimated.

NHDOT and City of Lebanon guidelines specify that a traffic study should be considered if the proposed development will generate 100 or more peak hour trips. The new external vehicle trip generation is estimated at just over half this threshold, with 48 new external vehicle trips in the AM peak hour and 11 fewer vehicle trips in the PM peak hour. The estimated trip generation is

[2] NCHRP Report 684 - Enhancing Internal Trip Capture Estimation for Mixed-Use Developments

likely to be negligible within the overall road network, and this project is not expected to impact roadway capacity or result in any unreasonable congestion.

TRIP DISTRIBUTION

WCG consulted the US Census Bureau OnTheMap (OTM) platform to analyze home-to-work and work-to-home census block data centered on the project site as a proxy for travel demand for the commercial and residential land uses:

- Home-to-work analysis of the project site describes where people work who live within ¼ mile of the project site. This information is used to estimate the distance and direction of employment centers relative to the project site. The resulting analysis informs residential traffic demand distribution.
- Work-to-home analysis of the project site describes where people live who work within ¼ mile of the project site. This information is used to estimate the distance and direction of residential land uses relative to the project site. The resulting analysis informs commercial traffic demand distribution.

The OTM Distance / Direction Report indicates the relative location of jobs or homes from the project site in the eight cardinal and ordinal directions. The demand to each of these directions is applied to the following primary route:

- To / from the southwest and west is assumed to be served by US-4 / Mechanic Street to I-89,
- To / from the northwest, north, and northeast is assumed to be served by Hanover Street / NH-120,
- To / from the east and southeast is assumed to be served by US-4 / Bank Street to I-89, and
- To / from the south is assumed to be served by School Street / NH-120.

The OTM Distance / Direction Reports for the home-to-work and work-to-home analyses are presented in Attachment A. The resulting residential and commercial demand profiles are illustrated in Figure 3.

We applied the OnTheMap residential and commercial demand profiles to the existing and proposed estimated trip generation and routed the trips appropriately through the network to estimate associated turning movement volumes for each. The estimated AM and PM peak hour turning movement volumes for the existing land use, proposed residential development, and total net site trip generation are illustrated in the following figures.

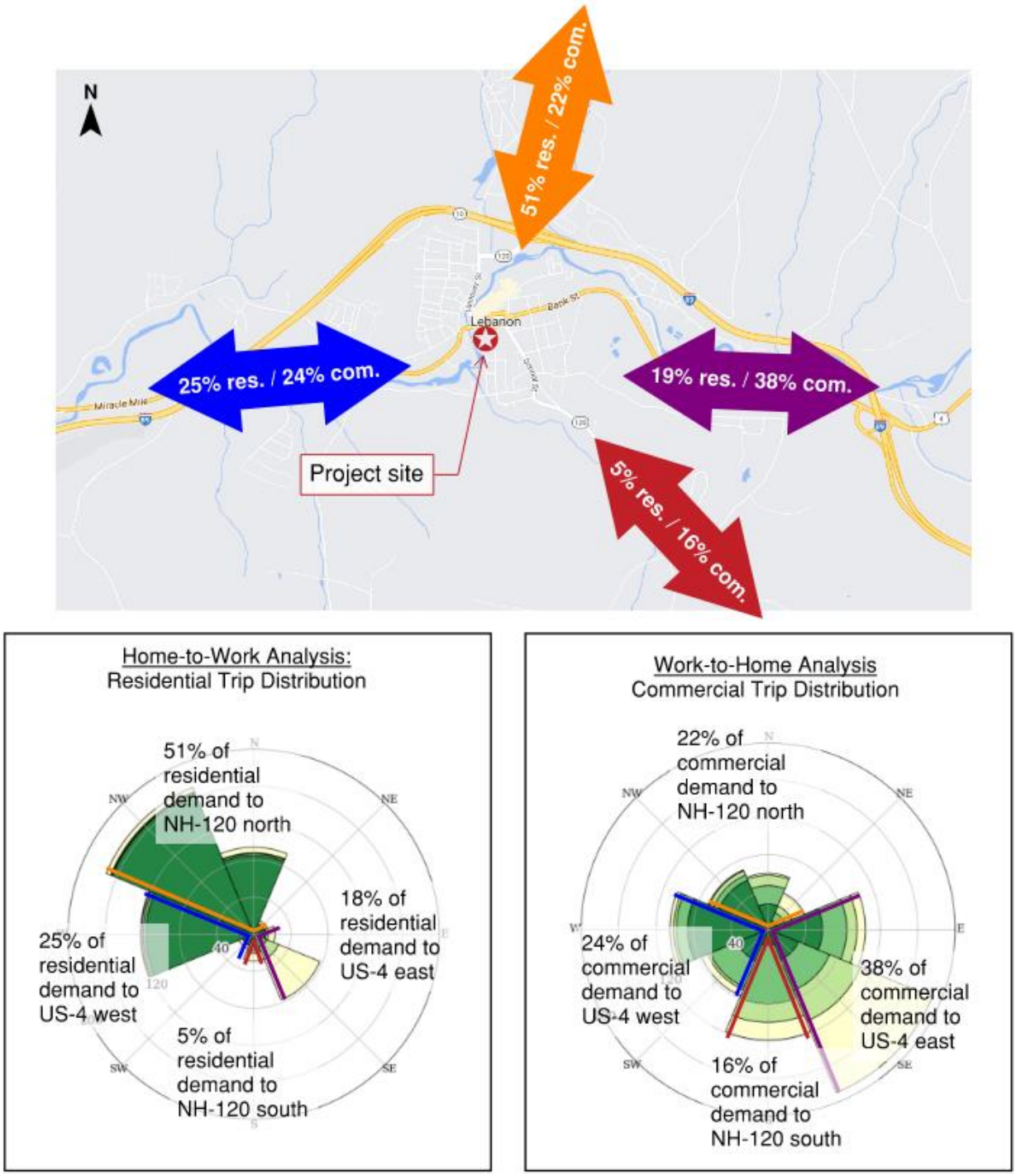
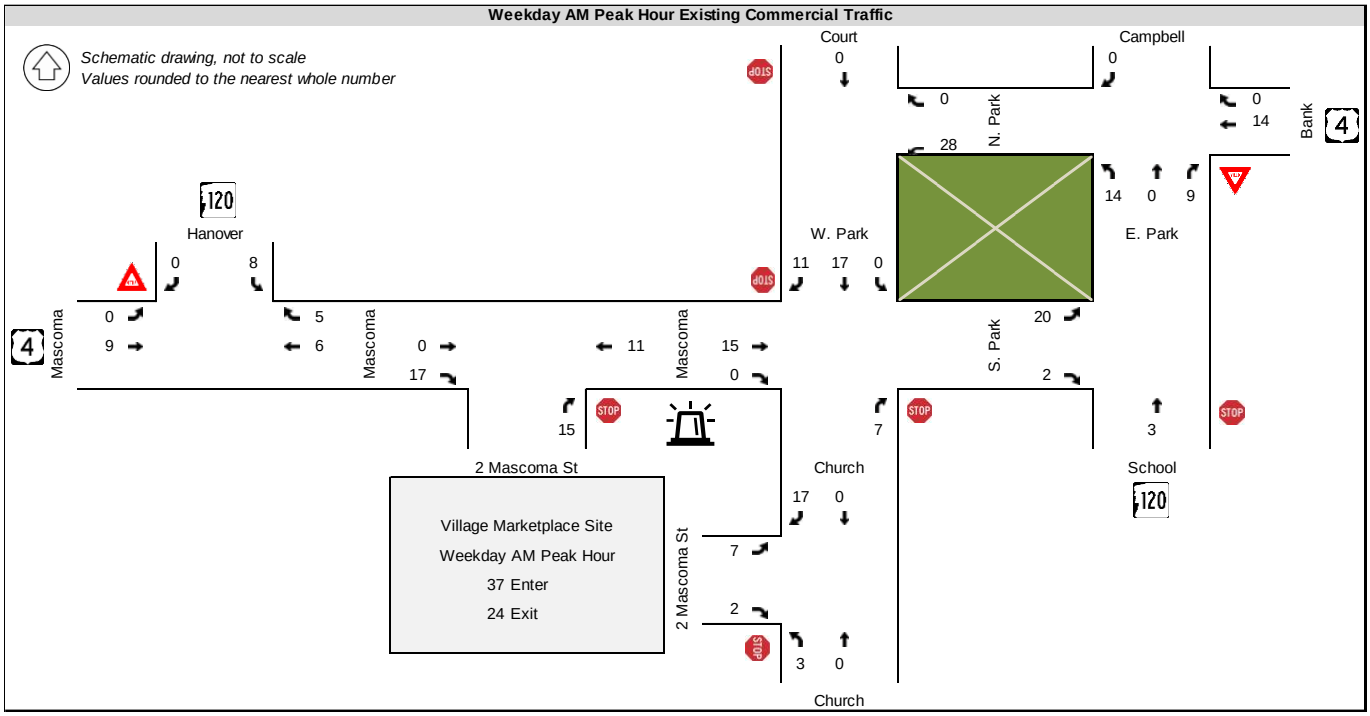


FIGURE 3: RESULTS OF ONTHEMAP DIRECTION DISTRIBUTION ANALYSIS



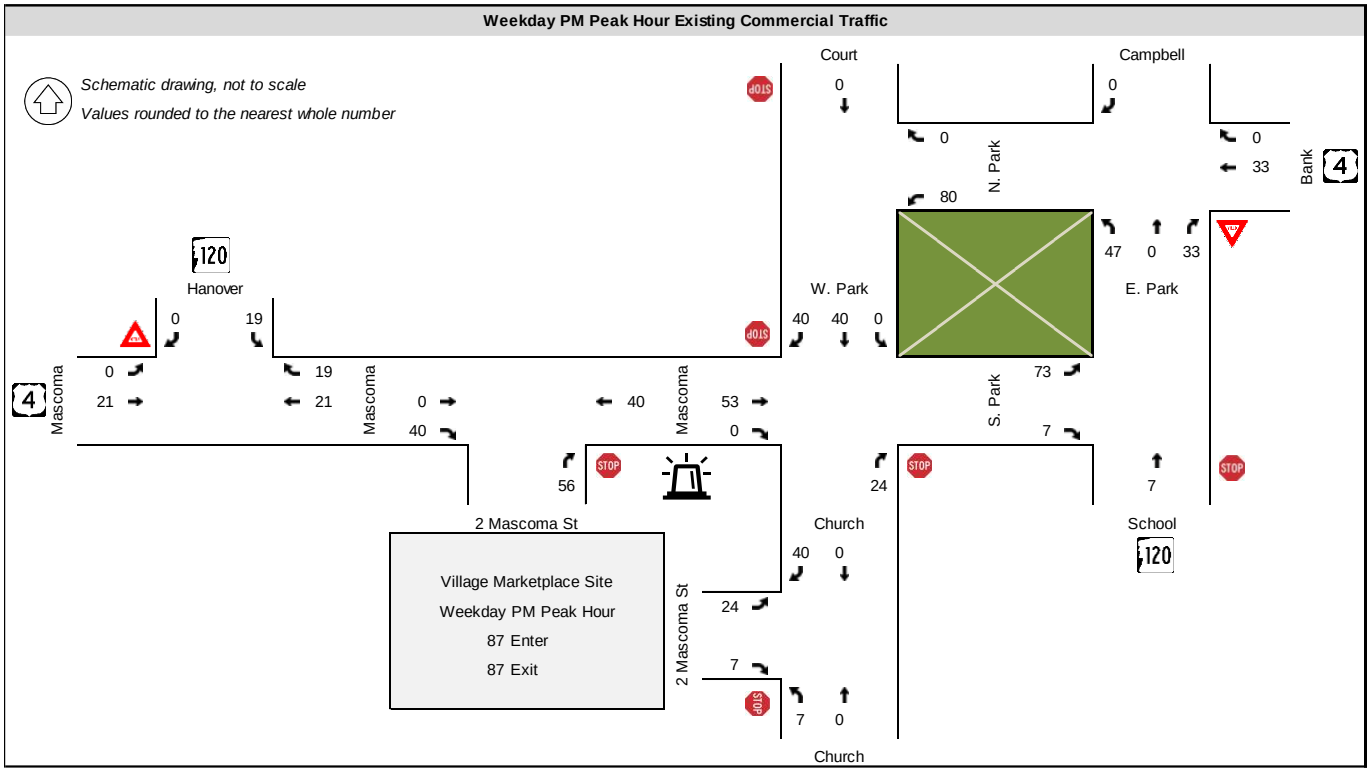
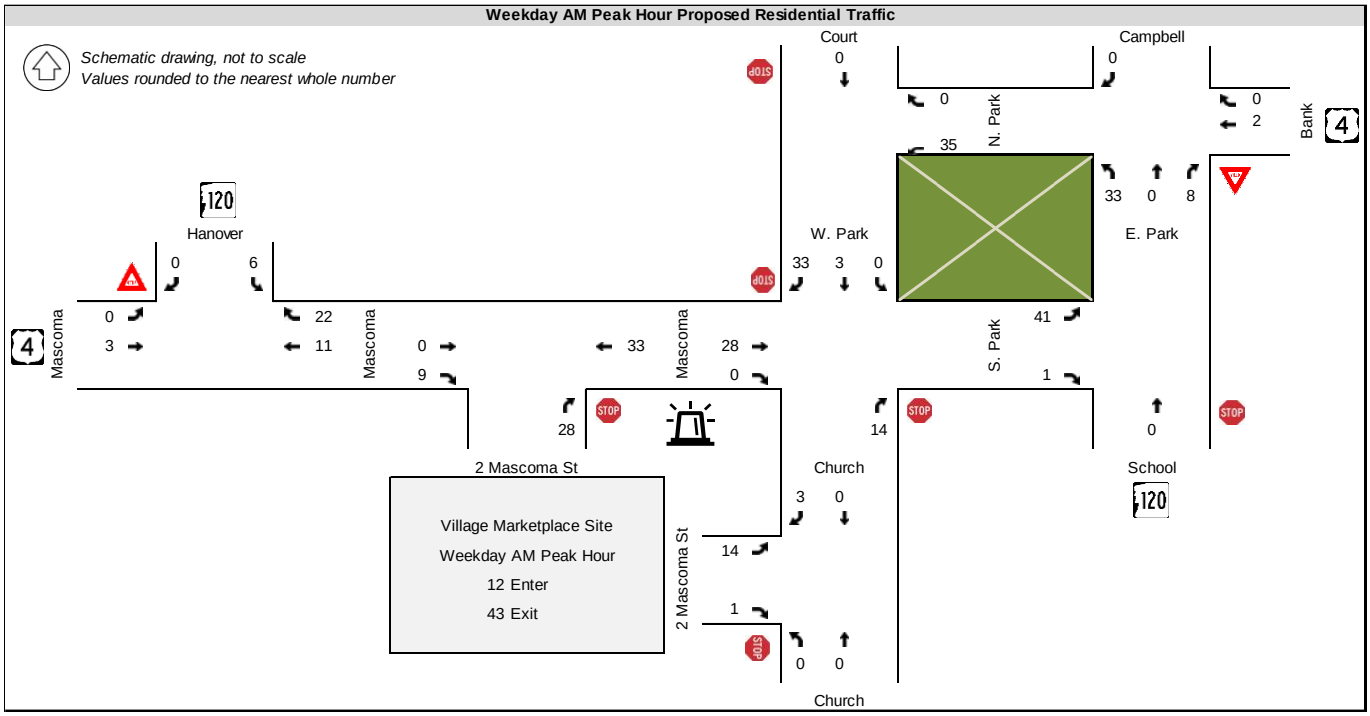


FIGURE 4: ESTIMATED PEAK HOUR TRIP DISTRIBUTION OF EXISTING VILLAGE MARKET COMMERCIAL TRIP GENERATION



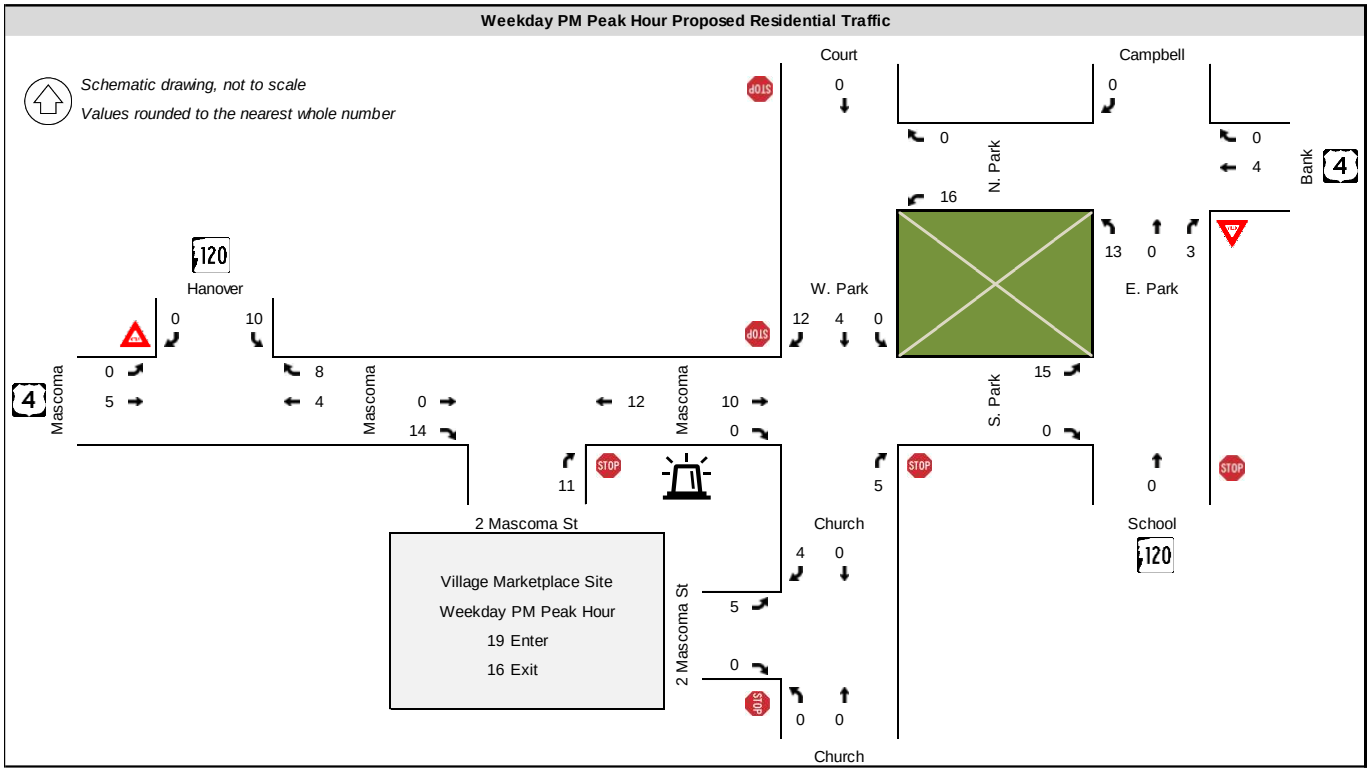
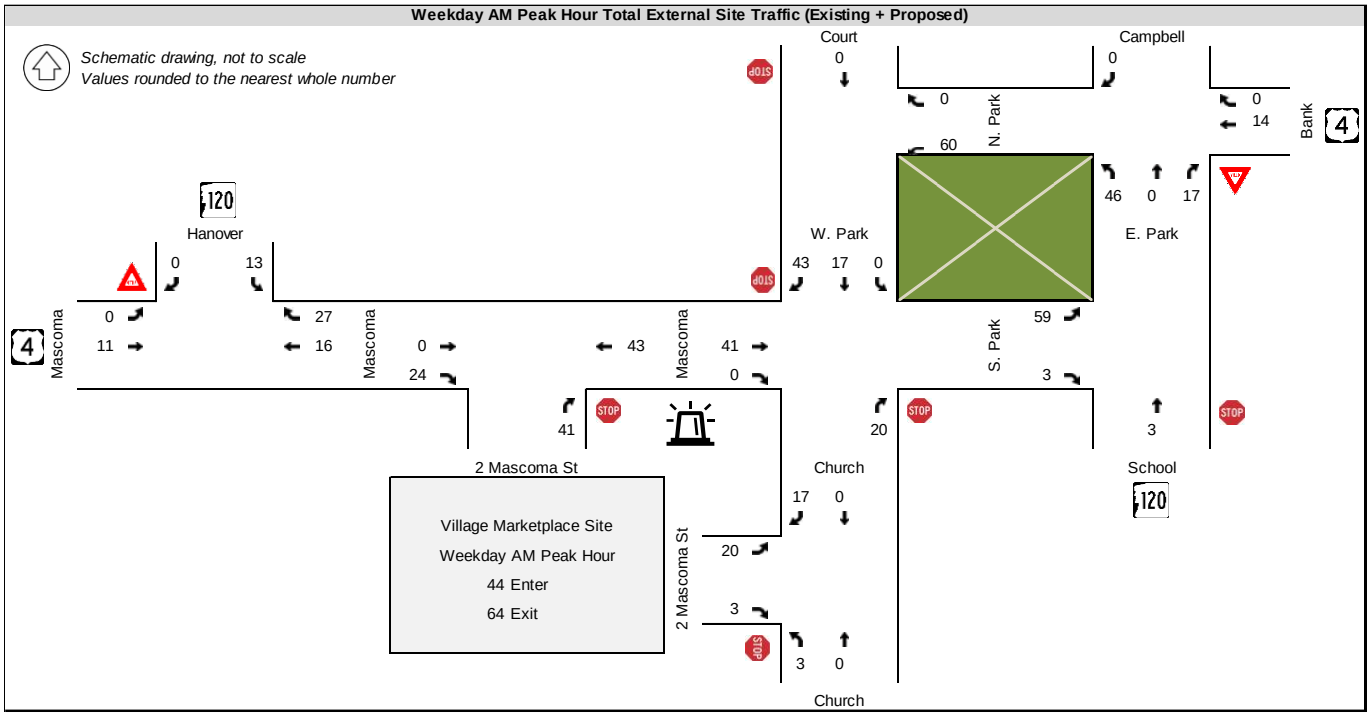


FIGURE 5: ESTIMATED DISTRIBUTION OF THE NEW EXTERNAL RESIDENTIAL TRIP GENERATION OF THE PROPOSED VILLAGE MARKETPLACE SITE



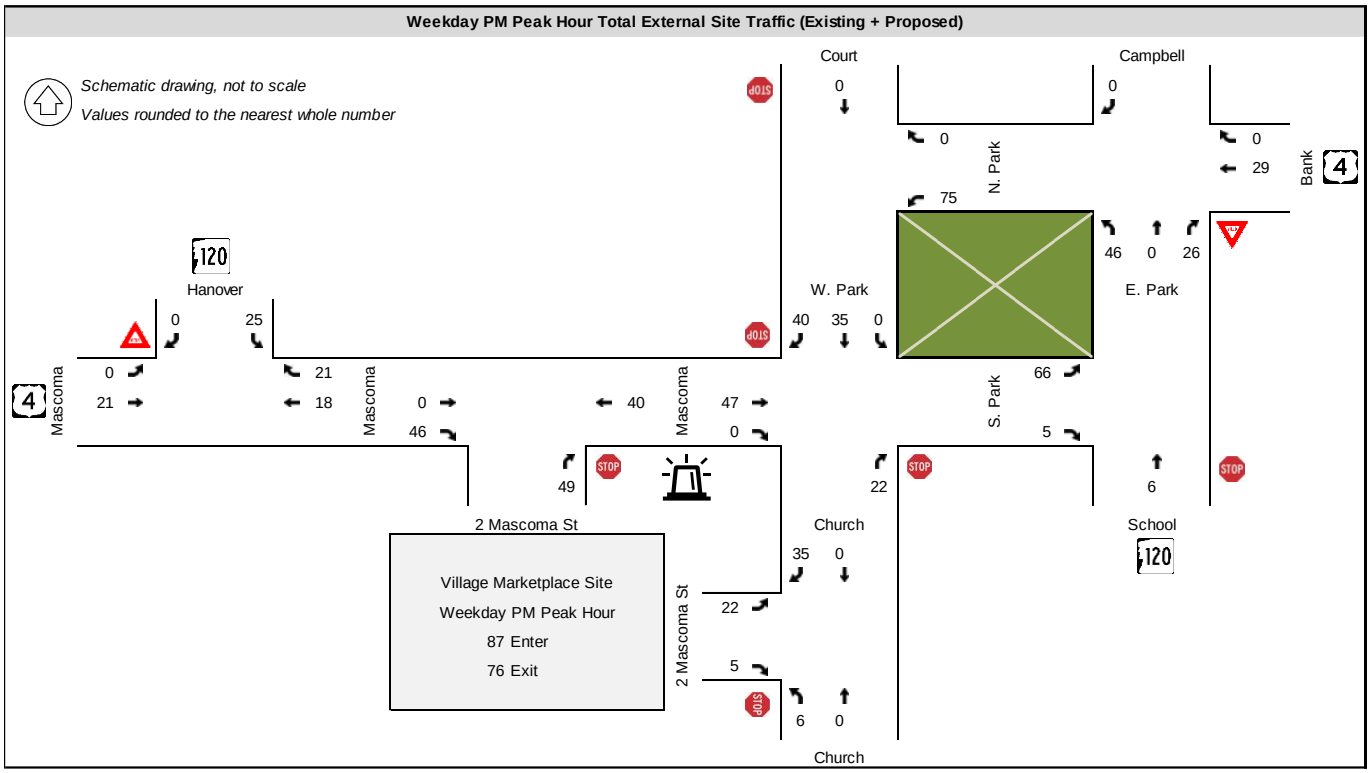


FIGURE 6: ESTIMATED TRIP DISTRIBUTION OF THE TOTAL SITE TRAFFIC FROM THE REDEVELOPED VILLAGE MARKETPLACE SITE (EXISTING COMMERCIAL PLUS PROPOSED RESIDENTIAL WITH INTERNAL CAPTURE REDUCTION)

CRASH HISTORY REVIEW

WCG obtained reported crash data from the City of Lebanon Police Department for 2017 through 2021 along Mascoma Street from Hanover Street to Park Street. Of the 13 reported crashes, two were in the Village Marketplace parking lot. Eight of the reported crashes occurred in the winter months. Two crashes resulted in an injury, one of which was a crash attributed to a medical event suffered by the driver. Several crashes were attributed to the Hanover Street / Mascoma Street merge, with the Hanover Street approach failing to yield resulting in rear end or sideswipe crashes. Only one property damage only (PDO) crash was directly identified to have included a vehicle entering or exiting the existing Village Marketplace site driveways.

TABLE 5: REPORTED CRASHES ALONG MASCOMA STREET FROM HANOVER STREET TO PARK STREET FROM 2017 THROUGH 2021

Location	Type	Date	Day	Call Time	Street Number	Street Name	Severity
1 Roadway	Rear end	2/6/2017	Monday	1404	2	MASCOMA	PDO
2 Parking Lot / Private	Backup	2/10/2017	Friday	1331	2	MASCOMA	PDO
3 Parking Lot / Private	Run off Road	1/14/2018	Sunday	1418	2	MASCOMA	PDO
4 Roadway	Unknown	2/3/2018	Saturday	1426		MASCOMA	PDO
5 Roadway	Rear end	9/5/2018	Wednesday	1501	2	MASCOMA	PDO
6 Roadway	Broadside	9/20/2019	Friday	700		MASCOMA	PDO
7 Roadway	Unknown	1/11/2020	Saturday	1332	2	MASCOMA	PDO
8 Roadway	Rear end	1/17/2020	Friday	1650	2	MASCOMA	PDO
9 Roadway	Sideswipe	2/24/2020	Monday	1047	2	MASCOMA	Injury
10 Roadway	Rear end	5/12/2020	Tuesday	1224	2	MASCOMA	PDO
11 Roadway	Rear end	2/3/2021	Wednesday	1403	17	MASCOMA	PDO
12 Roadway	Run off Road	7/31/2021	Saturday	9	2	MASCOMA	PDO
13 Roadway	Rear end	8/4/2021	Wednesday	1214	17	MASCOMA	Injury

SIGHT DISTANCE REVIEW

As defined in the 2018 publication *A Policy on Geometric Design of Highways and Streets*, from the American Association of State Highway and Transportation Officials (AASHTO), sight distance is the "the length of roadway ahead that is visible to the driver."[3] Sight distances of sufficient length are necessary at all points along a roadway to ensure vehicles can safely stop or avoid colliding with potential obstructions or other vehicles on the roadway.

Standard practice in assessing intersection safety and operations involves measuring two separate sight distances – **stopping sight distance** and **intersection sight distance**.

[3] American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Highways and Streets, Seventh Edition (Washington D.C.: American Association of State Highway and Transportation Officials, 2018). Page 3-2.

Stopping sight distance (SSD) is the visible distance along a roadway between an advancing motorist and a potential obstacle in the roadway. It is measured from a point representing the approaching driver's eye and a point representing an obstacle in the roadway.[4] Stopping sight distances of adequate length are needed along all roadways, both at and away from intersections, so that drivers travelling at design speeds can react to potential obstacles and safely brake to avoid collisions. Design minimum stopping sight distances are calculated based on factors such as design speed, response times, and grades as reported in the *2018 Policy on Geometric Design of Highways and Streets*.[5]

Intersection sight distance (ISD) is the distance available along the major road travelled way corresponding with the maximum visibility between an advancing motorist on the major road and an entering motorist on an intersecting minor road. It is measured between a point representing the advancing driver's eye above the major road and a point representing the entering driver's eye above the intersecting road.[6]

The *2018 Policy on Geometric Design of Highways and Streets* states that the available intersection sight distance should be at least equal to the required stopping sight distance along the major road.

> *"Sight distance is also provided at intersections to allow the drivers of stopped vehicles a sufficient view of the intersecting highway to decide when to enter the intersecting highway or to cross it. If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions."*

However, when possible, it is desirable to have intersection sight distances that exceed the design minimum stopping sight distances to offer improved operations, such that major road traffic need not decelerate to accommodate entering traffic.

> *"However, in some cases a major-road vehicle may need to stop or slow to accommodate the maneuver by a minor road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road."*

---

[4] As noted in the 2018 Policy on Geometric Design of Highways and Streets (page 3-15), the height of the driver's eye is assumed to be 3.5' above the road surface and the height of a potential obstacle is 2.0' above the road surface.

[5] American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Highways and Streets, Seventh Edition (Washington D.C.: American Association of State Highway and Transportation Officials, 2018). Page 3-5 to 3-6.

[6] As noted in the 2018 Policy on Geometric Design of Highways and Streets (page 3-16), the height of the driver's eye of the approaching vehicle is assumed to be 3.5' above the road surface of the major road and the height of the driver's eye of the entering vehicle is assumed to 3.5' above the minor road surface. The decision point offset from the travel way varies with sight conditions (page 9-38); in this case we assume the decision point is 15-feet from the travel way.

Based on the posted speed limit of 25 MPH and a moderate (6%) downgrade in the westbound direction, the design minimum stopping sight distance is 165 feet in the westbound direction and 143 feet in the eastbound direction. The target minimum intersection sight distance for turning traffic is 240 feet to the left and 280 feet to the right.

Sight distances at the existing site driveways were measured. The intersection sight distance views to the left and right at the site driveways are shown in the following figures, and the measured intersection and stopping sight distances are presented in the accompanying tables.

FIGURE 7: DRIVER'S PERSPECTIVE 15-FEET FROM THE EDGE OF TRAVEL WAY AT THE EXISTING WESTERN DRIVEWAY TO THE WEST (LEFT) AND EAST (RIGHT)

TABLE 6: MEASURED STOPPING SIGHT DISTANCE AND INTERSECTION SIGHT DISTANCE AT THE WESTERN SITE DRIVEWAY

	Stopping Sight Distance		***Intersection Sight Distance***	
	Eastbound	Westbound	Left (to west)	Right (to east)
Required Minimum	143’	165’	143’	165’
Design Target	-	-	240’	280’
Measured	**>200’**	**>200**	**>285’**	**>285’**

FIGURE 8: DRIVER'S PERSPECTIVE 15-FEET FROM THE EDGE OF TRAVEL WAY AT THE EXISTING EASTERN DRIVEWAY TO THE WEST (LEFT) AND EAST (RIGHT)

TABLE 7: MEASURED STOPPING SIGHT DISTANCE AND INTERSECTION SIGHT DISTANCE AT THE WESTERN SITE DRIVEWAY

	Stopping Sight Distance		***Intersection Sight Distance***	
	Eastbound	Westbound	Left (to west)	Right (to east)
Required Minimum	143’	165’	143’	165’
Design Target	-	-	240’	280’
Measured	**>200’**	**>180’**	**>285’**	**>285’**

Stopping and intersection sight distances were measured above the required minimum and design target distances at both existing driveway locations. Snowbanks between the sidewalk and existing parking lot were noted to be the feature that restricted sight lines. The site plan should identify snow storage locations and the site maintenance team should ensure winter plowing operations do not block sight lines.

The proposed site plan illustrates the Phase 2 Building very near the property line, and landscaping in the sight triangle (Figure 9). Landscaping within the sight triangle should be kept to low-growth plantings. In the proposed condition, the eastbound Mascoma Street free right sight distance will be limited by the building. The stopping sight distance will be reduced to approximately 200’, and the intersection sight distance, measured from 15-feet behind the edge of travel way, is reduced to approximately 160’. The estimated sight distances in the proposed condition meet required minimum standards for safety, but not the design target sight distance. These standards may not be applicable if the preferred alternative for the Downtown Vision Plan is pursued and the eastbound free right condition is removed (as illustrated in Figure 2).

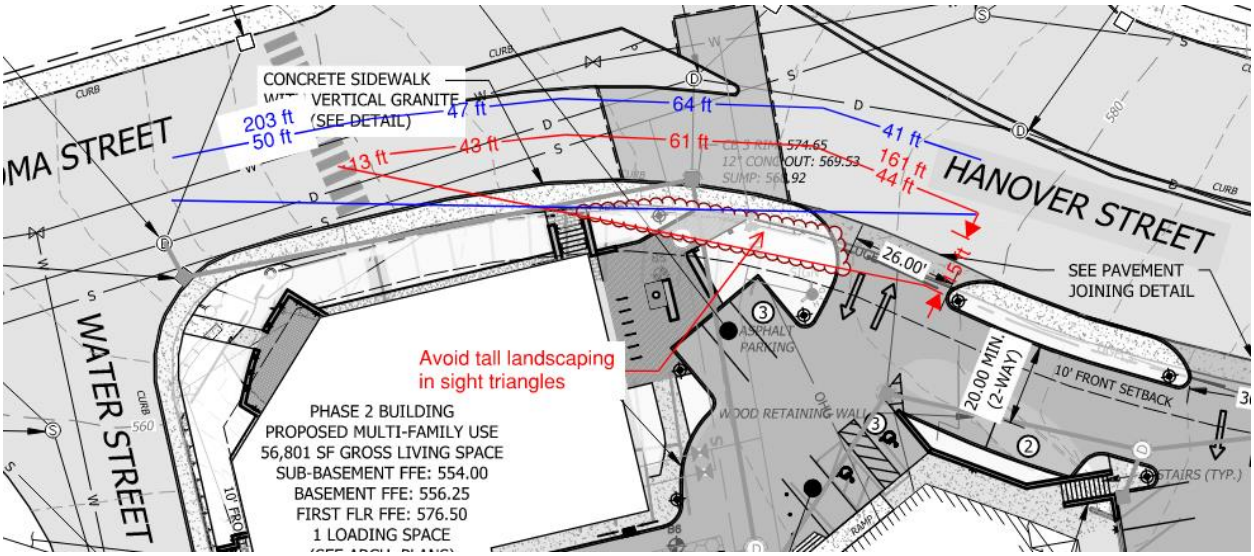


FIGURE 9: INTERSECTION (RED) AND STOPPING (BLUE) SIGHT LINES FROM THE WESTERN DRIVEWAY

CONCLUSIONS

- The proposed redevelopment of the Village Marketplace site to include 152 residential dwelling units is expected to generate 48 new external vehicle trips in the AM peak hour and 11 fewer external vehicle trips in the PM peak hour.
- The NHDOT and City of Lebanon Transportation Study guidelines indicate that a traffic study should be considered when 100 new external vehicle trips are generated. The proposed redevelopment of the Village Marketplace site generates approximately half that threshold for further study.
- The project site is located on a Tier 5 road in the Urban Compact and thus under local control. A NHDOT driveway permit is not anticipated.
- From 2017 through 2021, there were 11 reported crashes on Mascoma Street between Hanover Street and Park Street, with one crash resulting in an injury. Only one PDO crash was reported to have included a vehicle entering or exiting from the Village Marketplace site driveways.
- The sight distances in the proposed site plan are expected to meet minimum required standards. Landscaping on the corner of Mascoma and Hanover Streets should be kept to low growing plantings to avoid impacts to the sight line.

ATTACHMENTS

A – US Census Bureau OnTheMap Distance / Direction Reports

OnTheMap

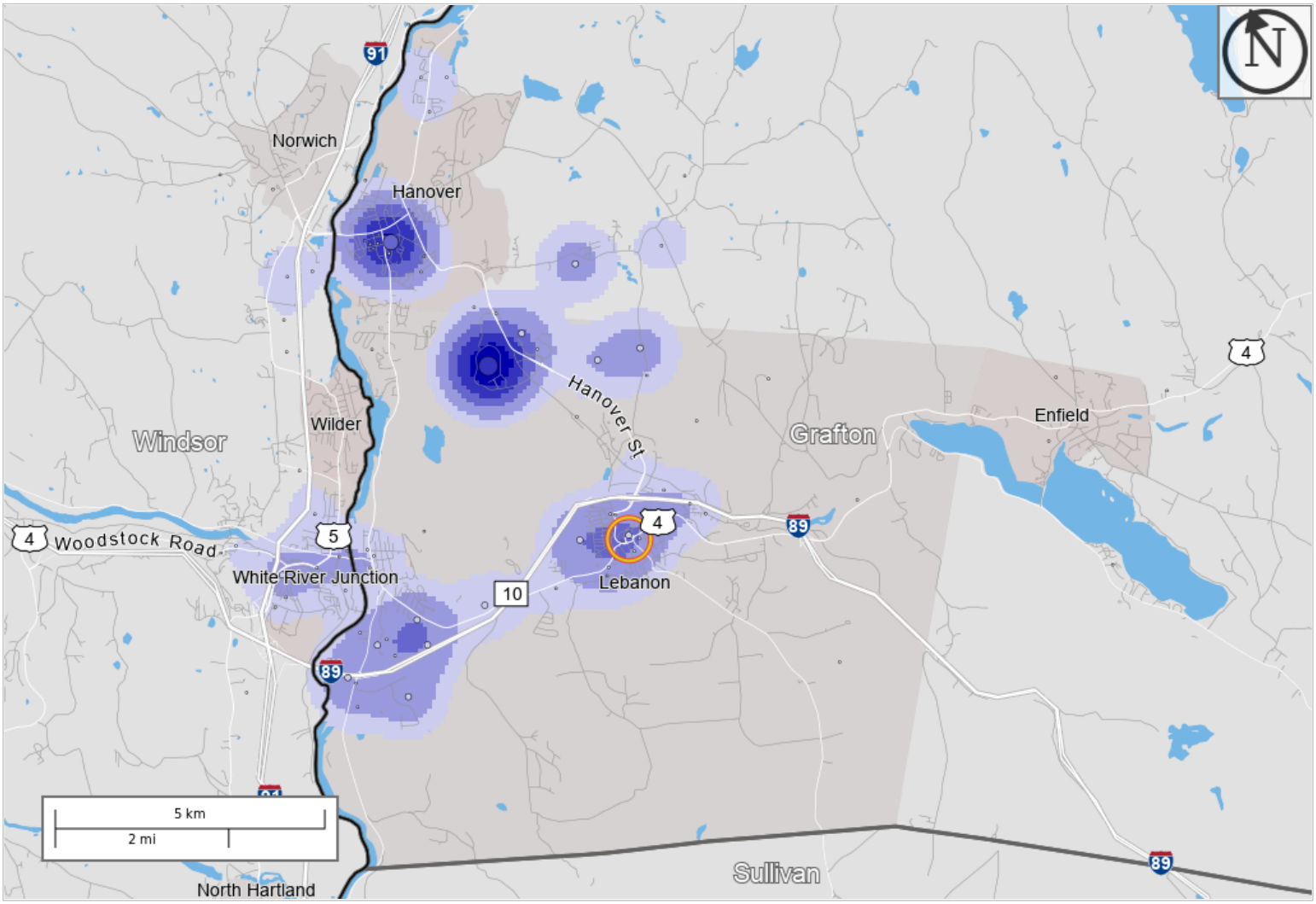
Distance/Direction Report - Home to Work

All Jobs for All Workers in 2019

Created by the U.S. Census Bureau's OnTheMap `https://onthemap.ces.census.gov` on 04/18/2022

Counts and Density of Work Locations for All Jobs in Home Selection Area in 2019

All Workers



Map Legend

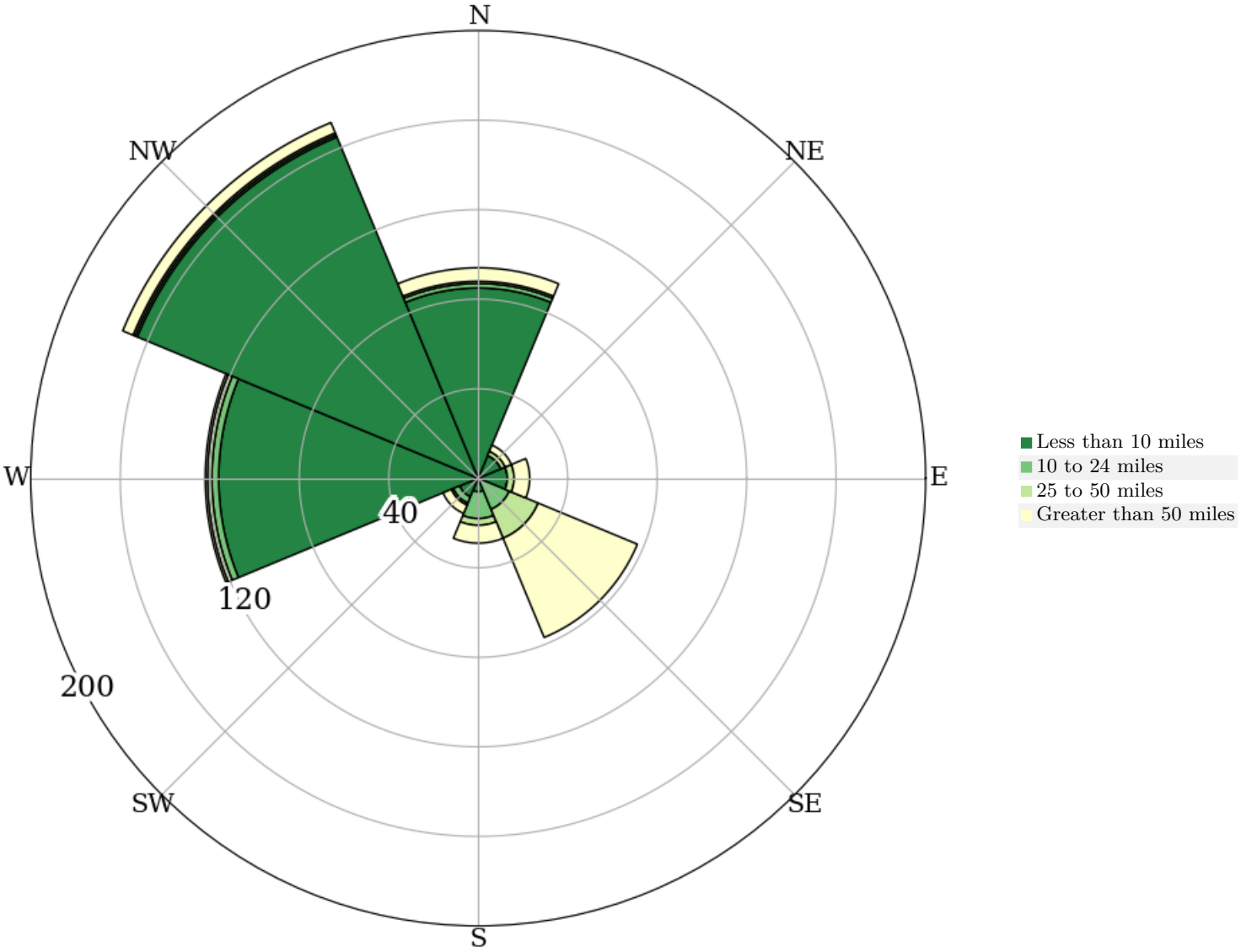
Job Density [Jobs/Sq. Mile]
- 5 - 14
- 15 - 42
- 43 - 88
- 89 - 154
- 155 - 238

Job Count [Jobs/Census Block]
- 1 - 5
- 6 - 17
- 18 - 37
- 38 - 65
- 66 - 101

Selection Areas
- Analysis Selection

All Jobs for All Workers in 2019

Distance and Direction from Home Census Block to Work Census Block, Living in Selection Area



All Jobs for All Workers in 2019

Distance from Home Census Block to Work Census Block, Living in Selection Area

	2019	
Distance	**Count**	**Share**
Total All Jobs	550	100.0
Less than 10 miles	406	73.8
10 to 24 miles	35	6.4
25 to 50 miles	27	4.9
Greater than 50 miles	82	14.9

Distance/Direction Report - Home Census Block to Work Census Block

Job Counts in Work Blocks by Distance Only

	2019	
	Count	Share
Total All Jobs	550	100.0%
Less than 10 miles	406	73.8%
10 to 24 miles	35	6.4%
25 to 50 miles	27	4.9%
Greater than 50 miles	82	14.9%

Job Counts in Work Blocks to the North of Home Blocks by Distance

	2019	
	Count	Share
Total All Jobs	94	100.0%
Less than 10 miles	85	90.4%
10 to 24 miles	2	2.1%
25 to 50 miles	1	1.1%
Greater than 50 miles	6	6.4%

Job Counts in Work Blocks to the Northeast of Home Blocks by Distance

	2019	
	Count	Share
Total All Jobs	16	100.0%
Less than 10 miles	11	68.8%
10 to 24 miles	-	-
25 to 50 miles	2	12.5%
Greater than 50 miles	3	18.8%

Job Counts in Work Blocks to the East of Home Blocks by Distance

	2019	
	Count	Share
Total All Jobs	23	100.0%
Less than 10 miles	13	56.5%
10 to 24 miles	-	-
25 to 50 miles	3	13.0%
Greater than 50 miles	7	30.4%

Job Counts in Work Blocks to the Southeast of Home Blocks by Distance

	2019	
	Count	Share
Total All Jobs	77	100.0%
Less than 10 miles	1	1.3%
10 to 24 miles	14	18.2%
25 to 50 miles	14	18.2%
Greater than 50 miles	48	62.3%

Job Counts in Work Blocks to the South of Home Blocks by Distance

	2019	
	Count	Share
Total All Jobs	29	100.0%
Less than 10 miles	6	20.7%
10 to 24 miles	12	41.4%
25 to 50 miles	3	10.3%
Greater than 50 miles	8	27.6%

Job Counts in Work Blocks to the Southwest of Home Blocks by Distance

	2019	
	Count	Share
Total All Jobs	17	100.0%
Less than 10 miles	9	52.9%
10 to 24 miles	3	17.6%
25 to 50 miles	1	5.9%
Greater than 50 miles	4	23.5%

Job Counts in Work Blocks to the West of Home Blocks by Distance

	2019	
	Count	Share
Total All Jobs	122	100.0%
Less than 10 miles	116	95.1%
10 to 24 miles	3	2.5%
25 to 50 miles	2	1.6%
Greater than 50 miles	1	0.8%

Job Counts in Work Blocks to the Northwest of Home Blocks by Distance

	2019	
	Count	Share
Total All Jobs	172	100.0%
Less than 10 miles	165	95.9%
10 to 24 miles	1	0.6%
25 to 50 miles	1	0.6%
Greater than 50 miles	5	2.9%

Source: U.S. Census Bureau, OnTheMap Application, https://onthemap.ces.census.gov

Additional Information

Analysis Settings

Analysis Type	Distance/Direction
Selection area as	Home
Year(s)	2019
Job Type	All Jobs
Selection Area	Selection Area Freehand Drawing buffered 0.25 miles
Selected Census Blocks	32
Analysis Generation Date	04/18/2022 15:57 - OnTheMap 6.8.1
Code Revision	f9358819d46a60bb89052036516a1c8fe8bbbeac
LODES Data Version	20211018_1647

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

United States Census Bureau OnTheMap

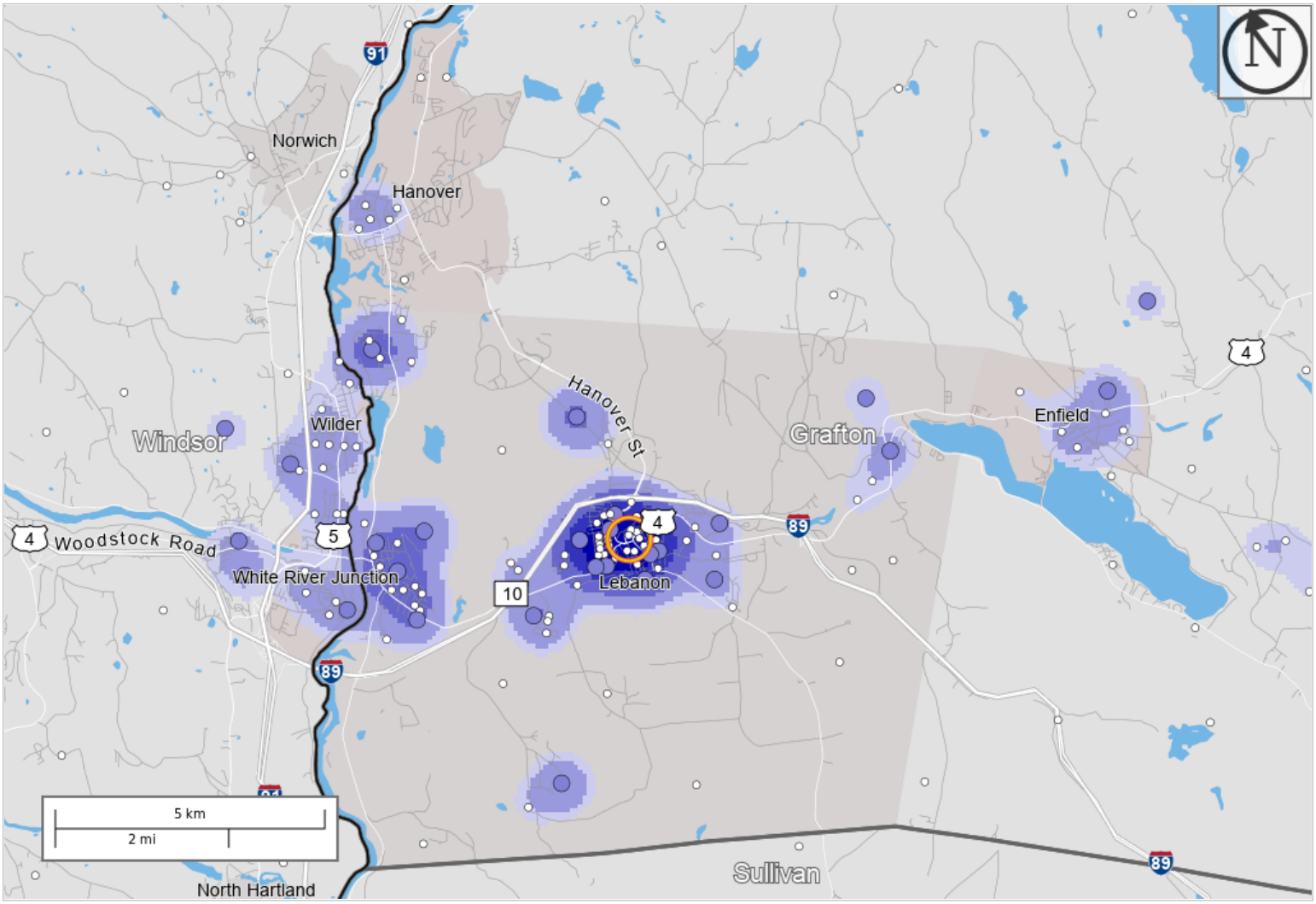
Distance/Direction Report - Work to Home

All Jobs for All Workers in 2019

Created by the U.S. Census Bureau's OnTheMap `https://onthemap.ces.census.gov` on 04/18/2022

Counts and Density of Home Locations for All Jobs in Work Selection Area in 2019

All Workers



Map Legend

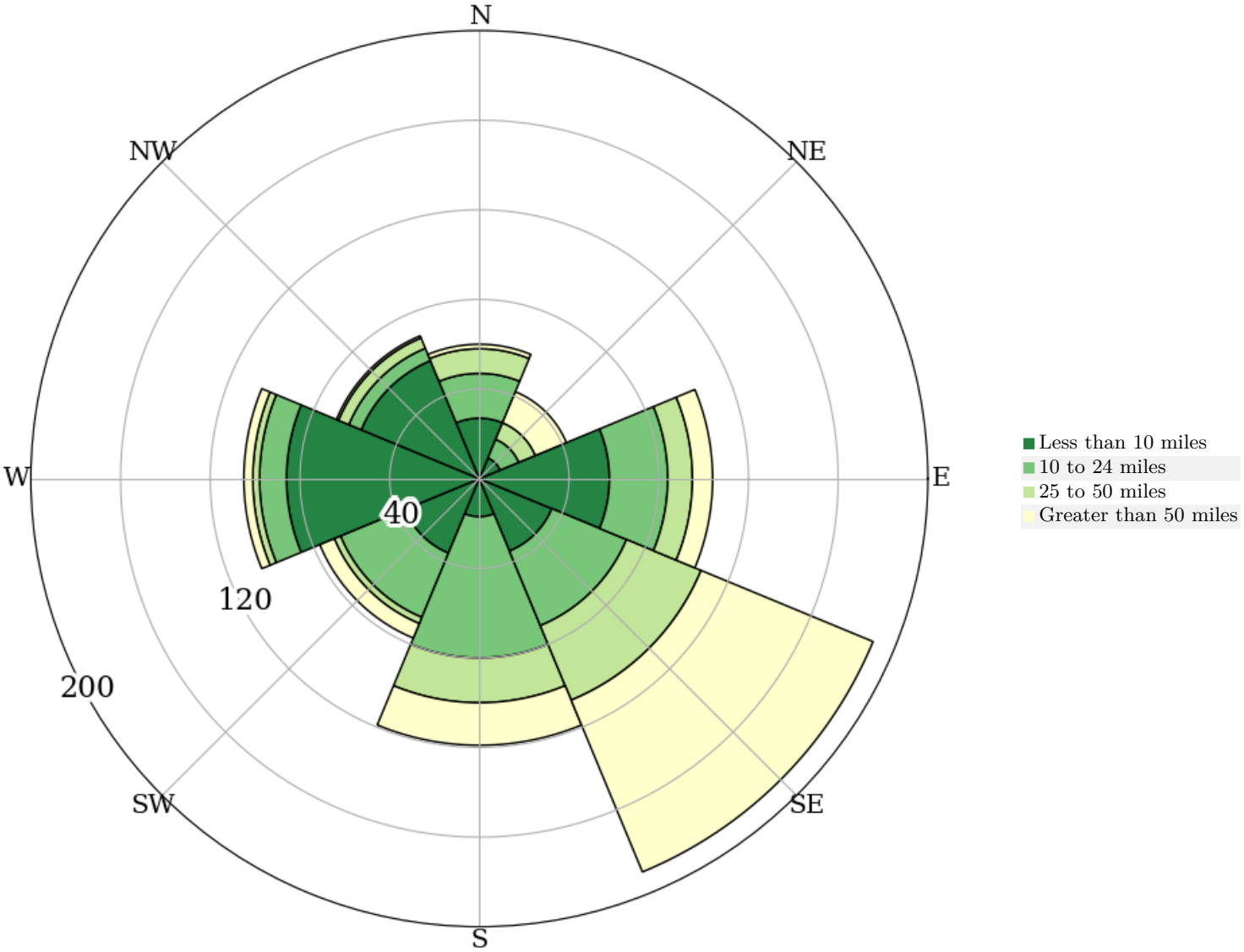
Job Density [Jobs/Sq. Mile]
- 5 - 7
- 8 - 16
- 17 - 30
- 31 - 51
- 52 - 77

Job Count [Jobs/Census Block]
- 1 - 2
- 3 - 8

Selection Areas
- Analysis Selection

All Jobs for All Workers in 2019

Distance and Direction from Work Census Block to Home Census Block, Employed in Selection Area



All Jobs for All Workers in 2019

Distance from Work Census Block to Home Census Block, Employed in Selection Area

Distance	2019 Count	2019 Share
Total All Jobs	766	100.0
Less than 10 miles	326	42.6
10 to 24 miles	203	26.5
25 to 50 miles	97	12.7
Greater than 50 miles	140	18.3

Distance/Direction Report - Work Census Block to Home Census Block

Job Counts in Home Blocks by Distance Only

	2019	
	Count	Share
Total All Jobs	766	100.0%
Less than 10 miles	326	42.6%
10 to 24 miles	203	26.5%
25 to 50 miles	97	12.7%
Greater than 50 miles	140	18.3%

Job Counts in Home Blocks to the North of Work Blocks by Distance

	2019	
	Count	Share
Total All Jobs	60	100.0%
Less than 10 miles	27	45.0%
10 to 24 miles	20	33.3%
25 to 50 miles	11	18.3%
Greater than 50 miles	2	3.3%

Job Counts in Home Blocks to the Northeast of Work Blocks by Distance

	2019	
	Count	Share
Total All Jobs	42	100.0%
Less than 10 miles	10	23.8%
10 to 24 miles	9	21.4%
25 to 50 miles	8	19.0%
Greater than 50 miles	15	35.7%

Job Counts in Home Blocks to the East of Work Blocks by Distance

	2019	
	Count	Share
Total All Jobs	104	100.0%
Less than 10 miles	58	55.8%
10 to 24 miles	26	25.0%
25 to 50 miles	11	10.6%
Greater than 50 miles	9	8.7%

Job Counts in Home Blocks to the Southeast of Work Blocks by Distance

	2019	
	Count	Share
Total All Jobs	190	100.0%
Less than 10 miles	35	18.4%
10 to 24 miles	36	18.9%
25 to 50 miles	36	18.9%
Greater than 50 miles	83	43.7%

Job Counts in Home Blocks to the South of Work Blocks by Distance

	2019	
	Count	Share
Total All Jobs	119	100.0%
Less than 10 miles	17	14.3%
10 to 24 miles	63	52.9%
25 to 50 miles	20	16.8%
Greater than 50 miles	19	16.0%

Job Counts in Home Blocks to the Southwest of Work Blocks by Distance

	2019	
	Count	Share
Total All Jobs	77	100.0%
Less than 10 miles	36	46.8%
10 to 24 miles	31	40.3%
25 to 50 miles	3	3.9%
Greater than 50 miles	7	9.1%

Job Counts in Home Blocks to the West of Work Blocks by Distance

	2019	
	Count	Share
Total All Jobs	105	100.0%
Less than 10 miles	86	81.9%
10 to 24 miles	12	11.4%
25 to 50 miles	3	2.9%
Greater than 50 miles	4	3.8%

Job Counts in Home Blocks to the Northwest of Work Blocks by Distance

	2019	
	Count	Share
Total All Jobs	69	100.0%
Less than 10 miles	57	82.6%
10 to 24 miles	6	8.7%
25 to 50 miles	5	7.2%
Greater than 50 miles	1	1.4%

Source: U.S. Census Bureau, OnTheMap Application, https://onthemap.ces.census.gov

Additional Information

Analysis Settings

Analysis Type	Distance/Direction
Selection area as	Work
Year(s)	2019
Job Type	All Jobs
Selection Area	Selection Area Freehand Drawing buffered 0.25 miles
Selected Census Blocks	32
Analysis Generation Date	04/18/2022 16:06 - OnTheMap 6.8.1
Code Revision	f9358819d46a60bb89052036516a1c8fe8bbbeac
LODES Data Version	20211018_1647

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019).

Notes

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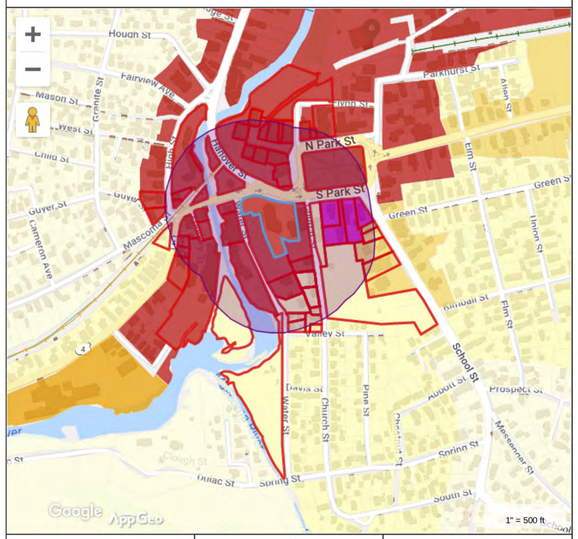
VILLAGE MARKET REDEVELOPMENT

2 MASCOMA STREET LEBANON NH, 03766

City of Lebanon, NH **1" = 500' VICINITY REFERENCE MAP** February 25, 2022

2 Mascoma Street



Property	
Address	2 MASCOMA ST
ID	91-254
Ownership	
Name	RECREO LLC
Address	461 MAIN ST FRANCONIA, NH 03580

MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

City of Lebanon, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

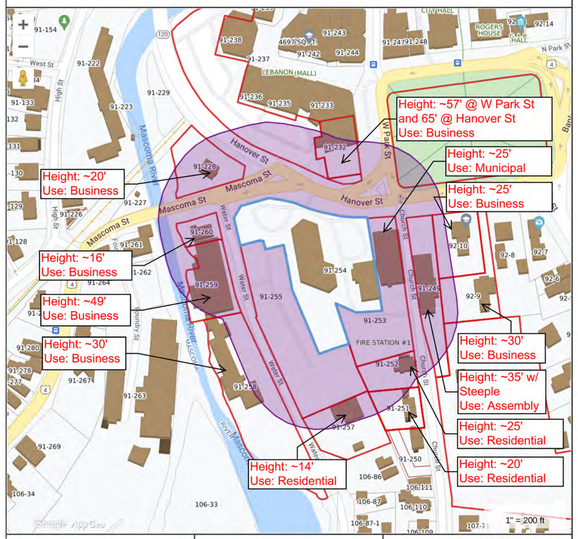
Geometry updated 12/29/2021
Data updated 11/18/2018

Map Theme Legends

Zoning District
- RL3 - RURAL LAND 3
- RL2 - RURAL LAND 2
- RL1 - RURAL LAND 1
- R1 - RESIDENTIAL 1
- R2 - RESIDENTIAL 2
- R3 - RESIDENTIAL 3
- RO - RESIDENTIAL OFFICE
- RO1 - RESIDENTIAL OFFICE 1
- GC- GENERAL COMMERCIAL
- GC-1 - GENERAL COMMERCIAL 1
- CB - CENTRAL BUSINESS
- IND-L - INDUSTRIAL LIGHT
- IND-RA - INDUSTRIAL RAIL ACCESS
- IND-H - INDUSTRIAL HEAVY
- MC - MEDICAL CENTER
- PB - PROFESSIONAL BUSINESS
- LD - LEBANON DOWNTOWN

City of Lebanon, NH **1" = 200' ABUTTER REFERENCE MAP** February 25, 2022

2 Mascoma Street



Property	
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Map Theme Legends

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- RL2 - RURAL LAND 2
- RL1 - RURAL LAND 1
- R1 - RESIDENTIAL 1
- R2 - RESIDENTIAL 2
- R3 - RESIDENTIAL 3
- RO - RESIDENTIAL OFFICE
- RO1 - RESIDENTIAL OFFICE 1
- GC- GENERAL COMMERCIAL
- GC-1 - GENERAL COMMERCIAL 1
- CB - CENTRAL BUSINESS
- IND-L - INDUSTRIAL LIGHT
- IND-RA - INDUSTRIAL RAIL ACCESS
- IND-H - INDUSTRIAL HEAVY
- MC - MEDICAL CENTER
- PB - PROFESSIONAL BUSINESS
- LD - LEBANON DOWNTOWN

TRANSIT ROUTE MAP-ADVANCED TRANSIT RED LINE (NOT TO SCALE)

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16 OF 37	SD-4	BUILDING 1 ELEVATIONS
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25 OF 37	L2.00	LAYOUT PLAN
26 OF 37	L2.01	MATERIALS PLAN
27 OF 37	L2.02	ROOFTOP MATERIALS PLAN
28 OF 37	L3.00	SITE DETAILS
29 OF 37	L3.01	SITE DETAILS
30 OF 37	L3.02	SITE DETAILS
31 OF 37	L3.03	SITE DETAILS
32 OF 37	L3.04	SITE DETAILS
33 OF 37	L4.00	PLANTING PLAN
34 OF 37	L4.01	PLANT CALCULATIONS
35 OF 37	L4.02	PLANTING DETAILS
36 OF 37	L5.00	LIGHTING PLAN
37 OF 37	L5.01	LIGHTING DETAILS

2 MASCOMA ST. - ZONING TABLE

	ITEM	Required/Allowable	2 Mascoma Street, Lebanon NH, Grafton County			
			Existing	Building 1	Building 2	Total
	Street Address		2 Mascoma St.	Same	Same	Same
1	Zoning District/Designation		LD	Same	Same	Same
2	Tax Map & lot number		91-254	Same	Same	Same
3	Area of Lot (Acres)	10,000 sf Minimum	86,674 (1.98)	-	-	91,331 (2.09)
4	Building Gross Floor Area (SF)		25,048	56,056	56,801	137,905
5	Parking Summary - T.B.D. section 607 of the Zoning Ordinance	*Per planning board, per section 607.4 of the Zoning Ordinance				
	Number of Units per Building		-	72	80	152
	Residential - Studio units	1 space/unit	-	148		148
	Residential -1 Bedroom units	1.5 spaces/unit	-	4		6
	Minimum Residential Spaces		-	-		154
	Retail space		19,679 sf retail 5,369 sf storage			
	Minimum Retail Spaces	1 space/200 sf	99	-		99
	Minimum Storage Spaces	1 space/1000 sf	4	-		4
	Total Minimum Parking spaces		-	-		257
	On Site Parking Provided		75	-		99
	Parking reduction factor - section 607.6 of the Zoning Ordinance	Reduction Factor Based on Time of Day	Weekday		Weekend	
	Proposed use	Table 607.6	B (9am-4pm)	C (6pm-12pm)	D (9am-4pm)	E (6pm-12pm)	F (12pm-6am)
	Residential	1/studio-1.5/1 bedroom	50% or 77	75% or 115.5	100% or 154	80% or 123.2	100% or 154
	Retail	1/200sf	60% or 61.8	90% or 92.7	100% or 103	70% or 72.1	5% or 5.1
	Office 10 Water St	1/250sf	5	-	-	-	-
	Total Required		144	208	257	195.3	159.1
	Total Parking Provided (2 Mascoma St - 0 Water St)		99	199	199	199	199
6	Bike Parking Summary - Number of Short Term (ST) and Long Term (LT) bicycle storage spaces - section 6.5.1 of the Site Plan Review regulations	Non Res Short Term - 10% of parking spaces Short Term - 15% of units Long Term - 30% of units	ST = 5 spaces	ST = 11 spaces LT = 22 spaces	ST = 12 spaces LT = 24 spaces	Miniumum Required ST = 28 spaces LT = 46 spaces Total Provided ST = 30 spaces LT = 46 spaces	
7	Number of Loading Spaces		1	1	1	3	
8	Building Height (FT)	55' (Maximum)	30	55	65	-	
9	Number of Stories		2	5	6	-	
	ParkingLevel		0	8,028	0	-	
	Sub Basement		0	0	3,373	-	
	Basement		12,003	7,888	5,893	-	
	First		13,045	8,028	8,547	-	
	Second		0	8,028	8,680	-	
	Third		0	8,028	8,680	-	
	Fourth		0	8,028	8,680	-	
	Fifth		0	8,028	8,680	-	
	Sixth		0	0	4,268	-	
10	Use	Retail/Laundromat	Retail/Laundromat	Multi Family Housing	Multi Family Housing	Retail/Laundromat / Multi Family Housing	
11	Setbacks (Ft)						
	Front	0	0	0	0	0	
	Side	0	0	0	0	0	
	Rear	10	10	10	10	10	
12	Lot Area (SF)	3,000 sf (Minimum)	86,674	91,331			
	Total Building Coverage on Lot (SF)	(Pavement, Gravel, Roof)	69,904	76,584			
	Impervious surfaces (%)		80.7%	83.9%			
13	Overlay District		None	None			

PROJECT TEAM

OWNER:

RECREO LLC
77 BANK STREET
LEBANON, NH 03766

ARCHITECT:

STUDIO NEXUS
ARCHITECTS + PLANNERS, LLC
46 SOUTH MAIN STREET, SUITE 206
PO BOX 275
WHITE RIVER JUNCTION, VT 05001

CONSTRUCTION MANAGER:

JEWETT CONSTRUCTION COMPANY
68A ROUTE 27
PO Box 405
RAYMOND, NH 03077

LANDSCAPE ARCHITECT:

SE GROUP
131 CHURCH STREET, SUITE 200
BURLINGTON, VT 05401

CIVIL ENGINEER:

HORIZONS ENGINEERING INC.
176 NEWPORT ROAD, SUITE 8
NEW LONDON, NH 03257

SURVEYOR:

DIBERNARDO ASSOCIATES, LLC
P.O. BOX 52
BELLOWS FALLS, VT 05001

GEOTECHNICAL ENGINEER:

S.W. COLE ENGINEERING, INC
10 CENTER ROAD
SOMERSWORTH, NH 03878-2926

STUDIO NEXUS
ARCHITECTS + PLANNERS
PO Box 275, White River Junction, VT 05001
802 275 5110 | studionexusarch.com

VILLAGE MARKET REDEVELOPMENT

RECREO LLC

Issued For:
SITE PLAN REVIEW

PRELIMINARY NOT FOR CONSTRUCTION

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Issue Date: March 14, 2022

Revisions

No.	Description	Date
1	Revision 1	04/22/22

COVER SHEET & PROJECT TEAM

Project No.: 2119

G-1

SHEET 1 OF 37

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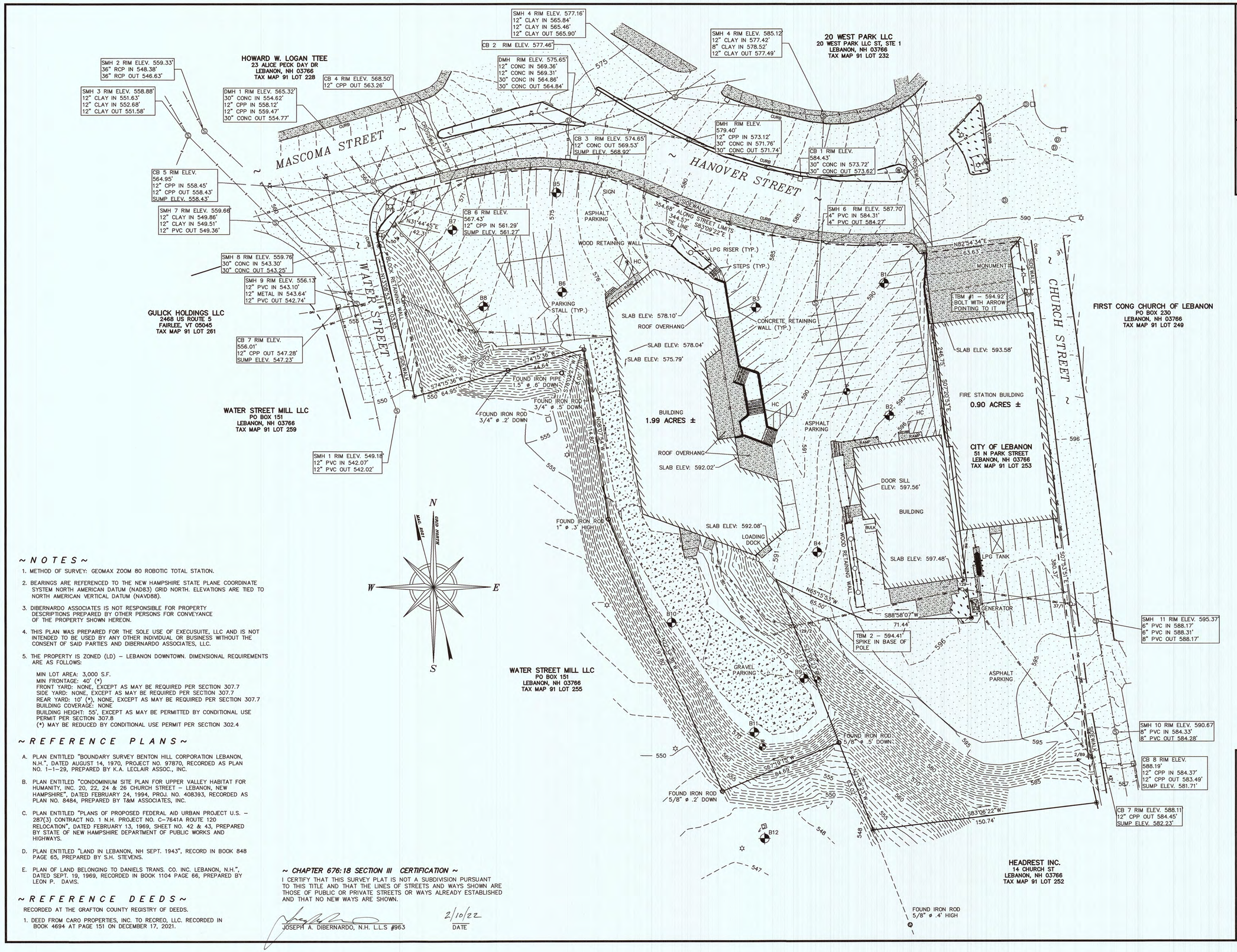

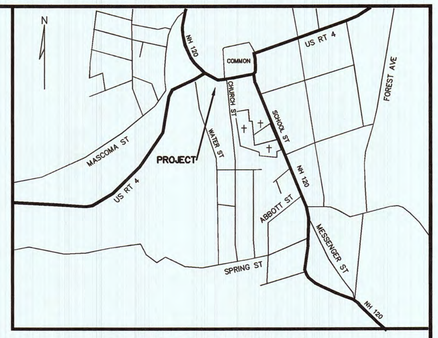

~ LOCATION MAP ~

~ LEGEND ~

- PROPERTY LINE
- RIGHT OF WAY LINE
- GUARD RAIL
- CONCRETE BOUND FOUND
- IRON PIN FOUND
- 5/8" ø IRON ROD SET
- STOCK FENCE
- UTILITY POLE
- LPG TANK RISER
- STORM SEWER MANHOLE
- SANITARY SEWER MANHOLE
- GATE VALVE
- CATCH BASIN
- BOLLARD
- LIGHT POLE
- TRAFFIC SIGNAL
- FIRE HYDRANT
- GUY ANCHOR
- ASPHALT SURFACE
- CONCRETE SURFACE
- GRAVEL SURFACE
- GRASS SURFACE
- SANITARY SEWER LINE
- LPG GAS LINE
- STORMWATER SEWER LINE
- B# SOIL BORING
- TP TEST PIT
- WATER LINE
- UNDERGROUND TEL. COM.
- UNDERGROUND ECLECTIC
- OVERHEAD UTILITY'S
- WATER MANHOLE

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

~ NOTES ~

1. METHOD OF SURVEY: GEOMAX ZOOM 80 ROBOTIC TOTAL STATION.
2. BEARINGS ARE REFERENCED TO THE NEW HAMPSHIRE STATE PLANE COORDINATE SYSTEM NORTH AMERICAN DATUM (NAD83) GRID NORTH. ELEVATIONS ARE TIED TO NORTH AMERICAN VERTICAL DATUM (NAVD88).
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 EXECUSUITE, LLC AND IS NOT INTENDED TO BE USED BY ANY OTHER INDIVIDUAL OR BUSINESS WITHOUT THE CONSENT OF SAID PARTIES AND DIBERNARDO ASSOCIATES, LLC.
5. THE PROPERTY IS ZONED (LD) – LEBANON DOWNTOWN. DIMENSIONAL REQUIREMENTS ARE AS FOLLOWS:

   MIN LOT AREA: 3,000 S.F.
   MIN FRONTAGE: 40' (*)
   FRONT YARD: NONE, EXCEPT AS MAY BE REQUIRED PER SECTION 307.7
   SIDE YARD: NONE, EXCEPT AS MAY BE REQUIRED PER SECTION 307.7
   REAR YARD: 10' (*), NONE, EXCEPT AS MAY BE REQUIRED PER SECTION 307.7
   BUILDING COVERAGE: NONE
   BUILDING HEIGHT: 55', EXCEPT AS MAY BE PERMITTED BY CONDITIONAL USE PERMIT PER SECTION 307.8
   (*) MAY BE REDUCED BY CONDITIONAL USE PERMIT PER SECTION 302.4

~ REFERENCE PLANS ~

A. PLAN ENTITLED "BOUNDARY SURVEY BENTON HILL CORPORATION LEBANON, N.H.", DATED AUGUST 14, 1970, PROJECT NO. 97870, RECORDED AS PLAN NO. 1–1–29, PREPARED BY K.A. LECLAIR ASSOC., INC.

B. PLAN ENTITLED "CONDOMINIUM SITE PLAN FOR UPPER VALLEY HABITAT FOR HUMANITY, INC. 20, 22, 24 & 26 CHURCH STREET – LEBANON, NEW HAMPSHIRE", DATED FEBRUARY 24, 1994, PROJ. NO. 408393, RECORDED AS PLAN NO. 8484, PREPARED BY T&M ASSOCIATES, INC.

C. PLAN ENTITLED "PLANS OF PROPOSED FEDERAL AID URBAN PROJECT U.S. – 287(3) CONTRACT NO. 1 N.H. PROJECT NO. C–7641A ROUTE 120 RELOCATION", DATED FEBRUARY 13, 1969, SHEET NO. 42 & 43, PREPARED BY STATE OF NEW HAMPSHIRE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS.

D. PLAN ENTITLED "LAND IN LEBANON, NH SEPT. 1943", RECORD IN BOOK 848 PAGE 65, PREPARED BY S.H. STEVENS.

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~ REFERENCE DEEDS ~

RECORDED AT THE GRAFTON COUNTY REGISTRY OF DEEDS.

1. DEED FROM CARO PROPERTIES, INC. TO RECREO, LLC. RECORDED IN BOOK 4694 AT PAGE 151 ON DECEMBER 17, 2021.

~ 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.

JOSEPH A. DIBERNARDO, N.H. L.L.S #963 — 2/10/22 DATE

PLAN SHOWING EXISTING CONDITIONS
PROPERTY OF

RECREO, LLC.

77 BANK STREET
LEBANON, NH 03766
PARCEL ID: 91–254

PREPARED FOR

EXECUSUITE LLC

2 MASCOMA STREET ~ GRAFTON COUNTY ~ LEBANON, NEW HAMPSHIRE

DIBERNARDO ASSOCIATES, LLC
VT NH
LICENSED LAND SURVEYORS
P.O. BOX 52
BELLOWS FALLS, VT 05101
802–463–3031 ~ 603–358–5509

STATE OF NEW HAMPSHIRE LICENSED LAND SURVEYOR No. 963 JOSEPH A. DIBERNARDO SIGNATURE

DATE	FEBRUARY 10, 2022	SCALE	1" = 30'
DRAWN BY	BG; JAD	CK'D BY	JAD
SURVEYED BY	BG		
DWG.NO.	3423		

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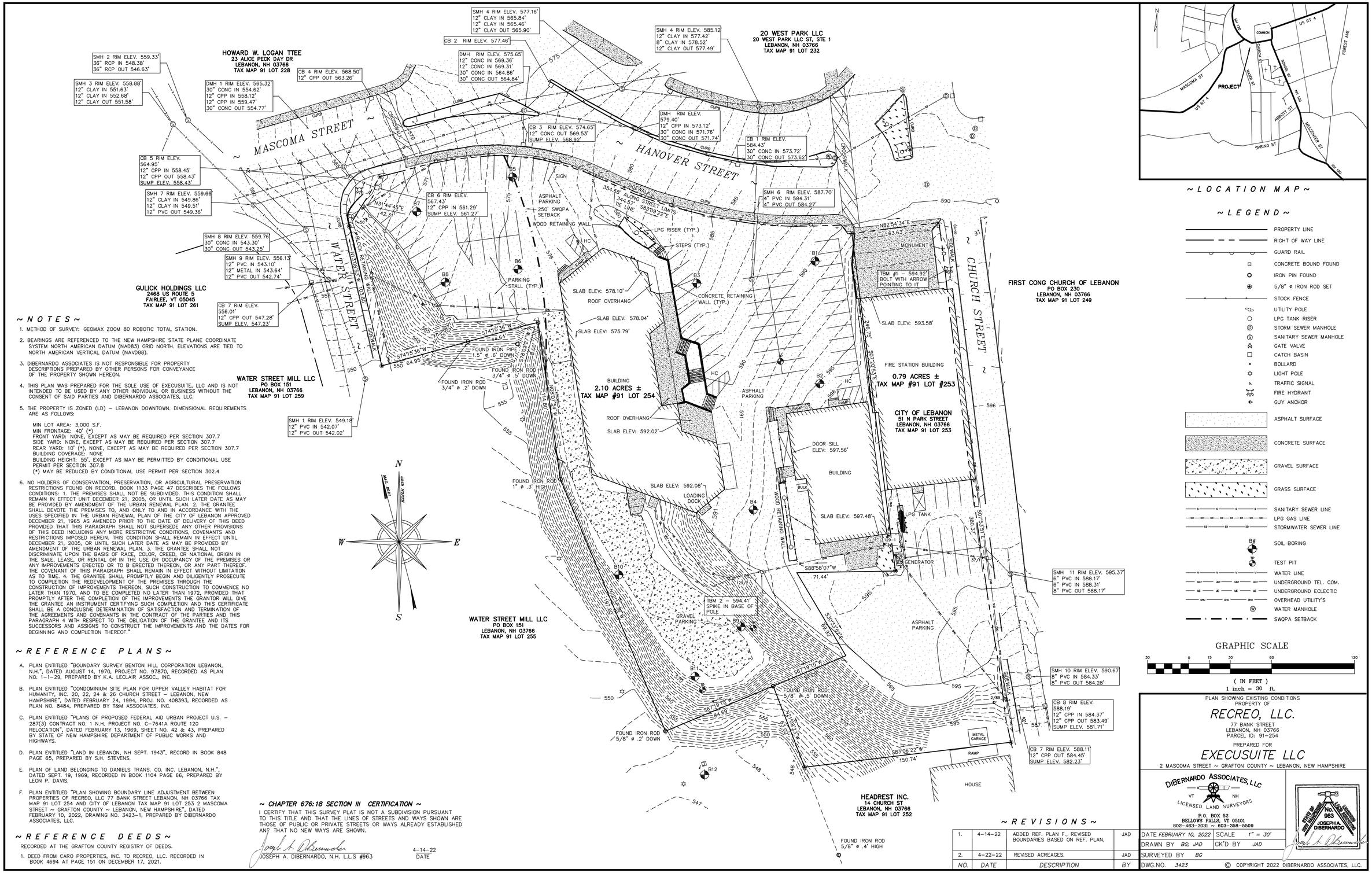

~ LOCATION MAP ~

~ LEGEND ~

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- LPG GAS LINE
- STORMWATER SEWER LINE
- B# SOIL BORING
- TP TEST PIT
- WATER LINE
- UNDERGROUND TEL. COM.
- UNDERGROUND ECLECTIC
- OVERHEAD UTILITY'S
- WATER MANHOLE
- SWQPA SETBACK

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

~ NOTES ~

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   MIN FRONTAGE: 40' (*)
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   REAR YARD: 10' (*), NONE, EXCEPT AS MAY BE REQUIRED PER SECTION 307.7
   BUILDING COVERAGE: NONE
   BUILDING HEIGHT: 55', EXCEPT AS MAY BE PERMITTED BY CONDITIONAL USE PERMIT PER SECTION 307.8
   (*) MAY BE REDUCED BY CONDITIONAL USE PERMIT PER SECTION 302.4

6. NO HOLDERS OF CONSERVATION, PRESERVATION, OR AGRICULTURAL PRESERVATION RESTRICTIONS FOUND ON RECORD. BOOK 1133 PAGE 47 DESCRIBES THE FOLLOWS CONDITIONS: 1. THE PREMISES SHALL NOT BE SUBDIVIDED. THIS CONDITION SHALL REMAIN IN EFFECT UNIT DECEMBER 21, 2005, OR UNTIL SUCH LATER DATE AS MAY BE PROVIDED BY AMENDMENT OF THE URBAN RENEWAL PLAN. 2. THE GRANTEE SHALL DEVOTE THE PREMISES TO, AND ONLY TO AND IN ACCORDANCE WITH THE USES SPECIFIED IN THE URBAN RENEWAL PLAN OF THE CITY OF LEBANON APPROVED DECEMBER 21, 1965 AS AMENDED PRIOR TO THE DATE OF DELIVERY OF THIS DEED PROVIDED THAT THIS PARAGRAPH SHALL NOT SUPERSEDE ANY OTHER PROVISIONS OF THIS DEED INCLUDING ANY MORE RESTRICTIVE CONDITIONS, COVENANTS AND RESTRICTIONS IMPOSED HEREIN. THIS CONDITION SHALL REMAIN IN EFFECT UNTIL DECEMBER 21, 2005, OR UNTIL SUCH LATER DATE AS MAY BE PROVIDED BY AMENDMENT OF THE URBAN RENEWAL PLAN. 3. THE GRANTEE SHALL NOT DISCRIMINATE UPON THE BASIS OF RACE, COLOR, CREED, OR NATIONAL ORIGIN IN THE SALE, LEASE, OR RENTAL OR IN THE USE OR OCCUPANCY OF THE PREMISES OR ANY IMPROVEMENTS ERECTED OR TO B ERECTED THEREON, OR ANY PART THEREOF. THE COVENANT OF THIS PARAGRAPH SHALL REMAIN IN EFFECT WITHOUT LIMITATION AS TO TIME. 4. THE GRANTEE SHALL PROMPTLY BEGIN AND DILIGENTLY PROSECUTE TO COMPLETION THE REDEVELOPMENT OF THE PREMISES THROUGH THE CONSTRUCTION OF IMPROVEMENTS THEREON, SUCH CONSTRUCTION TO COMMENCE NO LATER THAN 1970, AND TO BE COMPLETED NO LATER THAN 1972, PROVIDED THAT PROMPTLY AFTER THE COMPLETION OF THE IMPROVEMENTS THE GRANTOR WILL GIVE THE GRANTEE AN INSTRUMENT CERTIFYING SUCH COMPLETION AND THIS CERTIFICATE SHALL BE A CONCLUSIVE DETERMINATION OF SATISFACTION AND TERMINATION OF THE AGREEMENTS AND COVENANTS IN THE CONTRACT OF THE PARTIES AND THIS PARAGRAPH 4 WITH RESPECT TO THE OBLIGATION OF THE GRANTEE AND ITS SUCCESSORS AND ASSIGNS TO CONSTRUCT THE IMPROVEMENTS AND THE DATES FOR BEGINNING AND COMPLETION THEREOF."

~ REFERENCE PLANS ~

A. PLAN ENTITLED "BOUNDARY SURVEY BENTON HILL CORPORATION LEBANON, N.H.", DATED AUGUST 14, 1970, PROJECT NO. 97870, RECORDED AS PLAN NO. 1–1–29, PREPARED BY K.A. LECLAIR ASSOC., INC.

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F. PLAN ENTITLED "PLAN SHOWING BOUNDARY LINE ADJUSTMENT BETWEEN PROPERTIES OF RECREO, LLC 77 BANK STREET LEBANON, NH 03766 TAX MAP 91 LOT 254 AND CITY OF LEBANON TAX MAP 91 LOT 253 2 MASCOMA STREET ~ GRAFTON COUNTY ~ LEBANON, NEW HAMPSHIRE", DATED FEBRUARY 10, 2022, DRAWING NO. 3423–1, PREPARED BY DIBERNARDO ASSOCIATES, LLC.

~ REFERENCE DEEDS ~

RECORDED AT THE GRAFTON COUNTY REGISTRY OF DEEDS.

1. DEED FROM CARO PROPERTIES, INC. TO RECREO, LLC. RECORDED IN BOOK 4694 AT PAGE 151 ON DECEMBER 17, 2021.

~ 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.

JOSEPH A. DIBERNARDO, N.H. L.L.S #963 — 4–14–22 DATE

~ REVISIONS ~

NO.	DATE	DESCRIPTION	BY
1.	4–14–22	ADDED REF. PLAN F., REVISED BOUNDARIES BASED ON REF. PLAN,	JAD
2.	4–22–22	REVISED ACREAGES.	JAD

PLAN SHOWING EXISTING CONDITIONS
PROPERTY OF

RECREO, LLC.

77 BANK STREET
LEBANON, NH 03766
PARCEL ID: 91–254

PREPARED FOR

EXECUSUITE LLC

2 MASCOMA STREET ~ GRAFTON COUNTY ~ LEBANON, NEW HAMPSHIRE

DIBERNARDO ASSOCIATES, LLC
VT NH
LICENSED LAND SURVEYORS
P.O. BOX 52
BELLOWS FALLS, VT 05101
802–463–3031 ~ 603–358–5509

STATE OF NEW HAMPSHIRE LICENSED LAND SURVEYOR No. 963 JOSEPH A. DIBERNARDO

DATE *FEBRUARY 10, 2022*	SCALE *1" = 30'*
DRAWN BY *BG; JAD*	CK'D BY *JAD*
SURVEYED BY *BG*	
DWG.NO. *3423*	

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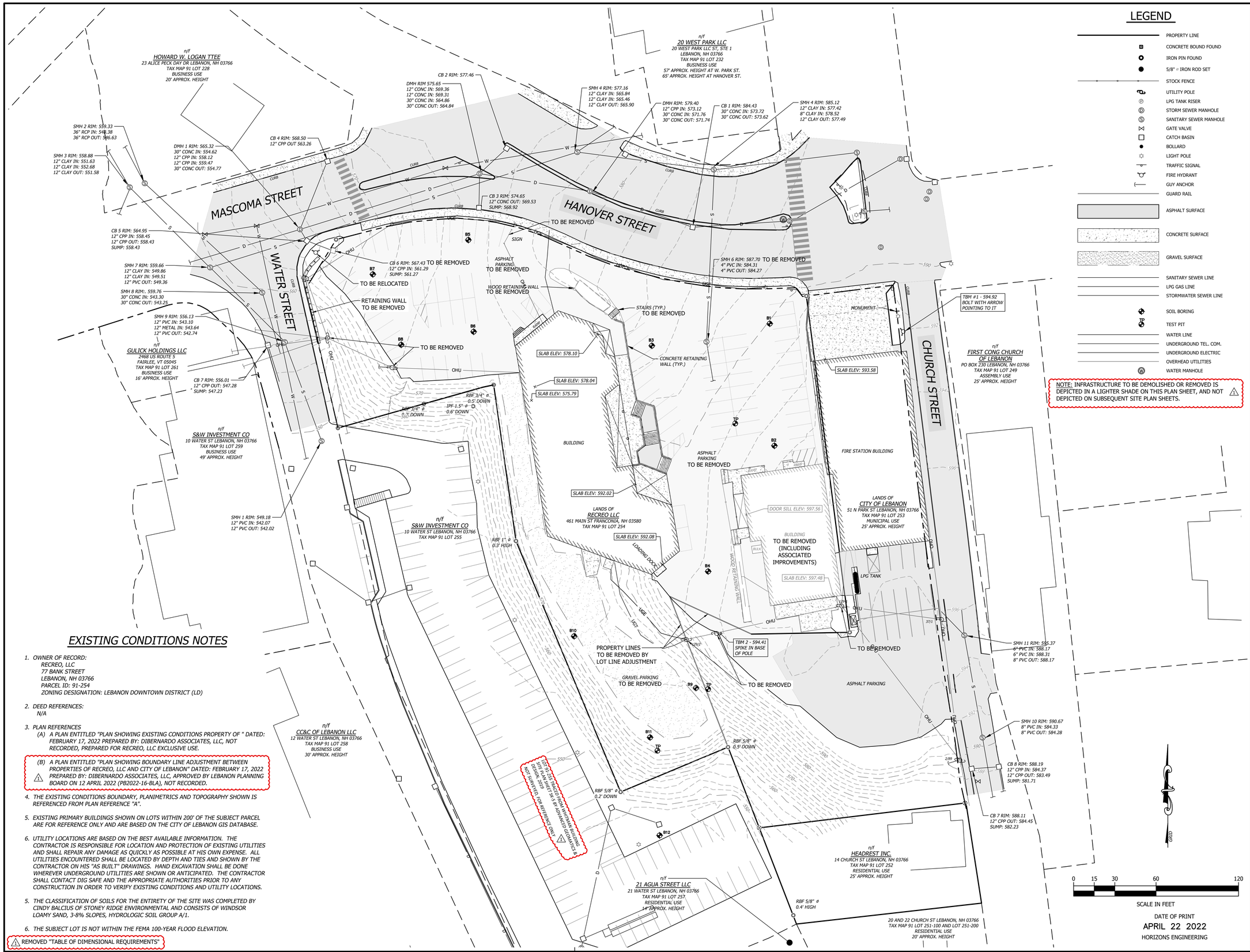

EXISTING CONDITIONS NOTES

1. OWNER OF RECORD:
   RECREO, LLC
   77 BANK STREET
   LEBANON, NH 03766
   PARCEL ID: 91-254
   ZONING DESIGNATION: LEBANON DOWNTOWN DISTRICT (LD)

2. DEED REFERENCES:
   N/A

3. PLAN REFERENCES
   (A) A PLAN ENTITLED "PLAN SHOWING EXISTING CONDITIONS PROPERTY OF " DATED: FEBRUARY 17, 2022 PREPARED BY: DIBERNARDO ASSOCIATES, LLC, NOT RECORDED, PREPARED FOR RECREO, LLC EXCLUSIVE USE.
   (B) A PLAN ENTITLED "PLAN SHOWING BOUNDARY LINE ADJUSTMENT BETWEEN PROPERTIES OF RECREO, LLC AND CITY OF LEBANON" DATED: FEBRUARY 17, 2022 PREPARED BY: DIBERNARDO ASSOCIATES, LLC, APPROVED BY LEBANON PLANNING BOARD ON 12 APRIL 2022 (PB2022-16-BLA), NOT RECORDED.

4. THE EXISTING CONDITIONS BOUNDARY, PLANIMETRICS AND TOPOGRAPHY SHOWN IS REFERENCED FROM PLAN REFERENCE "A".

5. EXISTING PRIMARY BUILDINGS SHOWN ON LOTS WITHIN 200' OF THE SUBJECT PARCEL ARE FOR REFERENCE ONLY AND ARE BASED ON THE CITY OF LEBANON GIS DATABASE.

6. UTILITY LOCATIONS ARE BASED ON THE BEST AVAILABLE INFORMATION. THE CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF EXISTING UTILITIES AND SHALL REPAIR ANY DAMAGE AS QUICKLY AS POSSIBLE AT HIS OWN EXPENSE. ALL UTILITIES ENCOUNTERED SHALL BE LOCATED BY DEPTH AND TIES AND SHOWN BY THE CONTRACTOR ON HIS "AS BUILT" DRAWINGS. HAND EXCAVATION SHALL BE DONE WHEREVER UNDERGROUND UTILITIES ARE SHOWN OR ANTICIPATED. THE CONTRACTOR SHALL CONTACT DIG SAFE AND THE APPROPRIATE AUTHORITIES PRIOR TO ANY CONSTRUCTION IN ORDER TO VERIFY EXISTING CONDITIONS AND UTILITY LOCATIONS.

5. THE CLASSIFICATION OF SOILS FOR THE ENTIRETY OF THE SITE WAS COMPLETED BY CINDY BALCIUS OF STONEY RIDGE ENVIRONMENTAL AND CONSISTS OF WINDSOR LOAMY SAND, 3-8% SLOPES, HYDROLOGIC SOIL GROUP A/1.

6. THE SUBJECT LOT IS NOT WITHIN THE FEMA 100-YEAR FLOOD ELEVATION.

REMOVED "TABLE OF DIMENSIONAL REQUIREMENTS"

LEGEND

- PROPERTY LINE
- CONCRETE BOUND FOUND
- IRON PIN FOUND
- 5/8" ø IRON ROD SET
- STOCK FENCE
- UTILITY POLE
- LPG TANK RISER
- STORM SEWER MANHOLE
- SANITARY SEWER MANHOLE
- GATE VALVE
- CATCH BASIN
- BOLLARD
- LIGHT POLE
- TRAFFIC SIGNAL
- FIRE HYDRANT
- GUY ANCHOR
- GUARD RAIL
- ASPHALT SURFACE
- CONCRETE SURFACE
- GRAVEL SURFACE
- SANITARY SEWER LINE
- LPG GAS LINE
- STORMWATER SEWER LINE
- SOIL BORING
- TEST PIT
- WATER LINE
- UNDERGROUND TEL. COM.
- UNDERGROUND ELECTRIC
- OVERHEAD UTILITIES
- WATER MANHOLE

NOTE: INFRASTRUCTURE TO BE DEMOLISHED OR REMOVED IS DEPICTED IN A LIGHTER SHADE ON THIS PLAN SHEET, AND NOT DEPICTED ON SUBSEQUENT SITE PLAN SHEETS.

0 15 30 60 120
SCALE IN FEET

DATE OF PRINT
APRIL 22 2022
HORIZONS ENGINEERING

STUDIO NEXUS
ARCHITECTS + PLANNERS
PO Box 275, White River Junction, VT 05001
802 275 5110 | studionexusarch.com

horizons Engineering
Civil and Structural Engineering
Land Surveying and
Environmental Consulting
MAINE • NEW HAMPSHIRE • VERMONT
www.horizonsengineering.com

RECREO LLC

Issued For:
SITE PLAN REVIEW

PRELIMINARY NOT FOR CONSTRUCTION

WILL DAVIS' ELECTRONIC OR DIGITAL SEAL OR SIGNATURE IS EFFECTIVE ONLY AS TO THAT VERSION OF THIS DOCUMENT AS ORIGINALLY PUBLISHED BY HORIZONS ENGINEERING, INC. WILL DAVIS IS NOT RESPONSIBLE FOR ANY MODIFICATION, CORRUPTION OR UNAUTHORIZED USE OF SUCH DOCUMENT. TO VERIFY THE VALIDITY OR APPLICABILITY OF THE SEAL OR SIGNATURE, CONTACT WILL DAVIS.

Issue Date: March 14, 2022

Revisions

No.	Description	Date
1	REVISION 1	04/22/2022

EXISTING CONDITIONS PLAN

Project No.: 2119

C-101

SHEET 4 OF 37

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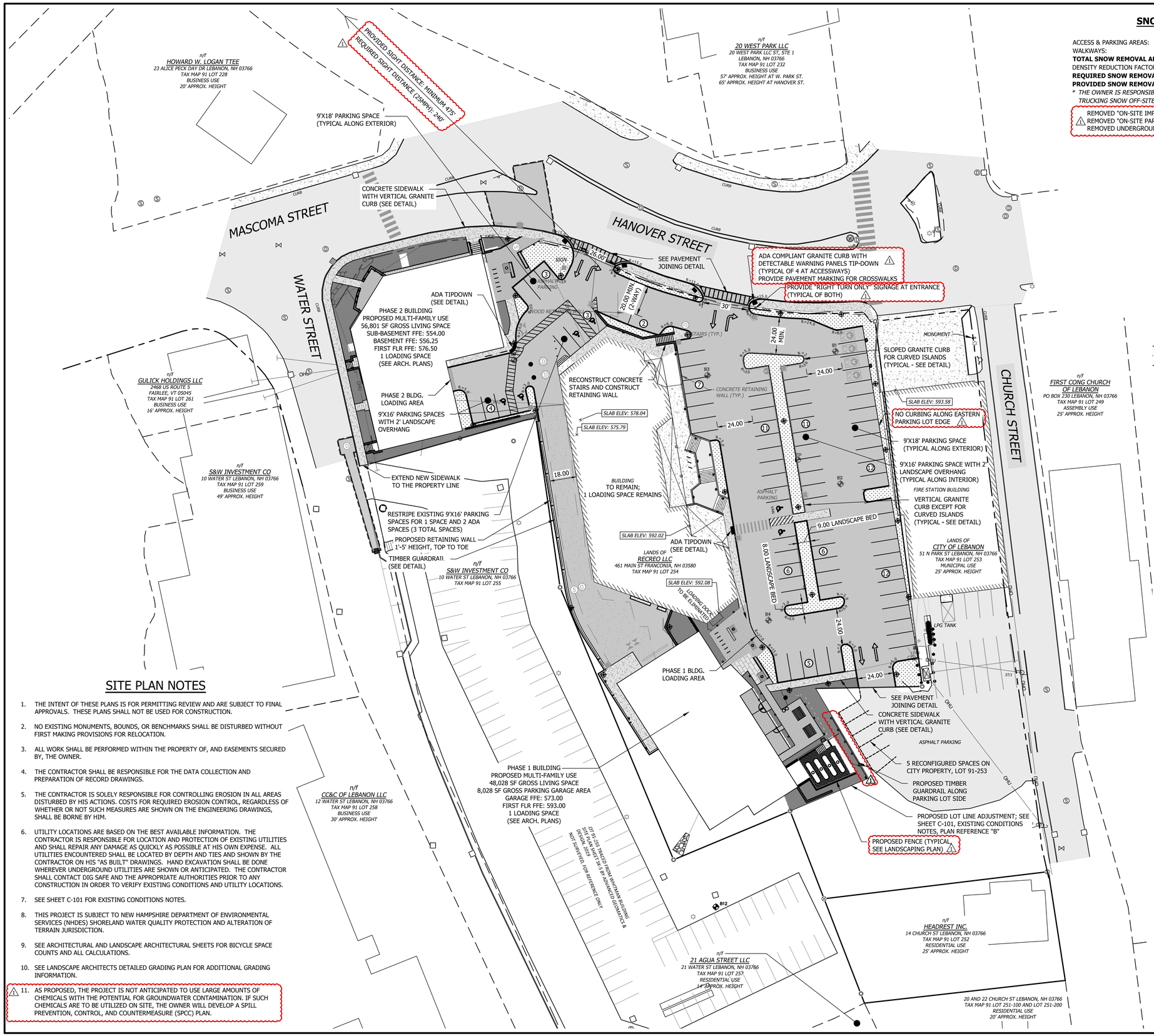

SNOW STORAGE CALCULATIONS

ACCESS & PARKING AREAS:	36,845 SF
WALKWAYS:	6,078 SF
TOTAL SNOW REMOVAL AREA:	**42,923 SF**
DENSITY REDUCTION FACTOR	X 0.25
REQUIRED SNOW REMOVAL AREA:	**10,731 SF**
PROVIDED SNOW REMOVAL AREA*:	**5,392 SF** **(IN USEABLE LANDSCAPED AREAS)**

** THE OWNER IS RESPONSIBLE FOR PROVIDING ADEQUATE SNOW REMOVAL OPERATIONS. TRUCKING SNOW OFF-SITE MAY BE REQUIRED.*

REMOVED "ON-SITE IMPERVIOUS AREA CALCULATIONS"
REMOVED "ON-SITE PARKING NOTES"
REMOVED UNDERGROUND UTILITIES FROM PLAN DISPLAY

LEGEND

- PROPOSED FENCELINE
- PROPOSED GUARDRAIL
- PROPOSED BUILDING
- PROPOSED CONCRETE
- PROPOSED PAVEMENT
- PROPOSED IMPERVIOUS PAVER SURFACE
- PROPOSED LANDSCAPING
- PROPOSED LANDSCAPING W/SNOW STORAGE: 5,392SF
- (5) PARKING SPACES IN BAY
- PROPOSED SIGN
- PROPOSED LIGHT POLE

SITE PLAN NOTES

1. THE INTENT OF THESE PLANS IS FOR PERMITTING REVIEW AND ARE SUBJECT TO FINAL APPROVALS. THESE PLANS SHALL NOT BE USED FOR CONSTRUCTION.
2. NO EXISTING MONUMENTS, BOUNDS, OR BENCHMARKS SHALL BE DISTURBED WITHOUT FIRST MAKING PROVISIONS FOR RELOCATION.
3. ALL WORK SHALL BE PERFORMED WITHIN THE PROPERTY OF, AND EASEMENTS SECURED BY, THE OWNER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DATA COLLECTION AND PREPARATION OF RECORD DRAWINGS.
5. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONTROLLING EROSION IN ALL AREAS DISTURBED BY HIS ACTIONS. COSTS FOR REQUIRED EROSION CONTROL, REGARDLESS OF WHETHER OR NOT SUCH MEASURES ARE SHOWN ON THE ENGINEERING DRAWINGS, SHALL BE BORNE BY HIM.
6. UTILITY LOCATIONS ARE BASED ON THE BEST AVAILABLE INFORMATION. THE CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF EXISTING UTILITIES AND SHALL REPAIR ANY DAMAGE AS QUICKLY AS POSSIBLE AT HIS OWN EXPENSE. ALL UTILITIES ENCOUNTERED SHALL BE LOCATED BY DEPTH AND TIES AND SHOWN BY THE CONTRACTOR ON HIS "AS BUILT" DRAWINGS. HAND EXCAVATION SHALL BE DONE WHEREVER UNDERGROUND UTILITIES ARE SHOWN OR ANTICIPATED. THE CONTRACTOR SHALL CONTACT DIG SAFE AND THE APPROPRIATE AUTHORITIES PRIOR TO ANY CONSTRUCTION IN ORDER TO VERIFY EXISTING CONDITIONS AND UTILITY LOCATIONS.
7. SEE SHEET C-101 FOR EXISTING CONDITIONS NOTES.
8. THIS PROJECT IS SUBJECT TO NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES (NHDES) SHORELAND WATER QUALITY PROTECTION AND ALTERATION OF TERRAIN JURISDICTION.
9. SEE ARCHITECTURAL AND LANDSCAPE ARCHITECTURAL SHEETS FOR BICYCLE SPACE COUNTS AND ALL CALCULATIONS.
10. SEE LANDSCAPE ARCHITECTS DETAILED GRADING PLAN FOR ADDITIONAL GRADING INFORMATION.
11. AS PROPOSED, THE PROJECT IS NOT ANTICIPATED TO USE LARGE AMOUNTS OF CHEMICALS WITH THE POTENTIAL FOR GROUNDWATER CONTAMINATION. IF SUCH CHEMICALS ARE TO BE UTILIZED ON SITE, THE OWNER WILL DEVELOP A SPILL PREVENTION, CONTROL, AND COUNTERMEASURE (SPCC) PLAN.

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Issue Date: March 14, 2022

Revisions

No.	Description	Date
1	REVISION 1	04/22/2022

LAYOUT PLAN

Project No.: 2119

C-201

SHEET 5 OF 37

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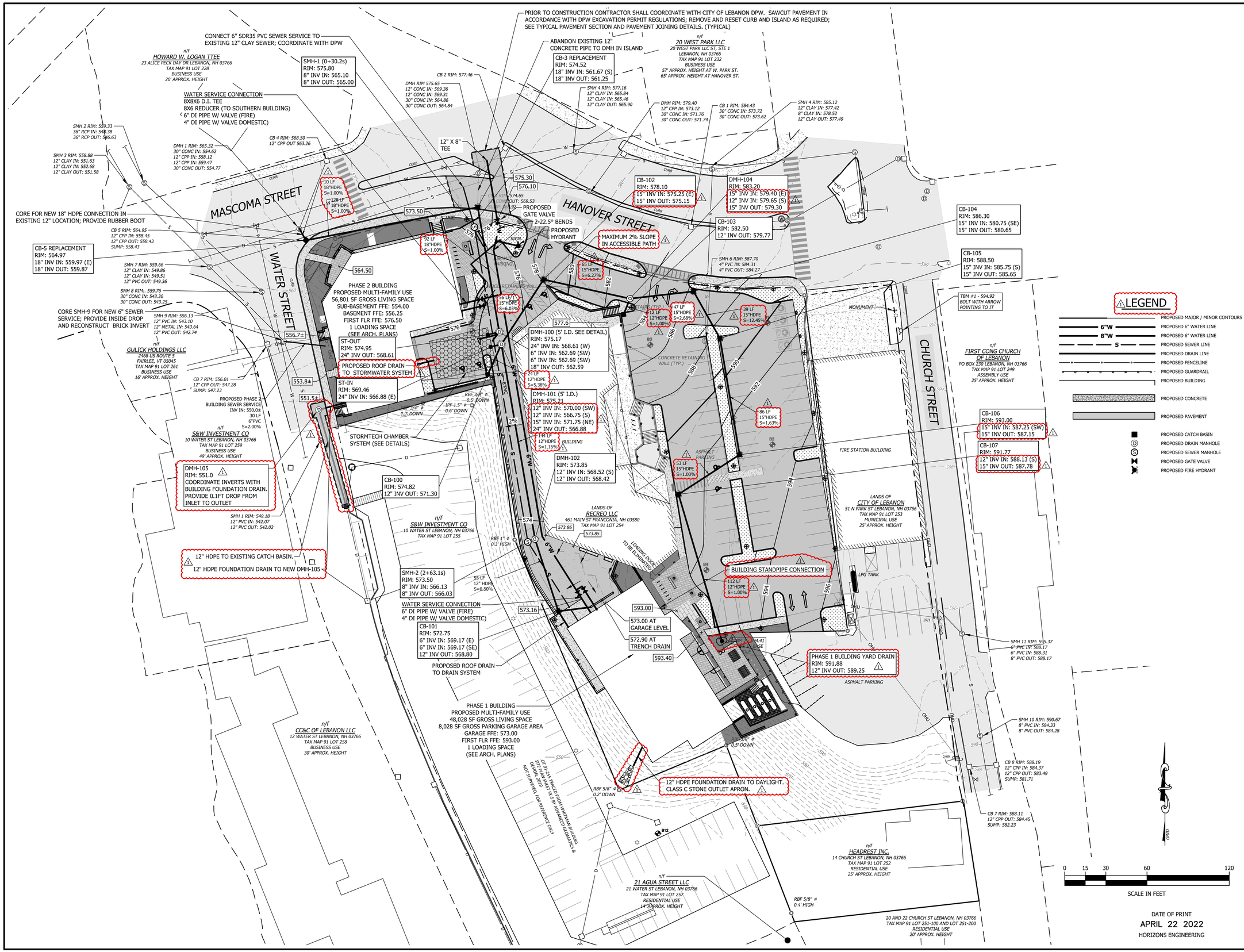

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Issue Date: March 14, 2022

Revisions

No.	Description	Date

GRADING AND UTILITIES PLAN

Project No.: 2119

C-202

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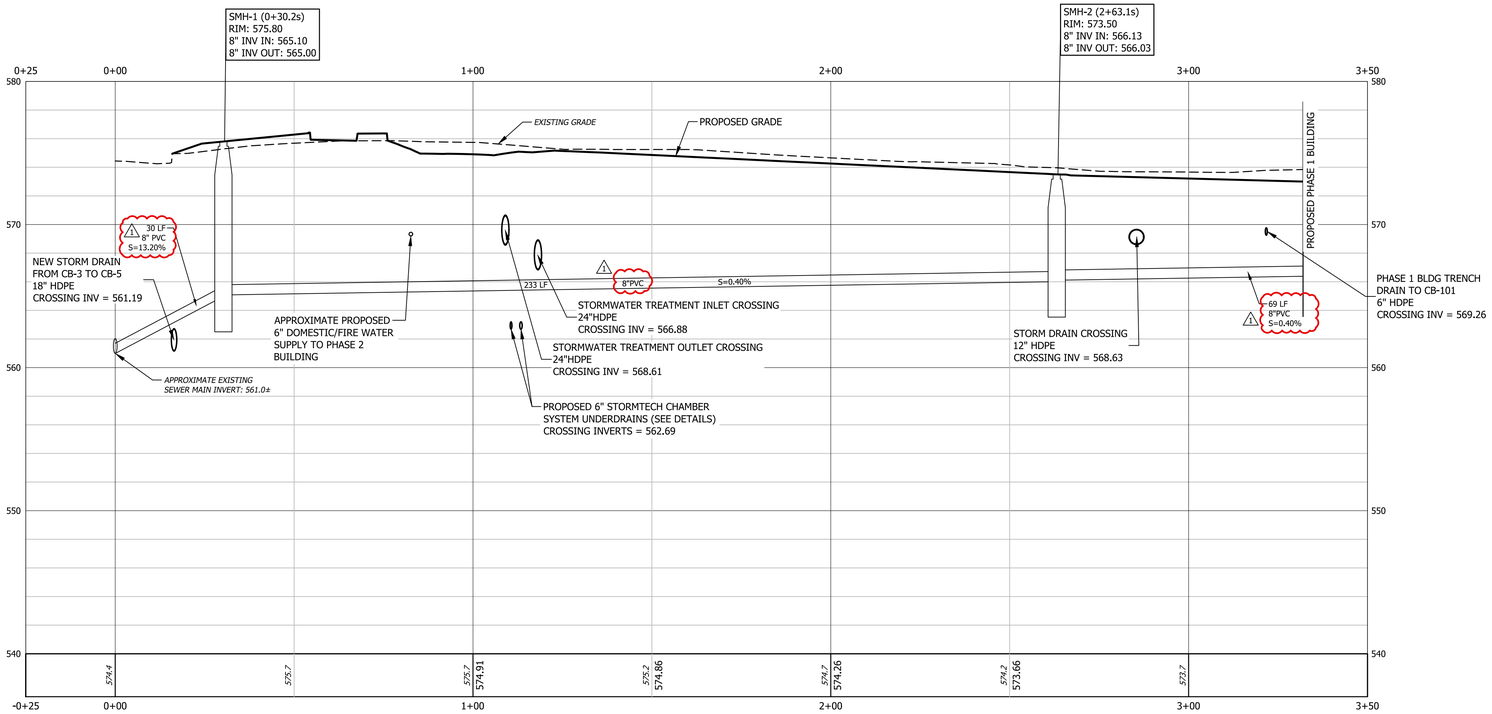
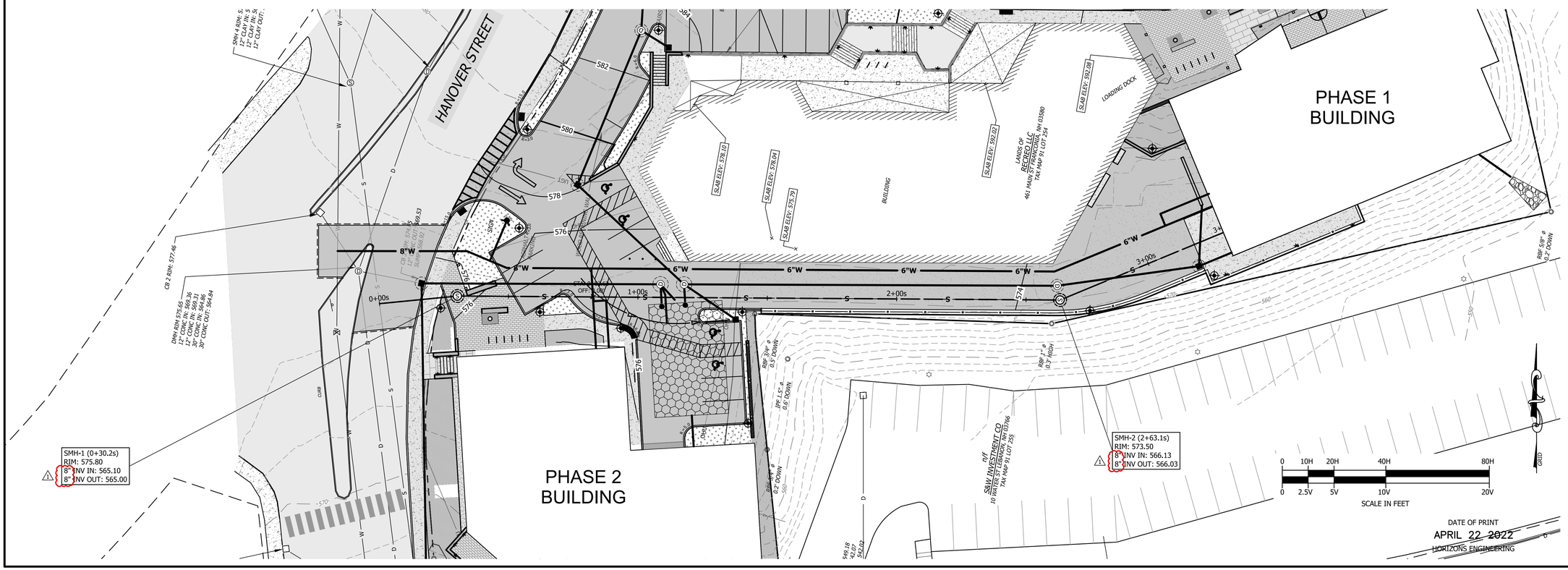


PROPOSED SEWER PROFILE
STA: -0+25 to STA: 3+50



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Issue Date: March 14, 2022

Revisions

No.	Description	Date

SEWER PLAN AND PROFILE

Project No.: 2119

C-203
SHEET 7 OF 37

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SEEDING RECOMMENDATIONS

1. GRADING AND SHAPING

A. SLOPES SHALL NOT BE STEEPER THAN 2:1; 3:1 SLOPES OR FLATTER ARE PREFERRED. WHERE MOWING WILL BE DONE, 3:1 SLOPES OR FLATTER ARE RECOMMENDED.

2. SEEDBED PREPARATION

A. SURFACE AND SEEPAGE WATER SHOULD BE DRAINED OR DIVERTED FROM THE SITE TO PREVENT DROWNING OR WINTER KILLING OF THE PLANTS.

B. STONES LARGER THAN 4 INCHES AND TRASH SHOULD BE REMOVED BECAUSE THEY INTERFERE WITH SEEDING AND FUTURE MAINTENANCE OF THE AREA. WHERE FEASIBLE, THE SOIL SHOULD BE AMENDED WITH ORGANIC MATTER AND TILLED TO A DEPTH OF ABOUT 4 INCHES TO PREPARE A SEEDBED AND MIX FERTILIZER AND LIME THOROUGHLY INTO THE SOIL. THE SEEDBED SHOULD BE LEFT IN A REASONABLY FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER PRACTICAL.

3. ESTABLISHING VEGETATION

A. LIME AND FERTILIZER SHOULD BE APPLIED PRIOR TO OR AT THE TIME OF SEEDING AND INCORPORATED INTO THE SOIL. KINDS AND AMOUNTS OF LIME AND FERTILIZER SHOULD BE BASED ON AN EVALUATION OF SOIL TESTS. WHEN A SOIL TEST IS NOT AVAILABLE, THE FOLLOWING MINIMUM AMOUNTS SHOULD BE APPLIED:

-AGRICULTURAL LIMESTONE, 2 TONS PER ACRE OR 100 LBS. PER 1,000 SQ. FT.
-NITROGEN (N), 50 LBS., PER ACRE OR 1.1 LBS. PER 1,000 SQ. FT.
-PHOSPHATE (P_2O_5), 100 LBS. PER ACRE OR 2.2 LBS. PER 1,000 SQ. FT.
-POTASH (K_2O), 100 LBS. PER ACRE OR 2.2 LBS. PER 1,000 SQ. FT.

(NOTE: THIS IS THE EQUIVALENT OF 500 LBS. PER ACRE OF 10-20-20 FERTILIZER OR 1,000 LBS. PER ACRE OF 5-10-10).

B. SEED SHOULD BE SPREAD UNIFORMLY BY THE METHOD MOST APPROPRIATE FOR THE SITE. METHODS INCLUDE BROADCASTING, DRILLING, AND HYDROSEEDING. WHERE BROADCASTING IS USED, COVER SEED WITH .25 INCH OF SOIL OR LESS, BY CULTIPACKING OR RAKING.

C. SEEDING GUIDE:

USE	SEEDING MIXTURE (SEE 3D)	SOIL TYPE: DROUGHTY	WELL DRAINED	MOD. WELL DRAINED	POORLY DRAINED
STEEP CUTS AND FILLS, BORROW AND DISPOSAL AREAS	A	FAIR	GOOD	GOOD	FAIR
	B	POOR	GOOD	FAIR	FAIR
	C	FAIR	EXCELLENT	EXCELLENT	POOR
WATERWAYS, EMERGENCY SPILLWAYS, AND OTHER CHANNELS WITH FLOWING WATER	A	GOOD	GOOD	GOOD	FAIR
LIGHTLY USED PARKING LOTS, ODD AREAS, UNUSED LANDS, AND LOW INTENSITY USE RECREATION SITES	A	GOOD	GOOD	GOOD	FAIR
	B	GOOD	GOOD	FAIR	POOR

D. SEEDING RATES:

	MIXTURE	POUNDS PER ACRE	POUNDS PER 1,000 SQ. FT.
A	TALL FESCUE	20	0.45
	CREEPING RED FESCUE	20	0.45
	REDTOP	2	0.05
	TOTAL:	42	0.95
B	TALL FESCUE	15	0.35
	CREEPING RED FESCUE	10	0.25
	CROWN VETCH **OR**	15 **OR**	0.35 **OR**
	FLATPEA	30	0.75
	TOTAL:	40 **OR** 55	0.95 **OR** 1.35
C	TALL FESCUE	20	0.45
	FLATPEA	30	0.75
	TOTAL:	50	1.20

E. WHEN SEEDED AREAS ARE MULCHED, PLANTINGS MAY BE MADE FROM EARLY SPRING TO SEPTEMBER 15. WHEN SEEDED AREAS ARE NOT MULCHED, PLANTINGS SHOULD BE MADE FROM EARLY SPRING TO MAY 20 OR FROM AUGUST 10 TO SEPTEMBER 1.

F. TEMPORARY SEEDING RATES:

SPECIES	POUNDS PER ACRE	POUNDS PER 1,000 SQ. FT.	REMARKS
WINTER RYE	112	2.5	BEST FOR FALL SEEDING. SEED FROM AUGUST TO SEPTEMBER 5TH FOR BEST COVER. SEED TO A DEPTH OF 1 INCH.
OATS	80	2.0	BEST FOR SPRING SEEDING. SEED NO LATER THAN MAY 15TH FOR SUMMER PROTECTION. SEED TO A DEPTH OF 1 INCH.
ANNUAL RYEGRASS	40	1.0	GROWS QUICKLY, BUT IS OF SHORT DURATION. USE WHERE APPEARANCES ARE NOT IMPORTANT. SEED EARLY SPRING AND/OR BETWEEN AUGUST 15TH AND SEPTEMBER 15TH. COVER SEED WITH NO MORE THAN 0.25 INCH OF SOIL.
PERENNIAL RYEGRASS	30	0.7	GOOD COVER WHICH IS LONGER LASTING THAN ANNUAL RYEGRASS. SEED BETWEEN APRIL 1ST AND JUNE 1ST AND/OR BETWEEN AUGUST 15TH AND SEPTEMBER 15TH. MULCHING WILL ALLOW SEEDING THROUGHOUT THE GROWING SEASON. SEED TO A DEPTH OF APPROXIMATELY 0.5 INCH.

4. MULCH

A. HAY, STRAW, OR OTHER MULCH, WHEN NEEDED, SHOULD BE APPLIED IMMEDIATELY AFTER SEEDING.

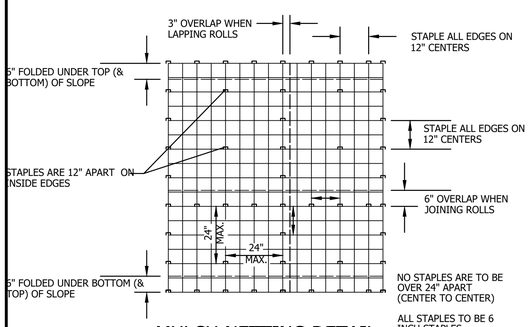
B. MULCH WILL BE HELD IN PLACE USING APPROPRIATE TECHNIQUES FROM THE BEST MANAGEMENT PRACTICE FOR MULCHING.

5. MAINTENANCE TO ESTABLISH A STAND

A. PLANTED AREAS SHOULD BE PROTECTED FROM DAMAGE BY FIRE, GRAZING, TRAFFIC, AND DENSE WEED GROWTH.

B. FERTILIZATION NEEDS SHOULD BE DETERMINED BY ON SITE INSPECTIONS. SUPPLEMENTAL FERTILIZER IS USUALLY THE KEY TO FULLY COMPLETE THE ESTABLISHMENT OF THE STAND BECAUSE MOST PERENNIALS TAKE 2 TO 3 YEARS TO BECOME ESTABLISHED.

C. IN WATERWAYS, CHANNELS, OR SWALES WHERE UNIFORM FLOW CONDITIONS ARE ANTICIPATED, OCCASIONAL MOWING MAY BE NECESSARY TO CONTROL GROWTH OF WOODY VEGETATION.



MULCH NETTING DETAIL

SOURCE: USDA SOIL CONSERVATION SERVICE

NO SCALE

EROSION CONTROL GENERAL NOTES

A. KEEP SITE MODIFICATION TO A MINIMUM

1. CONSIDER FITTING THE BUILDINGS AND STREETS TO THE NATURAL TOPOGRAPHY. THIS REDUCES THE NEED FOR CUTS AND FILLS. AVOID EXTENSIVE GRADING THAT WOULD ALTER DRAINAGE PATTERNS OR CREATE VERY STEEP SLOPES.
2. EXPOSE AREAS OF BARE SOIL TO EROSIVE ELEMENTS FOR THE SHORTEST TIME POSSIBLE.
3. SAVE AND PROTECT DESIRABLE EXISTING VEGETATION WHERE POSSIBLE. ERECT BARRIERS TO PREVENT DAMAGE FROM CONSTRUCTION EQUIPMENT.
4. LIMIT THE GRADES OF SLOPES SO VEGETATION CAN BE EASILY ESTABLISHED AND MAINTAINED.
5. AVOID SUBSTANTIAL INCREASE IN RUNOFF LEAVING THE SITE.

B. MINIMIZE POLLUTION OF WATER DURING CONSTRUCTION ACTIVITIES

1. STOCKPILE TOPSOIL REMOVED FROM CONSTRUCTION AREA AND SPREAD OVER ANY DISTURBED AREAS PRIOR TO REVEGETATION. TOPSOIL STOCKPILES MUST BE PROTECTED FROM EROSION.
2. PROTECT BARE SOIL AREAS EXPOSED BY GRADING ACTIVITIES WITH TEMPORARY VEGETATION OR MULCHES.
3. USE SEDIMENT BASINS TO TRAP DEBRIS AND SEDIMENT WHICH WILL PREVENT THESE MATERIALS FROM MOVING OFF SITE.
4. USE DIVERSIONS TO DIRECT WATER AROUND THE CONSTRUCTION AREA AND AWAY FROM EROSION PRONE AREAS TO POINTS OF SAFE DISPOSAL.
5. USE TEMPORARY CULVERTS OR BRIDGES WHEN CROSSING STREAMS WITH EQUIPMENT.
6. PLACE CONSTRUCTION FACILITIES, MATERIALS, AND EQUIPMENT STORAGE AND MAINTENANCE AREAS AWAY FROM DRAINAGE WAYS.

C. PROTECT AREA AFTER CONSTRUCTION.

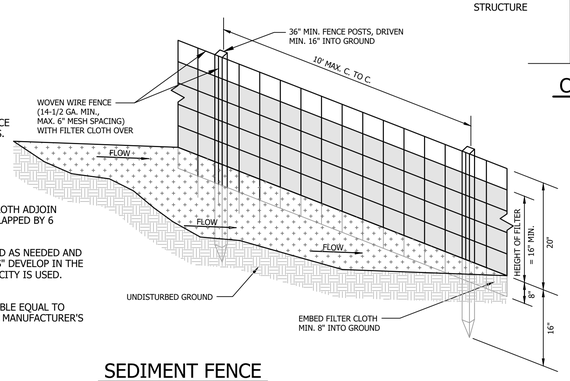
1. ESTABLISH GRASS OR OTHER SUITABLE VEGETATION ON ALL DISTURBED AREAS. SELECT SPECIES ADAPTED TO THE SITE CONDITIONS AND THE FUTURE USE OF THE AREA. FINAL GRADES SHALL BE SEEDED WITHIN 72 HOURS. STABILIZATION SHALL BE DEFINED AS 85% VEGETATIVE COVER.
2. MAINTAIN VEGETATED AREAS USING PROPER VEGETATIVE 'BEST MANAGEMENT PRACTICES' DURING THE CONSTRUCTION PERIOD.
3. MAINTAIN NEEDED STRUCTURAL 'BEST MANAGEMENT PRACTICES' AND REMOVE SEDIMENT FROM DETENTION PONDS AND SEDIMENT BASINS AS NEEDED.
4. DETERMINE RESPONSIBILITY FOR LONG TERM MAINTENANCE OF PERMANENT 'BEST MANAGEMENT PRACTICES'.
5. IF CONSTRUCTION IS ANTICIPATED DURING WINTER MONTHS, REFER TO 'COLD WEATHER SITE STABILIZATION REQUIREMENTS'.

D. INVASIVE SPECIES AND FUGITIVE DUST

1. THE PROJECT SHALL NOT CONTRIBUTE TO THE SPREAD OF INVASIVE SPECIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EVALUATE WORK AREAS FOR THE PRESENCE OF INVASIVE SPECIES, AND IF FOUND SHALL TAKE NECESSARY MEASURES TO PREVENT THEIR SPREAD IN ACCORDANCE WITH RSA 430:51-57 AND AGR 3800. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO PREVENT THE INTRODUCTION OF INVASIVE SPECIES BY INSPECTING AND CLEANING ALL EQUIPMENT ARRIVING ON SITE.
2. FUGITIVE DUST SHALL BE CONTROLLED IN ACCORDANCE WITH ENV-A 1000.

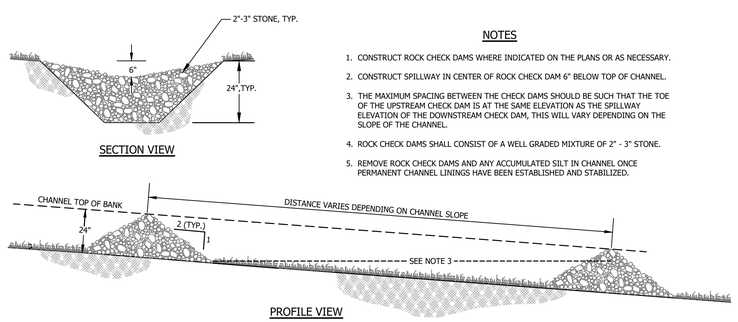
CONSTRUCTION NOTES FOR SEDIMENT FENCE

1. WOVEN WIRE FENCE, IF REQUIRED, TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP, MID SECTION, AND BOTTOM.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY 6 INCHES, FOLDED AND STAPLED.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SEDIMENT FENCE, OR 50% OF CAPACITY IS USED.
5. 12" DIAMETER FILTREXX SILTSOXX SHALL BE CONSIDERED AN ACCEPTABLE EQUAL TO SEDIMENT FENCE IF INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.



SEDIMENT FENCE

NO SCALE



NOTES

1. CONSTRUCT ROCK CHECK DAMS WHERE INDICATED ON THE PLANS OR AS NECESSARY.
2. CONSTRUCT SPILLWAY IN CENTER OF ROCK CHECK DAM 6" BELOW TOP OF CHANNEL.
3. THE MAXIMUM SPACING BETWEEN THE CHECK DAMS SHOULD BE SUCH THAT THE TOE OF THE UPSTREAM CHECK DAM IS AT THE SAME ELEVATION AS THE SPILLWAY ELEVATION OF THE DOWNSTREAM CHECK DAM, THIS WILL VARY DEPENDING ON THE SLOPE OF THE CHANNEL.
4. ROCK CHECK DAMS SHALL CONSIST OF A WELL GRADED MIXTURE OF 2" - 3" STONE.
5. REMOVE ROCK CHECK DAMS AND ANY ACCUMULATED SILT IN CHANNEL ONCE PERMANENT CHANNEL LININGS HAVE BEEN ESTABLISHED AND STABILIZED.

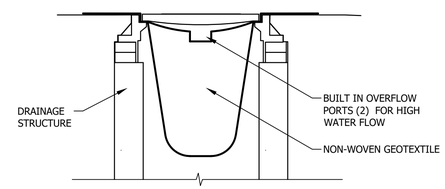
ROCK CHECK DAM DETAIL

NO SCALE

COLD WEATHER SITE STABILIZATION REQUIREMENTS

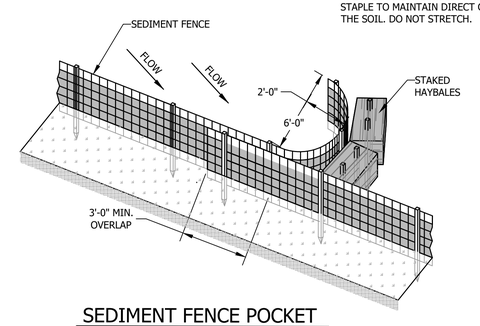
TO ADEQUATELY PROTECT WATER QUALITY DURING COLD WEATHER AND DURING SPRING RUNOFF, THE FOLLOWING ADDITIONAL STABILIZATION TECHNIQUES SHALL BE EMPLOYED DURING THE PERIOD FROM OCTOBER 15 THROUGH MAY 1:

1. THE AREA OF EXPOSED, UNSTABILIZED SOIL SHALL BE LIMITED TO 1 ACRE AND SHALL BE PROTECTED AGAINST EROSION BY THE METHODS DESCRIBED IN THIS SECTION PRIOR TO ANY THAW OR SPRING MELT EVENT. THE ALLOWABLE AREA OF EXPOSED SOIL MAY BE INCREASED IF A WINTER CONSTRUCTION PLAN, DEVELOPED BY A QUALIFIED ENGINEER OR A CPESC SPECIALIST, IS REVIEWED AND APPROVED BY NHDES.
2. ALL PROPOSED VEGETATED AREAS HAVING A SLOPE OF LESS THAN 15% WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE SEEDED AND COVERED WITH 3 TO 4 TONS OF HAY OR STRAW MULCH PER ACRE, SECURED WITH ANCHORED NETTING OR TACKIFIER, OR 2 INCHES OF EROSION CONTROL MIX MEETING THE CRITERIA OF ENV-WQ 1506.05(D) THROUGH (H).
3. ALL PROPOSED VEGETATED AREAS HAVING A SLOPE OF GREATER THAN 15% WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE SEEDED AND COVERED WITH PROPERLY INSTALLED AND ANCHORED EROSION CONTROL MATTING OR WITH A MINIMUM 4 INCH THICKNESS OF EROSION CONTROL MIX MEETING THE CRITERIA OF ENV-WQ 1506.05(D) THROUGH (H).
4. INSTALLATION OF ANCHORED HAY MULCH OR EROSION CONTROL MIX, MEETING THE CRITERIA OF ENV-WQ 1506.05(D) THROUGH (H), SHALL NOT OCCUR OVER SNOW OF GREATER THAN 1 INCH IN DEPTH.
5. INSTALLATION OF EROSION CONTROL MATTING SHALL NOT OCCUR OVER SNOW OF GREATER THAN ONE INCH IN DEPTH OR ON FROZEN GROUND.
6. ALL PROPOSED STABILIZATION IN ACCORDANCE WITH NOTES 2 OR 3 ABOVE, SHALL BE COMPLETED WITHIN 1 DAY OF ESTABLISHING THE GRADE THAT IS FINAL OR THAT OTHERWISE WILL EXIST FOR MORE THAN 5 DAYS.
7. ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS, AS DETERMINED BY THE OWNER'S ENGINEERING CONSULTANT.
8. AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING AREAS WHERE ACTIVE CONSTRUCTION OF THE ROAD OR PARKING AREA HAS STOPPED FOR THE WINTER SEASON SHALL BE PROTECTED WITH A MINIMUM 3 INCH LAYER OF BASE COURSE GRAVELS MEETING THE GRADATION REQUIREMENTS OF NHDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, 2016, ITEM NO. 304.1 OR 304.2.



CATCH BASIN PROTECTION INSERT TYPE

NO SCALE



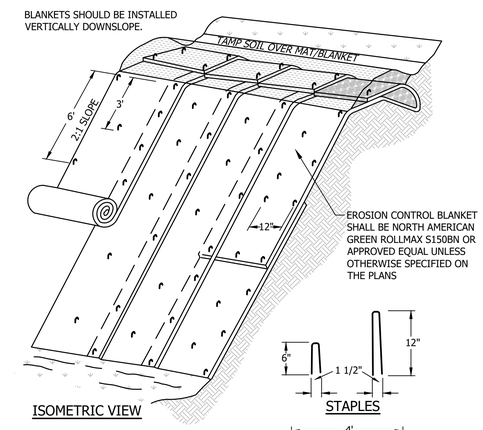
SEDIMENT FENCE POCKET

NO SCALE

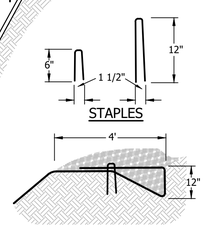
CONSTRUCTION SEQUENCE

1. PREPARE AN EROSION CONTROL PLAN OR A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS.
2. INSTALL CONSTRUCTION ENTRANCE, SEE DETAIL.
3. CUT AND CLEAR TREES WITHIN THE CLEARING LIMITS.
4. INSTALL SEDIMENT FENCES, ROCK CHECK DAMS, AND OTHER APPROPRIATE EROSION CONTROL MEASURES AT LOCATIONS SHOWN ON THE PLANS AND AS NEEDED.
5. GRUB SITE WITHIN GRADING LIMITS.
6. STRIP AND STOCKPILE TOPSOIL AND INSTALL EROSION CONTROL MEASURES.
7. INSTALL/ADJUST SEDIMENT FENCE, CHECK DAMS, AND HAYBALES, AS REQUIRED.
8. CONSTRUCT PERMANENT STORMWATER CONTROLS AS SOON AS PRACTICAL. DO NOT DIRECT STORMWATER TOWARD TREATMENT BASINS, PONDS, SWALES, DITCHES AND LEVEL SPREADERS UNTIL THEY HAVE BEEN STABILIZED.
9. PROCEED WITH WORK, LIMITING THE DURATION OF DISTURBANCE. THE MAXIMUM OF UNCOVERED DISTURBED EARTH AT ANY ONE TIME IS FIVE ACRES. THE MAXIMUM LENGTH OF TIME THAT DISTURBED EARTH MAY BE LEFT UNSTABILIZED IS 45 DAYS.
10. BEGIN SEEDING AND MULCHING IMMEDIATELY AFTER GRADING. ALL DISTURBED AREAS SHALL BE STABILIZED WITH APPROVED METHODS WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.

    AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
    A) BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
    B) A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
    C) A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED; OR
    D) EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
11. INSPECT ALL EROSION CONTROL MEASURES ON A DAILY BASIS AND AFTER EVERY 0.5 INCHES OF PRECIPITATION. MAINTAIN SEDIMENT FENCE, SEDIMENT TRAPS, HAY BALES, ETC., AS NECESSARY.
12. PAVE ROADWAYS AND/OR PARKING AREAS.
13. PLACE TOPSOIL, SEED AND MULCH.
14. COMPLETE ALL REMAINING PERMANENT EROSION CONTROL STRUCTURES.
15. MONITOR THE SITE AND MAINTAIN STRUCTURES AS NEEDED UNTIL FULL VEGETATION IS ESTABLISHED.



ISOMETRIC VIEW



DETAIL DIGITIZED FROM NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3, NHDES 2008

EROSION CONTROL BLANKET INSTALLATION DETAIL

NOT TO SCALE

NOTES:

1. DIMENSION GIVEN IN THE DRAWINGS ARE EXAMPLES; DEVICE SHOULD BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.
2. SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICKS AND GRASS. MATS/BLANKETS SHALL HAVE GOOD SOIL CONTACT.
3. APPLY PERMANENT SEEDING BEFORE PLACING BLANKETS.
4. LAY BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL. DO NOT STRETCH.

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APRIL 22 2022
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Issue Date: March 14, 2022

Revisions

No.	Description	Date

EROSION CONTROL NOTES AND DETAILS

Project No.: 2119

C-301

SHEET 8 OF 37

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STANDARD TRENCH NOTES - WATER

1. ORDERED EXCAVATION OF UNSUITABLE MATERIAL BELOW GRADE SHALL BE REPLACED WITH BEDDING MATERIAL. SEE ALSO NOTE 4.

2. BEDDING: SCREENED GRAVEL AND/OR CRUSHED STONE FREE FROM ORGANIC MATTER, CLAY, AND/OR LOAM MEETING ASTM C33 STONE SIZE NO. 67.

100% PASSING	1 INCH SCREEN
90-100% PASSING	¾ INCH SCREEN
20-55% PASSING	⅜ INCH SCREEN
0-10% PASSING	#4 SIEVE
0-5% PASSING	#8 SIEVE

3. SAND BLANKET: CLEAN SAND FREE FROM ORGANIC MATTER, SO GRADED THAT 100% PASSES A ½ INCH SIEVE AND NOT MORE THAN 15% PASSES A #200 SIEVE.

4. SUITABLE MATERIAL: IN ROADS, ROAD SHOULDERS, WALKWAYS, AND TRAVELED WAYS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED FROM THE TRENCH DURING THE COURSE OF CONSTRUCTION, AFTER EXCLUDING DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, WET OR SOFT MUCK, PEAT OR CLAY, EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIAL NOT APPROVED BY THE ENGINEER.

   TRENCH BACKFILL IN CROSS-COUNTRY LOCATIONS SHALL BE SUITABLE MATERIAL AS DESCRIBED ABOVE, EXCEPT THAT TOP SOIL, LOAM, MUCK, OR PEAT MAY BE USED PROVIDED THAT THE COMPLETED CONSTRUCTION WILL BE STABLE AND ACCESS TO THE PIPE FOR MAINTENANCE AND RECONSTRUCTION IS PRESERVED. BACKFILL SHALL BE MOUNDED TO A HEIGHT OF SIX INCHES ABOVE THE ORIGINAL GROUND SURFACE

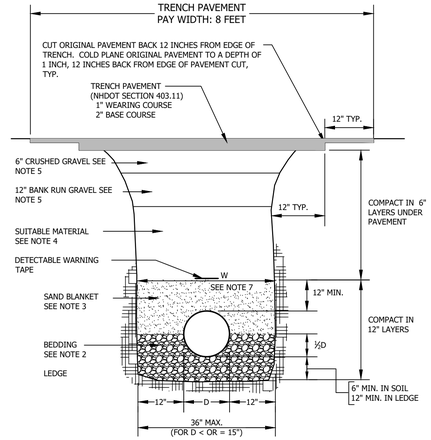
5. BASE COURSE FOR TRENCH REPAIR SHALL MEET THE REQUIREMENTS OF SECTION 300 OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION.

6. SHEETING: ALL TRENCH SUPPORTS SHALL CONFORM TO OSHA STANDARDS. CONTRACTOR IS RESPONSIBLE FOR OSHA COMPLIANCE AND WORKER SAFETY THROUGHOUT CONSTRUCTION.

7. TRENCH DIMENSIONS: W = MAXIMUM ALLOWABLE TRENCH WIDTH MEASURED 12 INCHES ABOVE THE PIPE. FOR PIPES 15 INCHES NOMINAL DIAMETER (D) OR LESS, W SHALL BE NO MORE THAN 36 INCHES; FOR PIPES GREATER THAN 15 INCHES NOMINAL DIAMETER, W SHALL BE 24 INCHES PLUS THE PIPE OUTSIDE DIAMETER. W SHALL ALSO BE THE PAYMENT WIDTH FOR LEDGE EXCAVATION AND FOR ORDERED EXCAVATION BELOW GRADE. THE MAXIMUM ALLOWABLE TRENCH PAVEMENT PAYMENT WIDTH SHALL BE 8 FEET CENTERED OVER PIPE.

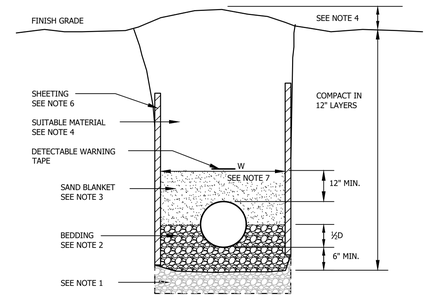
8. WATER/SEWER SEPARATION: WATER MAINS SHALL BE SEPARATED FROM SANITARY SEWER BY A MINIMUM OF 10 FEET HORIZONTALLY AND A MINIMUM OF 18 INCHES VERTICALLY, WITH THE WATER MAIN ABOVE THE SEWER.

9. PIPE COVER:
   COVER OVER WATER SHALL BE 6 FEET MINIMUM IN ALL LOCATIONS.



NOTE:
MINIMUM BEDDING DEPTH AND MAXIMUM PAYMENT LIMIT FOR LEDGE EXCAVATION = ½D (12" MINIMUM)

LEDGE/SUB PAVEMENT CONSTRUCTION



EARTH CONSTRUCTION
WITH OR WITHOUT SHEETING

STANDARD TRENCH SECTIONS

NOT TO SCALE

- BLOCKS MUST BE POURED AGAINST UNDISTURBED SOIL
- THE PIPE JOINT AND BOLTS MUST BE ACCESSIBLE.
- CONCRETE SHOULD BE CURED FOR AT LEAST 5 DAYS AND SHOULD HAVE A COMPRESSION STRENGTH OF 3,000 LBS. AT 28 DAYS.
- BLOCKS MUST BE POSITIONED TO COUNTERACT THE DIRECTION OF THE RESULTANT THRUST FORCE.

RESTRAINED JOINTS MAY BE USED FOR RESISTING THRUST FORCES WHERE THERE IS A SHORTAGE OF SPACE OR WHERE THE SOIL BEHIND A FITTING WILL NOT PROVIDE ADEQUATE SUPPORT. THIS RESTRAINING METHOD INVOLVES PLACEMENT OF THESE SPECIAL JOINTS AT APPROPRIATE FITTINGS AND FOR A PREDETERMINED NUMBER OF PIPE LENGTHS ON EACH SIDE, (MINIMUM 15 FEET).

RESULTANT THRUST AT FITTINGS AT 100 PSI WATER PRESSURE

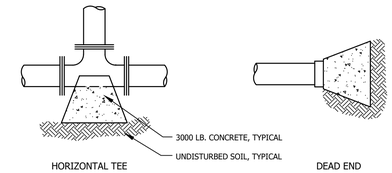
NOMINAL PIPE DIA. (INCHES)	TOTAL THRUST (POUNDS)				
	DEAD END	90° BEND	45° BEND	22½° BEND	11¼° BEND
4	1,810	2,559	1,385	706	355
6	3,739	5,288	2,862	1,459	733
8	6,433	9,097	4,923	2,510	1,261
10	9,677	13,685	7,406	3,776	1,897
12	13,685	19,353	10,474	5,340	2,683
14	18,385	26,001	14,072	7,174	3,604
16	23,779	33,628	18,199	9,278	4,661
18	29,865	42,235	22,858	11,653	5,855
20	36,644	51,822	28,046	14,298	7,183
24	52,279	73,934	40,013	20,398	10,249

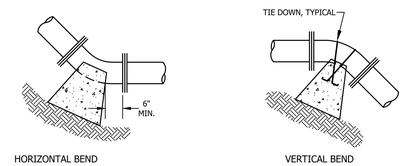
NOTE:
TO DETERMINE THRUST AT PRESSURES OTHER THAN 100 PSI, MULTIPLY THE THRUST OBTAINED IN THE TABLE BY THE RATIO OF THE PRESSURE TO 100. FOR EXAMPLE, THE THRUST ON A 12 INCH, 90° BEND AT 125 PSI IS:

$\frac{19,353 \times 125}{100}$ = 24,191 POUNDS

TO DETERMINE THE SIZE OF A CONCRETE THRUST BLOCK, DIVIDE THE TOTAL FORCE BY THE BEARING VALUE OF THE SOIL. THE QUOTIENT WILL BE THE SIZE OF THE BEARING AREA OF THE THRUST BLOCK IN SQUARE FEET. APPROXIMATE VALUES FOR VARIOUS TYPES OF SOIL ARE LISTED BELOW.

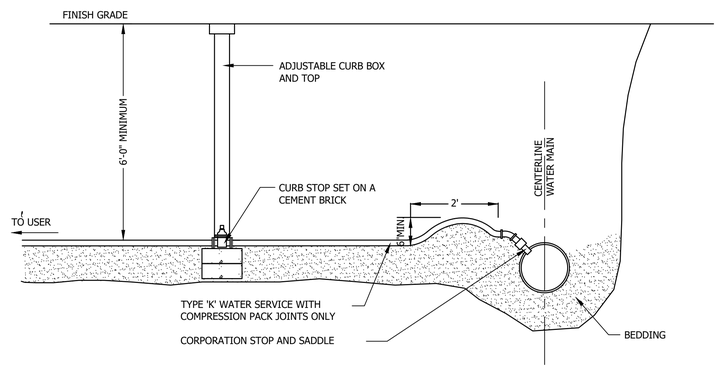
SOIL	BEARING LOAD (LBS./SQ. FT.)
MUCK	0
SOFT CLAY	1,000
SILT	1,500
SANDY SILT	3,000
SAND	4,000
SANDY CLAY	6,000





THRUST BLOCK NOTES & DETAILS

NOT TO SCALE



WATER SERVICE CONNECTION

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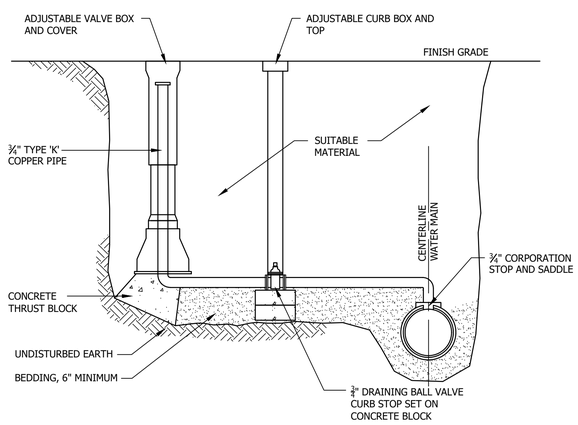

AIR RELEASE DETAIL

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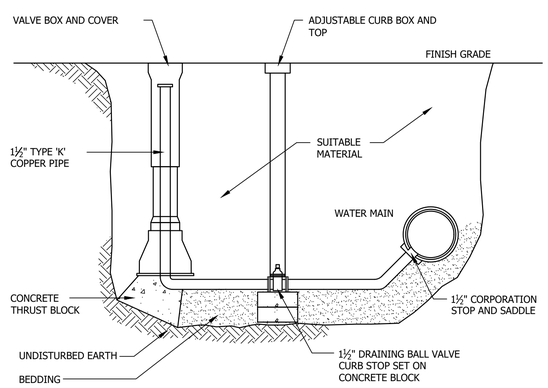

BLOWOFF DETAIL

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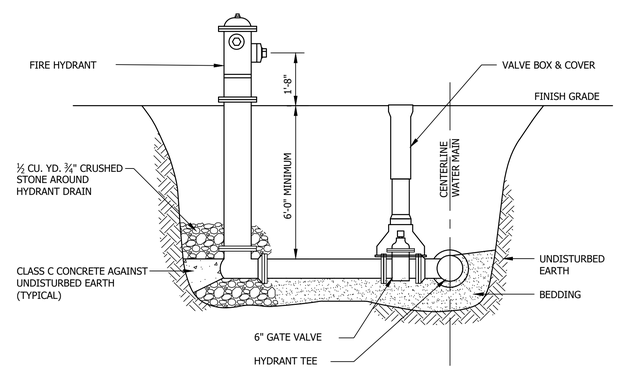

FIRE HYDRANT DETAIL

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Issue Date: March 14, 2022

Revisions

No.	Description	Date

WATER DETAILS

Project No.: 2119

C-302

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SEWER NOTES

1. GENERAL

CONSTRUCTION OF ALL COMPONENTS OF THE SANITARY SEWER SYSTEM SHALL CONFORM TO THE MOST CURRENT VERSION OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES ENV-WQ 700 AND TECHNICAL SPECIFICATIONS ENTITLED "LEBANON SEWER CONSTRUCTION STANDARDS AND DETAILS, LATEST EDITION".

2. TYPES OF SEWERS

A. THERE SHALL BE NO CONNECTION BETWEEN SANITARY SEWERS AND STORM SEWERS.
B. RUNOFF FROM ROOFS, STREETS, AND OTHER AREAS AND GROUNDWATER FROM FOUNDATION DRAINS, SUMP PUMPS, OR OTHER SUBSURFACE DRAINS SHALL BE EXCLUDED FROM SANITARY SEWERS.

3. SEWER SIZE AND COVER

A. MINIMUM PIPE SIZE FOR GRAVITY SEWER MAINS SHALL BE 8 INCHES.
B. MINIMUM PIPE SIZE FOR GRAVITY SEWER SERVICES SHALL BE 4 INCHES.
C. MINIMUM PIPE SIZE FOR FORCE MAIN SEWER SERVICES SHALL BE 2 INCHES.
D. SANITARY SEWERS SHALL HAVE 6 FEET MINIMUM COVER IN ALL ROADWAY LOCATIONS AND 4 FEET MINIMUM COVER IN ALL CROSS-COUNTRY LOCATIONS.

4. PIPE AND FITTING MATERIALS:

A. PVC PIPE (SOLID WALL) ASTM D-3034 SDR 35 WITH PUSH-ON JOINTS PER ASTM D-3312 AND ELECTROMETRIC GASKETS. PIPE WILL BE MARKED WITH MANUFACTURER'S NAME, DIAMETER, AND STRENGTH CLASS.
B. DUCTILE IRON CLASS 52 CEMENT LINED WITH PUSH-ON TYPE JOINTS AND ELECTROMAGNETIC GASKETS. PIPE WILL BE MARKED WITH MANUFACTURER'S NAME, DIAMETER AND STRENGTH CLASS.
C. PRESSURE PIPE (200 PSI RATING) AND FITTINGS SHALL BE SDR 21 OR APPROVED EQUAL.
D. RIGID WRAP-AROUND STAINLESS STEEL REPAIR COUPLINGS OR DUCTILE IRON COUPLINGS WILL BE ALLOWED ON MAIN LINE REPAIRS. THE USE OF FERNCO (OR APPROVED EQUAL) COUPLINGS MAY BE USED WHEN FIELD CONDITIONS DO NOT ALLOW FOR OTHER TYPE OF COUPLINGS. THE USE OF FERNCO (OR APPROVED EQUAL) COUPLINGS MUST BE APPROVED BY THE DIRECTOR OF PUBLIC WORKS OR HIS DESIGNEE.

5. BEDDING

PIPE BEDDING SHALL BE CRUSHED STONE FREE FROM ORGANIC MATTER, CLAY, AND/OR LOAM MEETING ASTM C33 STONE SIZE NO. 67. BEDDING SHALL EXTEND FROM THE SPRING LINE OF THE PIPE TO A MINIMUM DEPTH OF 6" BELOW THE BOTTOM OF THE PIPE OUTSIDE SURFACE.

100% PASSING	1 INCH SCREEN
90-100% PASSING	¾ INCH SCREEN
20-55% PASSING	⅜ INCH SCREEN
0-10% PASSING	#4 SIEVE
0-5% PASSING	#8 SIEVE

6. MANHOLES

A. PRECAST CONCRETE BARREL SECTIONS, CONES, AND BASES SHALL CONFORM TO ASTM C478.
B. MANHOLES SHALL BE DESIGNED FOR H-20 LOADING.
C. HORIZONTAL JOINTS BETWEEN BARREL SECTIONS SHALL BE OF AN OVERLAPPING TYPE WHICH SHALL DEPEND UPON A DOUBLE ROW OF ELASTOMERIC OR MASTIC-LIKE SEALANT FOR WATER TIGHTNESS.
D. PIPE TO MANHOLE JOINTS SHALL BE AS FOLLOWS:
(1) ELASTOMERIC, RUBBER SLEEVE WITH WATERTIGHT JOINTS AT THE MANHOLE OPENING AND PIPE SURFACES;
(2) CAST INTO THE WALL OR SECURED WITH STAINLESS STEEL CLAMPS;
(3) ELASTOMERIC SEALING RING CAST IN THE MANHOLE OPENING WITH SEAL FORMED ON THE SURFACE OF THE PIPE BY COMPRESSION OF THE RING; AND
(4) NON-SHRINK GROUTED JOINTS WHERE WATERTIGHT BONDING TO THE MANHOLE AND PIPE CAN BE OBTAINED.

E. INVERTS SHALL BE AS FOLLOWS:
(1) BRICK MASONRY: SHELF, INVERTS AND GRADE ADJUSTMENTS SHALL COMPLY WITH ASTM C-32. DESIGNATED GRADE SS, HARD BRICK AND INSTALLED AS REQUIRED.
(2) MANHOLE INVERTS SHALL BE CONSTRUCTED TO PROVIDE AN UNINTERRUPTED FLOW CHANNEL AND SHALL CORRESPOND IN SHAPE TO THE LOWER HALF OF THE PIPE.
(3) MORTAR JOINTS SHALL BE TOOLED FLUSH TO THE FACE OF THE BRICK TO PREVENT MINOR DEPRESSIONS. SHELVES SHALL BE CONSTRUCTED TO THE MIDPOINT OF THE PIPE SIZE RANGING FROM 8 INCHES TO 15 INCHES AND TO THE HIGHEST PIPE CROWN ON LARGER DIAMETER PIPES. THE BRICK SHELF SHALL BE PITCHED TO DRAIN TOWARDS THE TROUGH CHANNEL WITH ONE INCH OF DIFFERENCE FROM THE STRUCTURE WALL TO THE CHANNEL EDGE. PUDDLES OR UNDUE TURBULENCE THROUGH THE MANHOLE WILL NECESSITATE RECONSTRUCTION.
(4) MORTAR: SHALL BE COMPOSED OF PORTLAND CEMENT AND SAND WITH OR WITHOUT HYDRATED LIME ADDICTION.
(5) CEMENT: SHALL BE TYPE II PORTLAND CEMENT CONFORMING TO ASTM C-150
(6) HYDRATED LIME: SHALL BE TYPE S CONFORMING TO ASTM C-207 STANDARD SPECIFICATIONS FOR CONCRETE, FINE AGGREGATES, DESIGNATION C-33.
(7) THE USE OF FIBERGLASS INVERTS IS NOT ALLOWED.

7. PROTECTION OF WATER SUPPLIES

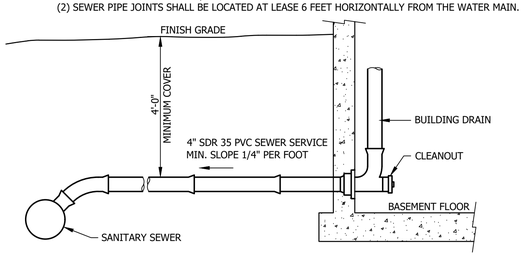
A. THERE SHALL BE NO PHYSICAL CONNECTION BETWEEN A PUBLIC OR PRIVATE WATER SUPPLY SYSTEM AND A SEWER OR SEWER APPURTENANCE WHICH WOULD PERMIT THE PASSAGE OF SEWAGE OR POLLUTED WATER INTO THE POTABLE SUPPLY. NO WATER PIPE SHALL PASS THROUGH OR COME IN CONTACT WITH ANY PART OF A SEWER OR SEWER MANHOLE.

B. NO SEWER SHALL BE LOCATED WITHIN THE WELL PROTECTIVE RADII ESTABLISHED IN ENV-WS 300 FOR ANY PUBLIC WATER SUPPLY WELLS OR WITHIN 100 FEET OF ANY PRIVATE WATER SUPPLY WELL.

C. SEWERS SHALL BE LOCATED AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN.

D. A DEVIATION FROM THE SEPARATION REQUIREMENTS OF (B) OR (C) ABOVE SHALL BE ALLOWED WHERE NECESSARY TO AVOID CONFLICT WITH SUBSURFACE STRUCTURES, UTILITY CHAMBERS, AND BUILDING FOUNDATIONS, PROVIDED THAT THE SEWER IS CONSTRUCTED IN ACCORDANCE WITH THE FORCE MAIN CONSTRUCTION REQUIREMENTS SPECIFIED IN ENV-WQ 704.06.

E. WHENEVER SEWERS MUST CROSS WATER MAINS, THE SEWER SHALL BE CONSTRUCTED AS FOLLOWS:
(1) VERTICAL SEPARATION OF THE SEWER AND WATER MAIN SHALL BE NOT LESS THAN 18 INCHES, WITH WATER ABOVE SEWER; AND
(2) SEWER PIPE JOINTS SHALL BE LOCATED AT LEASE 6 FEET HORIZONTALLY FROM THE WATER MAIN.



SEWER SERVICE DETAIL

NOT TO SCALE

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3. SAND BLANKET: CLEAN SAND FREE FROM ORGANIC MATTER, SO GRADED THAT 100% PASSES A ½ INCH SIEVE AND NOT MORE THAN 15% PASSES A #200 SIEVE.

4. SUITABLE MATERIAL: IN ROADS, ROAD SHOULDERS, WALKWAYS, AND TRAVELED WAYS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED FROM THE TRENCH DURING THE COURSE OF CONSTRUCTION, AFTER EXCLUDING DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, WET OR SOFT MUCK, PEAT OR CLAY, EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIAL NOT APPROVED BY THE ENGINEER.

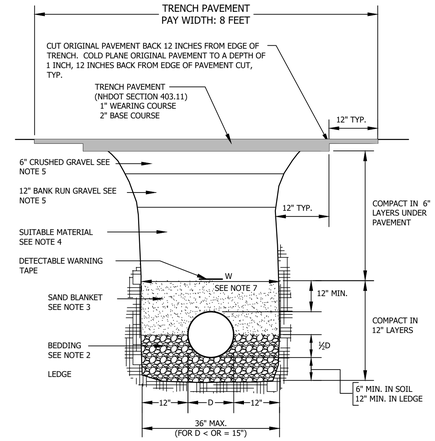
TRENCH BACKFILL IN CROSS-COUNTRY LOCATIONS SHALL BE SUITABLE MATERIAL AS DESCRIBED ABOVE, EXCEPT THAT TOP SOIL, LOAM, MUCK, OR PEAT MAY BE USED PROVIDED THAT THE COMPLETED CONSTRUCTION WILL BE STABLE AND ACCESS TO THE PIPE FOR MAINTENANCE AND RECONSTRUCTION IS PRESERVED. BACKFILL SHALL BE MOUNDED TO A HEIGHT OF SIX INCHES ABOVE THE ORIGINAL GROUND SURFACE

5. BASE COURSE FOR TRENCH REPAIR SHALL MEET THE REQUIREMENTS OF SECTION 300 OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION.

6. SHEETING: ALL TRENCH SUPPORTS SHALL CONFORM TO OSHA STANDARDS. CONTRACTOR IS RESPONSIBLE FOR OSHA COMPLIANCE AND WORKER SAFETY THROUGHOUT CONSTRUCTION.

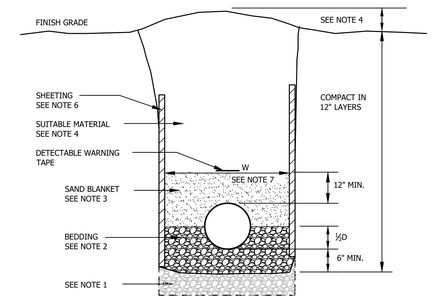
7. TRENCH DIMENSIONS: W = MAXIMUM ALLOWABLE TRENCH WIDTH MEASURED 12 INCHES ABOVE THE PIPE. FOR PIPES 15 INCHES NOMINAL DIAMETER (D) OR LESS, W SHALL BE NO MORE THAN 36 INCHES; FOR PIPES GREATER THAN 15 INCHES NOMINAL DIAMETER, W SHALL BE 24 INCHES PLUS THE PIPE OUTSIDE DIAMETER. W SHALL ALSO BE THE PAYMENT WIDTH FOR LEDGE EXCAVATION AND FOR ORDERED EXCAVATION BELOW GRADE. THE MAXIMUM ALLOWABLE TRENCH PAVEMENT PAYMENT WIDTH SHALL BE 8 FEET CENTERED OVER PIPE.

8. PIPE INSULATION AT STORM DRAIN CROSSING: INSTALL 2" THICK RIGID FOAM INSULATION OVER SEWER AT STORM DRAIN CROSSINGS, EXTEND INSULATION 4 FEET EITHER SIDE OF STORM DRAIN ALONG SEWER.



NOTE:
MINIMUM BEDDING DEPTH AND MAXIMUM PAYMENT LIMIT FOR LEDGE EXCAVATION = ½D (12" MINIMUM)

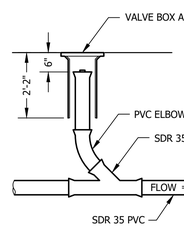
LEDGE/SUB PAVEMENT CONSTRUCTION



EARTH CONSTRUCTION WITH OR WITHOUT SHEETING

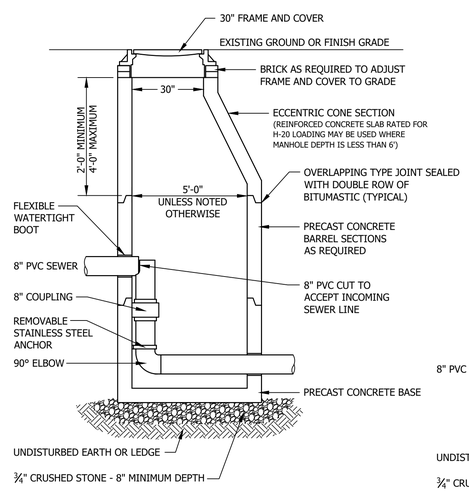
STANDARD TRENCH SECTIONS

NOT TO SCALE



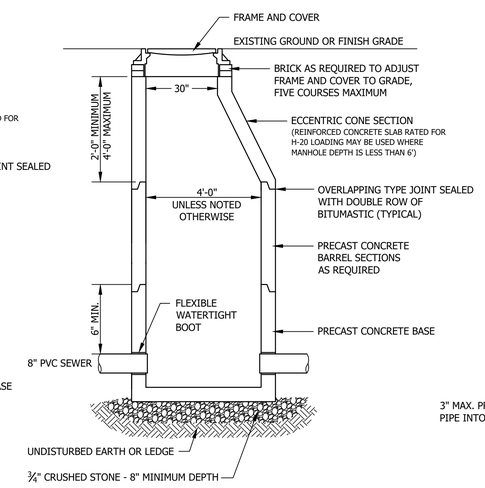
SEWER CLEANOUT DETAIL

NOT TO SCALE



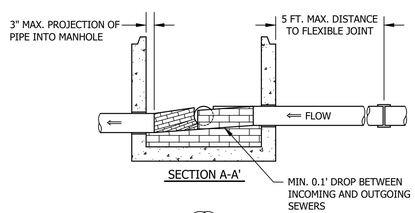
INSIDE DROP MANHOLE DETAIL

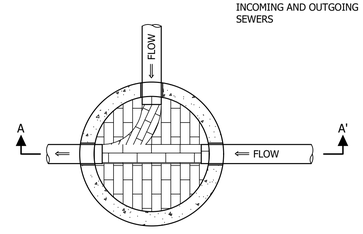
NOT TO SCALE



SANITARY SEWER MANHOLE DETAIL

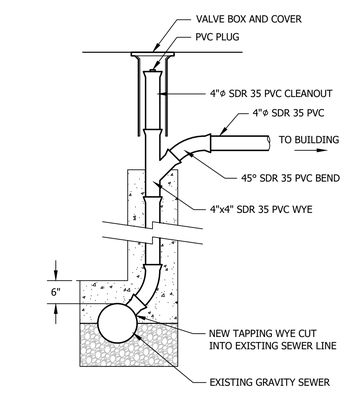
NOT TO SCALE





MANHOLE INVERT DETAILS

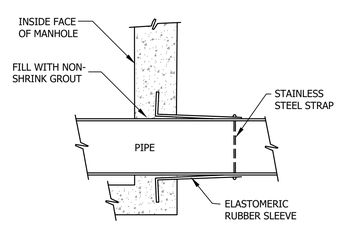
NOT TO SCALE



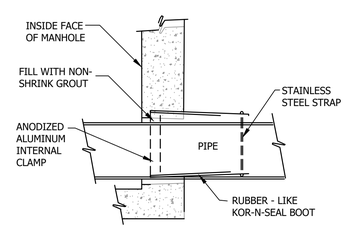
IF VERTICAL DROP INTO SEWER IS GREATER THAN 4 FEET, A CHIMNEY SHALL BE CONSTRUCTED AT THE CONNECTION.

CHIMNEY AT NEW SEWER CONNECTION

NOT TO SCALE



LOCK-JOINT FLEXIBLE MANHOLE SLEEVE



KOR-N-SEAL JOINT SLEEVE

JOINTING DETAILS

NOT TO SCALE

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APRIL 22 2022
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Issue Date: March 14, 2022

Revisions

No.	Description	Date

SEWER DETAILS

Project No.: 2119

C-303

SHEET 10 OF 37

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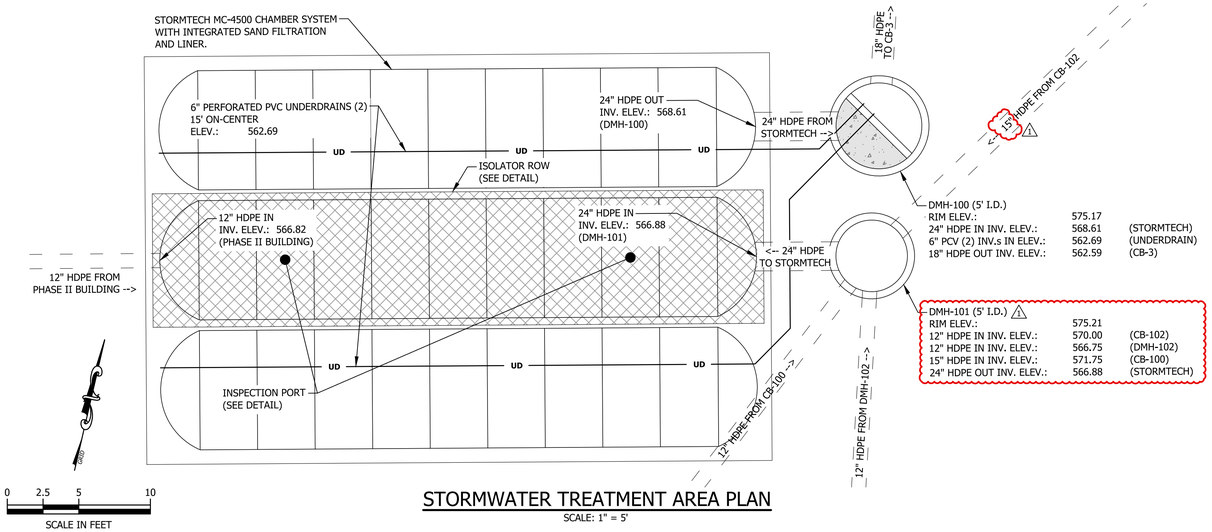
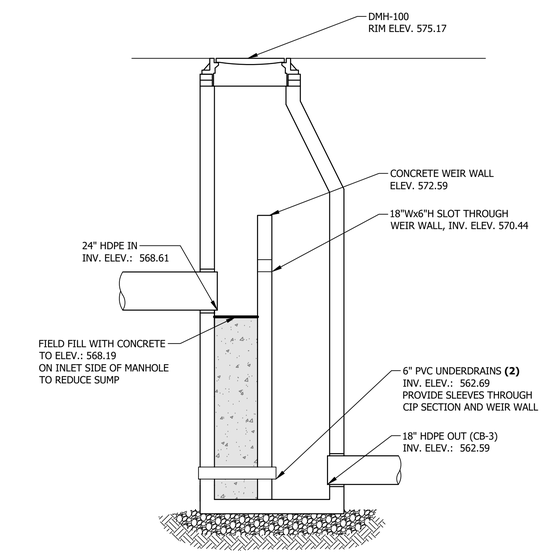


STORMWATER TREATMENT AREA PLAN

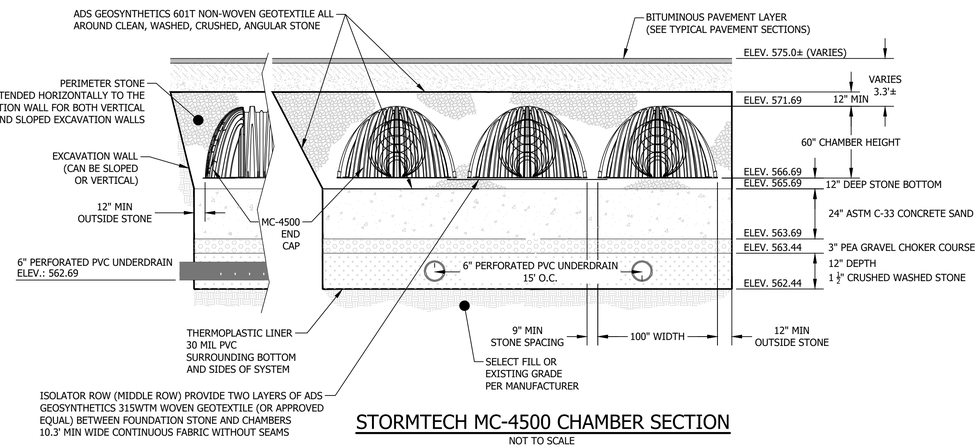
SCALE: 1" = 5'



NOTES:
1. SEE DRAIN MANHOLE DETAIL, SHEET C3.05, FOR STANDARD DMH CONSTRUCTION REQUIREMENTS. **DMH-100 SHALL BE A 5FT INNER DIAMETER STRUCTURE.**
2. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS TO VERIFY DIAMETER, INVERTS, AND WEIR.

DRAIN MANHOLE DMH-100 DETAIL

NOT TO SCALE



STORMTECH MC-4500 CHAMBER SECTION

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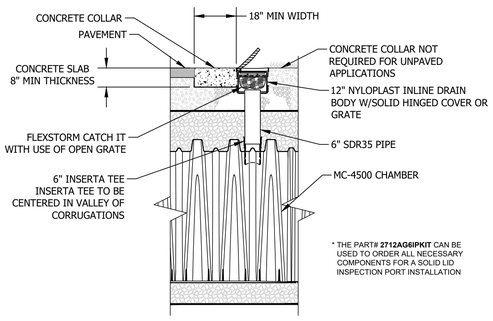
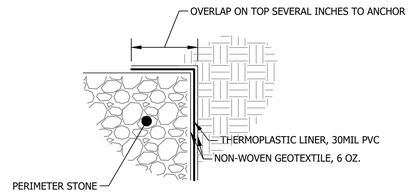


NOTE: PROVIDE TWO INSPECTION PORTS FOR ISOLATOR ROW AT APPROXIMATELY 1/3 AND 2/3 OF THE ROW LENGTH

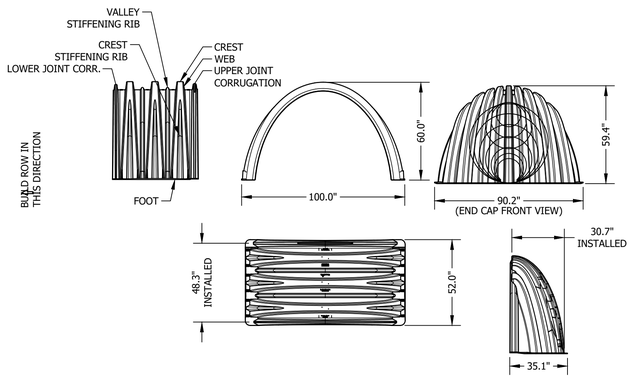
STORMTECH MC-4500 6" INSPECTION PORT

NOT TO SCALE



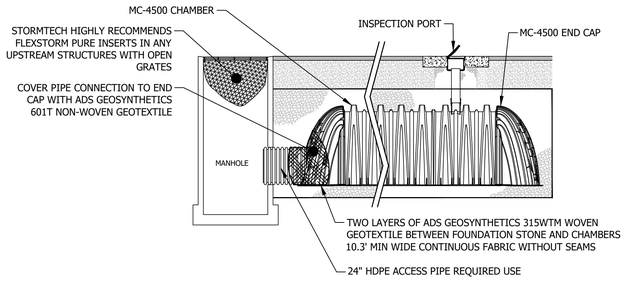
THERMOPLASTIC LINER DETAIL

NOT TO SCALE



STORMTECH MC-4500 CHAMBER DIMENSION

NOT TO SCALE



STORMTECH MC-4500 ISOLATOR ROW DETAIL

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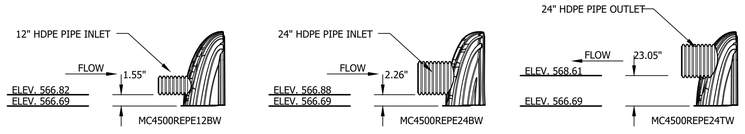

STORMTECH MC-4500 CHAMBER INLET SECTION

NOT TO SCALE

IMPORTANT NOTES

FOUNDATION AND EMBEDMENT STONE SHALL BE **CLEAN, WASHED, ANGULAR CRUSHED STONE**. ENGINEER SHALL INSPECT AND VERIFY MATERIAL PRIOR TO SYSTEM INSTALLATION.

THIS SYSTEM IS NOT DESIGNED TO EXFILTRATE TO SOIL. 30 MIL PVC LINER IS REQUIRED

STORMTECH MC-4500 CHAMBER SPECIFICATIONS

100.0" WIDE + 9.0" SPACING = 109.0" C-C ROW SPACING

[9 CHAMBERS/ROW x 4.02' LONG] + [2.73' CAP LENGTH x 2] = 41.69' ROW LENGTH
+ [12.0" END STONE x 2] = 43.69' BASE LENGTH

[2 ROWS x 100.0" WIDE] + [9.0" SPACING X 5] + [12.0" SIDE STONE X 2] = 28.50' BASE WIDTH

[12.0" BASE + 60.0" CHAMBER HEIGHT + 12.0" COVER] = 7.00' FIELD HEIGHT

[27 CHAMBERS X 106.5 CF] + [39.5 CF CAP VOLUME X 2 X 3 ROWS] = 3,112.2 CF CHAMBER STORAGE

8,716.5 CF FIELD - 3,112.2 CF CHAMBERS = 5604.2 CF STONE X 40.0% VOIDS = 2,241.7 CF STONE STORAGE

CHAMBER STORAGE + STONE STORAGE = 5.353.9 CF = .123 AF
OVERALL STORAGE EFFICIENCY = 61.4%

27 CHAMBERS, 3 END CAPS
322.8 CY FIELD
207.6 CY STONE

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Issue Date: March 14, 2022

Revisions

No.	Description	Date

STORMTECH DETAILS

Project No.: 2119

C-304

SHEET 11 OF 37

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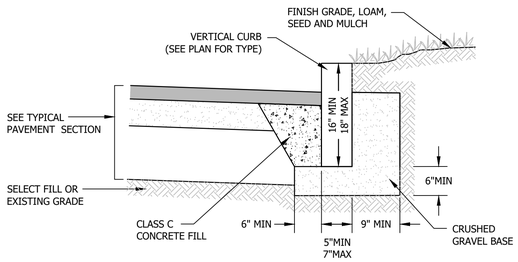
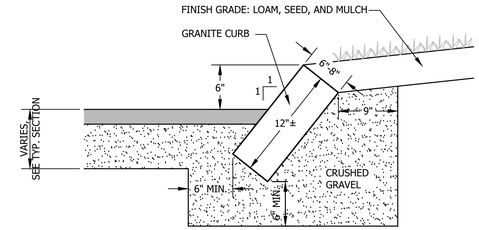


TYPICAL VERTICAL CURB DETAIL

NOT TO SCALE



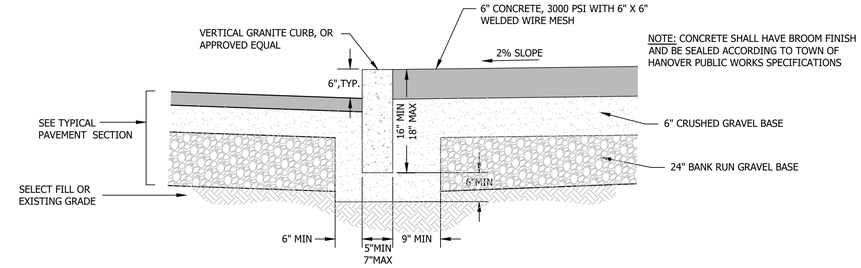
RADIUS	MAX. LENGTH
2'	USE CURVED CURB
2' - 15'	USE RADIAL JOINTS
16' - 28'	1.5'
29' - 41'	2'
42' - 55'	3'
56' - 68'	4'
69' - 82'	5'
83' - 96'	6'
97' - 110'	7'
OVER 110'	8'

NOTE:
ADJOINING STONES SHALL HAVE THE SAME OR APPROXIMATELY THE SAME LENGTH

MIN. LENGTH OF STRAIGHT CURB STONES = 1.5'
MAX. LENGTH OF STRAIGHT CURB STONES = 8'
SEE CHART FOR MAX. LENGTH OF STRAIGHT CURB STONES LAID ON CURVES

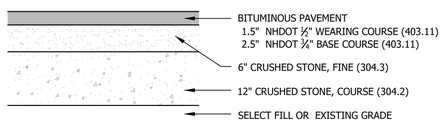
SLOPED GRANITE CURB

NOT TO SCALE



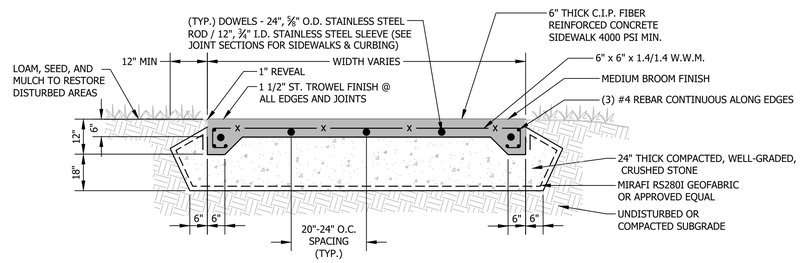
CONCRETE SIDEWALK WITH VERTICAL CURB DETAIL

NOT TO SCALE



TYPICAL PAVEMENT SECTION

NOT TO SCALE



TYPICAL CONCRETE SIDEWALK SECTION

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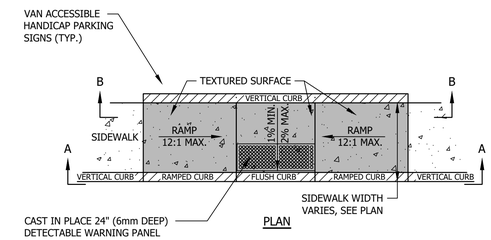
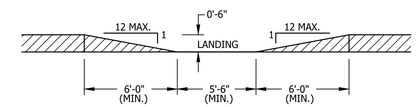
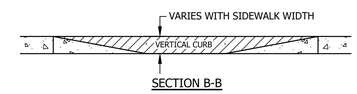


PLAN



SECTION A-A

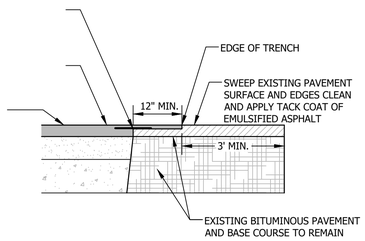
NOTE: RAMP MUST CONFORM TO CURRENT AMERICANS WITH DISABILITIES (ADA) REQUIREMENTS



SECTION B-B

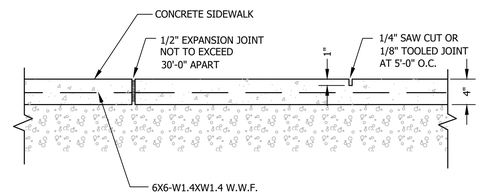
⚠ SIDEWALK RAMP DETAIL WITH WARNING PANEL

NOT TO SCALE



PAVEMENT JOINING DETAIL

NOT TO SCALE

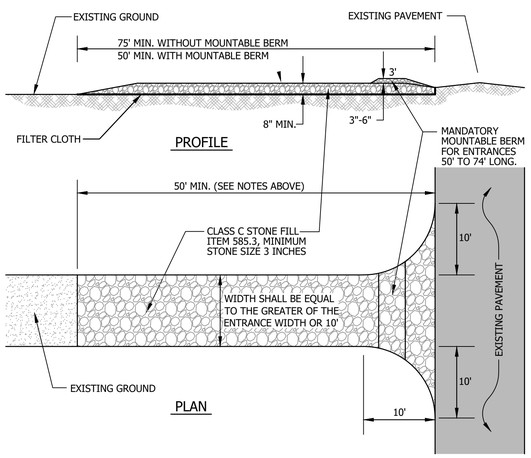


EXPANSION JOINT CONTROL JOINT

NOTE:
THIS DETAIL IS A MINIMUM DESIGN STANDARD FOR PUBLIC SIDEWALKS. SITE SPECIFIC JURISDICTIONAL DETAILS IN EXCEEDANCE OF THIS DETAIL SHALL PREVAIL.

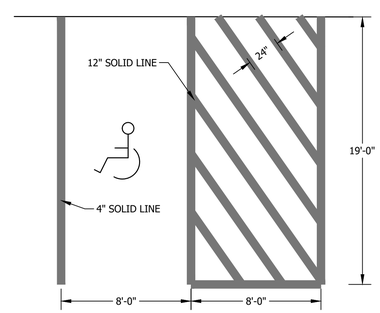
JOINT SECTIONS FOR SIDEWALKS & CURBING

NOT TO SCALE



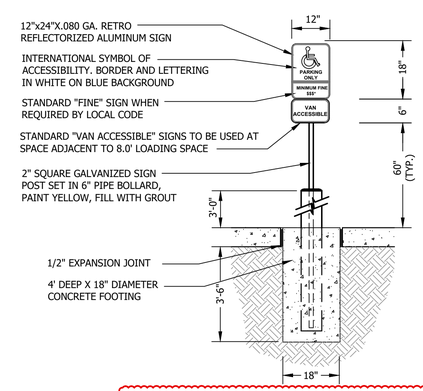
STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



⚠ ADA ACCESSIBLE PARKING DETAIL

NOT TO SCALE



*INCLUDE ON ALL ACCESSIBLE SIGN POLES A SIGN INDICATING MINIMUM FINE OF $(FINE) FOR ILLEGAL PARKING. REFER TO LOCAL CODES FOR FINE AMOUNT.

A. SPECIFIC CODE SHOULD BE REFERENCED FOR LOCAL AND STATE REQUIREMENTS.
B. (1) SIGN AT EACH ACCESSIBLE SPACE. SEE SITE PLAN FOR LOCATION.
C. EXPANSION JOINT MATERIAL NOT REQUIRED WITH FLEXIBLE PAVEMENT.

⚠ ACCESSIBLE PARKING SIGN DETAIL

NOT TO SCALE

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Issue Date: March 14, 2022

Revisions

No.	Description	Date

MISCELLANEOUS DETAILS

Project No.: 2119

C-305

SHEET 12 OF 37

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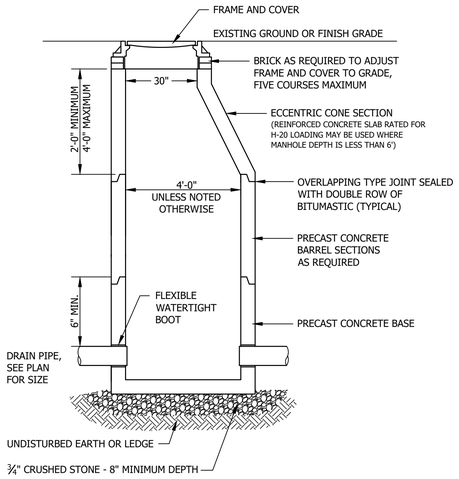
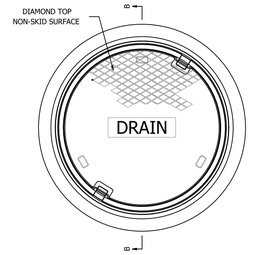


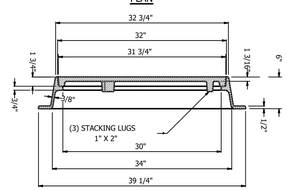
NOTE:
CONTRACTOR SHALL PROVIDE SHOP DRAWINGS TO CONFIRM ADEQUATE DIAMETER AND INVERTS.

DRAIN MANHOLE DETAIL

NOT TO SCALE



PLAN



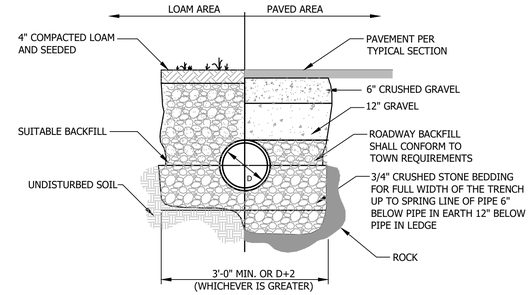
SECTION B-B

NOTES

1. ALL DIMENSIONS ARE NOMINAL
2. LABEL TYPE OF MANHOLE WITH 3" HIGH LETTERS IN THE CENTER OF THE COVER

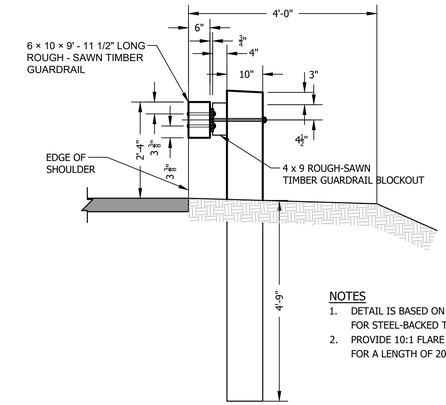
DRAIN MANHOLE FRAME AND GRATE

NOT TO SCALE



⚠ TYPICAL CULVERT TRENCH DETAIL

NOT TO SCALE

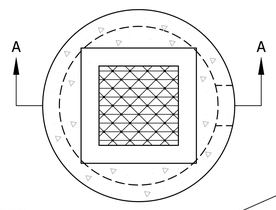


NOTES

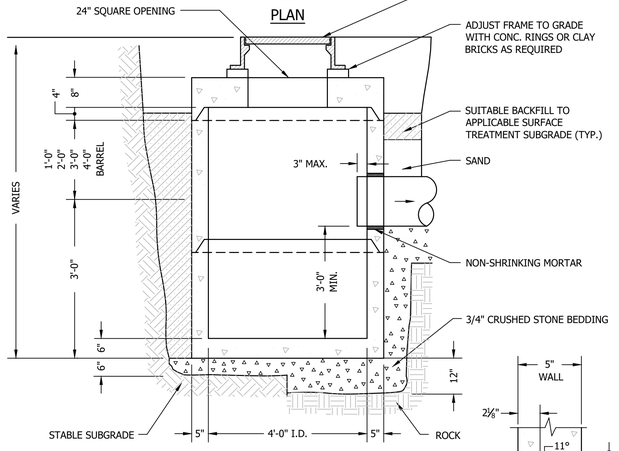
1. DETAIL IS BASED ON US DOT STANDARD 617-60 FOR STEEL-BACKED TIMBER GUARDRAIL TYPE A.
2. PROVIDE 10:1 FLARE AT EACH TERMINAL END FOR A LENGTH OF 20 FEET.

STEEL BACKED TIMBER GUARDRAIL

NOT TO SCALE



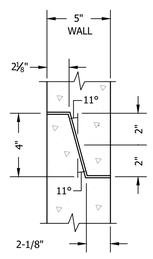
PLAN



SECTION A - A

NOTES:

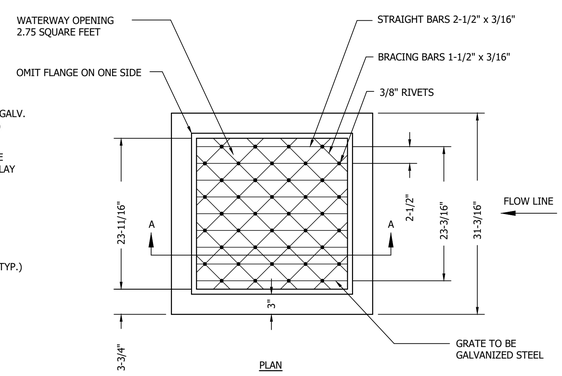
1. CONCRETE SHALL BE 4,000 P.S.I. AFTER 28 DAYS.
2. REINFORCING H-20 LOADING 4 x 4/4 x 4 W.W.M.
3. SHIP LAP JOINT SHALL CONTAIN ONE LINE OF CIRCUMFERENTIAL REINFORCEMENT EQUAL TO 0.12 SQ. IN. PER LINEAR FT. AND SHALL BE SEALED WITH 1 STRIP OF 1" DIA. BUTYL RUBBER SEALANT.
4. EACH CASTING TO HAVE LIFTING HOLES CAST IN.



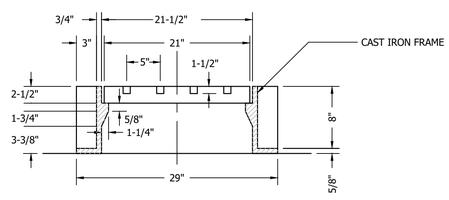
DETAIL OF SHIP LAP JOINT

⚠ TYPICAL CATCH BASIN DETAIL

NOT TO SCALE



PLAN

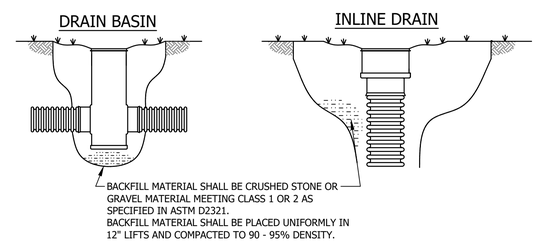


SECTION A - A

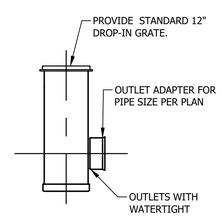
REFERENCE:
NH DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS PLATE 2 OF STANDARD NO. 3

⚠ TYPE "B" GRATE DETAIL

NOT TO SCALE

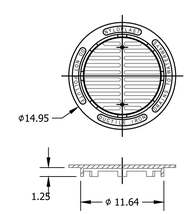


⚠ NYLOPLAST TRENCH DETAILS



⚠ NYLOPLAST DRAIN BASIN

GRATE HAS LIGHT DUTY RATING
QUALITY: MATERIALS SHALL CONFORM TO ASTM A536 GRADE 70-50-05
PAINT: CASTINGS ARE FURNISHED WITH A BLACK PAINT



⚠ NYLOPLAST STANDARD 12" DROP-IN GRATE

NOTE: THESE DETAILS ARE PROVIDED COURTESY OF NYLOPLAST. CONTRACTOR SHALL UTILIZE THE LASTEST DETAILS FROM NYLOPLAST

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APRIL 22 2022
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Issue Date: March 14, 2022

Revisions

No.	Description	Date

MISCELLANEOUS DETAILS

Project No.: 2119

C-306

SHEET 13 OF 37

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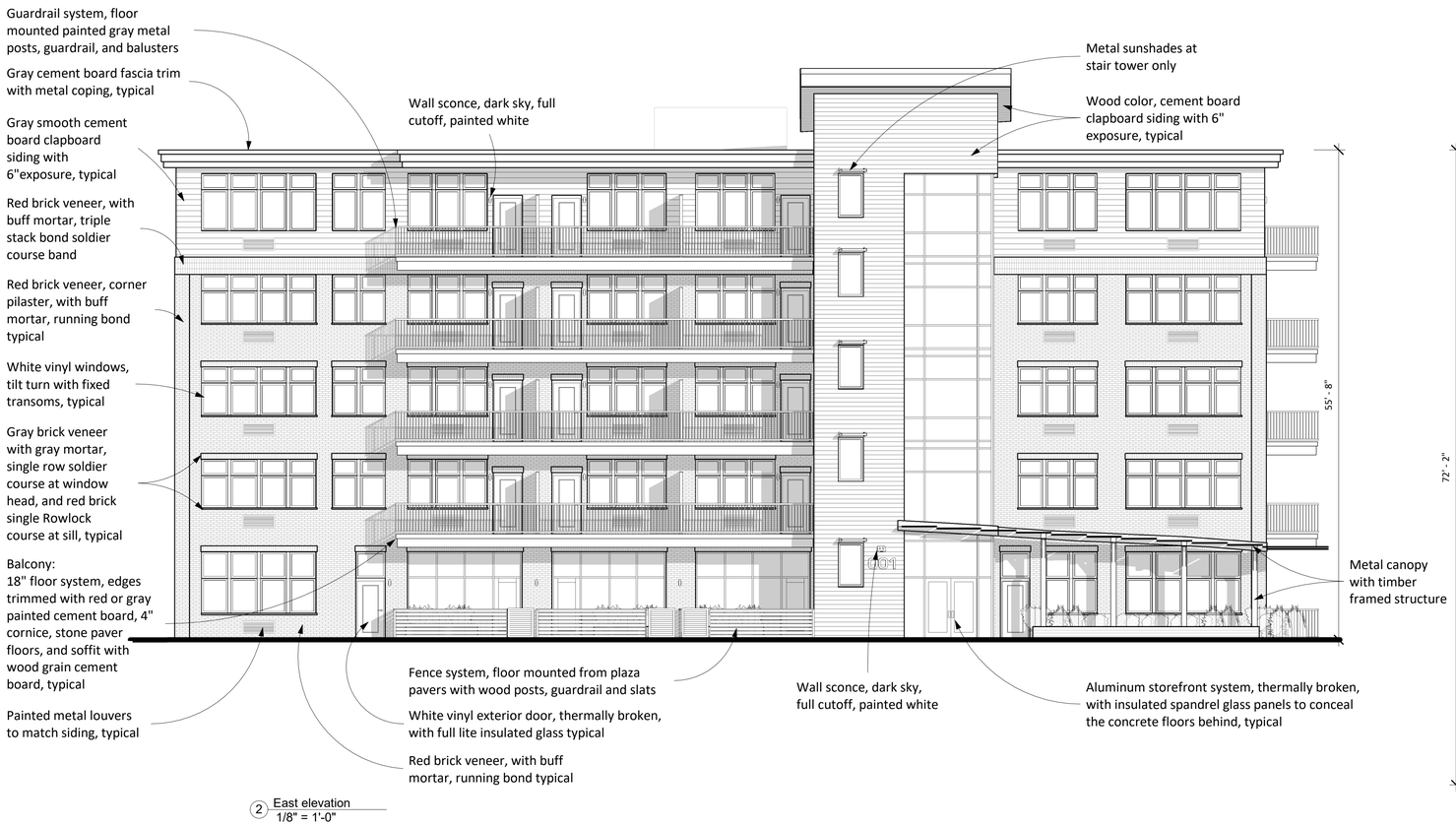
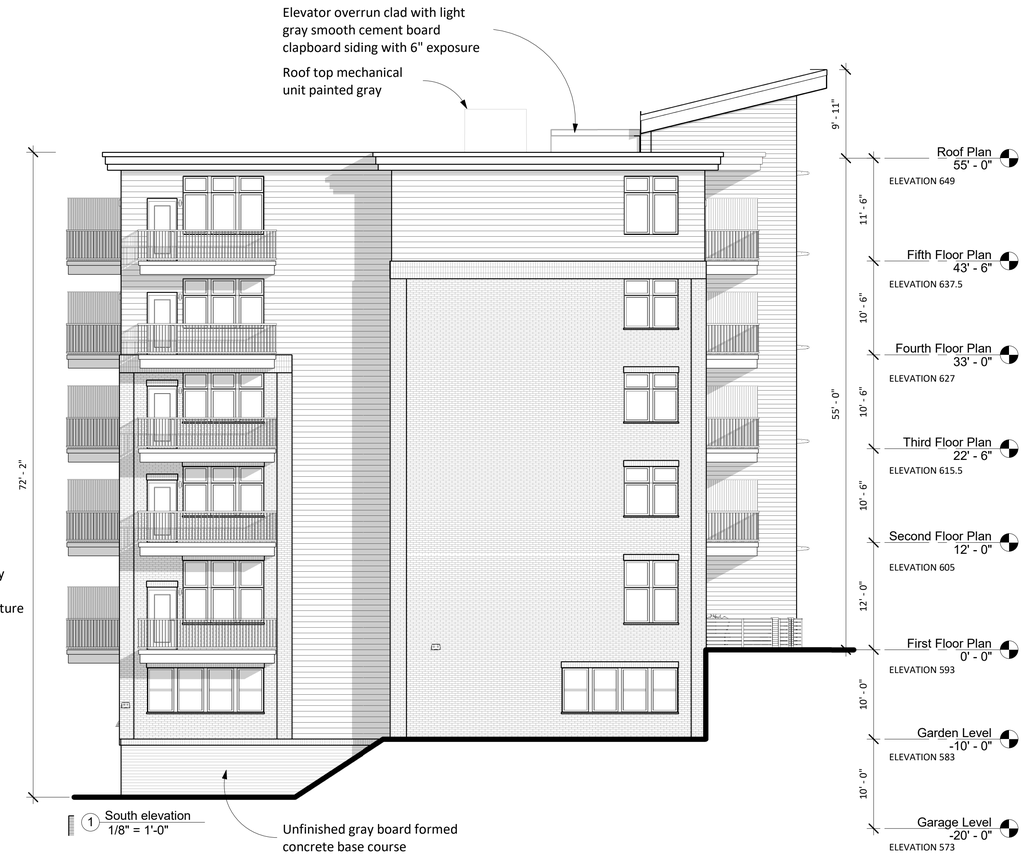
V:\21894 S-N - 2 Nassoma St\DWG\SP\sub\21894_COV-DET-02.dwg, C306 Misc, 4/22/2022 3:00:15 PM, Chris, AutoCAD PDF (General Documentation-no layer).pc3, ARCH full bleed D (24.00 x 36.00 Inches), 1:1



2 East elevation
1/8" = 1'-0"



1 South elevation
1/8" = 1'-0"

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Village Market Redevelopment Recreo LLC

0' 4' 8'

Building 1 Elevations

SHEET 14 OF 37 SD3

APRIL 22, 2022

1/8" = 1'-0"

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Building 1 Elevations

SHEET 15 OF 37

SD3A

April 22, 2022

2 West elevation
1/8" = 1'-0"

1 North elevation
1/8" = 1'-0"

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Village Market Redevelopment Recreo LLC

0' 4' 8'

Building 1 Elevations

SHEET 16 OF 37 SD4

APRIL 22, 2022

1/8" = 1'-0"

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Village Market Redevelopment Recreo LLC

Building 1 Elevations

SHEET 17 OF 37

4 SD4A

April 22, 2022

2 East elevation
1/8" = 1'-0"

1 North elevation
1/8" = 1'-0"

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Village Market Redevelopment Recreo LLC

0' 4' 8'

Building 2 Elevations

SHEET 18 OF 37 SD8

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1/8" = 1'-0"

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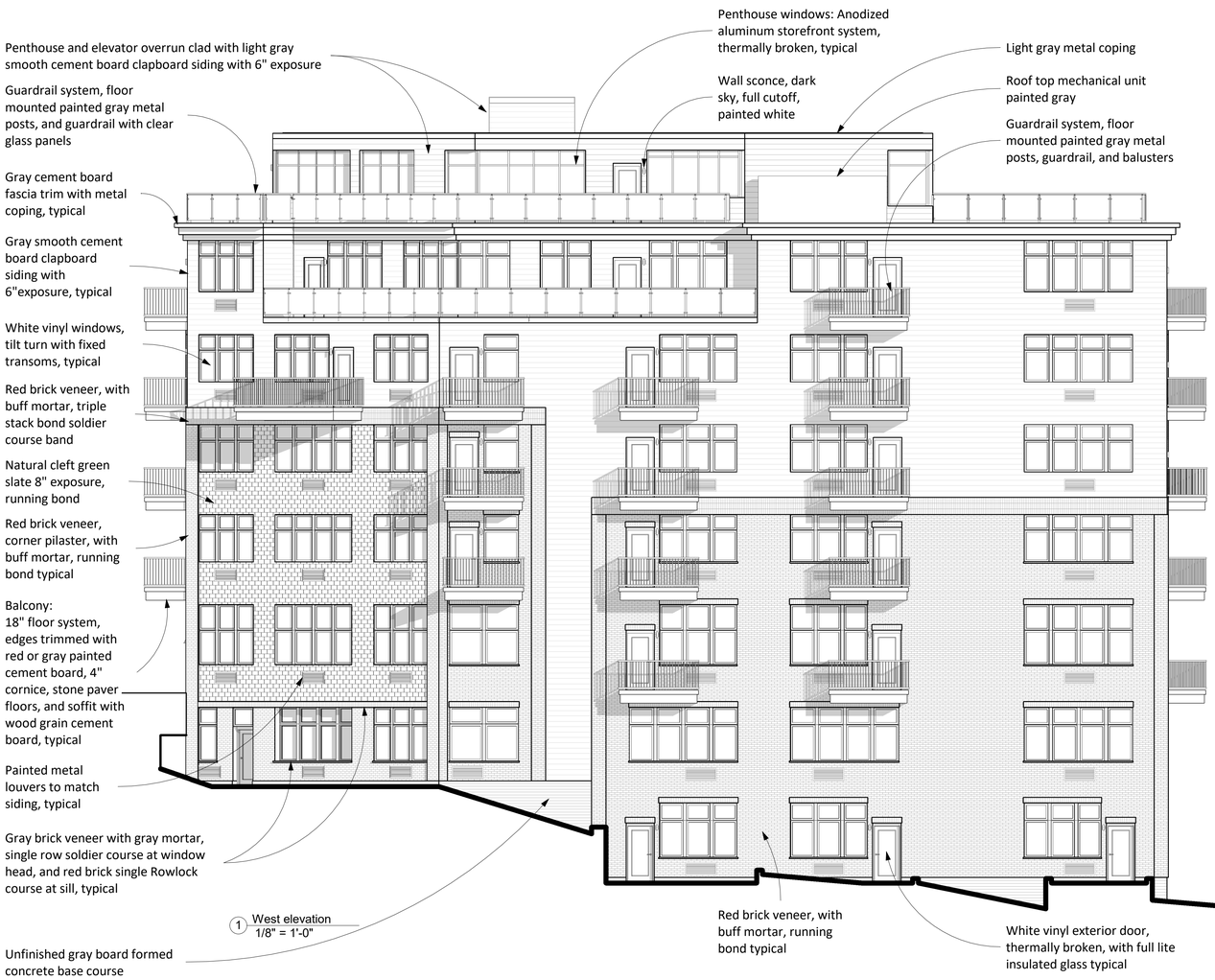
Building 2 Elevations

SHEET 19 OF 37 SD8A

April 22, 2022



1 West elevation
1/8" = 1'-0"

2 South elevation
1/8" = 1'-0"

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0' 4' 8'

Building 2 Elevations

SHEET 20 OF 37 SD9

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1/8" = 1'-0"

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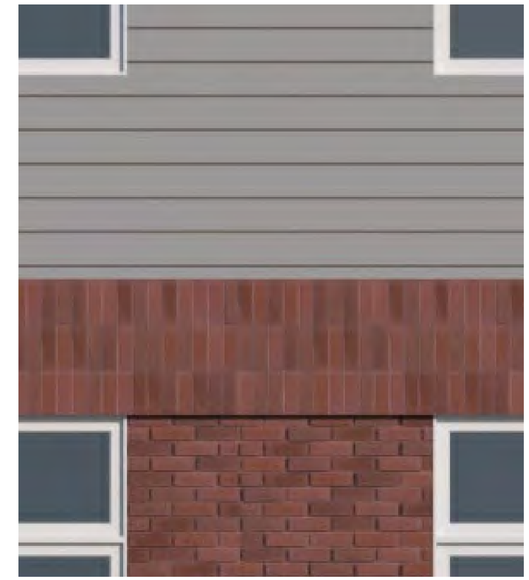
Building 2 Elevations

SHEET 21 OF 37 SD9A

April 22, 2022

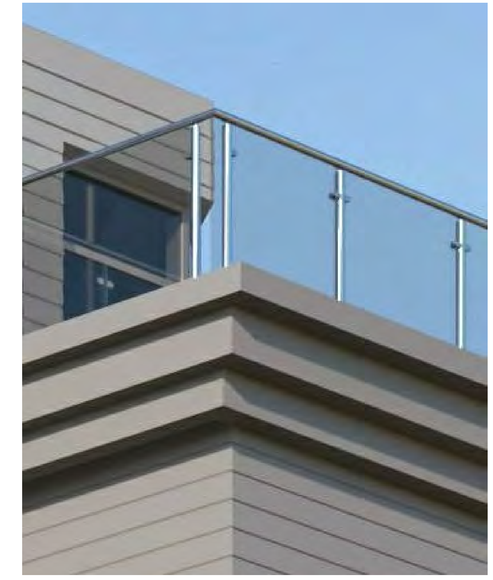
BUILDING 2 LOBBY AND STOREFRONT



TOP OF SOLDIER COURSE TRANSITION FROM MASONRY VENNER TO FIBERCEMENT SIDING

BUILDING 1 LOBBY AND STOREFRONT

METAL BALCONY AND RAILING ASSEMBLY



GLASS BALCONY AND RAILING ASSEMBLY

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Exterior Vignettes

SHEET 22 OF 37 **SD10**

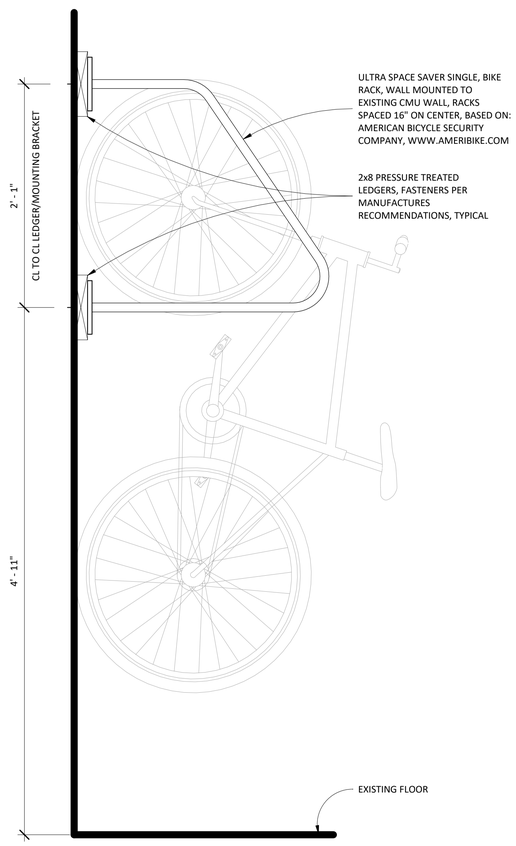
April 22, 2022

TILT & TURN

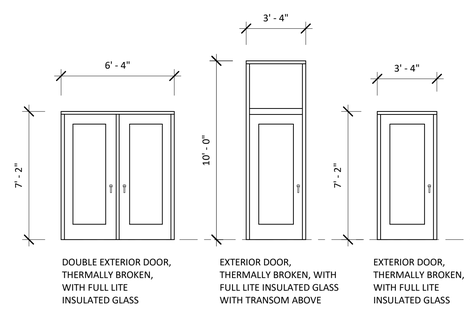
Our innovative tilt & turn windows offer unmatched versatility.

Enjoy the best features of casement, fixed and tilting designs with our elegant and simple tilt & turn windows. They tilt inward from the top for draft-free ventilation even during rain or, with a simple turn of the handle, open inward just like a door for maximum ventilation and easy cleaning. When closed, our tilt & turn windows appear just as elegant as our fixed windows. With a multi-point locking mechanism, they provide the best performance and are a fantastic choice for any room in the main and upper levels of your home.

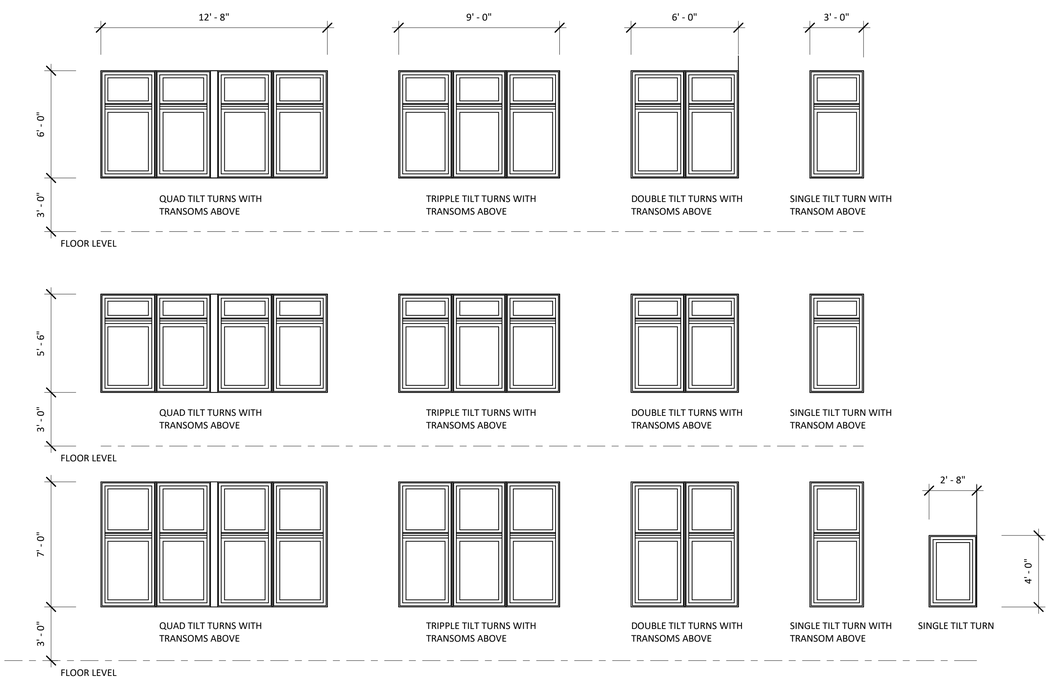
WINDOW AND BRICK HEAD AND SILL ASSEMBLY



2 Bike Parking Mount Detail
1 1/2" = 1'-0"



1 Door and Window Styles
1/4" = 1'-0"



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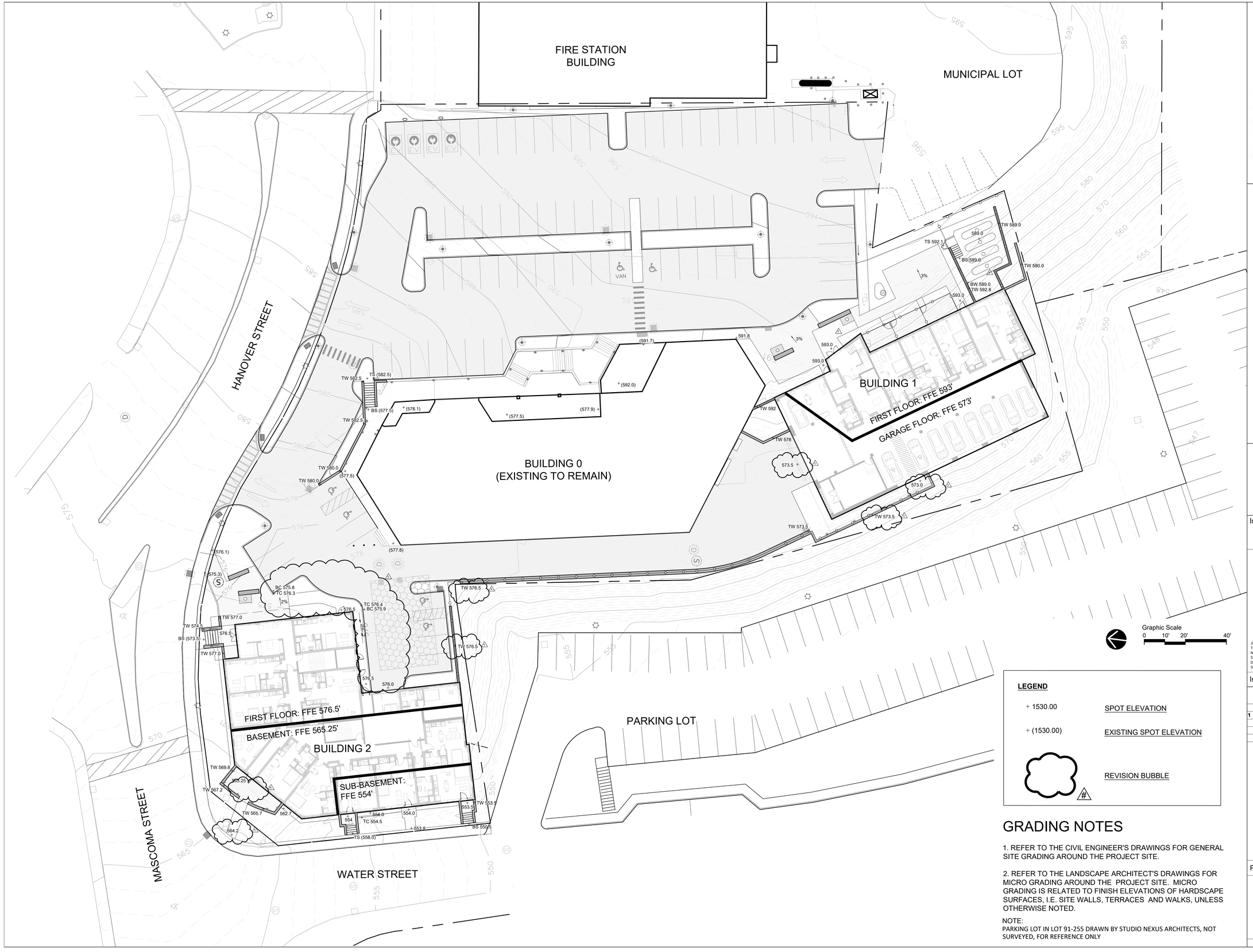
Exterior Vignettes and Elements

SHEET 23 OF 37 SD11

April 22, 2022

As indicated



LEGEND

+ 1530.00	SPOT ELEVATION
+ (1530.00)	EXISTING SPOT ELEVATION
#	REVISION BUBBLE

GRADING NOTES

1. REFER TO THE CIVIL ENGINEER'S DRAWINGS FOR GENERAL SITE GRADING AROUND THE PROJECT SITE.

2. REFER TO THE LANDSCAPE ARCHITECT'S DRAWINGS FOR MICRO GRADING AROUND THE PROJECT SITE. MICRO GRADING IS RELATED TO FINISH ELEVATIONS OF HARDSCAPE SURFACES, I.E. SITE WALLS, TERRACES AND WALKS, UNLESS OTHERWISE NOTED.

NOTE:
PARKING LOT IN LOT 91-255 DRAWN BY STUDIO NEXUS ARCHITECTS, NOT SURVEYED, FOR REFERENCE ONLY

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Revisions

No.	Description	Date
1	Revision 1	04/22/22

SITE DETAILED GRADING PLAN

Project No.: 2119

L1.00

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FRONT YARD ENCROACHMENTS

TOTAL RESIDENTIAL BUILDING FRONTAGE ALONG MASCOMA + WATER STREET:	= 198 FT
GROUND FLOOR USES IN FRONT YARD	= 64.5 FT
	= 32.5%
PERCENT ALLOWED	= 35%

NOTE:
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Revisions

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1	Revision 1	04/22/22

LAYOUT PLAN

Project No.: 2119

L2.00 1

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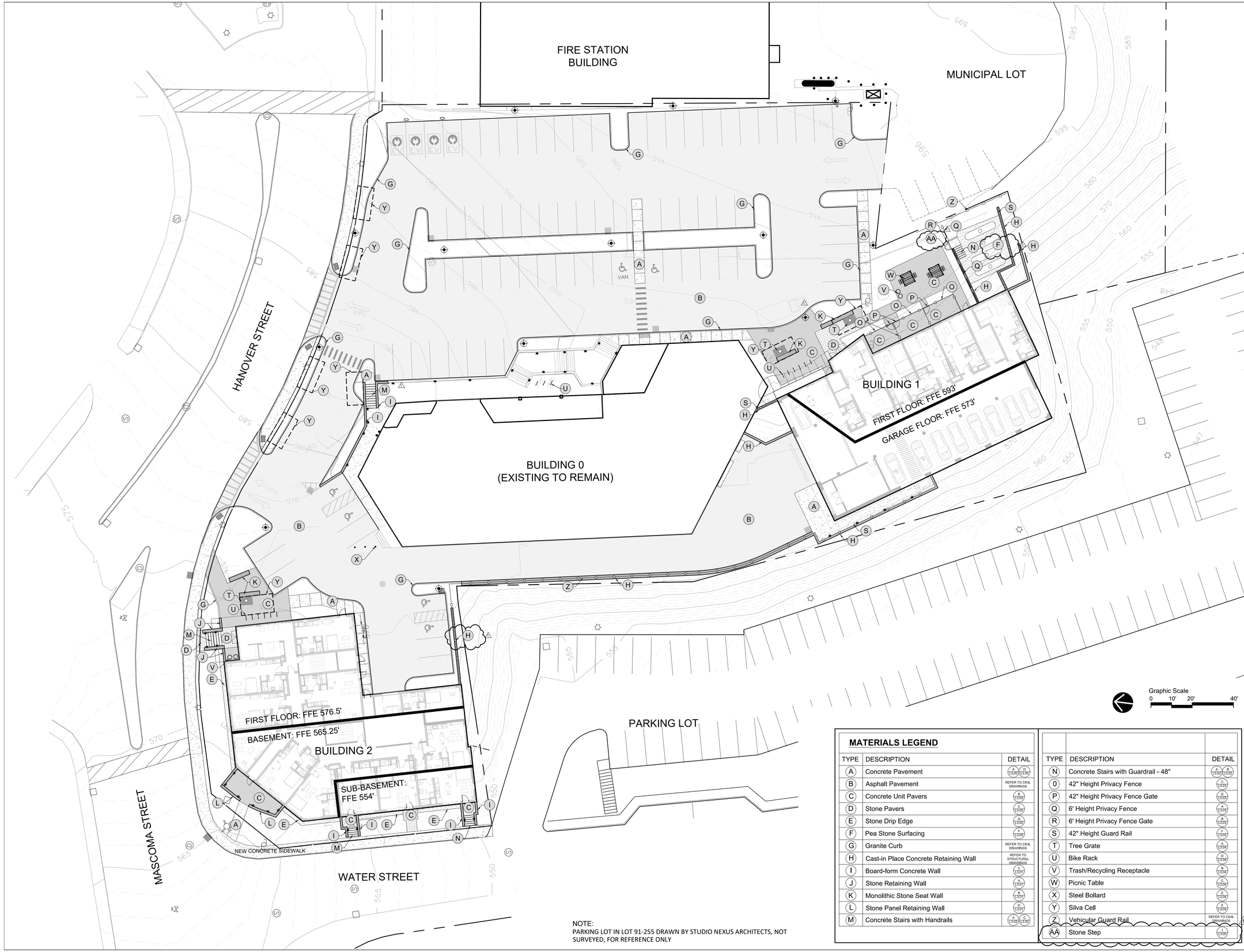

NOTE:
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MATERIALS LEGEND

TYPE	DESCRIPTION	DETAIL
A	Concrete Pavement	A/L3.00, D/L3.00
B	Asphalt Pavement	REFER TO CIVIL DRAWINGS
C	Concrete Unit Pavers	B/L3.00
D	Stone Pavers	C/L3.00
E	Stone Drip Edge	D/L3.00
F	Pea Stone Surfacing	F/L3.00
G	Granite Curb	REFER TO CIVIL DRAWINGS
H	Cast-in Place Concrete Retaining Wall	REFER TO STRUCTURAL DRAWINGS
I	Board-form Concrete Wall	C/L3.01
J	Stone Retaining Wall	A/L3.01
K	Monolithic Stone Seat Wall	B/L3.01
L	Stone Panel Retaining Wall	D/L3.01
M	Concrete Stairs with Handrails	A/L3.02, C/L3.02
N	Concrete Stairs with Guardrail - 48"	A/L3.02, B/L3.02
O	42" Height Privacy Fence	C/L3.03
P	42" Height Privacy Fence Gate	D/L3.03
Q	6' Height Privacy Fence	A/L3.03
R	6' Height Privacy Fence Gate	B/L3.03
S	42" Height Guard Rail	F/L3.02
T	Tree Grate	A/L3.04
U	Bike Rack	D/L3.04
V	Trash/Recycling Receptacle	B/L3.04
W	Picnic Table	C/L3.04
X	Steel Bollard	E/L3.04
Y	Silva Cell	E/L3.04
Z	Vehicular Guard Rail	REFER TO CIVIL DRAWINGS
AA	Stone Step	A/L3.00

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1	Revision 1	04/22/22

MATERIALS PLAN

Project No.: 2119

L2.01

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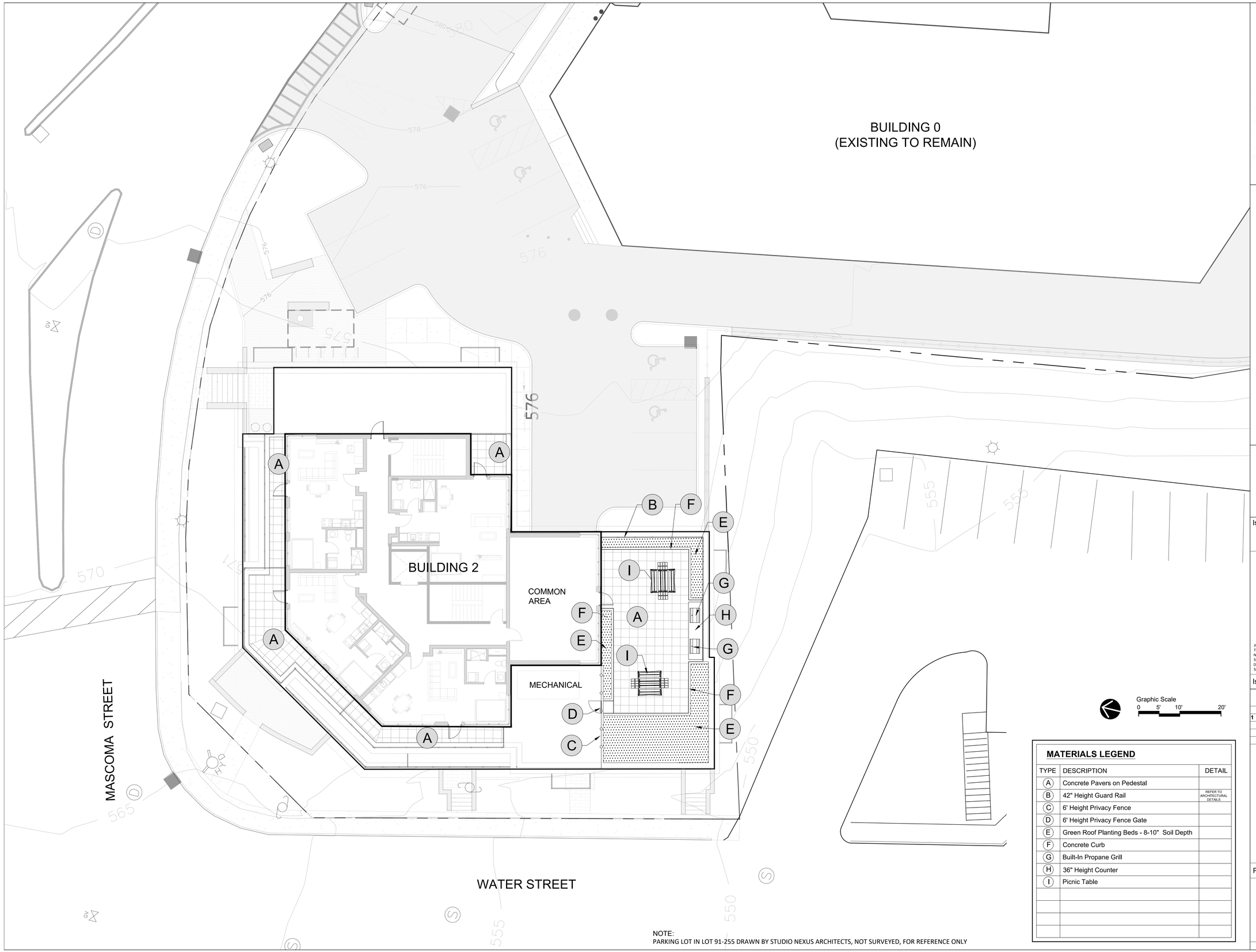

NOTE:
PARKING LOT IN LOT 91-255 DRAWN BY STUDIO NEXUS ARCHITECTS, NOT SURVEYED, FOR REFERENCE ONLY

Graphic Scale
0 5' 10' 20'

MATERIALS LEGEND

TYPE	DESCRIPTION	DETAIL
A	Concrete Pavers on Pedestal	
B	42" Height Guard Rail	REFER TO ARCHITECTURAL DETAILS
C	6' Height Privacy Fence	
D	6' Height Privacy Fence Gate	
E	Green Roof Planting Beds - 8-10" Soil Depth	
F	Concrete Curb	
G	Built-In Propane Grill	
H	36" Height Counter	
I	Picnic Table	

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Issue Date: March 14, 2022

Revisions

No.	Description	Date
1	Revision 1	04/22/22

ROOFTOP MATERIALS PLAN

Project No.: 2119

L2.02 4

SHEET 27 OF 37

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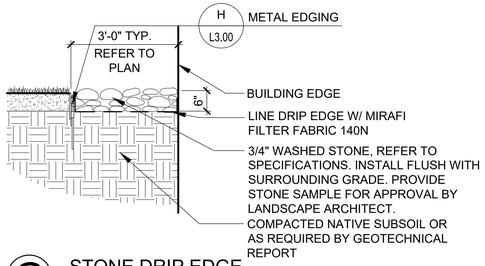
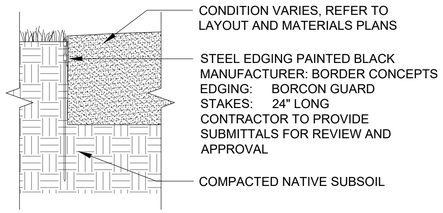


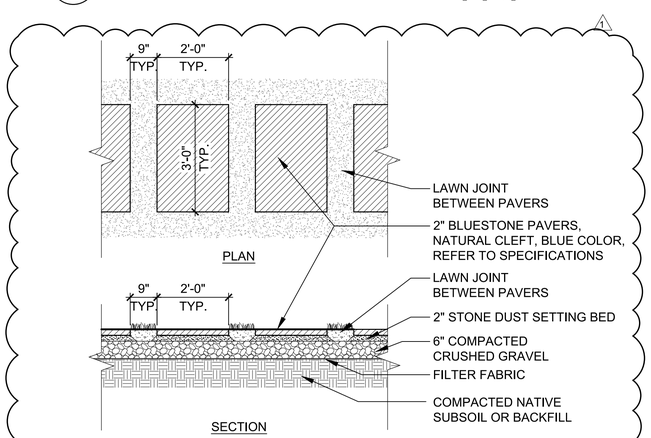
G STONE DRIP EDGE

SCALE 1/2" = 1'-0" d-stone drip edge.dwg



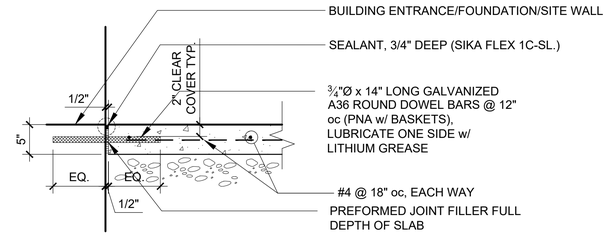
H METAL EDGING

SCALE 1" = 1'-0" d-metal edging.dwg

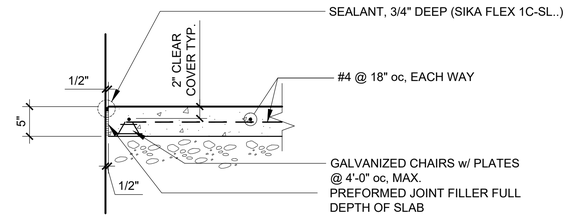


I STONE STEPPERS

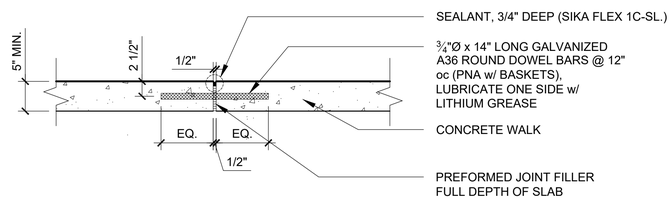
SCALE 1/2" = 1'-0" stone steppers.dwg



ISOLATION JOINT @ STRUCTURE



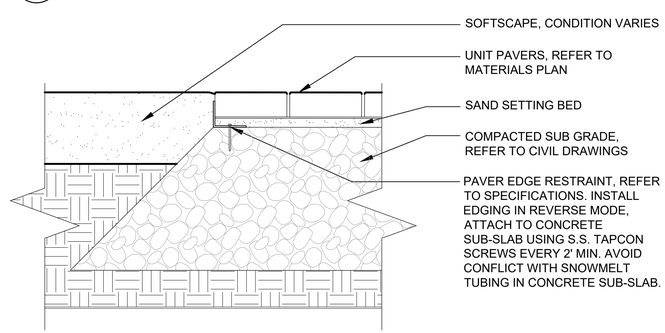
ISOLATION JOINT (ADJACENT TO ADA RAMP)



TYPICAL DOWELED EXPANSION AND CONSTRUCTION JOINTS

D JOINTS - CONCRETE PAVEMENT

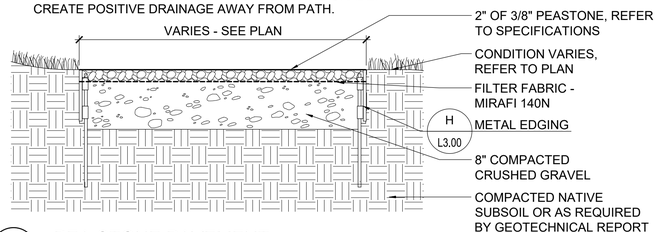
SCALE 1" = 1'-0" d-concrete joints.dwg



E PAVER EDGE RESTRAINT

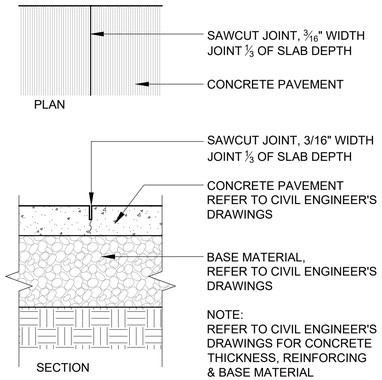
SCALE 2" = 1'-0" d-paver restraint.dwg

NOTE: PATH TO BE FLUSH WITH SURROUNDING GRADE. CREATE POSITIVE DRAINAGE AWAY FROM PATH.



F PEA STONE PAVEMENT

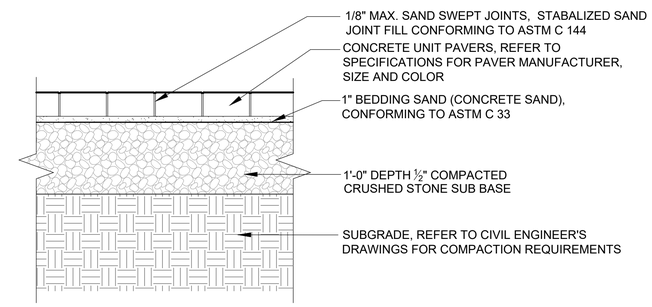
SCALE 1" = 1'-0" d-pea stone.dwg



A CONCRETE PAVEMENT

SCALE 1" = 1'-0" d-concrete pavement.dwg

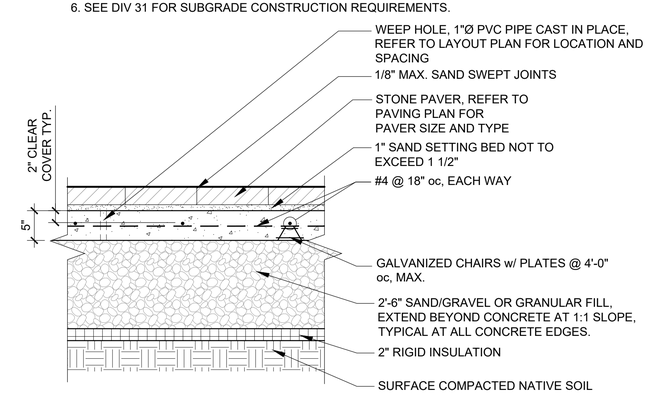
NOTES:
1. SLOPE TOP OF CONCRETE SLAB IN ACCORDANCE WITH GRADING PLAN.
2. REFER TO CIVIL ENGINEER'S DRAWINGS FOR CONCRETE SLAB, REINFORCING, AND SUBBASE MATERIAL
3. INSTALL PAVER EDGE RESTRAINT WHERE PAVERS ARE ADJACENT TO SOFT SCAPE.
4. COORDINATE WEEP LOCATIONS WITH AREA DRAINS



B CONCRETE UNIT PAVERS

SCALE 1" = 1'-0" d-conc pavers.dwg

NOTES:
1. SLOPE TOP OF CONCRETE BASE IN ACCORDANCE WITH GRADING PLAN
2. INSTALL PAVER EDGE RESTRAINT ON EXPOSED EDGES. SEE DETAIL F/LA300
3. REFER TO PAVING PLANS FOR PAVING PATTERNS AND LAYOUT.
4. APPLY "SAND JOINT STABILIZER" ON ALL PAVERS (By PROSOCO, Inc.) INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
5. SEE DIV 03 SPEC FOR CONCRETE CONSTRUCTION REQUIREMENTS.
6. SEE DIV 31 FOR SUBGRADE CONSTRUCTION REQUIREMENTS.



C STONE PAVERS OVER CONCRETE

SCALE 1" = 1'-0" d-stone pavers over concrete.dwg

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Issue Date: March 14, 2022

Revisions

No.	Description	Date
1	Revision 1	04/22/22

SITE DETAILS

Project No.: 2119

L3.00

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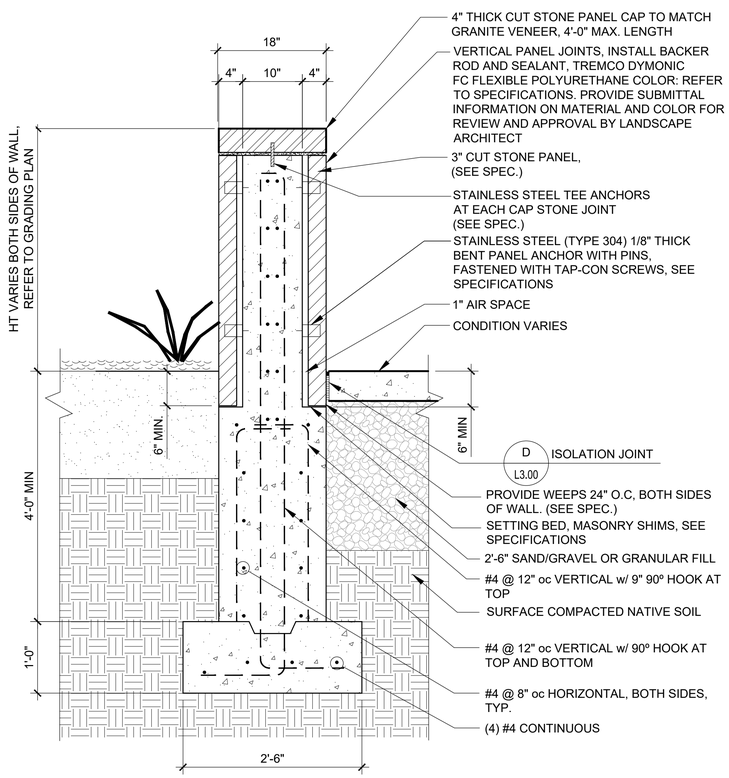
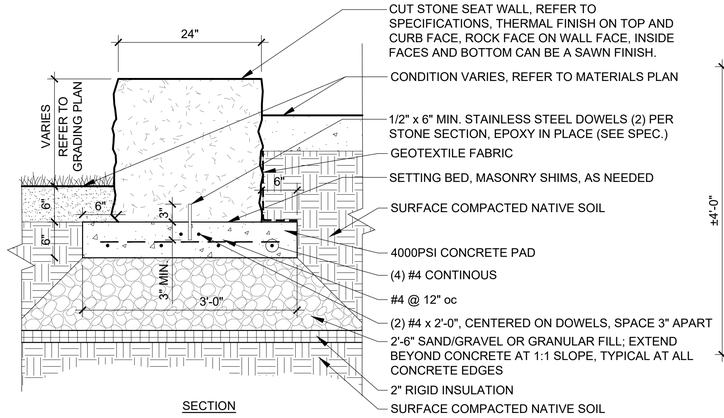
2. SEE DIV 03 SPEC FOR CONCRETE CONSTRUCTION REQUIREMENTS.
3. SEE DIV 31 FOR SUBGRADE CONSTRUCTION REQUIREMENTS.

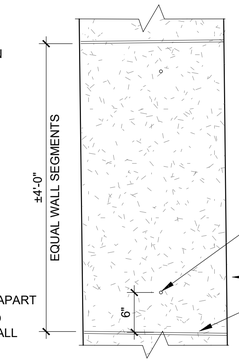


D STONE PANEL RETAINING WALL

SCALE 1" = 1'-0"

d-stone panel retaining wall.dwg





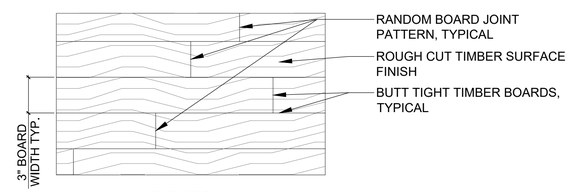
NOTES:
1. REFER TO LAYOUT DRAWINGS FOR HORIZONTAL LAYOUT AND RADIUS INFORMATION
2. REFER TO GRADING PLANS FOR ELEVATIONS
3. DRILL MARKS ARE NOT ACCEPTABLE ON ANY FACE OF STONE MATERIAL
4. SAW CUT INTERIOR ENDS OF STONE PIECES.
5. STONE PIECES TO BE RADIAL CUT AS NECESSARY.
6. CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO FABRICATION.
7. SEE DIV 03 SPEC FOR CONCRETE CONSTRUCTION REQUIREMENTS.
8. SEE DIV 31 FOR SUBGRADE CONSTRUCTION REQUIREMENTS.

A MONOLITHIC STONE RETAINING WALL

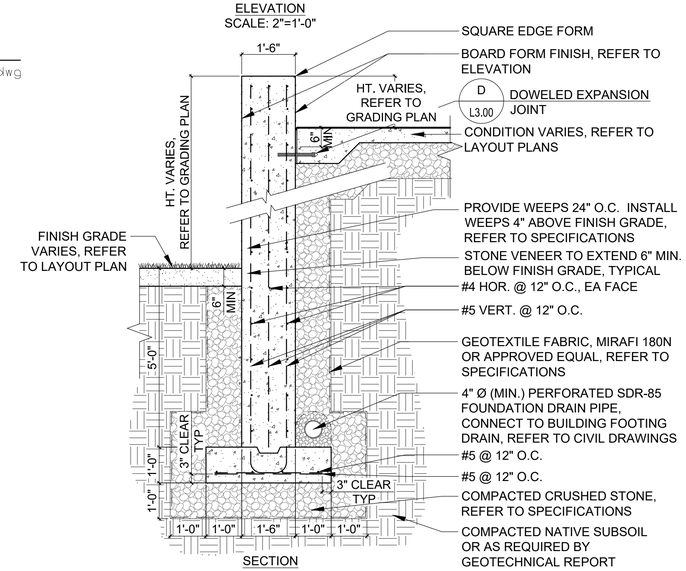
SCALE 1" = 1'-0"

d-monolithic stone wall.dwg

NOTES:
1. REFER TO LAYOUT DRAWINGS FOR HORIZONTAL LAYOUT INFORMATION
2. SEE DIV 03 SPEC FOR CONCRETE CONSTRUCTION REQUIREMENTS.
3. SEE DIV 31 FOR SUBGRADE CONSTRUCTION REQUIREMENTS.



ELEVATION
SCALE: 2"=1'-0"

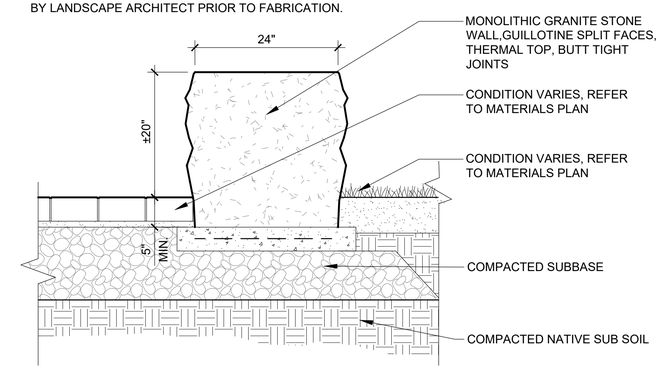


C BOARDFORM CONCRETE WALL

SCALE 1/2" = 1'-0"

d-boardform concrete wall.dwg

NOTES:
1. WALL SEGMENTS TO BE ±4'-0" LONG, 3'-0" MIN. APPROXIMATELY THE SAME LENGTH THROUGHOUT WALL
2. REFER TO GRADING PLANS FOR ELEVATIONS
3. DRILL MARKS ARE NOT ACCEPTABLE ON ANY FACE OF STONE MATERIAL
4. SAW CUT INTERIOR ENDS OF STONE PIECES.
5. CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO FABRICATION.



B MONOLITHIC STONE SEAT WALL

SCALE 1" = 1'-0"

d-quarried seat wall on pavers.dwg

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Issue Date: March 14, 2022

Revisions

No.	Description	Date

SITE DETAILS

Project No.: 2119

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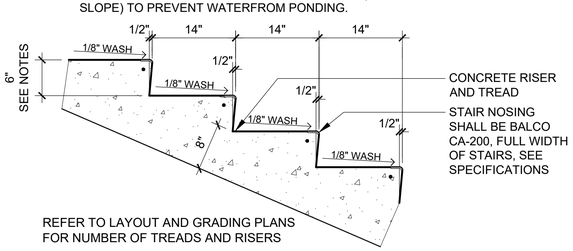
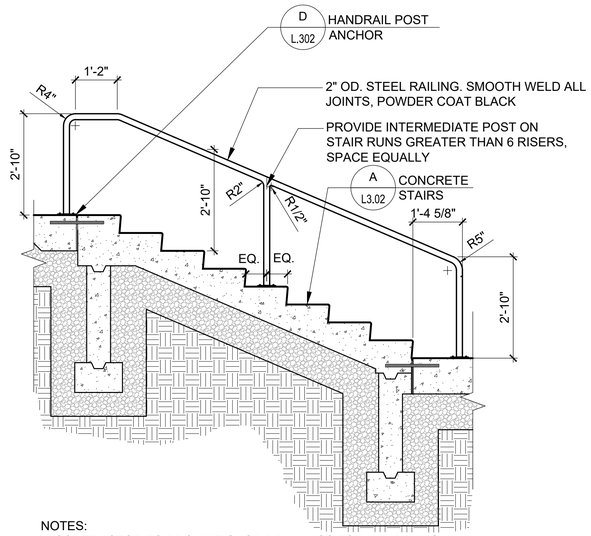
NOTES:
1. REFER TO STRUCTURAL ENGINEER'S DRAWINGS FOR CONCRETE AND REINFORCING INFORMATION
2. PROVIDE POSITIVE DRAINAGE ON EACH TREAD (1% SLOPE) TO PREVENT WATERFROM PONDING.



E 14" CONCRETE TREAD W / 6" RISER

SCALE 1" = 1'-0"

d-concrete tread 14.dwg



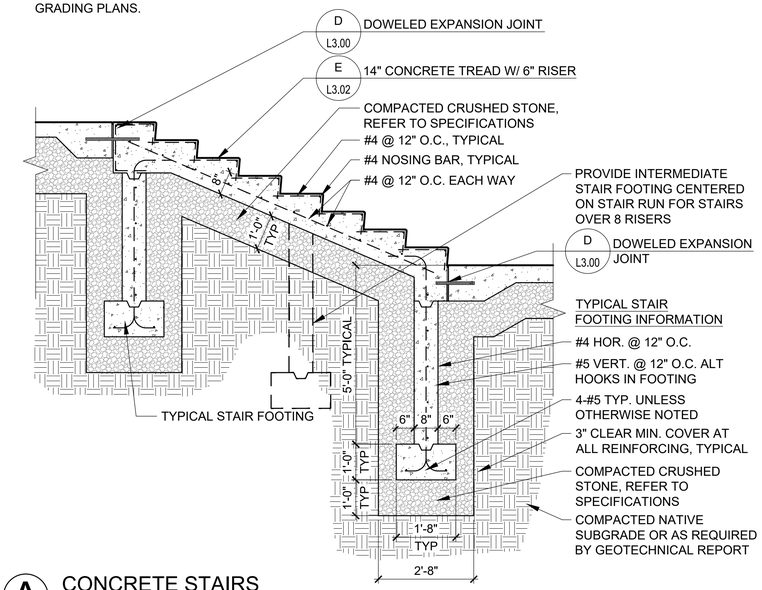
NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR HANDRAILS.
2. SEE DIV 04 SPEC FOR METAL REQUIREMENTS

C CONCRETE STAIRS WITH HANDRAIL

SCALE: 1/2" = 1'-0"

d-handrail-A.dwg

NOTES:
1. REFER TO LAYOUT DRAWINGS FOR HORIZONTAL LAYOUT INFORMATION
2. SEE DIV 03 SPEC FOR CONCRETE CONSTRUCTION REQUIREMENTS.
3. SEE DIV 31 FOR SUBGRADE CONSTRUCTION REQUIREMENTS.
4. CONTRACTOR TO VERIFY NUMBER OF TREADS/RISERS ON LAYOUT AND GRADING PLANS.

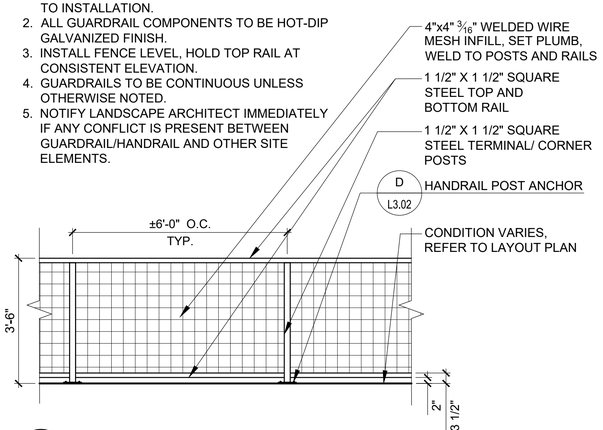


A CONCRETE STAIRS

SCALE: 1/2" = 1'-0"

d-concrete stairs.dwg

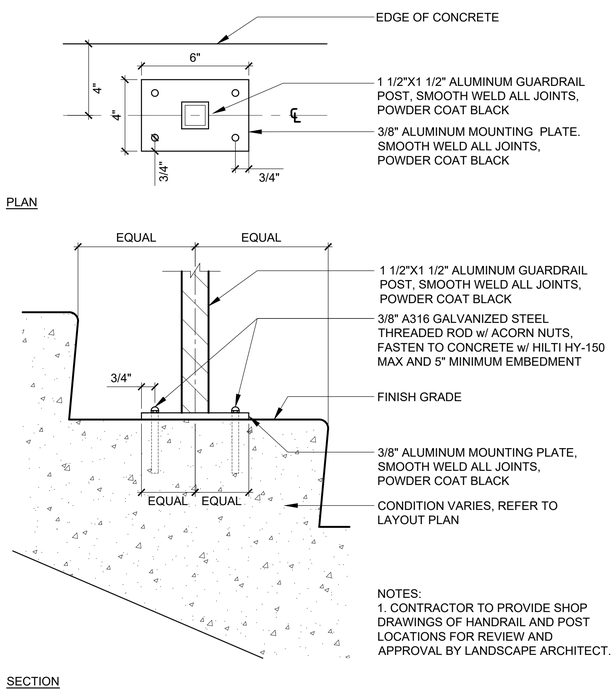
NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR GUARDRAIL CONSTRUCTION FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. ALL GUARDRAIL COMPONENTS TO BE HOT-DIP GALVANIZED FINISH.
3. INSTALL FENCE LEVEL, HOLD TOP RAIL AT CONSISTENT ELEVATION.
4. GUARDRAILS TO BE CONTINUOUS UNLESS OTHERWISE NOTED.
5. NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IF ANY CONFLICT IS PRESENT BETWEEN GUARDRAIL/HANDRAIL AND OTHER SITE ELEMENTS.



F 42" HEIGHT GUARDRAIL

SCALE 1/2" = 1'-0"

d-42" guardrail.dwg

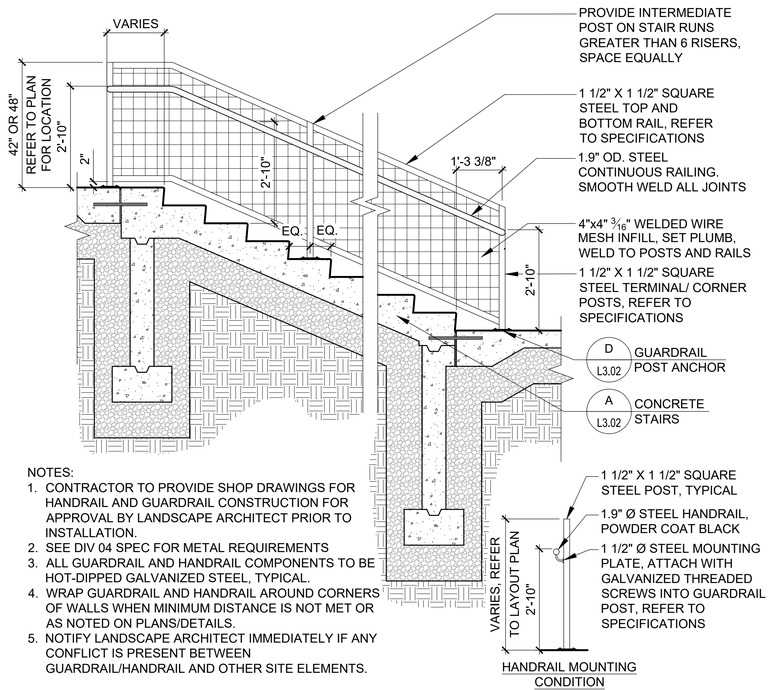


NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS OF HANDRAIL AND POST LOCATIONS FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT.

D GUARDRAIL POST ANCHOR

SCALE 3" = 1'-0"

d-guardrail post anchor.dwg



NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR HANDRAIL AND GUARDRAIL CONSTRUCTION FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. SEE DIV 04 SPEC FOR METAL REQUIREMENTS
3. ALL GUARDRAIL AND HANDRAIL COMPONENTS TO BE HOT-DIPPED GALVANIZED STEEL, TYPICAL.
4. WRAP GUARDRAIL AND HANDRAIL AROUND CORNERS OF WALLS WHEN MINIMUM DISTANCE IS NOT MET OR AS NOTED ON PLANS/DETAILS.
5. NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IF ANY CONFLICT IS PRESENT BETWEEN GUARDRAIL/HANDRAIL AND OTHER SITE ELEMENTS.

B GUARDRAIL WITH HANDRAIL

SCALE: 1/2" = 1'-0"

d-guardrail-A.dwg

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Issue Date: March 14, 2022

Revisions

No.	Description	Date

SITE DETAILS

Project No.: 2119

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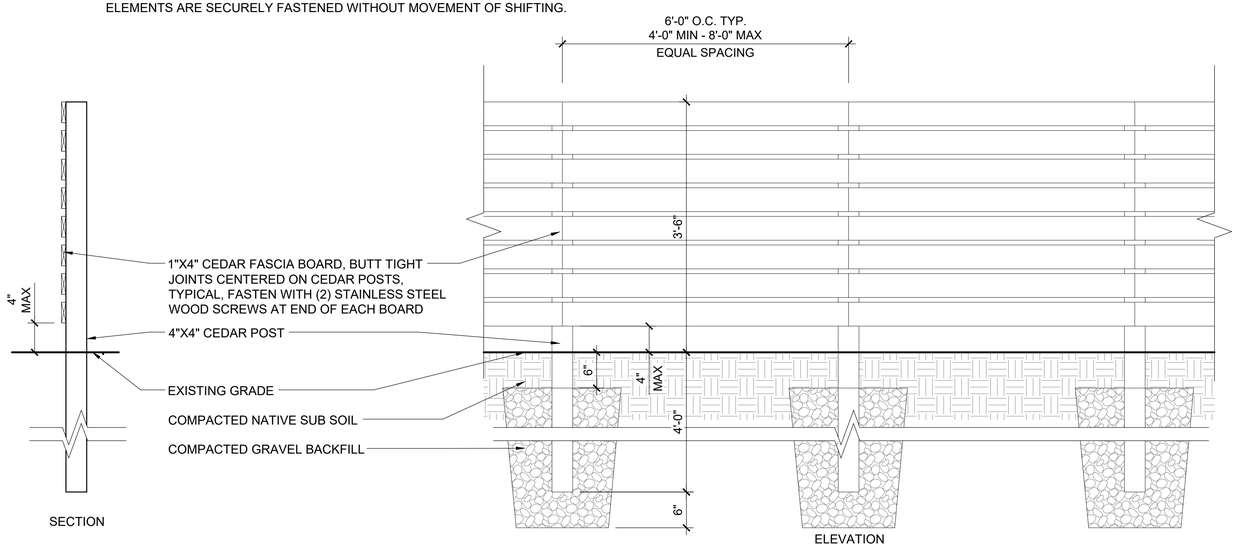
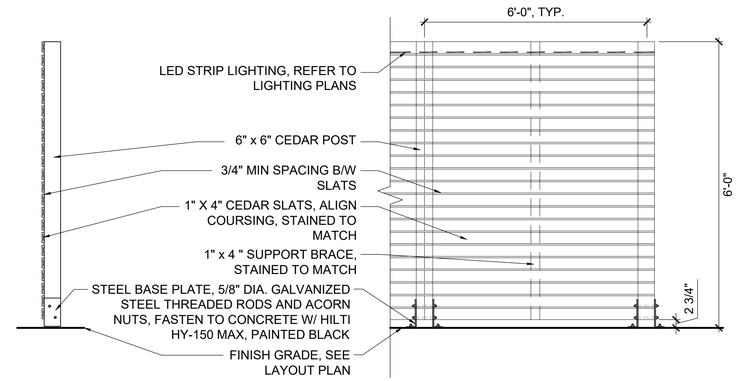
NOTES:
1. ALL WOOD POSTS, RAILS, AND FASCIA BOARDS TO BE MADE OF EASTERN WHITE CEDAR.
2. ALL FASTENERS AND ASSOCIATED HARDWARE SHALL BE STAINLESS STEEL AND TAMPER PROOF.
3. CONTRACTOR SHALL ENSURE ALL POSTS ARE SET SECURELY IN GRADE AND FENCE MESH/FENCE ELEMENTS ARE SECURELY FASTENED WITHOUT MOVEMENT OF SHIFTING.



C 42" HT. PRIVACY FENCE
SCALE 1" = 1'-0"

d-42inch privacy fence.dwg

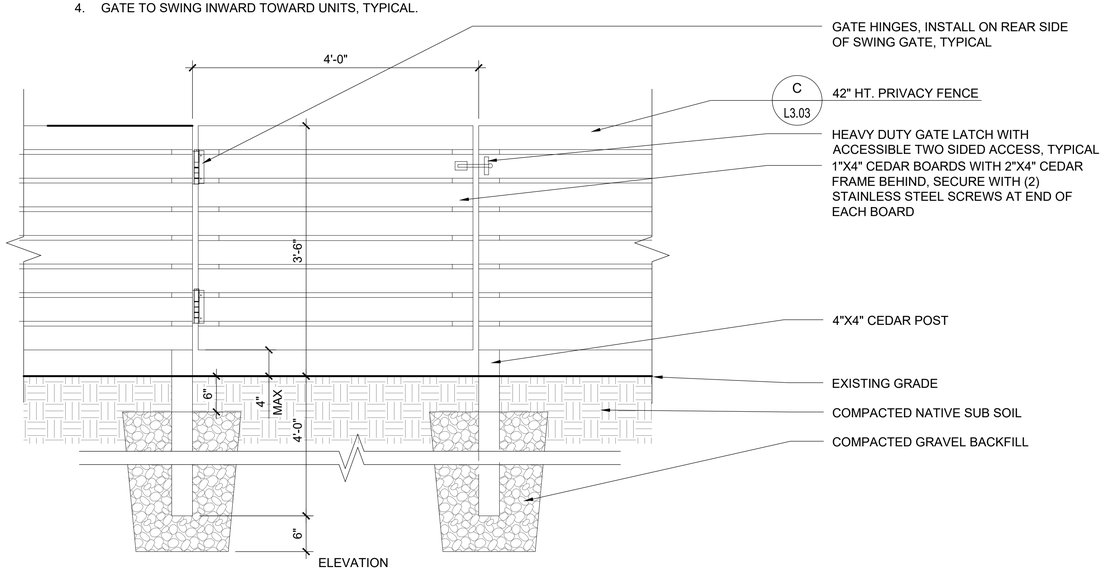
NOTES:
1. ALL WOOD POSTS, RAILS, FASCIA BOARDS, AND SLATS TO BE MADE OF EASTERN WHITE CEDAR.
2. ALL ASSOCIATED HARDWARE SHOULD BE STAINLESS STEEL AND TAMPER PROOF.
3. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR REVIEW BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.



A 6' HT. PRIVACY FENCE
SCALE 1/2" = 1'-0"

d-wood screen fence-horizontal.dwg

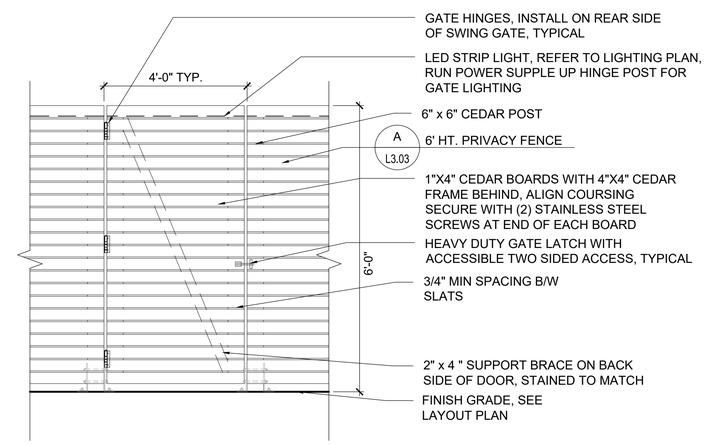
NOTES:
1. ALL WOOD POSTS,RAILS, AND FASCIA BOARDS TO BE MADE OF EASTERN WHITE CEDAR.
2. ALL FASTENERS AND ASSOCIATED HARDWARE SHALL BE STAINLESS STEEL AND TAMPER PROOF.
3. CONTRACTOR SHALL ENSURE ALL POSTS ARE SET SECURELY IN GRADE AND FENCE MESH/FENCE ELEMENTS ARE SECURELY FASTENED WITHOUT MOVEMENT OF SHIFTING.
4. GATE TO SWING INWARD TOWARD UNITS, TYPICAL.



D 42" HT. PRIVACY FENCE GATE
SCALE 1" = 1'-0"

d-42inch privacy fence-gate.dwg

NOTES:
1. ALL WOOD POSTS, RAILS, FASCIA BOARDS, AND SLATS TO BE MADE OF EASTERN WHITE CEDAR.
2. ALL ASSOCIATED HARDWARE SHOULD BE STAINLESS STEEL AND TAMPER PROOF.
3. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR REVIEW BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.



B 6' HT. PRIVACY FENCE GATE
SCALE 1/2" = 1'-0"

d-wood screen fence-gate.dwg

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Issue Date: March 14, 2022

Revisions

No.	Description	Date

SITE DETAILS

Project No.: 2119

L3.03

SHEET 31 OF 37

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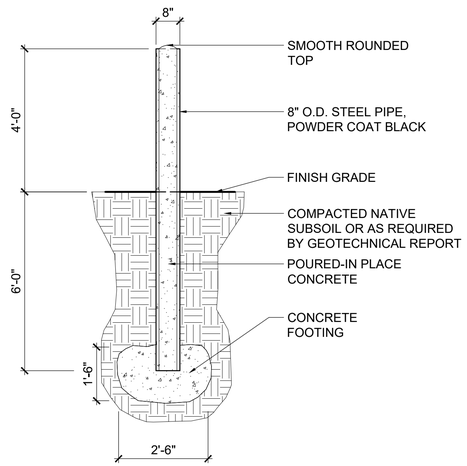
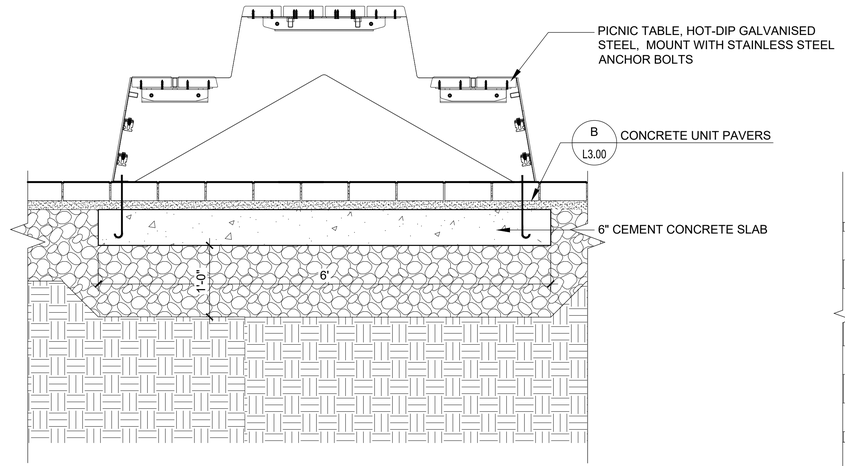


E STEEL PROTECTION BOLLARD

SCALE 1/2" = 1'-0"

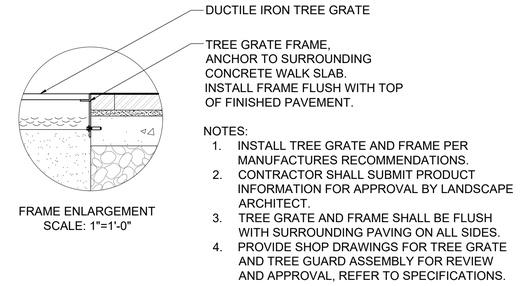
d-bollard-steel.dwg



C PICNIC TABLE

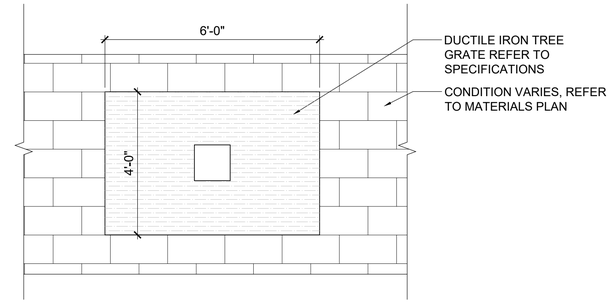
SCALE 1" = 1'-0"

d-picnic table.dwg



NOTES:

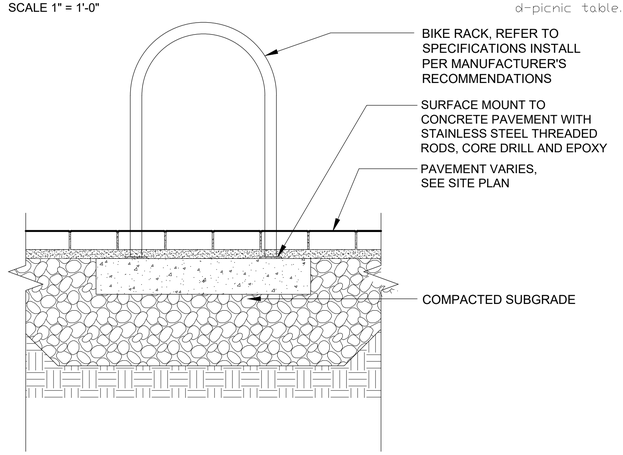
1. INSTALL TREE GRATE AND FRAME PER MANUFACTURES RECOMMENDATIONS.
2. CONTRACTOR SHALL SUBMIT PRODUCT INFORMATION FOR APPROVAL BY LANDSCAPE ARCHITECT.
3. TREE GRATE AND FRAME SHALL BE FLUSH WITH SURROUNDING PAVING ON ALL SIDES.
4. PROVIDE SHOP DRAWINGS FOR TREE GRATE AND TREE GUARD ASSEMBLY FOR REVIEW AND APPROVAL, REFER TO SPECIFICATIONS.



A TREE GRATE

SCALE 1/2" = 1'-0"

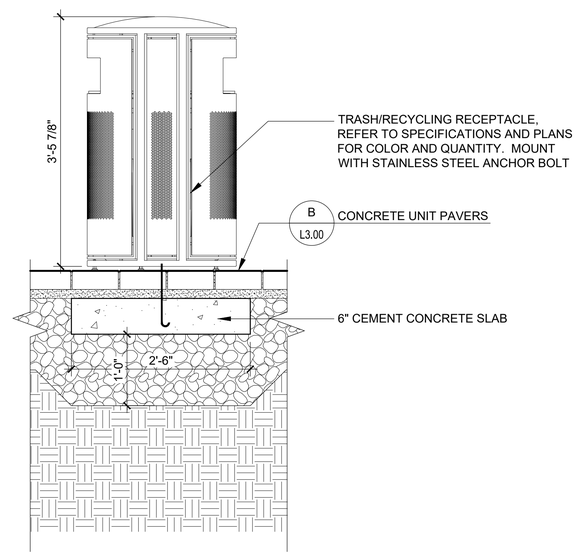
d-tree grate-plan.dwg



D BIKE RACK

SCALE 1" = 1'-0"

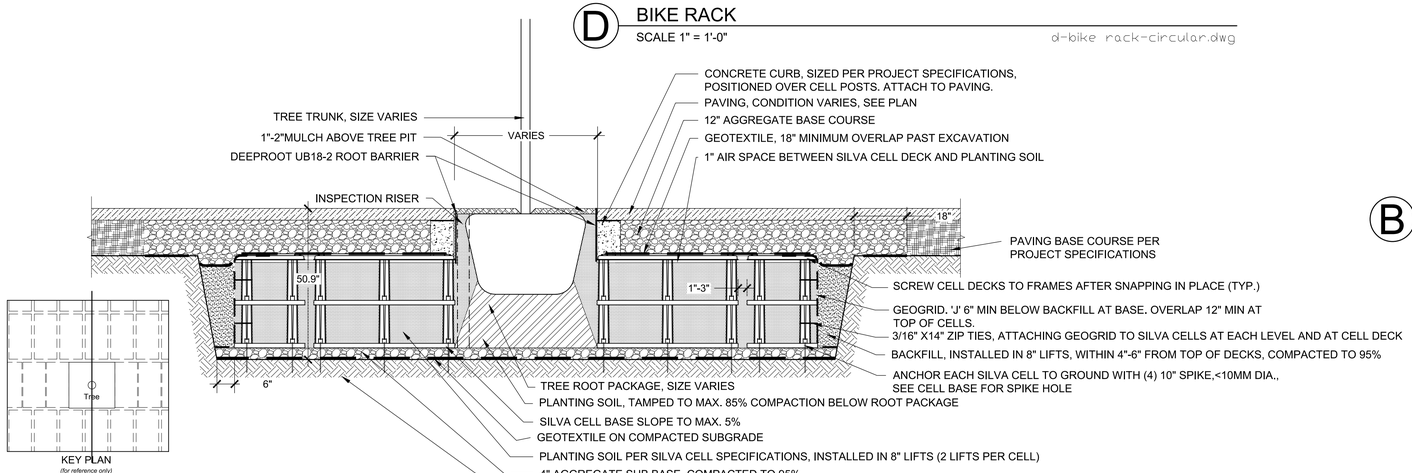
d-bike rack-circular.dwg



B TRASH/RECYCLING RECEPTACLE

SCALE 1" = 1'-0"

d-receptacle.dwg



F SILVA CELL

SCALE 1/2" = 1'-0"

d-silva-cell.dwg

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ADAM M. PAVE
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STATE OF NEW HAMPSHIRE
LICENSED LANDSCAPE ARCHITECT

VILLAGE MARKET REDEVELOPMENT

RECREO LLC

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SITE PLAN REVIEW

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Issue Date: March 14, 2022

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No.	Description	Date

SITE DETAILS

Project No.: 2119

L3.04

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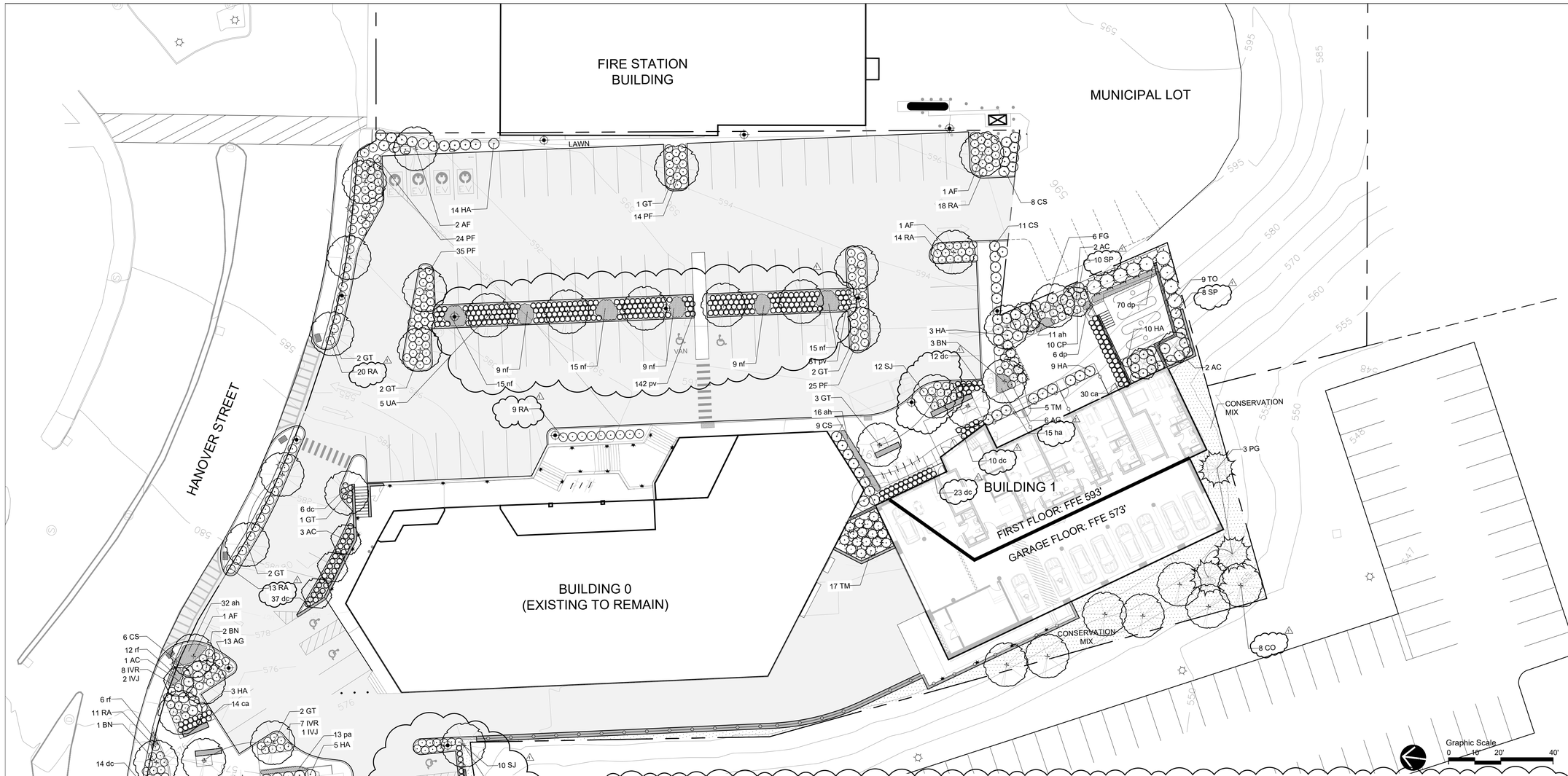

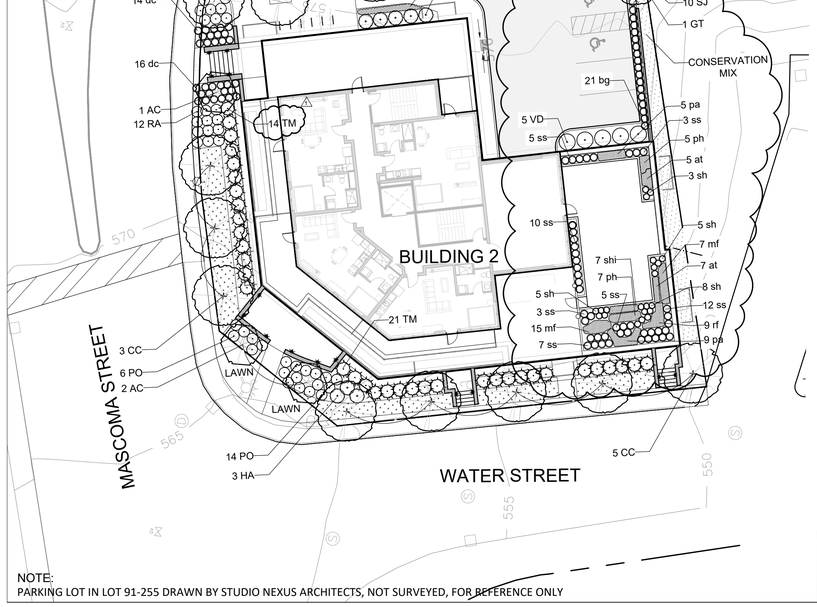

NOTE:
PARKING LOT IN LOT 91-255 DRAWN BY STUDIO NEXUS ARCHITECTS, NOT SURVEYED, FOR REFERENCE ONLY

PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE	REMARKS
DECIDUOUS SHADE TREES (mature diameter at breast height >12"):					
AF	*Acer x freemanii 'Autumn Blaze'*	Freemanii Maple	5	3-3.5" Cal.	B&B, 8' Branching Ht. (Min.)
CO	*Celtis occidentalis*	Common Hackberry	8	2.5" Cal.	B&B, 8' Branching Ht. (Min.)
GT	*Gleditcia tricanthus*	Thornless Honeylocust	16	3-3.5" Cal.	B&B, 8' Branching Ht. (Min.)
UA	*Ulmus davidiana var. japonica 'Prospector'*	Prospector Elm	5	3-3.5" Cal.	B&B, 8' Branching Ht. (Min.)
DECIDUOUS UNDERSTORY TREES					
AC	*Amelanchier canadenis*	Shadblow Serviceberry	11	8-10' HT	B&B
BN	*Betula nigra 'Heritage'*	River Birch	6	2.5-3" Cal.	B&B, Single Stem
CC	*Carpinus caroliniana 'Autumn Fire'*	Fastigate American Hornbeam	8	2.5-3" Cal.	B&B
EVERGREEN TREES:					
PG	*Picea glauca*	White Spruce	3	6'-10' Ht.	B&B
TO	*Thuja occidentalis 'Smaragd'*	Eastern Arborvitae	9	72" Ht.	B&B
SHRUBS:					
CP	*Comptonia peregrina*	Sweetfern	10	24" Ht	Plant 36" O.C.
CS	*Cornus sericea 'Arctic Fire'*	Red Osier Dogwood	34	24" Ht	Plant 36" O.C.
FG	*Fothergilla gardenii*	Dwarf Witch-Alder	6	24" Ht	Plant 36" O.C.
HA	*Hydrangea arborescens 'Annabelle'*	Smooth Hydrangea	47	24" Ht	Plant 48" O.C.
IVJ	*Ilex verticillata 'Jim Dandy'*	Winterberry Holly	3	24" Ht	Plant 48" O.C.
IVR	*Ilex verticillata 'Red Sprite'*	Winterberry Holly	15	24" Ht	Plant 48" O.C.
PF	*Potentilla fruticosa 'Abbotswood'*	Potentilla	98	24" Ht	Plant 36" O.C.
PO	*Physocarpus opulifolius 'Little Devil'*	Dwarf Ninebark	20	24" Ht	Plant 36" O.C.
SJ	*Spirea japonica 'Little Princess'*	Japanese Spirea	22	24" Ht	Plant 36" O.C.
SP	*Syringa patula 'Miss Kim'*	Manchurian Lilac	18	36" Ht.	Plant 36" O.C.
VD	*Viburnum dentatum 'Blue Muffin'*	Arrowwood Viburnum	5	36" Ht.	Plant 60" O.C.

KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE	REMARKS
GROUNDCOVER SHRUBS					
AG	*Aronia melanocarpa 'Ground Hug'*	Black Chokeberry	19	3 gal.	Plant 36" O.C.
RA	*Rhus aromatica 'Gro-Low'*	Gro-Low Fragrant Sumac	99	2 gal.	Plant 48" O.C.
TM	*Taxus x media 'Everlow'*	Yew	57	3 gal.	Plant 60" O.C.
ORNAMENTAL GRASSES:					
bg	*Bouteloua gracilis 'Blonde Ambition'*	Blue Grama	21	1 gal	C.G. Plant 36" o.c.
ca	*Calamagrostis acutiflora 'Karl Foerster'*	Feather Reed Grass	44	1 gal	C.G. Plant 36" o.c.
dc	*Deschampsia cespitosa*	Tufted Hairgrass	428	1 gal	C.G. Plant 24" o.c.
pv	*Panicum virgatum 'Heavy Metal'*	Switch Grass		1 gal	C.G. Plant 36" o.c.
PERENNIALS:					
ah	*Amsonia hubrichtii*	Narrow Leaf Blue Star	59	1 gal	C.G. Plant 24" o.c.
dp	*Dennstaedtia punctolobula*	Hay scented fern	76	1 gal	C.G. Plant 12" o.c.
ha	*Heuchera americana 'Green Spice'*	Coral Bells	15	1 gal	C.G. Plant 18" o.c.
nf	*Nepeta f. 'Walker's Low'*	Catmint	72	1 gal	C.G. Plant 24" o.c.
pa	*Perovskia atriplicifolia 'Little Spire'*	Russian Sage	13	1 gal	C.G. Plant 24" o.c.
rf	*Rudbeckia fulgida 'Goldsturm'*	Black-Eyed Susan	18	1 gal	C.G. Plant 18" o.c.

SEED MIX
Lawn Seed Mix: New England Premier Shade Mix, L.D. Oliver Seed Company, Seed at 4lbs per 1000sf.
Conservation Seed Mix: Vermont Conservation Seed Mix, L.D. Oliver Seed Company, Seed at 5lbs per 1000sf.

GREEN ROOF PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY	SIZE	REMARKS
PERENNIALS:					
at	*Achillea 'Terracotta" Yarrow*	Yarrow	12	Plug	Plant 18" o.c.
pa	*Perovskia atriplicifolia 'Little Spire'*	Russian Sage	14	Plug	Plant 24" o.c.
rf	*Rudbeckia fulgida 'Goldsturm'*	Black-Eyed Susan	9	Plug	Plant 18" o.c.
shi	*Sedum hybridum 'Immergrünchen'*	Stonecrop	7	Plug	Plant 12" o.c.
mf	*Monarda fistulosa*	Wild Bergamont	20	Plug	Plant 18" o.c.
ph	*Penstemon hirsutus*	Hairy beardtongue	12	Plug	Plant 18" o.c.
ORNAMENTAL GRASSES					
ss	*Schizachyrium scoparium*	Little Bluestem	40	Plug	Plant 24" o.c.
sh	*Sporobolus heterolepis*	Prairie Dropseed	21	Plug	Plant 18" o.c.

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ADAM M. FRAVEL 032 LICENSED LANDSCAPE ARCHITECT STATE OF NEW HAMPSHIRE

VILLAGE MARKET REDEVELOPMENT

RECREO LLC

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Issue Date: March 14, 2022

Revisions

No.	Description	Date
1	Revision 1	04/22/22

PLANTING PLAN

Project No.: 2119

L4.00

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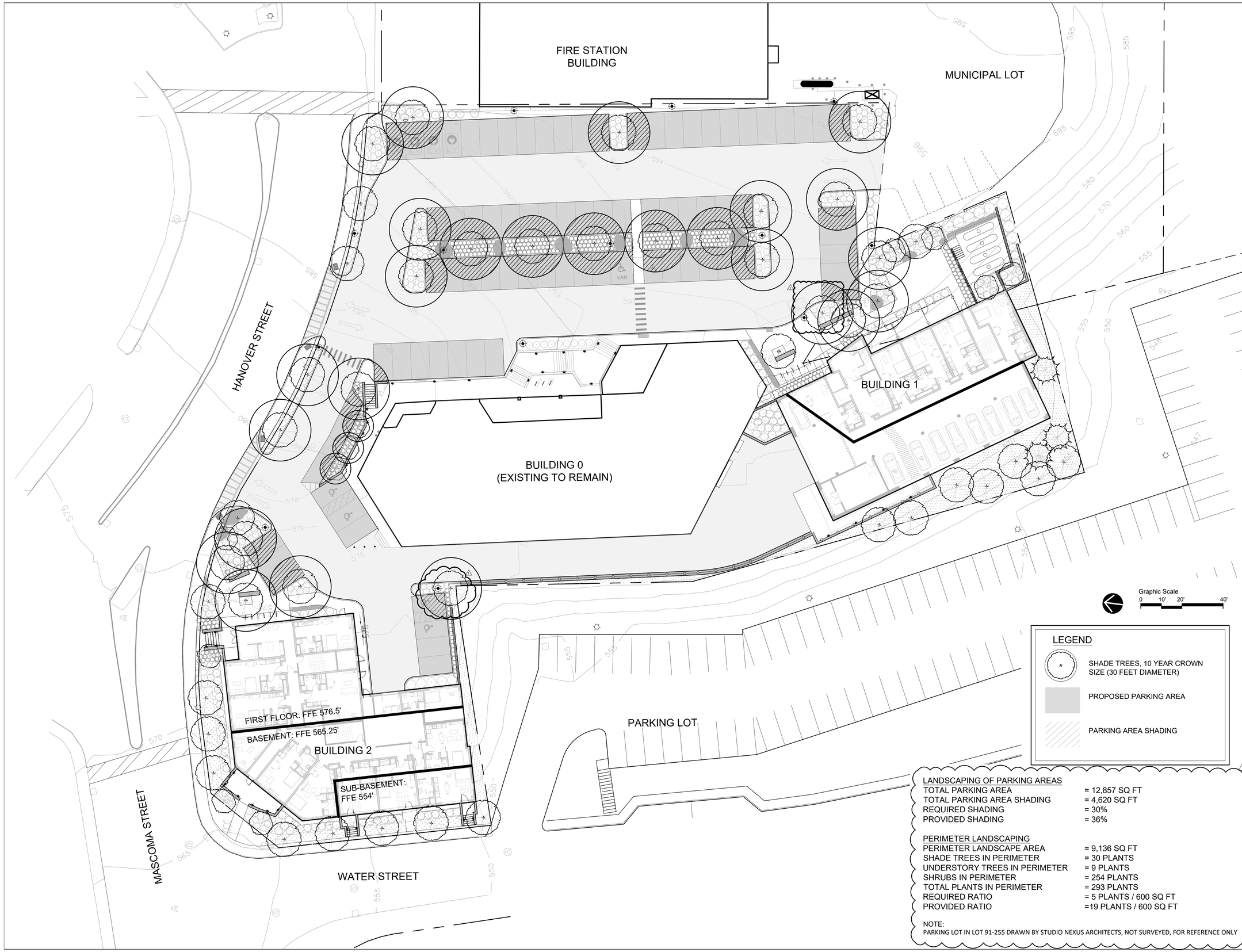

LANDSCAPING OF PARKING AREAS

TOTAL PARKING AREA	= 12,857 SQ FT
TOTAL PARKING AREA SHADING	= 4,620 SQ FT
REQUIRED SHADING	= 30%
PROVIDED SHADING	= 36%

PERIMETER LANDSCAPING

PERIMETER LANDSCAPE AREA	= 9,136 SQ FT
SHADE TREES IN PERIMETER	= 30 PLANTS
UNDERSTORY TREES IN PERIMETER	= 9 PLANTS
SHRUBS IN PERIMETER	= 254 PLANTS
TOTAL PLANTS IN PERIMETER	= 293 PLANTS
REQUIRED RATIO	= 5 PLANTS / 600 SQ FT
PROVIDED RATIO	=19 PLANTS / 600 SQ FT

NOTE:
PARKING LOT IN LOT 91-255 DRAWN BY STUDIO NEXUS ARCHITECTS, NOT SURVEYED, FOR REFERENCE ONLY

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1	Revision 1	04/22/22

PLANT CALCULATIONS

Project No.: 2119

L4.01

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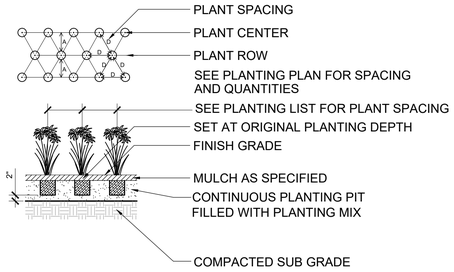
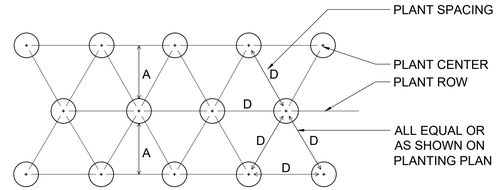
SPACING "D"	ROW "A"	NUMBER OF PLANTS/SQ. FT.
36" O.C.	31.20"	.12
30" O.C.	26.00"	.18
24" O.C.	20.76"	.28
12" O.C.	10.44"	1.15
10" O.C.	8.64"	1.66
8" O.C.	6.96"	2.60
6" O.C.	5.16"	4.61

NOTE:
PLANT QUANTITIES DETERMINED BY MULTIPLYING AREA (SQ. FT.) BY NUMBER OF PLANTS/SQ. FT. FOR REQUIRED SPACING.

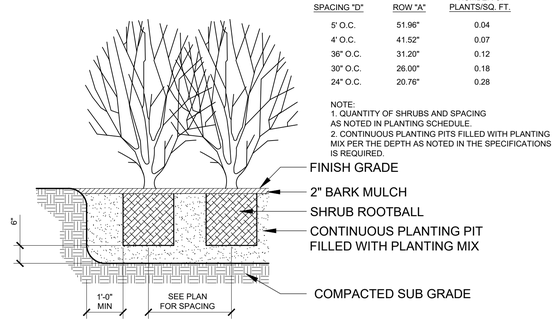


F PERENNIAL PLANTING
SCALE: 1/2" = 1'-0"



SPACING "D"	ROW "A"	NUMBER OF PLANTS/SQ. FT.
5' O.C.	51.96"	0.04
4' O.C.	41.52"	0.07
36" O.C.	31.20"	0.12
30" O.C.	26.00"	0.18
24" O.C.	20.76"	0.28

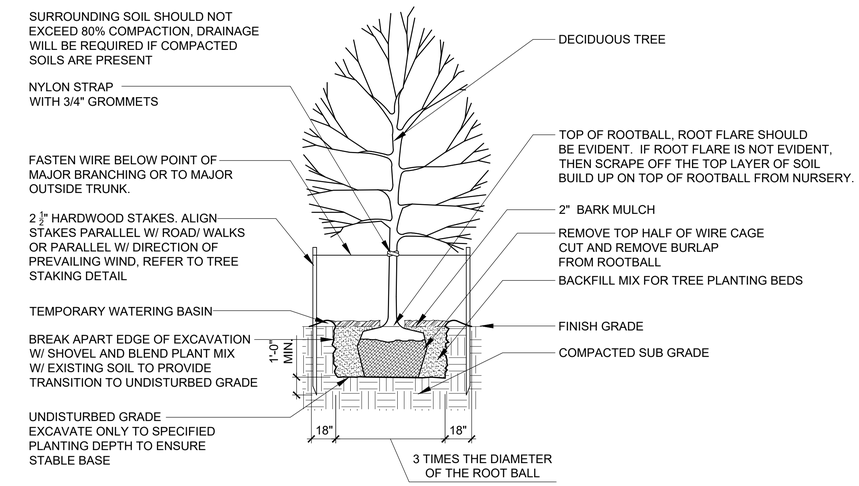
NOTE:
1. QUANTITY OF SHRUBS AND SPACING AS NOTED IN PLANTING SCHEDULE.
2. CONTINUOUS PLANTING PITS FILLED WITH PLANTING MIX PER THE DEPTH AS NOTED IN THE SPECIFICATIONS IS REQUIRED.



D SHRUB PLANTING
SCALE: 1/2" = 1'-0"

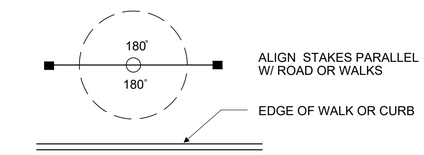
NOTE: EXAMINE ENTIRE TREE AND REMOVE ALL NURSERY TAGS, ROPE, STRING, OR SURVEYORS TAPE TO PREVENT FUTURE GIRDLING.

SURROUNDING SOIL SHOULD NOT EXCEED 80% COMPACTION, DRAINAGE WILL BE REQUIRED IF COMPACTED SOILS ARE PRESENT

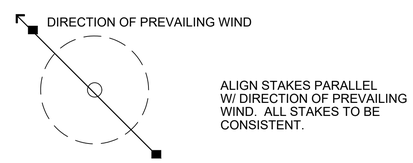


A TREE PLANTING
SCALE 1/4" = 1'-0"

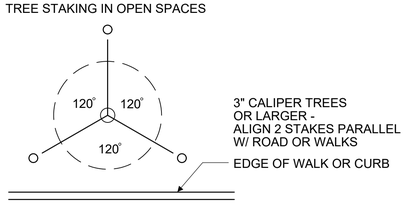
p-decidtree.dwg



A. TREE STAKING ALONG ROAD OR WALKS



B. TREE STAKING IN OPEN SPACES



C. TREE GUYING

E TREE STAKING LAYOUT
NO SCALE

p-stake.dwg

NOTE:
EXAMINE ENTIRE TREE AND REMOVE ALL NURSERY TAGS, ROPE, STRING, OR SURVEYORS TAPE TO PREVENT FUTURE GIRDLING.

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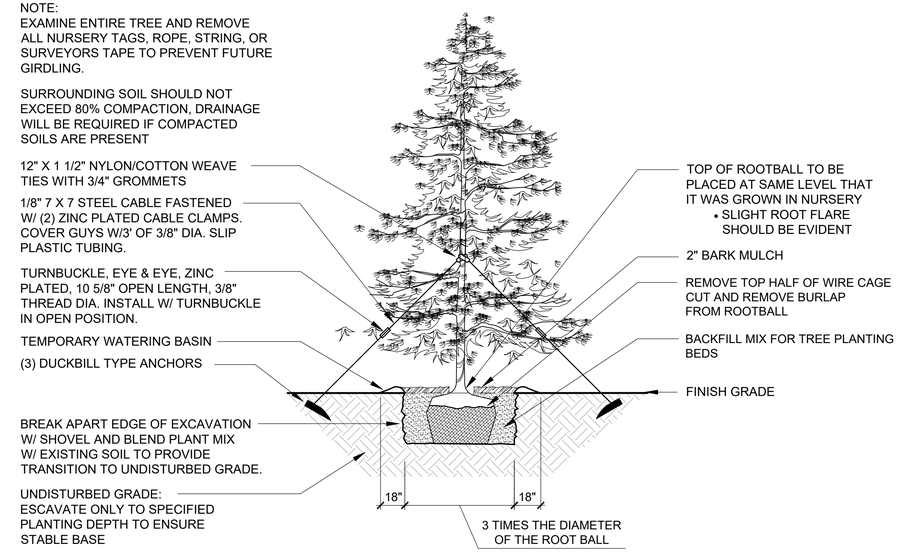
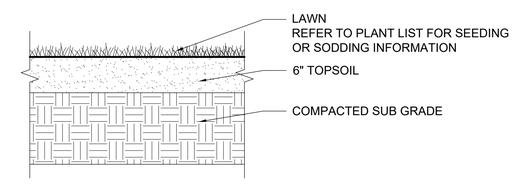


B EVERGREEN PLANTING
SCALE 1/4" = 1'-0"

p-evertree.dwg



C LAWN
SCALE 1" = 1'-0"

p-lawn.dwg

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PLANTING DETAILS

Project No.: 2119

L4.02

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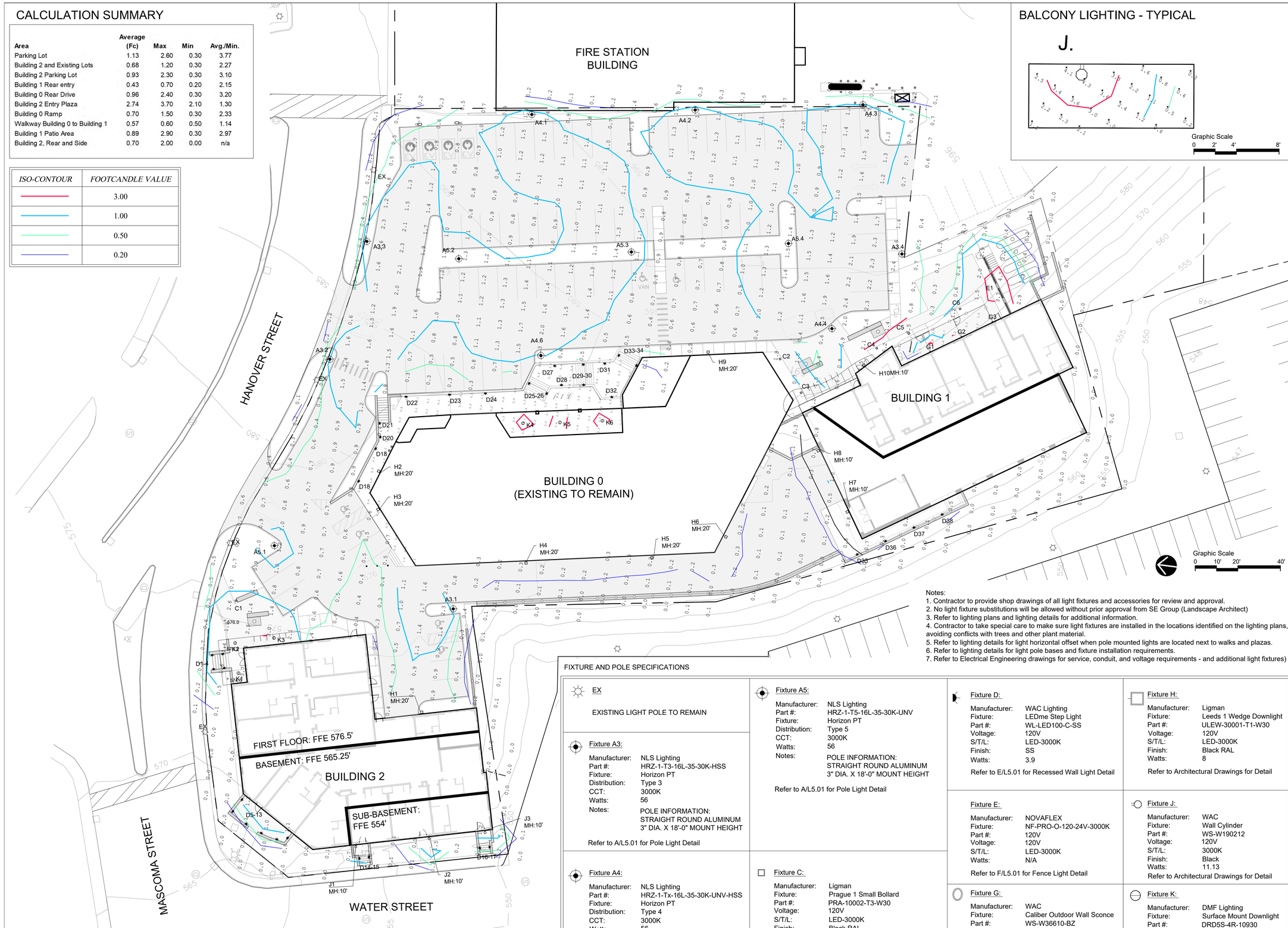
CALCULATION SUMMARY

Area	Average (Fc)	Max	Min	Avg./Min.
Parking Lot	1.13	2.60	0.30	3.77
Building 2 and Existing Lots	0.68	1.20	0.30	2.27
Building 2 Parking Lot	0.93	2.30	0.30	3.10
Building 1 Rear entry	0.43	0.70	0.20	2.15
Building 0 Rear Drive	0.96	2.40	0.30	3.20
Building 2 Entry Plaza	2.74	3.70	2.10	1.30
Building 0 Ramp	0.70	1.50	0.30	2.33
Walkway Building 0 to Building 1	0.57	0.60	0.50	1.14
Building 1 Patio Area	0.89	2.90	0.30	2.97
Building 2, Rear and Side	0.70	2.00	0.00	n/a

ISO-CONTOUR	*FOOTCANDLE VALUE*
	3.00
	1.00
	0.50
	0.20



BALCONY LIGHTING - TYPICAL

J.

Notes:
1. Contractor to provide shop drawings of all light fixtures and accessories for review and approval.
2. No light fixture substitutions will be allowed without prior approval from SE Group (Landscape Architect)
3. Refer to lighting plans and lighting details for additional information.
4. Contractor to take special care to make sure light fixtures are installed in the locations identified on the lighting plans, avoiding conflicts with trees and other plant material.
5. Refer to lighting details for light horizontal offset when pole mounted lights are located next to walks and plazas.
6. Refer to lighting details for light pole bases and fixture installation requirements.
7. Refer to Electrical Engineering drawings for service, conduit, and voltage requirements - and additional light fixtures)

FIXTURE AND POLE SPECIFICATIONS

EX

EXISTING LIGHT POLE TO REMAIN

Fixture A3:

Manufacturer: NLS Lighting
Part #: HRZ-1-T3-16L-35-30K-HSS
Fixture: Horizon PT
Distribution: Type 3
CCT: 3000K
Watts: 56
Notes: POLE INFORMATION: STRAIGHT ROUND ALUMINUM 3" DIA. X 18'-0" MOUNT HEIGHT

Refer to A/L5.01 for Pole Light Detail

Fixture A4:

Manufacturer: NLS Lighting
Part #: HRZ-1-Tx-16L-35-30K-UNV-HSS
Fixture: Horizon PT
Distribution: Type 4
CCT: 3000K
Watts: 56
Notes: POLE INFORMATION: STRAIGHT ROUND ALUMINUM 3" DIA. X 18'-0" MOUNT HEIGHT

Refer to A/L5.01 for Pole Light Detail

Fixture A5:

Manufacturer: NLS Lighting
Part #: HRZ-1-T5-16L-35-30K-UNV
Fixture: Horizon PT
Distribution: Type 5
CCT: 3000K
Watts: 56
Notes: POLE INFORMATION: STRAIGHT ROUND ALUMINUM 3" DIA. X 18'-0" MOUNT HEIGHT

Refer to A/L5.01 for Pole Light Detail

Fixture C:

Manufacturer: Ligman
Fixture: Prague 1 Small Bollard
Part #: PRA-10002-T3-W30
Voltage: 120V
S/T/L: LED-3000K
Finish: Black RAL
Watts: 10.2

Refer to D/L5.01 for Bollard Light Detail

Fixture D:

Manufacturer: WAC Lighting
Fixture: LEDme Step Light
Part #: WL-LED100-C-SS
Voltage: 120V
S/T/L: LED-3000K
Finish: SS
Watts: 3.9

Refer to E/L5.01 for Recessed Wall Light Detail

Fixture E:

Manufacturer: NOVAFLEX
Fixture: NF-PRO-O-120-24V-3000K
Part #: 120V
Voltage: 120V
S/T/L: LED-3000K
Watts: N/A

Refer to F/L5.01 for Fence Light Detail

Fixture G:

Manufacturer: WAC
Fixture: Caliber Outdoor Wall Sconce
Part #: WS-W36610-BZ
Voltage: 120V
S/T/L: 3000K
Finish: BZ-Bronze
Watts: 11.09

Refer to Architectural Drawings for Detail

Fixture H:

Manufacturer: Ligman
Fixture: Leeds 1 Wedge Downlight
Part #: ULEW-30001-T1-W30
Voltage: 120V
S/T/L: LED-3000K
Finish: Black RAL
Watts: 8

Refer to Architectural Drawings for Detail

Fixture J:

Manufacturer: WAC
Fixture: Wall Cylinder
Part #: WS-W190212
Voltage: 120V
S/T/L: 3000K
Finish: Black
Watts: 11.13

Refer to Architectural Drawings for Detail

Fixture K:

Manufacturer: DMF Lighting
Fixture: Surface Mount Downlight
Part #: DRD5S-4R-10930
Voltage: 120V
S/T/L: LED-3000K
Watts: 11.8

Refer to Architectural Drawings for Detail

PHOTOMETRIC CALCULATIONS AND FIXTURE SELECTION BY REFLEX LIGHTING

NOTE:
PARKING LOT IN LOT 91-255 DRAWN BY STUDIO NEXUS ARCHITECTS, NOT SURVEYED, FOR REFERENCE ONLY

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ADAM M. PAVE
032
STATE OF NEW HAMPSHIRE
LICENSED LANDSCAPE ARCHITECT

VILLAGE MARKET REDEVELOPMENT

RECREO LLC

Issued For:
SITE PLAN REVIEW

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Issue Date: March 14, 2022

Revisions

No.	Description	Date
1	Revision 1	04/22/22

LIGHTING PLAN

Project No.: 2119

L5.00

SHEET 36 OF 37

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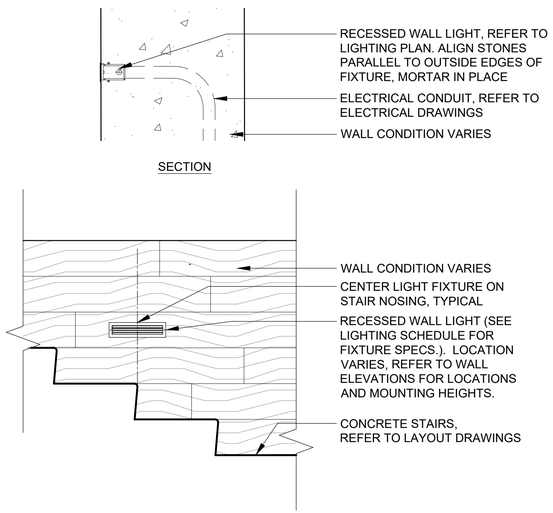
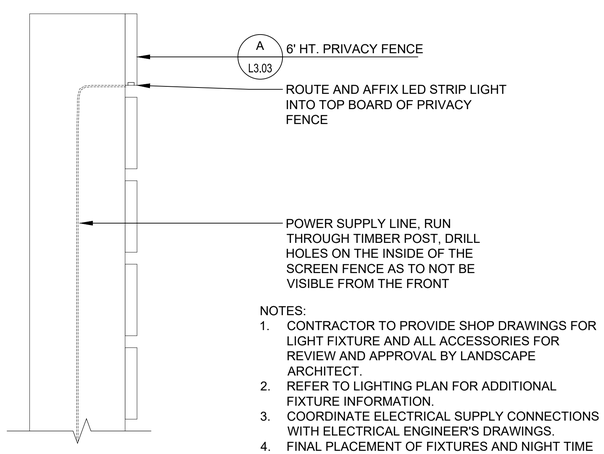
NOTES:
1. REFER TO ELECTRICAL DRAWINGS FOR WIRING AND CONTROLS
2. REFER TO WALL ELEVATIONS FOR LAYOUT AND LOCATIONS OF RECESSED WALL LIGHTS.



E FIXTURE C - RECESSED WALL

SCALE 1" = 1'-0" d-light fixture - recessed wall.dwg

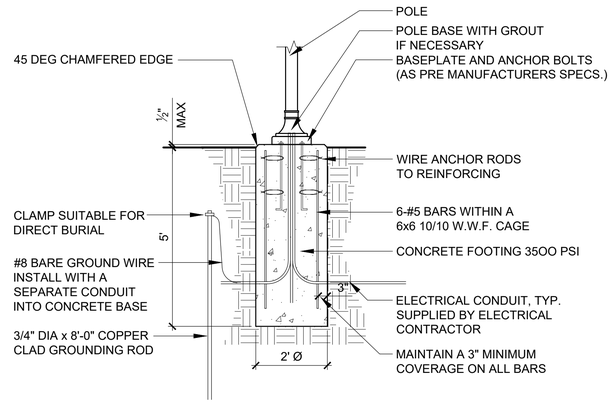


NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR LIGHT FIXTURE AND ALL ACCESSORIES FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT.
2. REFER TO LIGHTING PLAN FOR ADDITIONAL FIXTURE INFORMATION.
3. COORDINATE ELECTRICAL SUPPLY CONNECTIONS WITH ELECTRICAL ENGINEER'S DRAWINGS.
4. FINAL PLACEMENT OF FIXTURES AND NIGHT TIME ILLUMINATION WILL BE DIRECTED BY LANDSCAPE ARCHITECT.

F FIXTURE D - FENCE LIGHTING

SCALE 2" = 1'-0" d-light fixture-fence.dwg

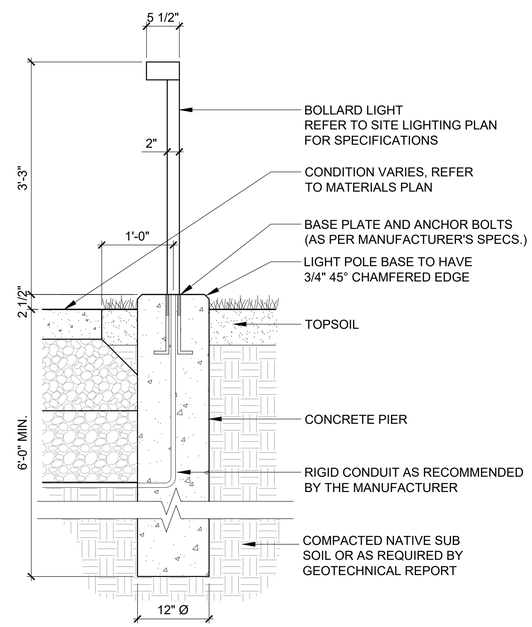
NOTE: CONCRETE POLE BASES ARE TO BE INSTALLED PLUMB.



C LIGHT POLE FOOTING - FLUSH

SCALE 1/2" = 1'-0" d-light footing - flush.dwg

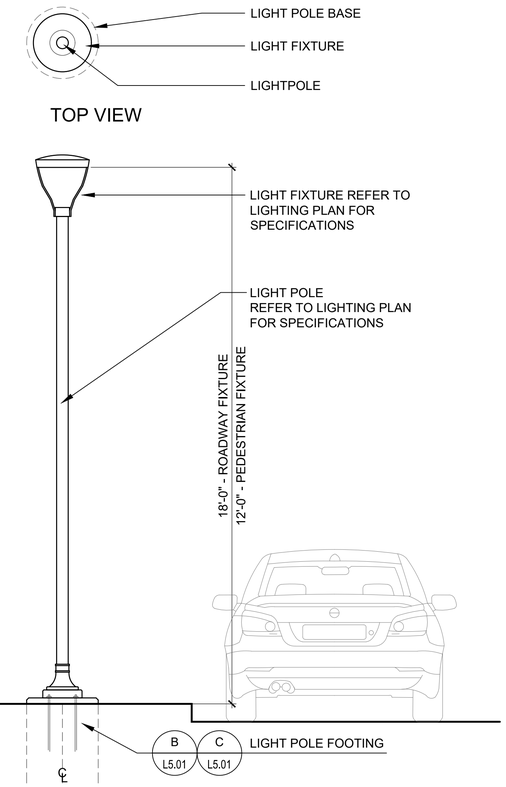
NOTES:
1. SEE DIV 03 SPEC FOR CONCRETE CONSTRUCTION REQUIREMENTS.
2. SEE DIV 31 FOR SUBGRADE CONSTRUCTION REQUIREMENTS.



D FIXTURE B - BOLLARD LIGHT

SCALE 1" = 1'-0" d-light fixture bollard light.dwg

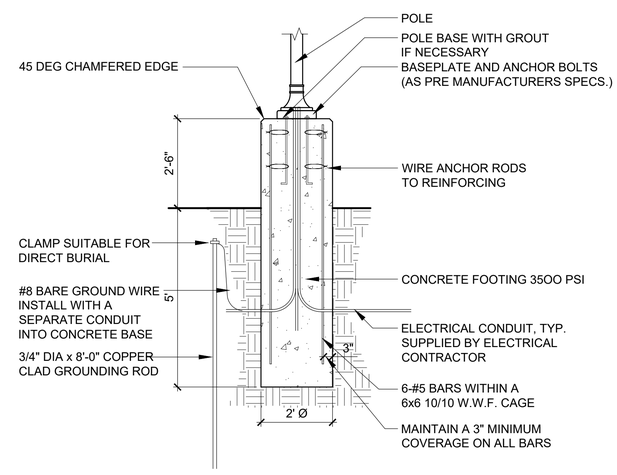
NOTES:
1. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR LIGHT FIXTURE, POLE, AND ALL HARDWARE, FOR APPROVAL BY LANDSCAPE ARCHITECT.



A FIXTURE A - POLE TOP LIGHT FIXTURE

SCALE 1/2" = 1'-0" d-vehicular scale light fixture.dwg

NOTE: CONCRETE POLE BASES ARE TO BE INSTALLED PLUMB.



B LIGHT POLE FOOTING - RAISED

SCALE 1/2" = 1'-0" d-light footing - raised.dwg

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Issue Date: March 14, 2022

Revisions

No.	Description	Date

LIGHTING DETAILS

Project No.: 2119

L5.01

SHEET 37 OF 37

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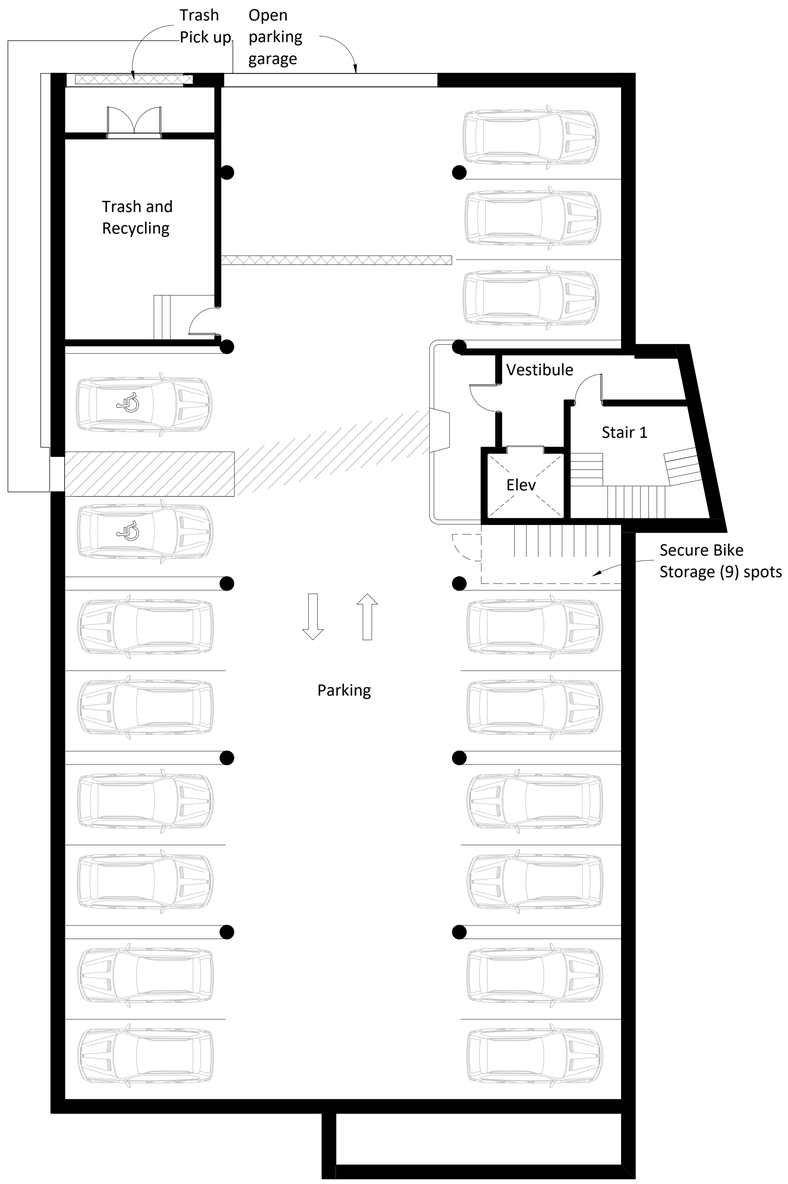
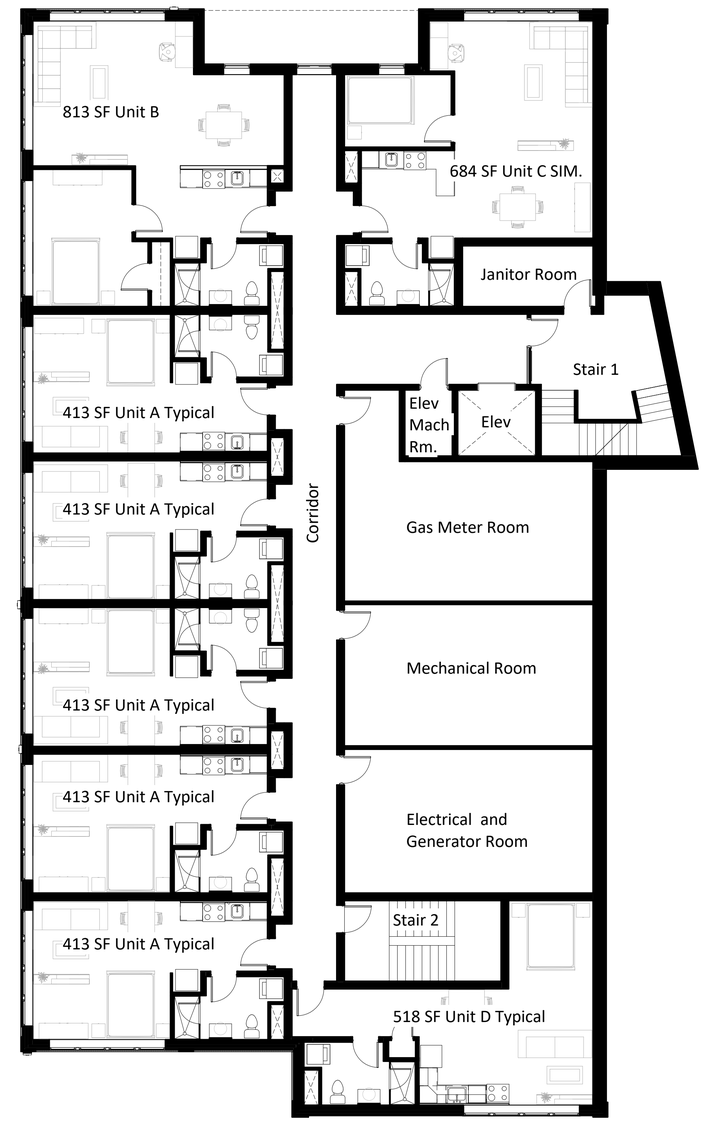
Garage - 8,028 SF
Parking
(17) cars
Secure Bike Parking
Remainder Trash and Recycling



1 Garage plan
1/8" = 1'-0"

Garden - 7,888 SF
8 Units
(6) Studios
(2) 1 Bedroom Apartments
Remainder Mechanical



2 Garden plan
1/8" = 1'-0"

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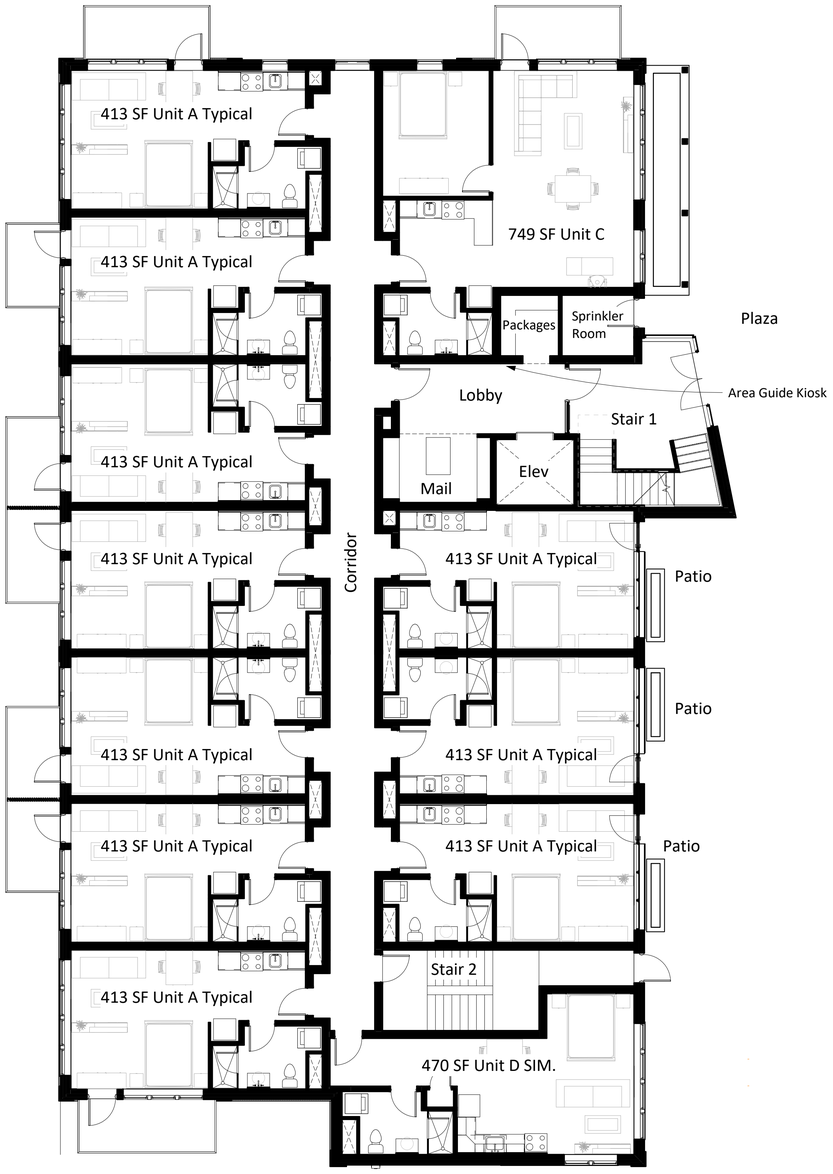
Village Market Redevelopment Recreo LLC

0' 4' 8'

PROJECT NORTH

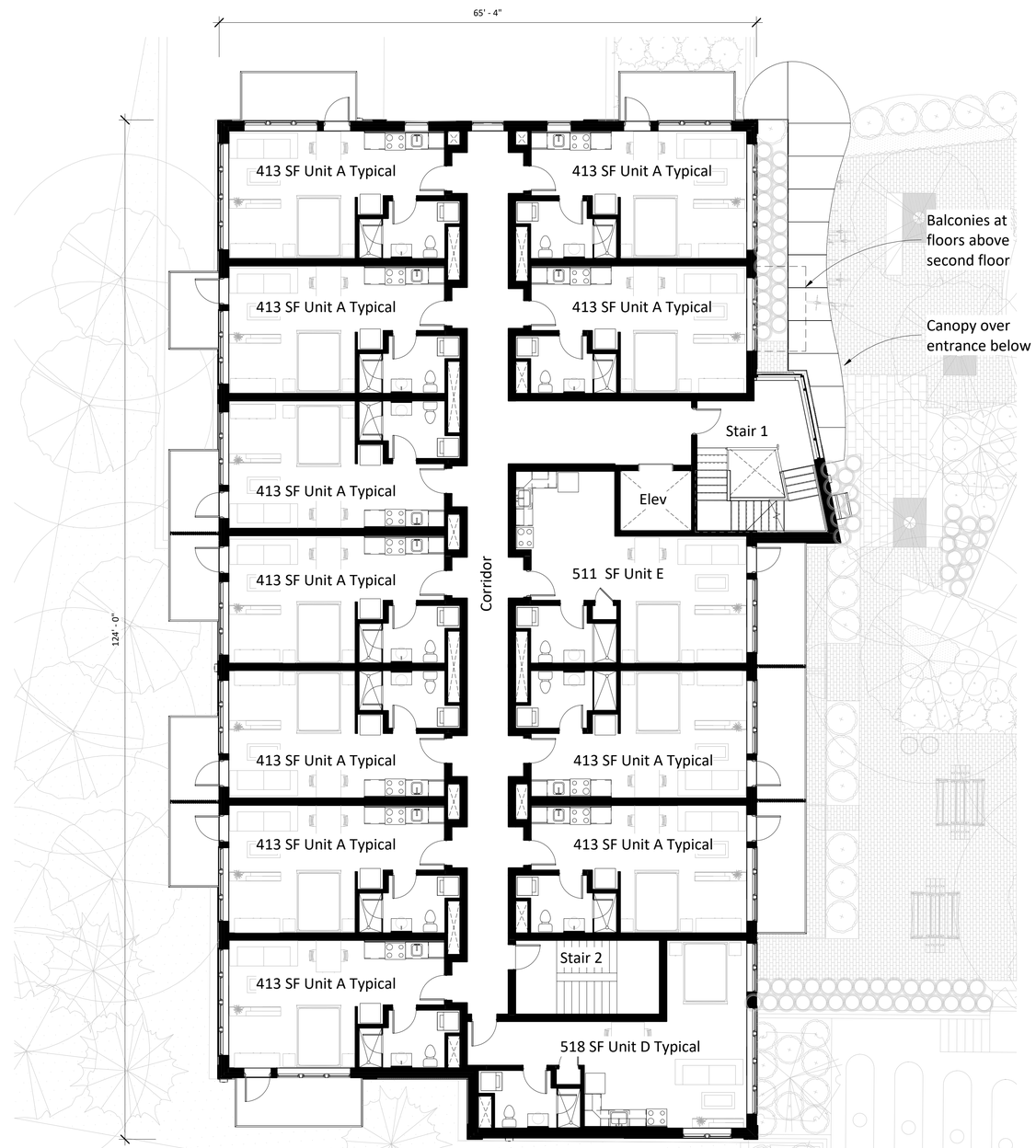
Building 1 Floor Plans
SD1
APRIL 22, 2022
1/8" = 1'-0"

First floor - 8,028 SF
12 Units
(11) Studios
(1) 1 Bedroom Apartment
Lobby entry at grade



1 First floor plan
1/8" = 1'-0"

Second - Fifth Floors- 8,028 SF
13 Units
(13) Studios



2 Second - Sixth floor plans
1/8" = 1'-0"

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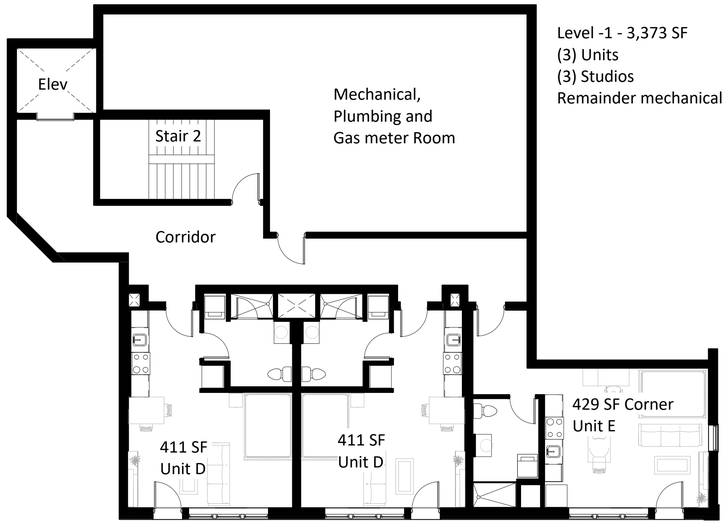
Village Market Redevelopment Recreo LLC

0' 4' 8'

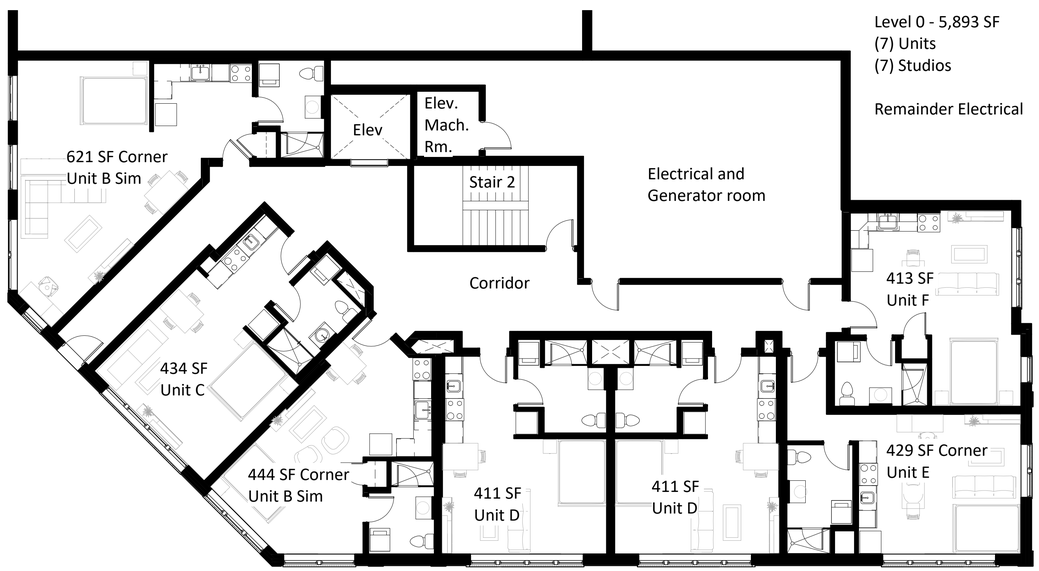
PROJECT NORTH

Building 1 Floor Plans
SD2
APRIL 22, 2022
1/8" = 1'-0"



Level -1 - 3,373 SF
(3) Units
(3) Studios
Remainder mechanical

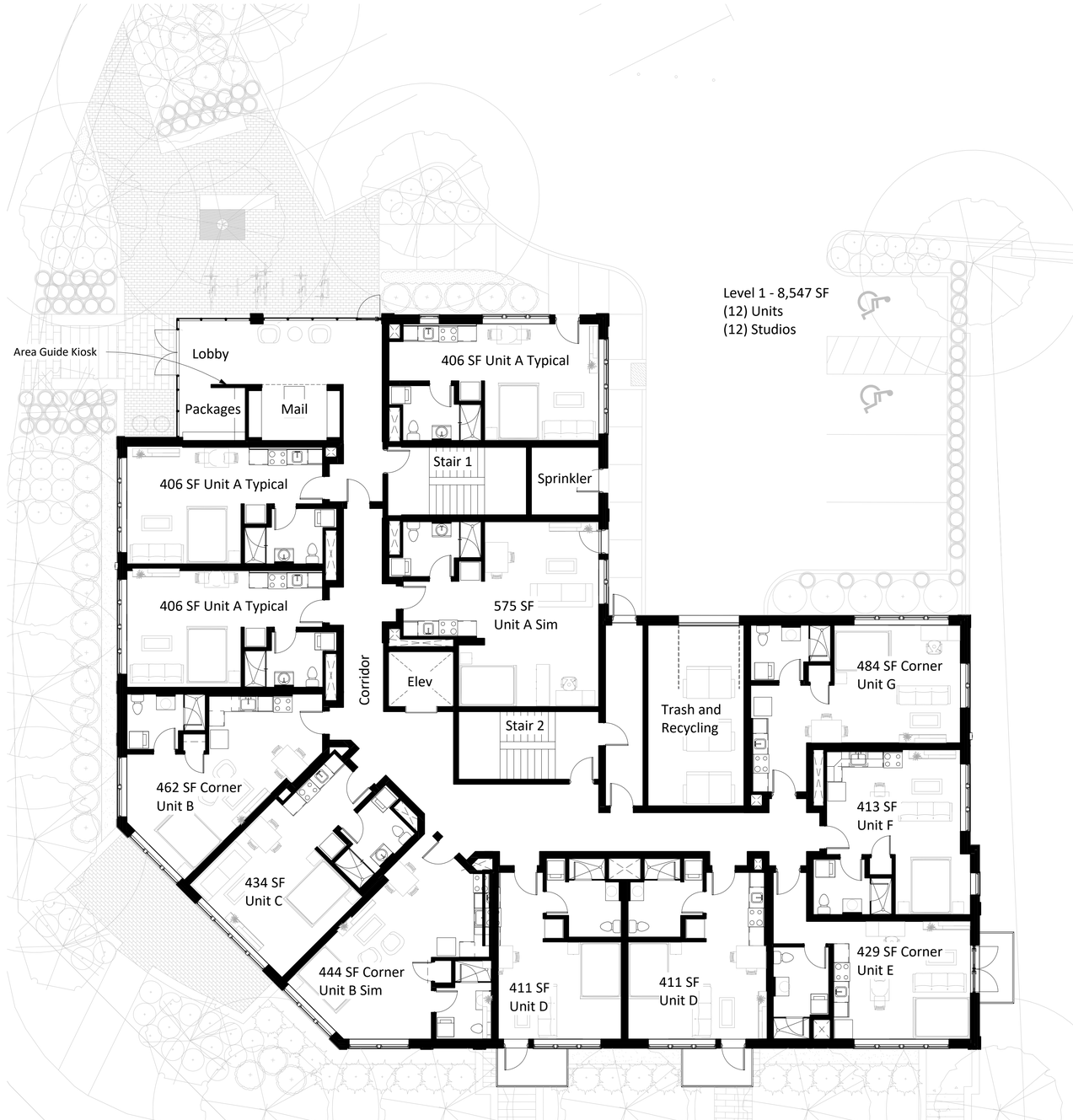
3 Sub-Basement Plan
1/8" = 1'-0"



Level 0 - 5,893 SF
(7) Units
(7) Studios

Remainder Electrical

1 Basement Plan
1/8" = 1'-0"



Level 1 - 8,547 SF
(12) Units
(12) Studios

2 Ground floor plan
1/8" = 1'-0"

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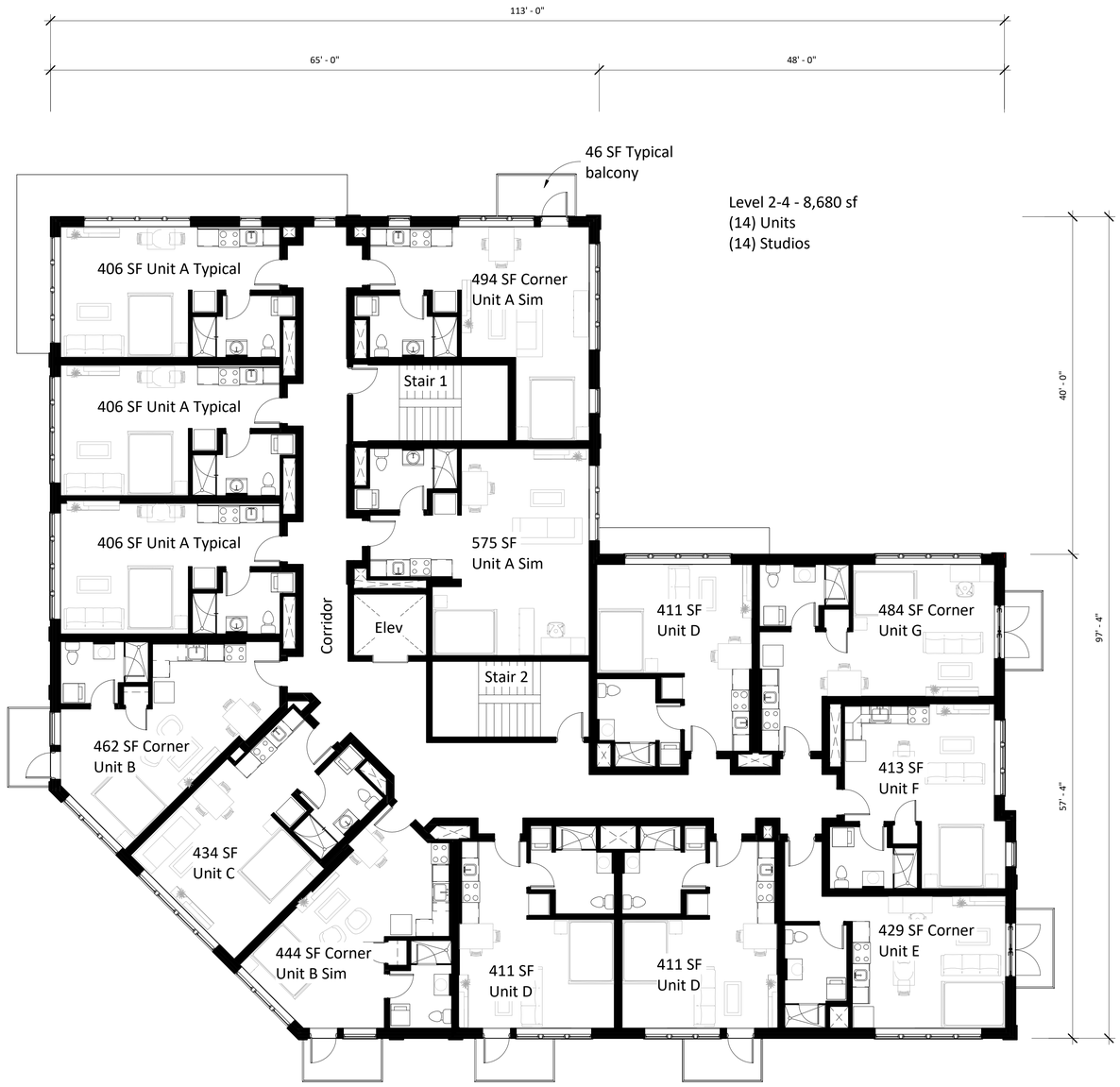
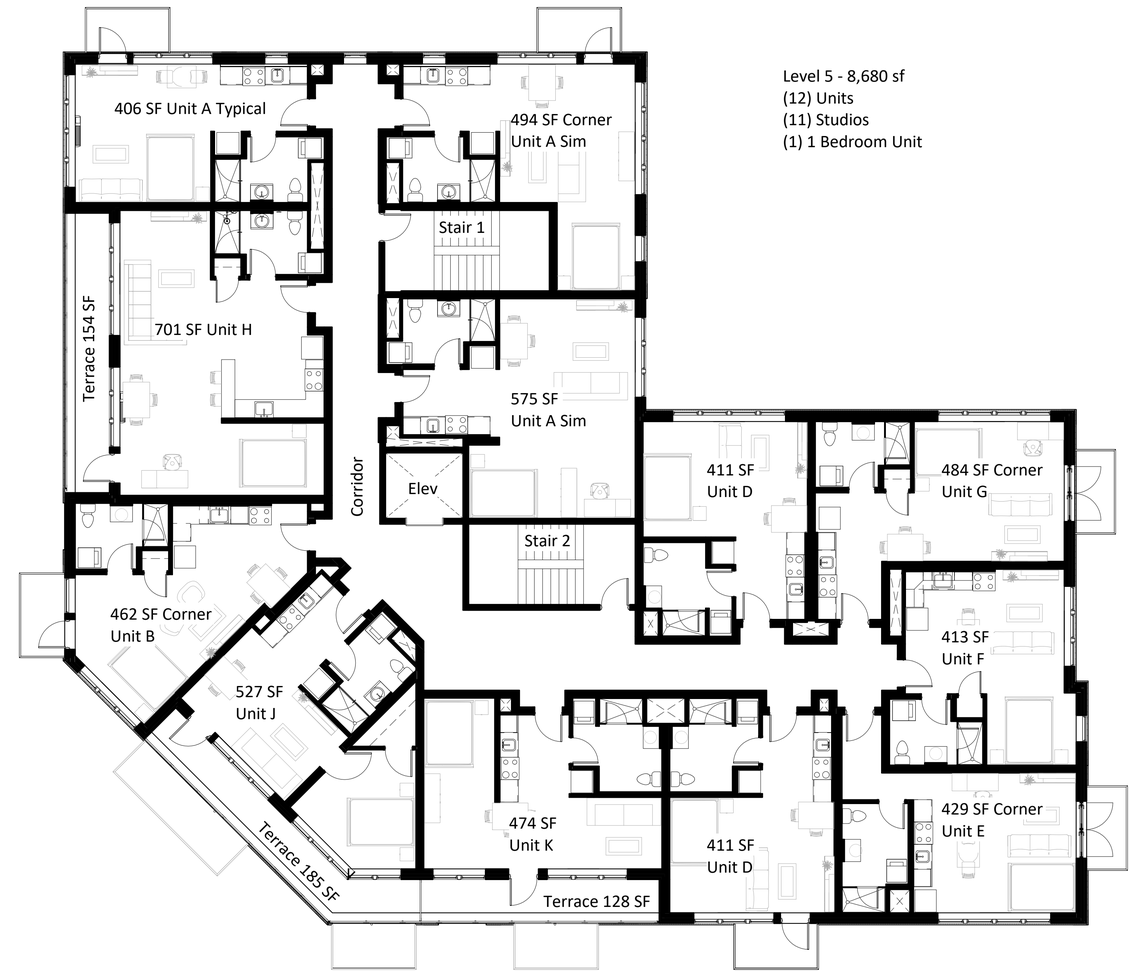
0' 4' 8'

PROJECT NORTH

Building 2 Floor Plans
SD5
April 22, 2022
1/8" = 1'-0"



1 First floor plan
1/8" = 1'-0"



2 Fifth Floor Plan
1/8" = 1'-0"

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Village Market Redevelopment Recreo LLC

0' 4' 8'

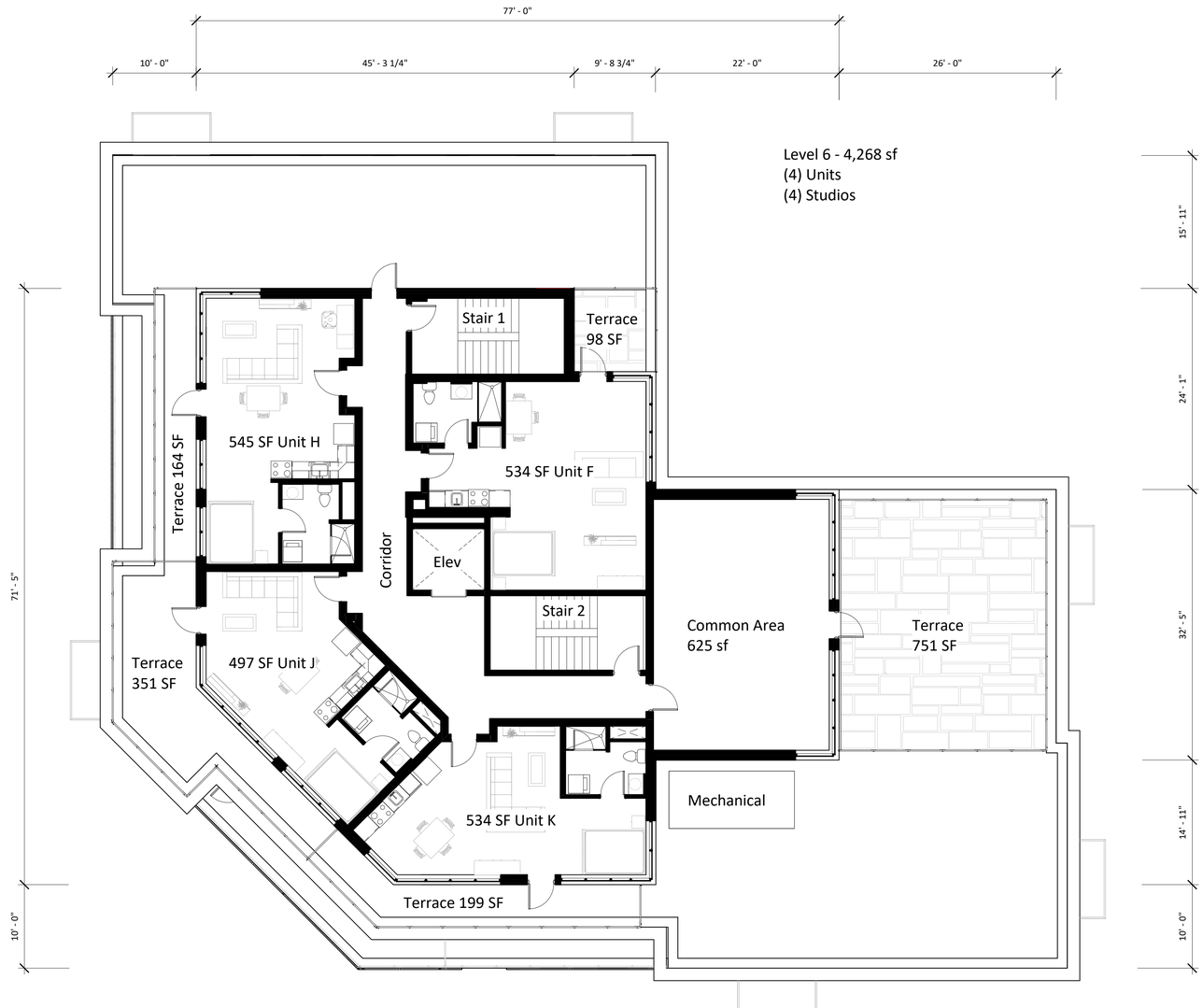
PROJECT NORTH

Building 2 Floor Plans

SD6

March 14, 2022

1/8" = 1'-0"



1 Sixth Floor Plan
1/8" = 1'-0"

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Village Market Redevelopment Recreo LLC

0' 4' 8'

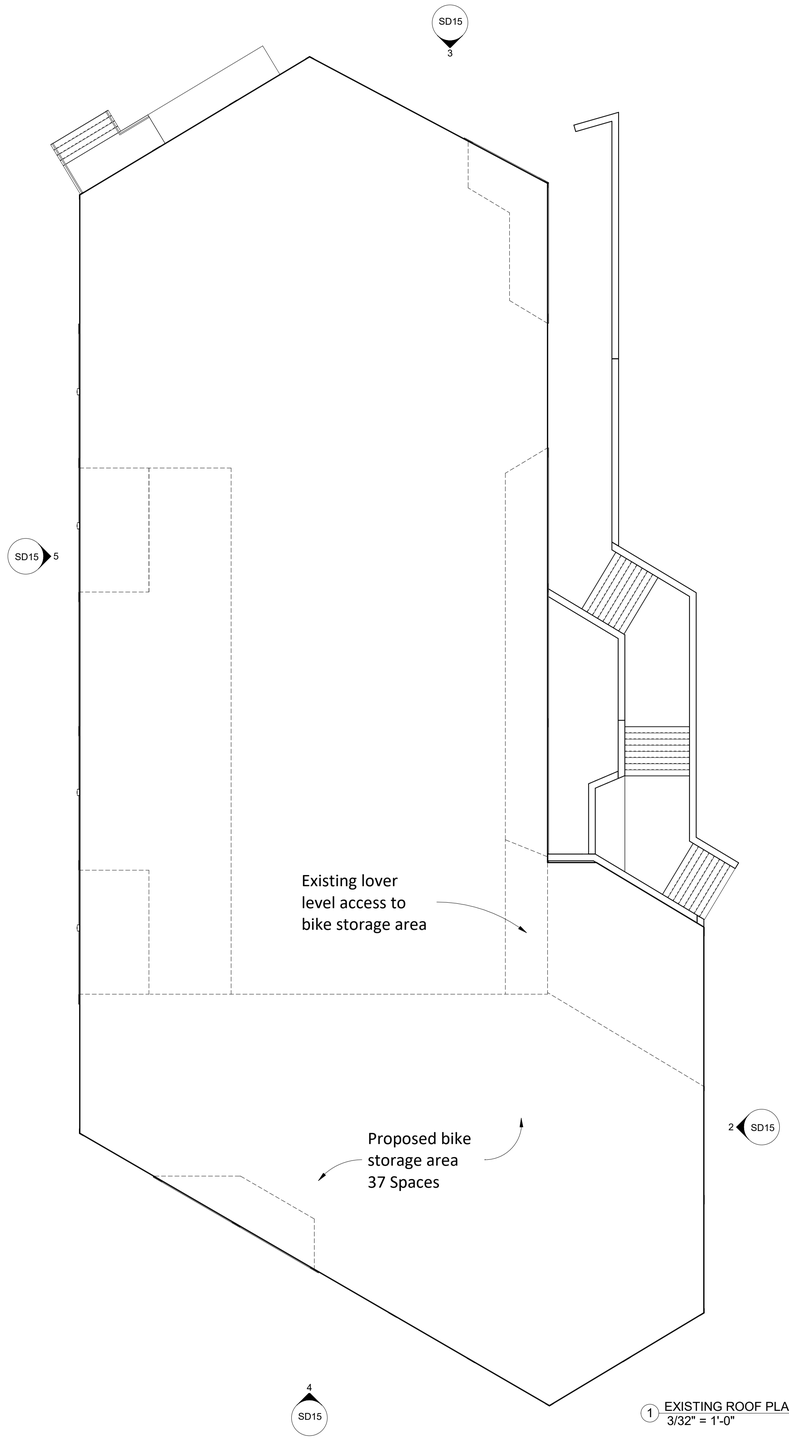
PROJECT NORTH

Building 2 Floor Plans

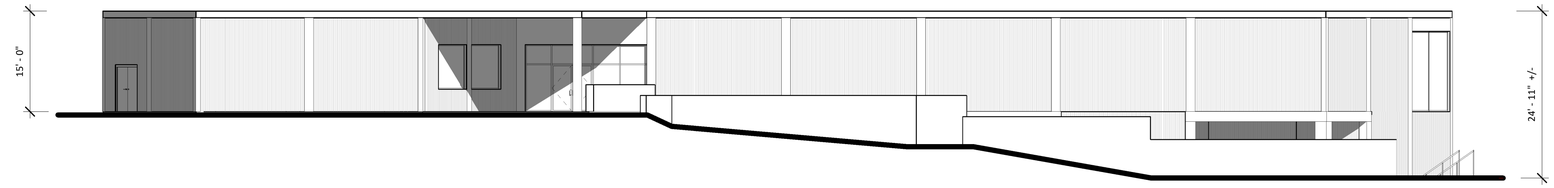
SD7

March 14, 2022

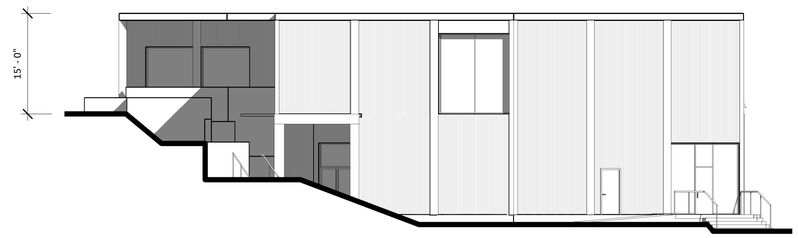
1/8" = 1'-0"



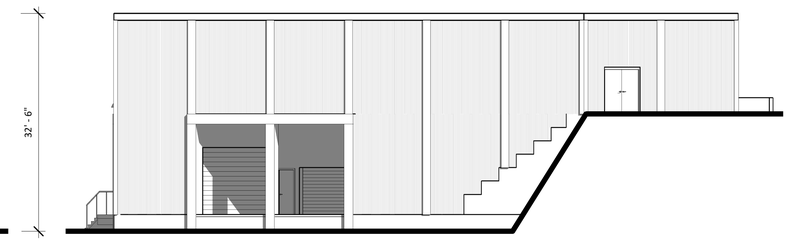
1 EXISTING ROOF PLAN
3/32" = 1'-0"



2 East Elevation
3/32" = 1'-0"



3 North Elevation
3/32" = 1'-0"



4 South Elevation
3/32" = 1'-0"

5 West Elevation
3/32" = 1'-0"

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Village Market Redevelopment

RECREO LLC

0' 4' 8'

PROJECT NORTH

2 Mascoma St Floor Plans

SD15

March 14, 2022

3/32" = 1'-0"

1 North West 3D View

4 South West 3D View

3 South East 3D View

2 North East 3D View

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Building 1 3D Views

SD12

APRIL 22, 2022

1 North East 3D View

2 North West 3D View

3 South West 3D View

4 South East 3D View

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Building 2 3D Views

SD13

March 14, 2022

Water Street Looking East

Mascoma Street Looking South

Church Street Looking West

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Village Market Redevelopment

Phased Development

Site Sections

SD14

March 14, 2022

1" = 20'-0"

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Building 1 Rendering
SD16
April 22, 2022

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Building 2 Rendering
SD17
April 22, 2022

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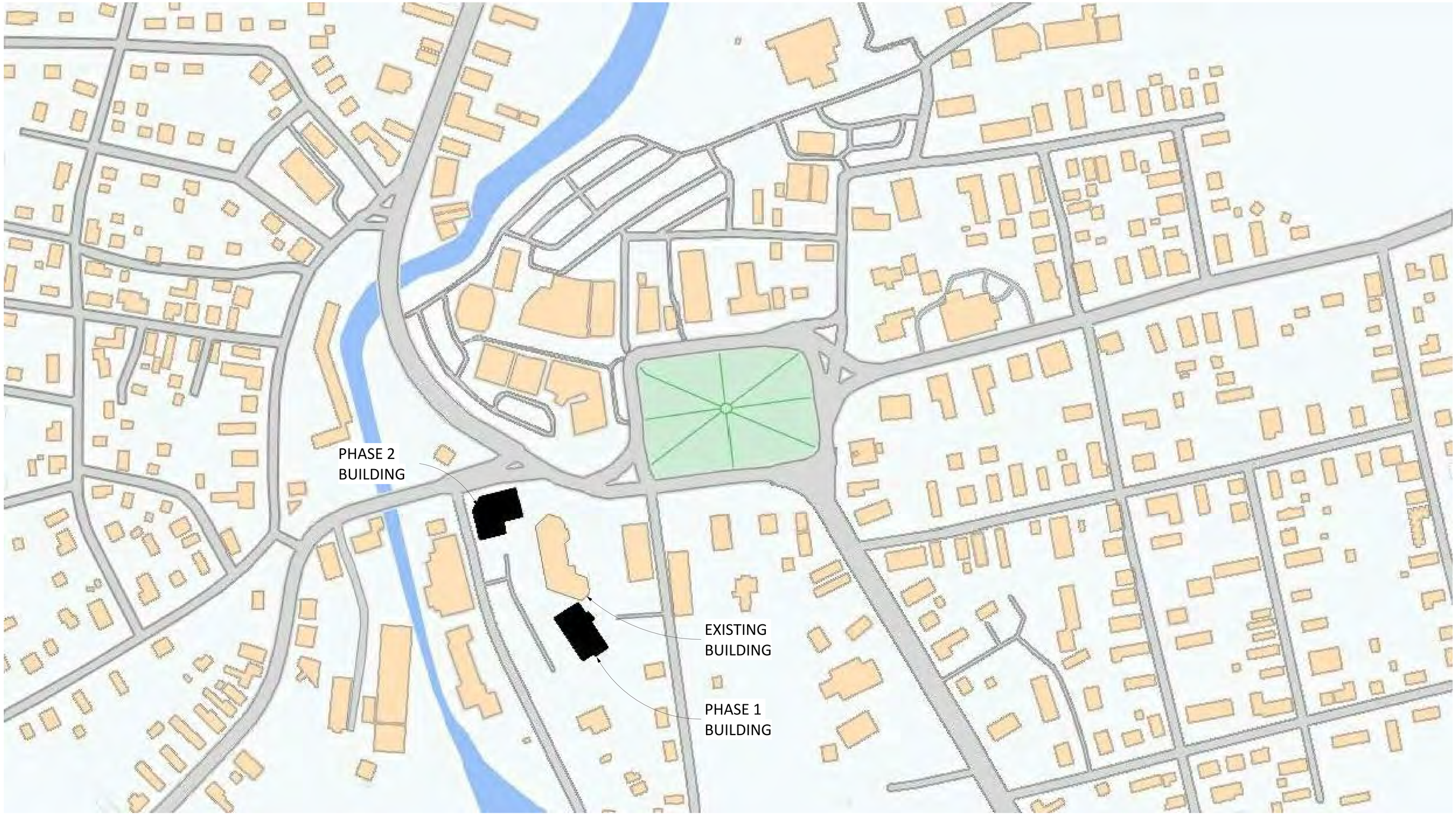
Building 2 Rendering
SD18
April 22, 2022



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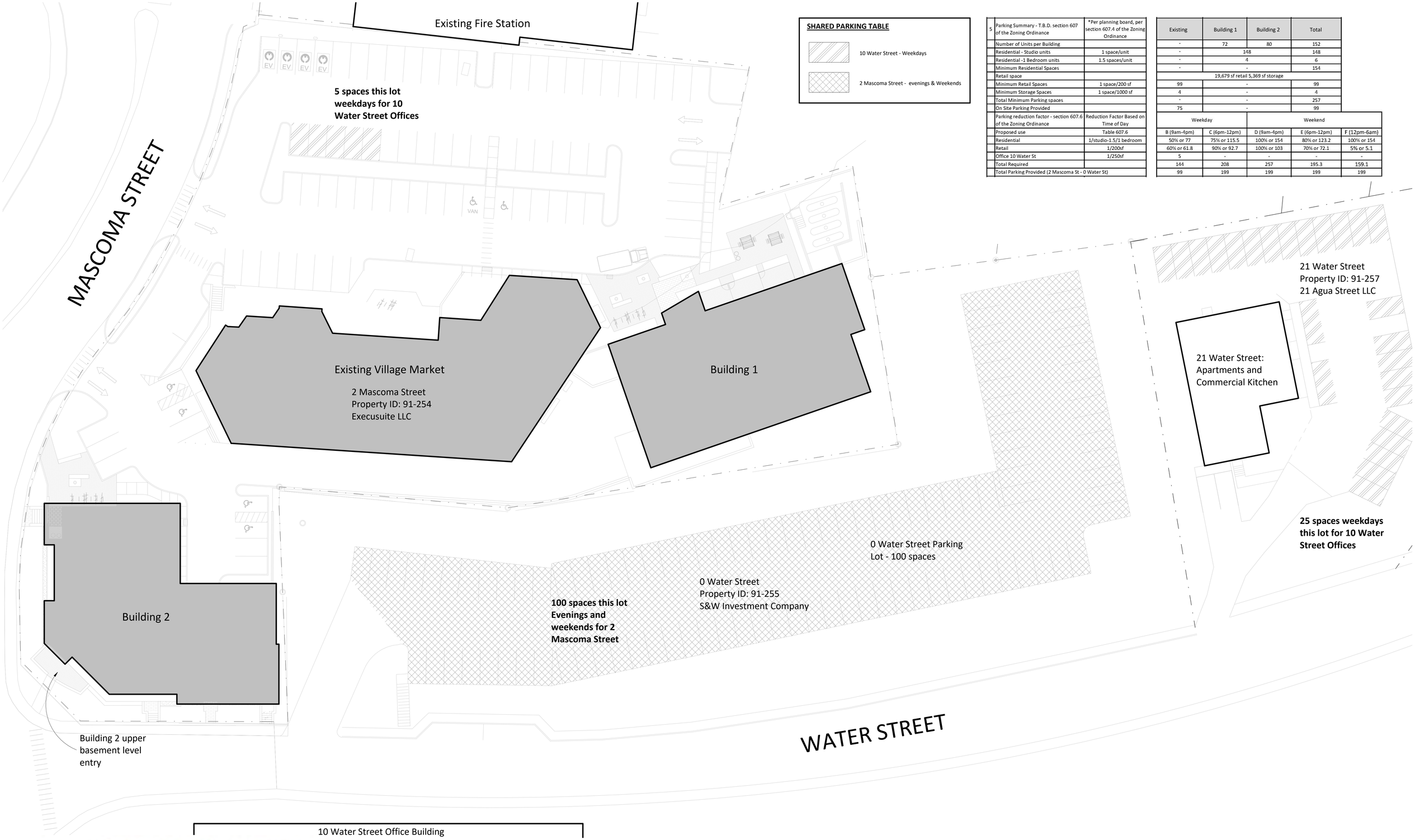
Architectural Site Plan
SD19
April 22, 2022



SHARED PARKING TABLE

10 Water Street - Weekdays

2 Mascoma Street - evenings & Weekends

5	Parking Summary - T.B.D. section 607 of the Zoning Ordinance	*Per planning board, per section 607.4 of the Zoning Ordinance
	Number of Units per Building	
	Residential - Studio units	1 space/unit
	Residential -1 Bedroom units	1.5 spaces/unit
	Minimum Residential Spaces	
	Retail space	
	Minimum Retail Spaces	1 space/200 sf
	Minimum Storage Spaces	1 space/1000 sf
	Total Minimum Parking spaces	
	On Site Parking Provided	
	Parking reduction factor - section 607.6 of the Zoning Ordinance	Reduction Factor Based on Time of Day
	Proposed use	Table 607.6
	Residential	1/studio-1.5/1 bedroom
	Retail	1/200sf
	Office 10 Water St	1/250sf
	Total Required	
	Total Parking Provided (2 Mascoma St - 0 Water St)	

Existing	Building 1	Building 2	Total
-	72	80	152
-	148		148
-	4		6
-	-		154
19,679 sf retail 5,369 sf storage			
99	-		99
4	-		4
-	-		257
75	-		99

Weekday		Weekend		
B (9am-4pm)	C (6pm-12pm)	D (9am-4pm)	E (6pm-12pm)	F (12pm-6am)
50% or 77	75% or 115.5	100% or 154	80% or 123.2	100% or 154
60% or 61.8	90% or 92.7	100% or 103	70% or 72.1	5% or 5.1
5	-	-	-	-
144	208	257	195.3	159.1
99	199	199	199	199

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Village Market Redevelopment Recreo LLC

0' 10' 20'

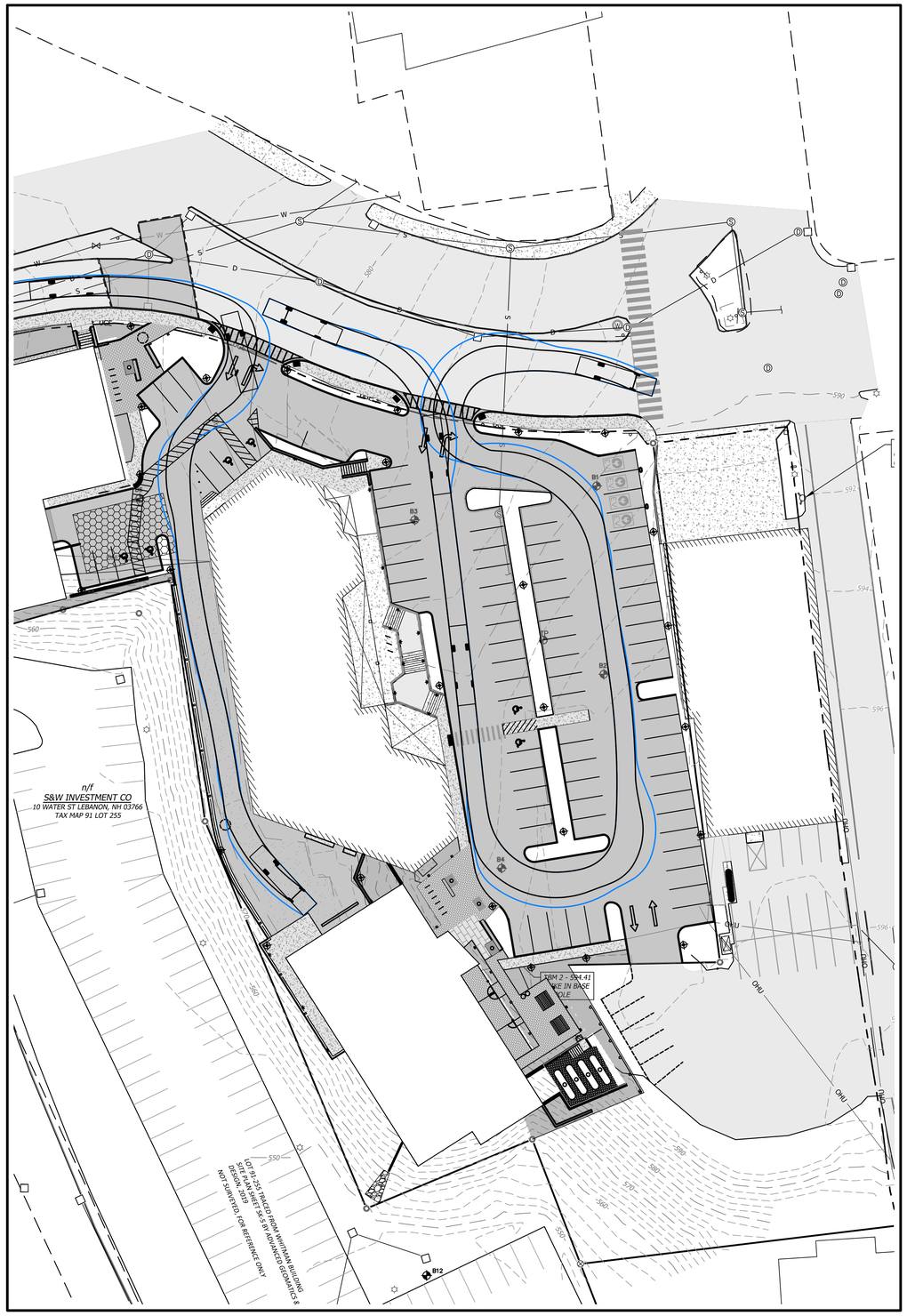
PROJECT NORTH

Off Lot Parking Plan

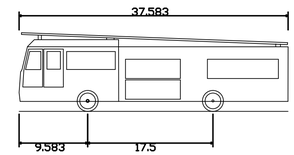
SD20

April 22, 2022

As indicated



FIRE TRUCK VEHICLE TURN IN FROM MASCOMA STREET



E-ONE HP75 SideStacker	
Overall Length	37.583ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°

FIRE TRUCK VEHICLE PROFILE

NOTE: LEBANON LADDER 1 IS A 1991 E-ONE TRUCK WITH A SINGLE REAR AXLE AND A 110' LADDER. THE PROJECT TEAM WAS UNABLE TO DETERMINE ACTUAL DIMENSIONS FOR THE VEHICLE, AND HAS USED THE MOST SIMILAR STANDARD VEHICLE AVAILABLE IN THE SOFTWARE LIBRARY.

0 15 30 60 120

SCALE IN FEET

DATE OF PRINT
APRIL 24 2022
HORIZONS ENGINEERING

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RECREO LLC

Issued For:
SITE PLAN REVIEW

PRELIMINARY
NOT FOR
CONSTRUCTION

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Issue Date: March 14, 2022

Revisions

No.	Description	Date
1	REVISION 1	04/22/2022

FIRE TRUCK
VEHICLE TURNING
MOVEMENTS

Project No.: 2119

FIRE TRUCK
EXHIBIT

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Agenda
Planning Board
May 9, 2022

Agenda Item #3B
Public Hearing Items

Recreo, LLC, Water Street Mill, LLC, and 21 Agua Street, LLC, regarding 2 Mascoma Street (Tax Map 91, Lot 254), 0 Water Street (Tax Map 91, Lot 255) and 21 Water Street (Tax Map 91, Lot 257), zoned LD

PB2022-22-CUP

CITY OF LEBANON ~ PLANNING & DEVELOPMENT

PLANNING BOARD

May 9, 2022 Meeting

Staff Memorandum – PB2022-22-CUP

APPLICATION INFORMATION

Agenda Item: 3.B

Application ID: PB2022-22-CUP

Application Type:
Conditional Use Permit to allow off-lot parking

Property Location & Tax Map:
- 2 Mascoma Street (91-254)
- 0 Water Street (91-255)
- 21 Water Street (91-257)

Applicants/Property Owners:
- Recreo, LLC
- Water Street Mill, LLC
- 21 Agua Street, LLC

Zoning District:
Lebanon Downtown (LD)

Future Land Use Map:
Central Business District

Property Size:
- 2 Mascoma St (91-254): +/-2 ac
- 0 Water St (91-255): +/-1.47 ac
- 21 Water St (91-257): +/-0.61 ac

Overlay Districts:
None

Other Approvals Required:
- Zoning Permit

Attachments:
- Application (9 pages total)

HEARING NOTICE

Recreo, LLC, Water Street Mill, LLC, and 21 Agua Street, LLC, regarding 2 Mascoma Street (Tax Map 91, Lot 254), 0 Water Street (Tax Map 91, Lot 255) and 21 Water Street (Tax Map 91, Lot 257), zoned LD: The applicants request a Conditional Use Permit pursuant to Section 607.5.A of the Zoning Ordinance to allow off-lot parking at 0 Water Street for the benefit of Recreo, LLC's proposed mixed use development at 2 Mascoma Street (PB2022-17-SPR), and to allow off-lot parking at 2 Mascoma Street and 21 Water Street for the benefit of the office building use at 10 Water Street (Tax Map 91, Lot 259). PB2022-22-CUP

COMPLETENESS REVIEW

In order to accept jurisdiction and commence review of the applicants' proposal, the Planning Board must first determine that the application is complete. NH RSA 676:4, I(c)(1). At the time of the writing of this memo, a signed application form has not yet been submitted. Staff expects to receive the signed application form prior to the Planning Board's May 9th meeting and will provide the Board with a completeness recommendation at that time.

BACKGROUND

Recreo, LLC is the owner of 2 Mascoma Street (outlined in green in Figure 1 below), currently improved with two commercial buildings (the former Village Market building and the Sunrise Buffet building). Recreo proposes a redevelopment of the property, the application for which (PB2022-17-SPR) will be heard by the Planning Board concurrently with this Conditional Use Permit application. The proposed redevelopment includes the razing of the Sunrise Buffet and the construction of two (2) new multi-family buildings containing a total of 152 dwelling units (148 studios and 4 one-bedrooms). The proposed redevelopment will include a total of 99 on-site parking spaces for both the commercial uses in the former Village Market building and the proposed multi-family dwellings.

Water Street Mill, LLC owns 0 Water Street (outlined in blue in Figure 1 below) which abuts 2 Mascoma Street to the west. 0 Water Street is developed as a 100-space parking lot and is currently used as off-lot parking for the tenants of 10 Water Street (Tax Map 91, Lot 259), located on the opposite side of Water Street. 10 Water Street, which is also owned by Water Street Mill, LLC and is marked by the yellow star in Figure 1 below, is occupied by a mix of office tenants.

21 Agua Street, LLC, is the owner of 21 Water Street (outlined in pink in Figure 1 below) which abuts 0 Water Street to the south. The property is currently developed with a single-story multi-tenant commercial building with surrounding gravel surface parking. The building contains four (4) dwelling units. It is not known whether there are any commercial tenants/occupants of the building. According to the applicant's Conditional Use Permit Support Statement, the property contains 25 parking spaces.

SUMMARY OF REQUEST

The applicants request a Conditional Use Permit pursuant to Section 607.5 of the Zoning Ordinance to allow off-lot parking as follows:

- Water Street Mill, LLC will lease the 100-space parking lot to Recreo, LLC for use by residents of 2 Mascoma Street on the evenings and weekends.
- Recreo, LLC will lease 5 parking spaces at 2 Mascoma Street to Water Street Mill, LLC, for weekday use by tenants of 10 Water Street.
- 21 Agua Street, LLC will lease the 25 parking spaces at 21 Water Street to Water Street Mill, LLC, for weekday use by tenants of 10 Water Street.

Figure 1. Aerial view of subject properties.

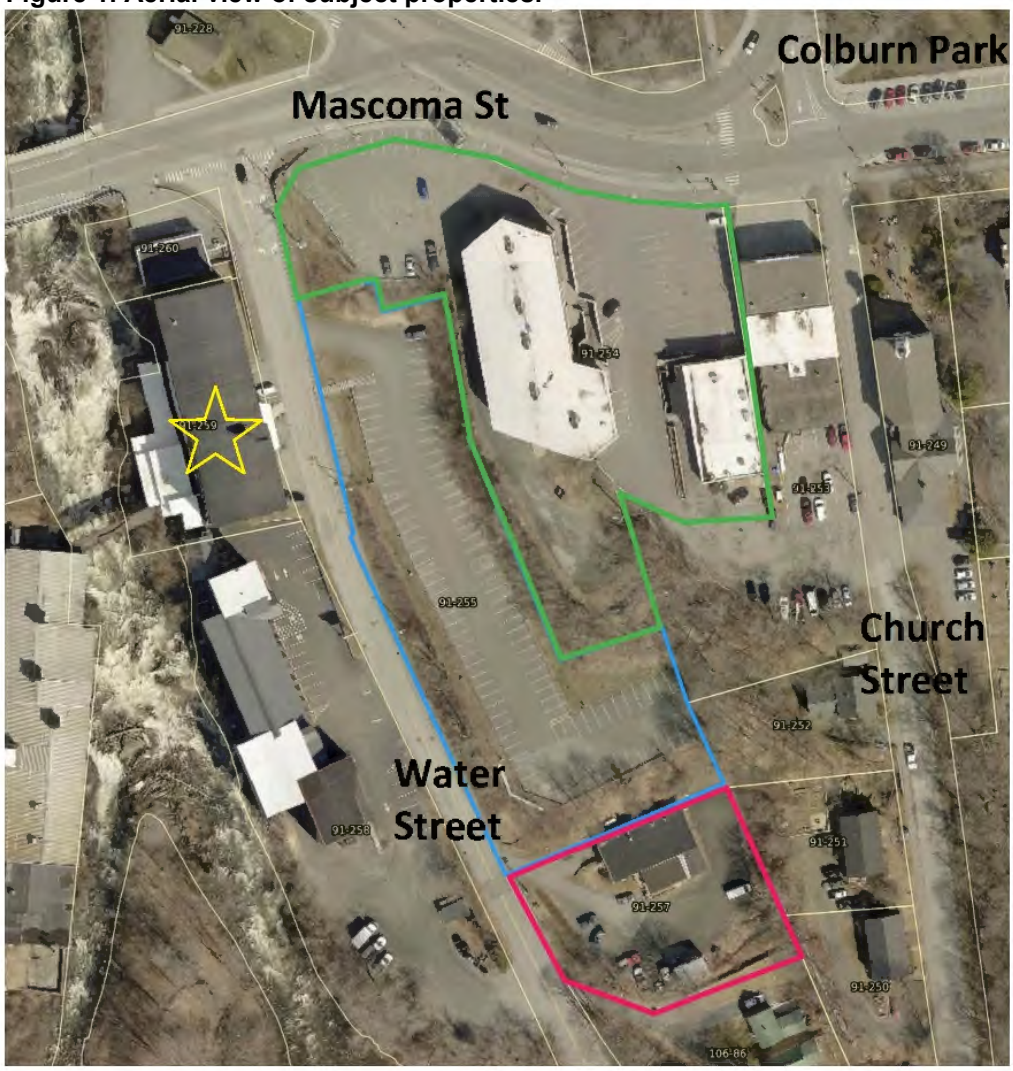

Figure 2. Bird's Eye View of subject properties (looking east).

ZONING ORDINANCE REQUIREMENTS

Per Section 607.4 of the Zoning Ordinance, the minimum parking requirements set forth in the Table of Minimum Off-Street Parking Requirements do not apply in the LD District. Rather, parking requirements in the LD District "shall be as required by the Planning Board through its Site Plan Review of new uses or changes or expansion of use."

Normally, required parking shall be provided on the same lot as the use for which the parking is required. However, Section 302.5 of the Zoning Ordinance allows parking areas to serve off-site uses by conditional use permit in accordance with the requirements of Section 607.5 ("Off-Lot Parking"). Section 607.5.A provides that in the LD District, the Planning Board may approve private off-lot parking by ***conditional use*** permit.

In order to grant the requested Conditional Use Permit, the Board must find the applicants' proposal satisfies the requirements of Section 607.5.A as follows:

1. The minimum number of required ***off-street parking spaces*** as calculated pursuant to Section 607.1, and per Section 607.4 for developments in the CB, LD, and PB Districts, cannot feasibly be accommodated on-site.

2. The off-lot use to be served is an allowed use in the zoning district in which the off-lot parking area will be located.

3. The off-lot parking area is in an appropriate location for the use served by the parking and will not be detrimental to abutting properties.

4. Such parking arrangements are either permanently deeded and recorded or conveyed by an irrevocable 99-year lease or some other legal instrument, acceptable to an attorney representing the City, that will ensure that such parking arrangement will remain as long as the need exists.

5. The off-lot parking will not constitute a hazard to traffic or pedestrians.

Note that the above requirements are in lieu of demonstrating compliance with the Enhanced Performance Standards set forth in Section 302.4.D of the Zoning Ordinance, which are the general criteria for Conditional Use Permits.

STAFF COMMENTS

- With the proposed off-lot parking arrangement, all of the parking spaces at 21 Water Street will be reserved for use by 10 Water Street during weekday business hours. It is not clear how the weekday parking needs of the 21 Water Street tenants/occupants will be met.

- The applicants should be required as a condition of approval to provide the City with appropriate documentation in accordance with Section 607.5.A.4 of the Zoning Ordinance to ensure that the off-lot parking arrangement will remain for as long as the need exists.

- Staff also recommends the Conditional Use Permit is granted concurrently with the site plan approval for 2 Macoma Street (PB2022-17-SPR), since it is through site plan review that the Planning Board will determine the minimum number of required parking spaces for the 2 Mascoma Street redevelopment (per Section 607.4 of the Zoning Ordinance).

- Per Section 302.4.E of the Zoning Ordinance, the Planning Board “may impose conditions as it finds reasonably appropriate to safeguard the neighborhood and the general public or otherwise serve the purposes of this Ordinance, including such measures as set forth in Section 802.4 (“Special Conditions”).”

Attachment

cc: Jim Wasser, Studio Nexus
Recreo, LLC
Water Street Mill, LLC
21 Agua Street, LLC
File

CITY OF LEBANON
APPLICATION FOR

SPECIAL EXCEPTION	☐	☐	SITE PLAN REVIEW
VARIANCE	☐	☐	SUBDIVISION
MOTION FOR REHEARING	☐	☐	LOT LINE ADJUSTMENT
APPEAL OF AN ADMIN. DECISION	☐	☒	OTHER (Conditional Use)

PROPERTY OWNER (APPLICANT):

NAME: Recreo, LLC and 21 Agua Street, LLC TEL.#: 603-322-3260

MAILING ADDRESS: 77 Bank Street, Lebanon, NH 03766

E-MAIL ADDRESS: tim@ledgeworks.com

CO-APPLICANT, AGENT, OR LESSEE:

NAME: Water Street Mills, LLC TEL.#: X

MAILING ADDRESS: 10 Water Street, Lebanon, NH 03766

E-MAIL ADDRESS: X

PROJECT LOCATION:

TAX MAP #: 91 LOT#: 254, 255, & 257 PLOT #: ZONE: LD

STREET ADDRESS OF PROJECT: 2 Mascoma Street (former Village Market) and 10 Water Street

IS THIS PROPERTY LOCATED IN THE: **WETLANDS** ☐ YES ☒ NO **HISTORIC DISTRICT** ☐ YES ☒ NO

FLOOD PLAIN ☐ YES ☒ NO

SCOPE OF PROJECT:

Off-lot parking on the existing parking lot at 0 Water Street, parcel 91-253 to be leased by Recreo, LLC to serve the needs of the Village Market Redevelopment project at parcel 91-254 on evenings and weekends. Off-lot parking at 21 Water Street, parcel 91-257 to be leased by the 10 Water Street office building on weekday daytimes.

TYPE OF OCCUPANCY:

EXISTING ☐ VACANT ☐ ONE FAMILY ☐ TWO FAMILY ☐ MULTI-FAMILY ☒ COMMERCIAL ☐ INDUSTRIAL
PROPOSED ☐ VACANT ☐ ONE FAMILY ☐ TWO FAMILY ☒ MULTI-FAMILY ☒ COMMERCIAL ☐ INDUSTRIAL

IF USE IS **COMMERCIAL** OR **INDUSTRIAL**, PLEASE NOTE **SPECIFIC** USE: Restaurant/retail and office

SIGNATURE BLOCK:

X

X _____ DATE: _____
PROPERTY OWNER

NOTE: IF, AS OWNER, YOU WISH TO DESIGNATE AN AGENT TO ACT ON YOUR BEHALF, PLEASE READ THE FOLLOWING AND SIGN BELOW: I hereby designate the person listed above as my agent for the purpose of procuring the necessary local permits for the proposed work as described herein. Representations made by my agent may be accepted as though made by me personally, and I understand that I am bound by any official decision made on the basis of such representation.

_____ DATE: _____
PROPERTY OWNER

DATE RECEIVED	FILE # (MAP/LOT)	APPLICATION #	FEE - $ AMOUNT	DATE PAID	VOUCHER #

(12/07/07)

City of Lebanon, New Hampshire

APPLICATION FOR CONDITIONAL USE PERMIT SUPPORT STATEMENT

Office Use Only	Date Received: _____	Application No.: _____

I. APPLICATION CHECKLIST

- *Application form*
- *Public Hearing Notification List*
- *Filing fee*
- *This form, including written responses to the Section 302.4.D requirements, outlined below*
- *A site plan*
- *Optional: photos and any other materials in support of your application*

II. PROJECT DESCRIPTION

I (we) hereby request a Conditional Use Permit as provided for in Article(s) III, Section(s) 607.5, of the Lebanon Zoning Ordinance.

Please describe your proposed project with as much detail as possible. You can respond in the space provided below or on a separate sheet of paper.

Please see attached narrative for general information about the project. Specific to this CU:

We are providing 99 parking spaces on site that will be shared between the retail building and the 152 units of housing (148 studios and 4 one-bedrooms). In addition, we propose a shared off-lot parking arrangement with the 100-space Water Street Mill parking lot, (parcel #91-255), contiguous to our lot and located directly to the west. This lot will provide 100 off-lot spaces evening and weekends, primarily serving residents of Building 2. As a lot dedicated to the office building directly across Water Street, it is nearly vacant nights and weekends. It is easily accessed from Building 2 with on-grade access to the upper basement level at the corner of Mascoma and Water Streets. From there it is an approximately 150' walk to the lot. As part of this agreement the 10 Water Street office building (parcel #91-259) will have use of 30 parking spaces on weekdays at the 21 Water Street lot, (Parcel #91-257) which has 25 spaces total, and 5 spaces at 2 Mascoma Street.

III. CONDITIONAL USE PERMIT CRITERIA

In order to obtain a Conditional Use Permit, you must demonstrate to the Planning Board that the proposal satisfies the applicable criteria set forth in Sections A and B below. You must address each criteria in the space provided or on a separate sheet of paper.

A. Specific Criteria

The Conditional Use Permit is authorized by Article III, Section 607.5 of the Zoning Ordinance which requires the applicant to demonstrate that (*please address any criteria set forth in the Zoning Ordinance that specifically apply to your proposed use or project)*:

1. The minimum number of required ***off-street parking spaces*** as calculated pursuant to Section 607.1, and per Section 607.4 for developments in the CB, LD, and PB Districts, cannot feasibly be accommodated on-site.
2. The off-lot use to be served is an allowed use in the zoning district in which the off-lot parking area will be located.
3. The off-lot parking area is in an appropriate location for the use served by the parking and will not be detrimental to abutting properties.
4. Such parking arrangements are either permanently deeded and recorded or conveyed by an irrevocable 99-year lease or some other legal instrument, acceptable to an attorney representing the City, that will ensure that such parking arrangement will remain as long as the need exists.
5. The off-lot parking will not constitute a hazard to traffic or pedestrians.

2 MASCOMA STREET DEVELOPMENT

CONDITIONAL USE REQUEST: OFF-LOT PARKING--607.5

A. Specific Criteria

1. The minimum number of required *off-street parking spaces* as calculated pursuant to Section 607.1, and per Section 607.4 for developments in the CB, LD, and PB Districts, cannot feasibly be accommodated on-site.

This is a tight, urban site with topographic challenges. We have maximized the parking to the extent possible, while still leaving sufficient area for landscaping, building access, and site amenities. In addition, we are providing 17 structured parking spaces in Building 1.

2. The off-lot use to be served is an allowed use in the zoning district in which the off-lot parking area will be located.

The 0 Water Street lot is in the LD District and has been a parking lot since at least the 1980's. It is an allowed use, owned by the same owners, Water Street Mill, LLC, who own the office building across the street on lot 91-259. Currently, it serves that building exclusively. Similarly the 25 parking spaces at 21 Water Street are in the LD District. They were recently permitted.

3. The off-lot parking area is in an appropriate location for the use served by the parking and will not be detrimental to abutting properties.

The 0 Water Street lot is contiguous to our lot and located directly to the west. It is easily accessed from Building 2 through an on-grade entry at the upper basement level at the corner of Mascoma and Water Streets and a 150' walk along the Water Street sidewalk. Primary usage of the lot will be evenings and weekends when the Water Street businesses are closed. There are no residential properties located between the street corner and the parking lot. The 21 Water Street lot is an approximately 350' walk from the 10 Water Street lot. Its usage by tenants of 10 Water Street will be exclusively weekday.

4. Such parking arrangements are either permanently deeded and recorded or conveyed by an irrevocable 99-year lease or some other legal instrument, acceptable to an attorney representing the City, that will ensure that such parking arrangement will remain as long as the need exists.

Recreo, LLC, 21 Agua Street, LLC, and Water Street Mills, LLC have attached a preliminary agreement. Before the off-lot parking agreement will go into effect, they will finalize the shared parking agreement acceptable to an attorney representing the City.

5. The off-lot parking will not constitute a hazard to traffic or pedestrians.

The 0 Water Street lot is an existing parking lot easily accessed by pedestrians from Building 2 without crossing streets. Its use during evenings and weekends will have limited impact on traffic on Water and Mascoma Streets. Vehicular access is about 150' from the corner of the two

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streets and primary usage of the lot will be evenings and weekends when the Water Street businesses are closed. Similarly, parking spaces at the 21 Water lot will create almost no increased traffic during the daytime, but will provide flexibility in the event of heavier than usual daily needs at 10 Water Street and relieve the burden (and reduce vehicular and pedestrian traffic crossing at Mascoma Street) on the public parking lots by Colburn Park and the National Bank building. In addition, many of those daytime spaces at 21 Water Street, which were originally for the offices of Ledgeworks, LLC, are no longer needed as Ledgeworks has moved and the offices replaced by four apartments. Off-lot parking spaces used by each party will be monitored and managed for conformance to the agreement by the respective property owners.

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B. General Criteria per Section 302.4.D

A conditional use permit shall be granted only if the Planning Board determines that the proposal conforms to all of the following standards:

1. The site is suitable for the proposal. This includes:

   a. Adequate vehicular and pedestrian access for the intended use.

The 0 Water Street lot is contiguous to the 2 Mascoma lot and located directly to the west. For pedestrians it is easily accessed from Building 2 through an on-grade entry at the upper basement level at the corner of Mascoma and Water Streets and a 150' walk along the Water Street sidewalk to a pedestrian entrance. For vehicles there is an existing vehicular entrance off Water Street, about 150' from the corner. Likewise, the 21 Water lot is contiguous to the 0 Water Street lot and easily accessible for users of 10 Water St.

   b. The availability of adequate public services to serve the intended use including emergency services, pedestrian facilities, safe access, and other municipal services.

The parking lots are within two blocks of the fire station and easily accessed by emergency vehicles off Water Street. They have dedicated, safe pedestrian access from the Water and Mascoma Street sidewalks. This off-lot alternative will greatly reduce any need to cross Mascoma Street to access parking at the National Bank building.

   c. The absence of environmental constraints (floodplain, steep slope, etc.) proposed to be impacted by the intended use.

Both existing parking lots on Water Street are within 250' of the Mascoma River shoreland, however no additional environmental impacts are anticipated with its limited increased use. No modifications of the lots to accommodate the limited additional usage will be undertaken.

   d. The availability of appropriate utilities to serve the intended use including water, sewage disposal, stormwater treatment, electricity, and similar utilities.

No modifications of the Water Street lots to accommodate the limited additional usage will be undertaken. No utilities are impacted by this conditional use application.

2. External impacts: The external impacts of the proposed use on abutting properties and the neighborhood shall be commensurate with the impacts of adjacent existing uses or other uses permitted in the zoning district. This shall include, but not be limited to, water runoff, drainage, traffic, noise, odors, vibrations, dust, fumes, hours of operation, and exterior lighting and glare. In addition, the location, nature, design, and height of the structure and its appurtenances, its scale with reference to its surroundings, and the nature and intensity of the use, shall not have an adverse effect on the surrounding environment nor discourage the appropriate and orderly development and use of land and buildings in the neighborhood. The proportion of the site proposed to be occupied by impervious surfaces shall be minimized to the extent necessary to preclude unreasonable risk of runoff, erosion, sedimentation, and other potentially adverse on-site or off-site effects.

The Water Street parking lots and circulation drives are existing conditions. Through the use of landscaping, retaining walls, stormwater treatment and better defined, widened and improved vehicular and pedestrian circulation at the 2 Mascoma Street Redevelopment, we are making this area safer and more attractive for the abutting properties and the downtown area as a whole, while reducing impervious surfaces and controlling runoff.

3. Character of the site development: The proposed layout and design of the site shall not be incompatible with the established character of the neighborhood and shall mitigate any external impacts on abutters, the neighborhood, and nearby public ways and infrastructure. This shall include, but not be limited to, the relationship of the building(s) to the street, the amount, location, and screening of off-street parking, the treatment of yards and setbacks, the buffering of adjacent properties, and provisions for vehicular and pedestrian access to and within the site.

The areas in question are currently parking lots. The one at 0 Water Street has been so since at least the 1980's; the one at 21 Water Street has been permitted within the last several years. The limited additional parking at 0 Water Street during the evenings and weekends and at 21 Water Street during weekdays should have limited to no impact on abutters, the neighborhood and nearby public ways and infrastructure.

4. Character of the buildings and structures: The design of any new buildings or structures and the modification of existing buildings or structures on the site shall not be incompatible with the established character of the neighborhood. This shall include, but not be limited to, the scale, height, and massing of the building or structure, the roof line, locations of access, and visual compatibility with the area.

No buildings or structures will be constructed on these off-lot parking lots as part of this application.

5. Preservation of natural, cultural, historic, and scenic resources: The proposed use and layout of the site, including all related development activities, shall to the greatest extent practicable preserve identified natural, cultural, historic, and scenic resources on the site and shall not degrade such identified resources on abutting properties. This shall include, but not be limited to, identified wetlands, floodplains, significant wildlife habitat and documented wildlife corridors, stonewalls, mature tree lines, identified historic buildings or sites, scenic views, and viewsheds.

Since the 1980's the 0 Water Street lot has been a parking lot; the expanded 21 Water Street lot and its change from office to multi-family residential use was permitted recently. No changes that would impact natural, cultural, historic and scenic resources will be undertaken as part of this application.

DRAFT RECIPROCAL PARKING AGREEMENT

This Reciprocal Parking Agreement is made as of the 4th day of April, 2022, by and between EXECUSUITE, LLC, a Vermont limited liability company with a principal place of business in the City of Lebanon, Grafton County, New Hampshire, (Execusuite) and WATER STREET MILL, LLC), a New Hampshire limited liability company with a principal place of business in the City of Lebanon, Grafton County, New Hampshire (Mill).

Article I. BASIC PROVISIONS.

Premises Address #1:	21 Agua Street, LLC 21 Water Street Lebanon, NH 03766
Premises Address #2:	Recreo, LLC 2 Mascoma Street Lebanon, NH 03766
Premises Address #3:	Water Street Mill, LLC Parcel #91-255 Lebanon, NH 03766
Initial Term:	3 years
Execusuite's Address: 77 Bank Street Lebanon, NH 03766	Execusuite, LLC
Mill's Address: 10 Water Street Lebanon, NH 03766	Water Street Mill, LLC

Article II. PARKING AGREEMENT.

Section 2.1. AFFILIATE COMPANIES. The owner of record for 21 Water Street is 21 Agua, LLC. The owner of record for 2 Mascoma Street is Recreo, LLC. For purposes of this agreement, Execusuite, LLC is the parent company of 21 Agua Street, LLC and Recreo, LLC. All are collectively referred to as “Execusuite.”

Section 3.1 INITIAL TERM. The initial term of this agreement shall be May 1, 2022 to April 30, 2025, unless otherwise extended or terminated by either party. Either party may terminate this agreement at any time by delivering Sixty (60) days’ written notice to the other party.

Section 3.2 ADDITIONAL TERM. After the Initial Term, the Lease shall automatically renew for additional Three (3) year terms, unless and until one party gives notice in writing to the other

party of its intention not to renew. Such notice shall be provided at least 60 days prior to the expiration of the then-current term.

Section 4.1 PARKING. 4.1.1 Parking for Mill. Beginning May 1, 2022, Execusuite agrees to rent Thirty (30) assigned parking spaces at its 21 Water Street and 2 Mascoma Street locations. Twenty-Five (25) spaces at 21 Water Street and Five (5) spaces at 2 Mascoma Street will be made available to Water Street Mill, LLC for use Monday through Friday, from 9:00 am to 5:00 pm with the exception of Federal Holidays.

4.1.2. Parking for Execusuite. Mill grants Execusuite an Option to rent up to One Hundred (100) assigned parking spaces at its Parcel #91-255 lot, located on Water Street. The spaces will be made available to Execusuite Monday through Friday, from 5:00 pm through 9:00 am and Friday at 5:00 pm through Monday at 9:00 am .Execusuite may exercise its option by providing Thirty (30) days written notice to Mill.

Section 5.1 RENT.

5.1.1 Rent from Mill. Beginning May 1, 2022, Mill shall pay Execusuite $750.00 per month, due on the 1st of each month. Rent shall be considered late after the 10th of the month if not received, and subject to a Ten (10) % late fee.

5.1.2. Rent from Execusuite. Beginning on the first day of the month following exercise of the option, Execusuite shall pay Mill $30.00 per parking per month, up to $3,000.00 per month.

Section 6.1 MAINTENANCE. Each party shall be responsible for all maintenance and repairs, including snow removal, and expenses resulting, at the parties' respective properties. Both parties agree to cooperate with one another to affect timely maintenance and snow removal.

Section 7.1 INSURANCE. Each party shall maintain commercial general liability insurance with liability limits of not less than $1,000,000.00 and property limits of not less than $500,000.00 per occurrence insuring against liability of other party and authorized representatives arising out of and in connection with use or occupancy of the demised premises. The other party shall be named an additional insured and shall be given at least Fifteen (15) days' notice of changes or cancellation. Each party shall supply the other with a Certificate of Insurance before delivery of possession of premises.

Section 8.1 COSTS. Each party shall be solely responsible for all costs and expenses related to its property, including all property taxes.

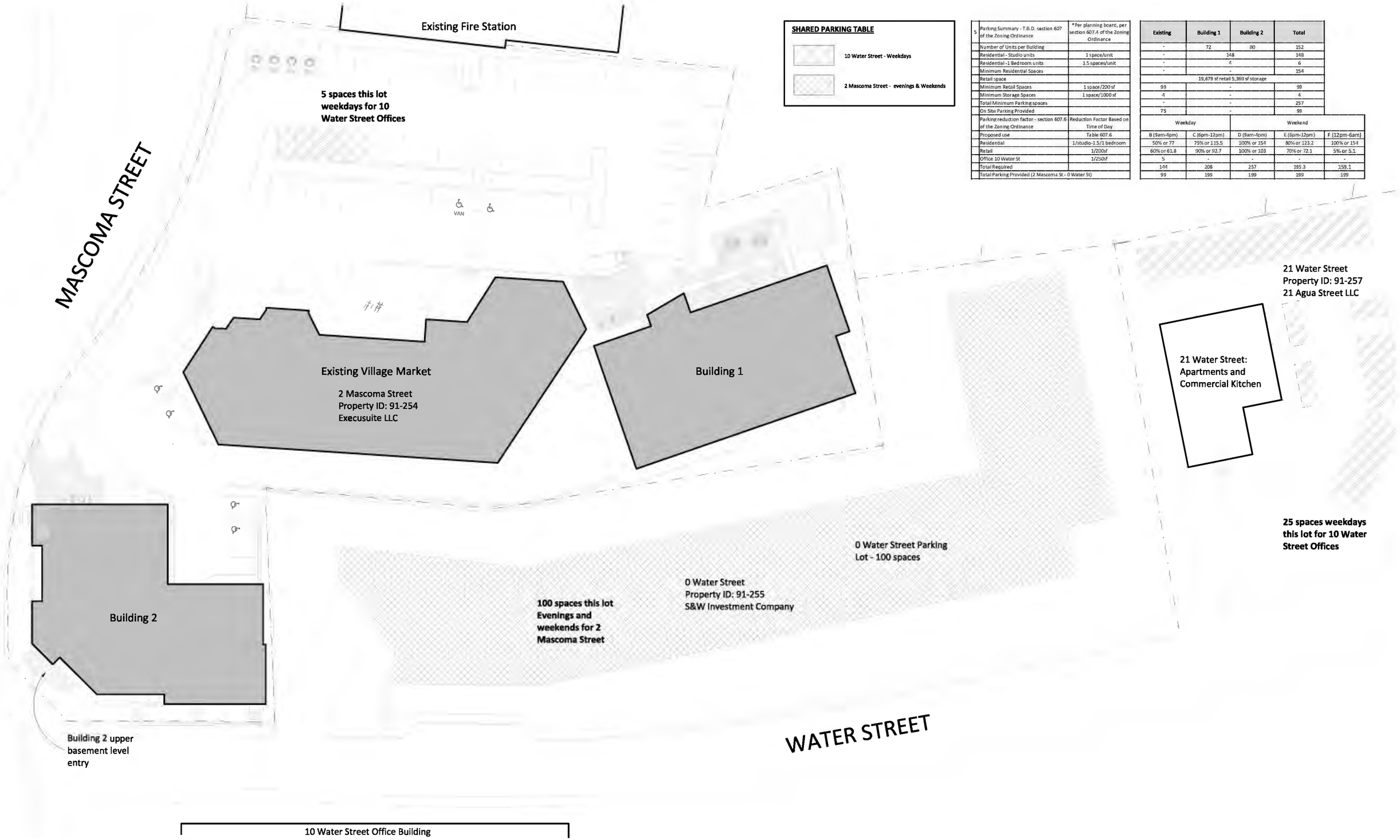
Section 9.1. TIME IS OF THE ESSENCE. Time is deemed to be of the essence.

_____ _____

Tim Sidore, Duly Authorized Date
Execusuite, LLC/21 Agua, LLC/Recreo, LLC

_____ _____

Whit Kelley, Duly Authorized Date
Water Street, Mill, LLC



SHARED PARKING TABLE

10 Water Street - Weekdays

2 Mascoma Street - evenings & Weekends

5	Parking Summary - T.B.D. section 607 of the Zoning Ordinance	*Per planning board, per section 607.4 of the Zoning Ordinance
	Number of Units per Building	
	Residential - Studio units	1 space/unit
	Residential - 1 Bedroom units	1.5 spaces/unit
	Minimum Residential Spaces	
	Retail space	
	Minimum Retail Spaces	1 space/200 sf
	Minimum Storage Spaces	1 space/1000 sf
	Total Minimum Parking spaces	
	On Site Parking Provided	
	Parking reduction factor - section 607.6 of the Zoning Ordinance	Reduction Factor Based on Time of Day
	Proposed use	Table 607.6
	Residential	1/studio-1.5/1 bedroom
	Retail	1/200sf
	Office 10 Water St	1/250sf
	Total Required	
	Total Parking Provided (2 Mascoma St - 0 Water St)	

Existing	Building 1	Building 2	Total
-	72	80	152
-	148		148
-	6		6
-	-		154
19,679 sf retail 5,369 sf storage			
99	-		99
4	-		4
-	-		257
75	-		99

Weekday		Weekend		
B (9am-4pm)	C (6pm-12pm)	D (9am-4pm)	E (6pm-12pm)	F (12pm-6am)
50% or 77	75% or 115.5	100% or 154	80% or 123.2	100% or 154
60% or 61.8	90% or 92.7	100% or 103	70% or 72.1	5% or 5.1
5	-	-	-	-
144	208	257	195.3	159.1
99	199	199	199	199

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Village Market Redevelopment Recreo LLC

0' 10' 20'

PROJECT NORTH

Off Lot Parking Plan

SD20

April 22, 2022

As indicated

Agenda
Planning Board
May 9, 2022

Agenda Item #4A
Other Business

Planning Board endorsement of the final Open Space Plan

City of Lebanon ~ Planning & Development

MEMORANDUM

TO: **Lebanon Planning Board**

CC: **Mark Goodwin, Senior Planner/GIS Coordinator**

FROM: **David Brooks, Planning & Development Director**

RE: **Review and Endorsement of Lebanon Open Space Plan**

DATE: **May 3, 2022**

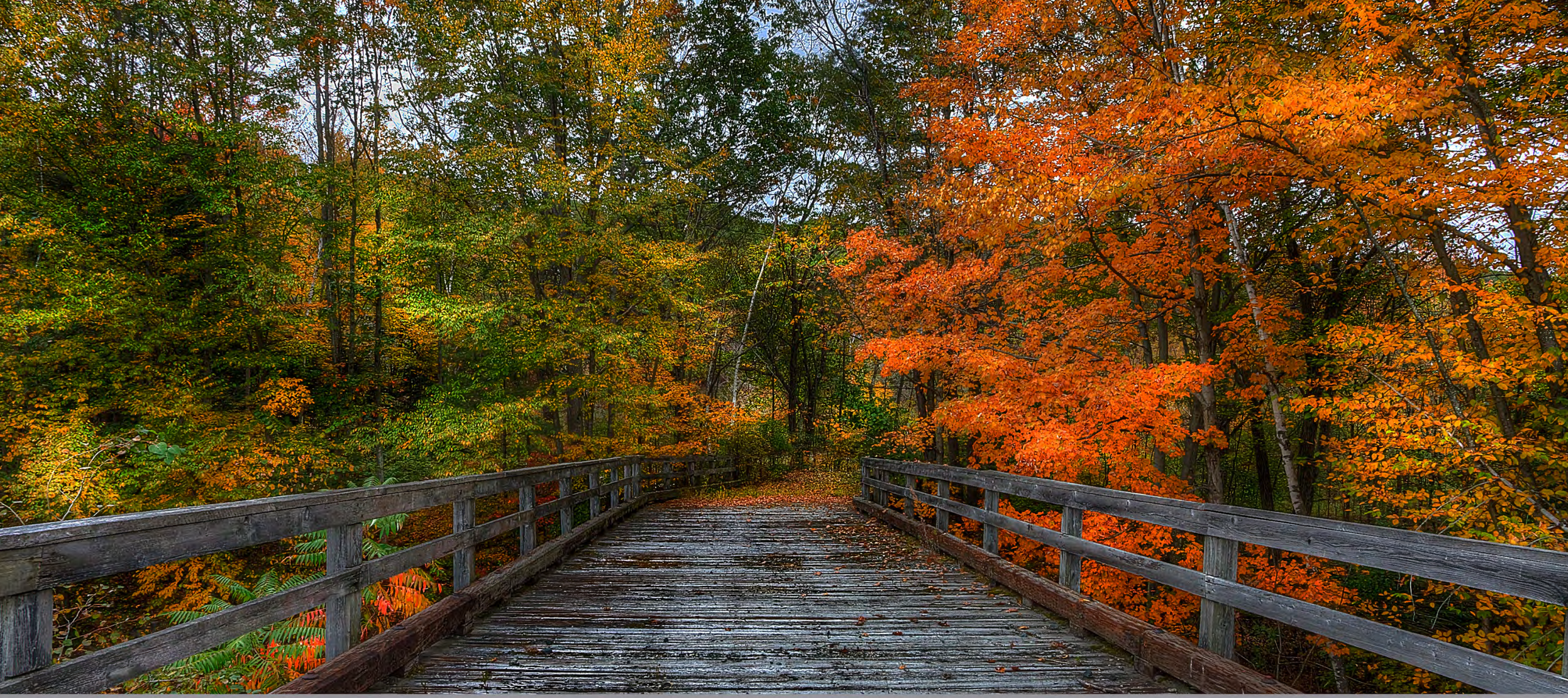
To Planning Board members,

Following the Planning Board's joint meeting with the Conservation Commission on April 25th, I hope that Board members have a better understanding of the Commission's role and responsibilities and of how the two bodies can work together for the betterment of the community. With that in mind, the Planning & Development Department would like to revisit the Board's consideration of the Open Space Plan.

As discussed at the joint meeting, the Open Space Plan is part of a set of studies and reports, along with the Natural Resources Inventory and the Wildlife Corridor Study, that have been prepared in conjunction with the Conservation Commission in order to achieve the community's goals as set forth in the City's 2012 Master Plan. The Master Plan includes multiple references to the importance of open space planning for ensuring responsible and respectful development and for identifying and protecting the existing resources and biodiversity that Lebanon enjoys. [2|D-1g; 5|D-5a]

The Master Plan explicitly recommends the development of an Open Space Plan that will inventory natural and cultural features and recommend green space corridors for continued wildlife habitat and for the benefit of residents. [5.1.A1] The Open Space Plan prioritizes natural features and attributes for potential acquisition or protection, but stops short of identifying specific parcels to be preserved. Instead, the City would expect to work with willing sellers/owners and may establish incentives for landowners to voluntarily place conservation easements on their land. [2.3.A1]

As mentioned during the joint meeting, and at a prior Planning Board work session, the Conservation Commission unanimously adopted the Open Space Plan on November 18, 2021, and the Department expects to begin referencing and utilizing the Plan for long-range planning efforts. However, the Planning & Development Department would still like to have the Plan be endorsed by the Planning Board and City Council, each of which will have an important role to play in achieving the goals of the Plan, whether through development review, capital budgeting, or other mechanisms.



LEBANON OPEN SPACE PLAN

a strategy for integrating and advancing efforts to conserve the city's ecological integrity

December 2021

CREDITS

This Open Space Plan is dedicated to the network of individuals, groups, and organizations that were inspired by their natural surroundings to engage in efforts to support and maintain the natural systems that are the lifeline for the ecological integrity of the natural landscape of Lebanon – an extensive list that includes:

- Residents and private landowners who share, protect and maintain properties and trails;
- Volunteers serving on various boards and committees;
- Decision-makers who provide support;
- Public and private organizations and entities whose primary mission is to support the stewardship of natural resources and conservation lands; and
- Natural resource professionals.

Collectively, they provide an impressive stewardship network that Lebanon is extremely fortunate to have.

Photo: J Halstead
Cover Photo: Keith Garland

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OPEN SPACE is undeveloped land containing natural resource features that collectively interact to provide healthy and vibrant ecological systems that are worthy of conservation.

In every walk with **Nature** one receives far more than he seeks.

~John Muir

EXECUTIVE SUMMARY

Lebanon is – and has long been – engaging in actions to manage, conserve and preserve open space. These efforts include policy adoption, regulatory implementation, land acquisition and protection, and conservation property stewardship. Those efforts, combined with our goals and objectives for future actions, including implementation tools and resources, constitute the Lebanon Conservation Program (LCP). The LCP interacts with both the Lebanon Master Plan and the Lebanon Natural Resource Inventory.

The **purpose** of this Open Space Plan is to:

- Increase the visibility of the Lebanon Conservation Program;
- Articulate the city's long-term vision for land conservation;
- Attract additional support for conservation efforts;
- Set open space benchmarks that can be used to measure progress; and
- Provide useful information on desirable open space characteristics, and on the tools and process for managing the ecological integrity of open space.

This Open Space Plan begins with a description of the community setting, a reference to the public support for open space, and the statement of purpose, goals, and a vision of this plan. Within Section Two, it further articulates the importance of open space, the value open space provides, and concerns regarding the loss of open space. Section Three proposes an open space prioritization methodology, with Section Four proposing strategies for future conservation efforts. The addendum includes maps and descriptive information for many of the existing conservation properties in Lebanon.

The City of Lebanon continues to benefit from a network of individuals, groups, and organizations who, inspired by their natural surroundings, engage in and support open space conservation efforts that help maintain the ecological integrity of the city's natural landscape. These partners and supporters of open space protection include:

- Private landowners who are willing to share and often protect properties;
- Policy decision makers that provide support;
- Volunteers who collectively make up the various boards and committees tasked with policy development, oversight and management decisions;
- Private and public organizations and entities whose primary mission is to support the stewardship of natural resources and conservation lands;
- Professionals (foresters, ecologists, wetland scientists, botanists, biologists and others) who offer a wealth of knowledge; and
- Lebanon's residents who serve in many roles (volunteering on boards, engaging in trail maintenance, supporting policy decisions, and more).

Collectively these partners and supporters provide a powerful stewardship network that Lebanon is extremely fortunate to have. This Open Space Plan prepared by the Lebanon City Planning and Development Office with assistance from PlaceSense was built upon that network's local knowledge, professional expertise and commitment to conserving the city's open space for future generations.

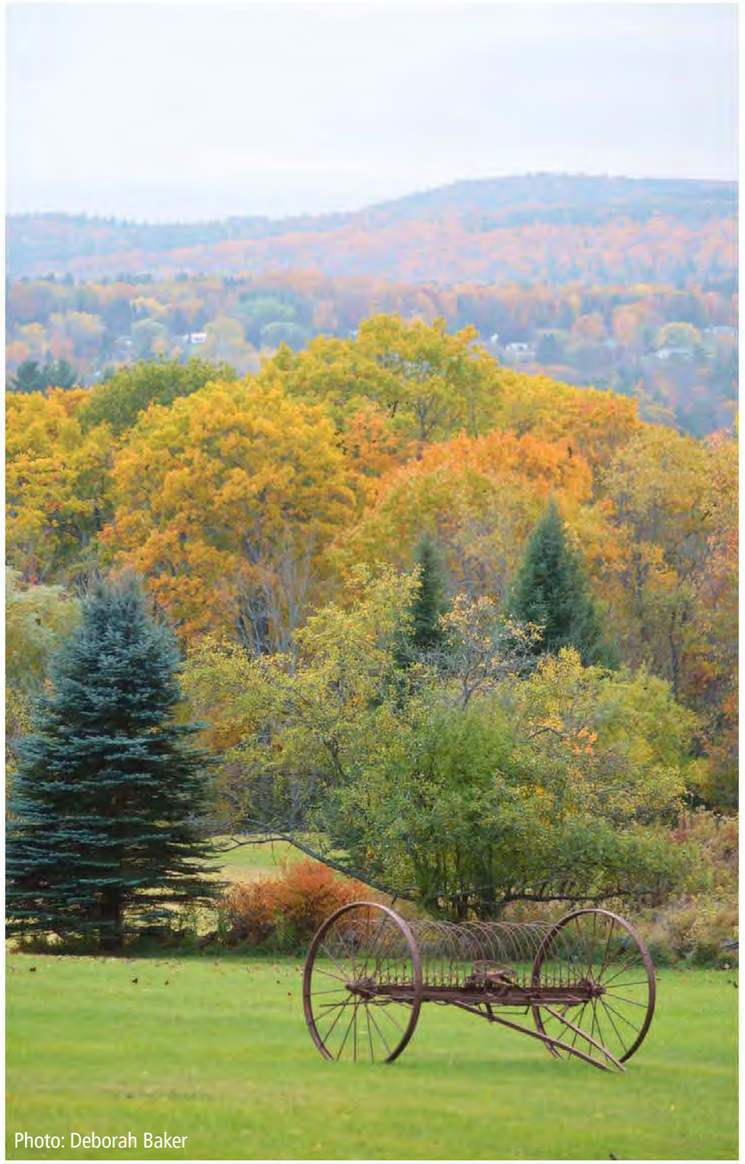


Photo: Deborah Baker

1. INTRODUCTION

Community Setting

The City of Lebanon, New Hampshire is one of the core Upper Valley communities. It is located on the Mascoma and Connecticut Rivers, surrounded by traditional villages, beautiful rural areas and expanses of farmland and forests. The abundance and quality of natural resources in and around the city – clean air and water, open space, wildlife habitat, undeveloped natural vistas, and working farm and forest land – is one of its greatest assets. Much of Lebanon is characterized by scenic views and vistas of the rivers, unspoiled ridges and valleys, and woods interspersed with open fields. More than 80% of land in Lebanon remains undeveloped, with a significant portion enrolled in the New Hampshire Current Use Program. There are still two working farms in the city. From almost everywhere in Lebanon, one can still see and access considerable expanses of open land.

The City of Lebanon is a growing community. It is a regional hub and the principal employment and shopping destination for a federally-designated "micropolis" consisting of 25 towns stretching across two states. Because of its distinct role as the heart of the region's economy, Lebanon has faced considerable development pressure for many years. New industries, offices and services have provided Lebanon residents with high-quality jobs and a wide variety of choices for shopping, dining, and other services. At the same time, these enterprises have attracted more people and traffic to the area, straining the city's infrastructure and stimulating demand for still more development.

That demand has led to once open land, including some of the richest agricultural soils in the state, being converted to shopping centers, subdivisions and other types of development. Significant floodplains and wetlands were drained or filled before the advent of protective regulations, and development pressure continues to affect these resources. In the uplands, wooded ridges and hillsides are being fragmented by roads and rural residential development. Increasing vehicle emissions, road salt and other pollutants threaten air and water quality.

The City of Lebanon has reached a crossroads at which it must make significant decisions about the future of land development and conservation. How land is used shapes a community's character and vitality for generations into the future. As Lebanon continues to grow and develop as a dynamic economic center, the city should take proactive measures through thoughtful planning and responsible environmental protection to ensure that important natural resources are conserved. Growth and change are inevitable and welcome, but it is imperative that Lebanon guide development in order to preserve open land and scenic resources. Without adequate forethought, future development could fray the fabric of the community by diminishing the natural resources that make Lebanon an attractive and healthy place to live and do business.

> It is our task in our time and in our generation to hand down undiminished to those who come after us, as was handed down to us by those who went before, the natural wealth and beauty which is ours.
>
> ~John F. Kennedy, March 1961

Public Support for Open Space

There is widespread public support for open space preservation in Lebanon. Residents have consistently identified preserving rural character – whether in terms of open space, regional traditions, smaller-scale and independently-owned businesses, etc. – as a critical factor in maintaining Lebanon's quality of life and sense of place for more than 30 years. A common viewpoint is that the natural environment and open space – forests, agricultural land, water bodies, viewsheds, wildlife habitat, and ridgelines – must be protected to prevent irreversible damage that would change the community's character. The open space preservation policies in the current plan have developed in response to such public comments and suggestions over the decades.

The 2012 City Master Plan repeatedly references the need for an open space plan to identify key open space resources, as well as strategies and techniques to maintain open space for future generations (page 5-6). It recommends that Lebanon develop an open space plan that:

> *Sets priorities for acquiring or otherwise protecting privately-held land from willing sellers/owners, establishes incentives for landowners to voluntarily place conservation easements on their land, and includes recommendations on the use of City-owned parcels.*
> *[Land Use Chapter Outcome 4, Action 1, page 2-25]*
>
> *Will inventory natural and cultural features, and recommend green space corridors for continued wildlife habitat and for the benefit of residents.*
> *[Natural Resources Chapter Outcome 1, Action 1, page 5-12]*

Statement of Purpose

The overarching purpose of this Open Space Plan is to increase the visibility of the Lebanon Conservation Program (LCP), to attract additional support and to clearly articulate the city's long term vision for open space protection. From an action or engagement perspective, this plan will help guide and inform the actions of local officials, boards and committees, and the general public. It provides a framework within which the community can focus its efforts and resources toward preserving important natural resources and open spaces.

This Lebanon Open Space Plan charts a course that will enable all interested parties to make the most of conservation opportunities as they arise. In particular, it:

- Identifies the value of preserving open space and natural resources.
- Identifies types of open spaces that are important to conserve.
- Prioritizes and optimizes open space conservation opportunities.
- Informs and advises anyone who might wish to conserve open space.

General Goals of the Open Space Plan

This plan establishes the following goals for open space conservation in Lebanon:

- Protect the quality of surface and underground drinking water supplies;
- Protect the quality of lakes, streams, and wetlands needed to sustain aquatic ecosystems and water-based recreation;
- Preserve open space, particularly forest lands, to protect and enhance air quality, to absorb and store carbon, and to provide critical buffering against climatic extremes;
- Protect habitat for the diversity of plant and animal species to ensure the protection of healthy, viable, and sustainable ecosystems, as well as the conservation and preservation of biological diversity within the city;
- Protect habitats that sustain the traditional pastimes of hunting, fishing, and viewing fish and wildlife;
- Maintain and encourage the important natural resource-based industries of farming, wood products, and tourism;
- Protect and enhance those scenic, historic and cultural resources that are recognized as valued parts of the common heritage of Lebanon's citizens;
- Protect in-city open spaces for residents of more densely developed areas;
- Provide places for education and research on ecological, environmental, and appropriate cultural resources to provide a better understanding of the systems from which they derive; and
- Provide high quality outdoor recreation opportunities, on both land and water, accessible to all Lebanon's citizens, regardless of where they live, their financial status, or their physical abilities.

Vision Statement

It is the community's vision that:

> *The natural resources and open spaces that make the City of Lebanon a desirable place to live shall be conserved for future generations to enjoy and appreciate. This conservation shall occur in the context of a community that is also growing and changing.*
>
> *Those areas with high natural resource value and that are important to Lebanon, the State of New Hampshire, and to the nation will be subject to careful stewardship. These areas include places deemed of local importance as well as those of regional or statewide significance. Particular importance will be placed on lands whose development would have an undue, adverse effect on water quality, wildlife habitat, agricultural lands, and scenic areas.*
>
> *Lebanon will protect and conserve working farm and forests, core habitat areas important to flora and fauna, and the corridors that link those core areas. Because personal connections with nature are important to maintaining Lebanon's heritage and sense of community, low-impact recreational opportunities that do not alter natural areas will be encouraged. The city will strive to be a place of natural beauty and uninterrupted views.*

Elements of the Open Space Plan

This Open Space Plan consists of four elements:

- **Section 2** discusses the importance of open space within the community. It provides some historical context for open space preservation in Lebanon, as well as a summary of recent land use development and conservation trends in the city.
- **Section 3** proposes a prioritization framework that establishes how much open space is needed and identifies lands that should be protected based on a 78:22 ratio of open space to developed land in the city.
- **Section 4** provides a summary of key tools and techniques available for preserving the city's natural resources and open space areas.
- **Appendix A** inventories many of the existing city-owned conservation lands.

It is typical for an open space plan to include extensive description of the flora, fauna and general landscape characteristics of the community. This plan does not do that and instead cross-references the existing natural resource content included within the city's 2010 Natural Resource Inventory and 2016 Wildlife Corridor Assessment. Collectively those documents and this Open Space Plan are intended to serve as the blueprint for the Lebanon Conservation Program.

Photo: Keith Garland

2. IMPORTANCE OF OPEN SPACE

This section of the Open Space Plan attempts to answer the following questions:

- What is open space?
- What value does open space have?
- Why should people be concerned about the loss of open space?
- How much open space does a community need?

The answers to these questions shape this plan and the implementing public policies. They provide a clear understanding of the public interest and benefit in policies such as land regulation or acquisition for open space protection.

What is open space?

Many people think of open space as land in its natural state, while acknowledging that natural forces and organisms – as dramatic as glaciers or as subtle as moss – continually shape the landscape. Others expand that to encompass land modified by human activity. Open space also includes water bodies such as lakes and rivers.

What is considered open space depends, in part, on its surroundings. A vacant lot or community garden may be considered open space in a developed neighborhood. A narrow corridor or pathway for walking or bicycling may be open space even though it is surrounded by development.

In the Lebanon Open Space Plan, open space is defined as undeveloped land areas containing natural resource features that collectively interact to provide healthy and vibrant ecological systems that are worthy of the following conservation measures:

- A municipal planning process with foundation principles grounded in natural resource oversight;
- Regulatory oversight and innovative land use planning techniques;
- Land protection measures such as conservation easements and open space requirements; and
- Simple sound property stewardship.

This definition of open space for conservation purposes acknowledges the symbiotic relationship with other forms of open space. This includes active open space like the town common (Colburn Park), recreation fields, and recreation paths. It also includes open space elements that are integrated into the built environment such as vegetated parking lot islands, rain gardens, and greenways. The Lebanon Open Space Plan focuses primarily on the open space resources outside of the built environment, while strongly endorsing the sound management of other forms of open space in accordance with the recommendations of various studies, reports, and planning documents such as the recreation master plan, development regulations and zoning ordinance.

What value does open space have?

Open space is an integral part of any healthy city. It is not just the leftover areas or land that is not yet economical to develop. Open space is as essential to a thriving community as neighborhoods, public utilities and transportation systems. Open space provides a combination of environmental, social and economic benefits that would be costly, if not impossible, to replicate by other means.

This Lebanon Open Space Plan focuses primarily on the ecological value of open space. Other benefits, including aesthetics and recreation, are considered secondary to the primary goals. However as articulated in the 2010 Wildlands and Woodlands– A Vision for the New England Landscape report (Harvard Forest, 2010):

> *A well designed open space program will include a balance of lands that are protected from development and managed for forest products, water supply, wildlife habitat, recreation, aesthetics, and other objectives, as well as lands that are established as reserves subject to minimal human impact and shaped by natural processes.*

Environmental Benefits

Open space helps provide the ability for natural processes to function and thrive, supporting the intricate natural resource web of flora and fauna, preserving biodiversity, and maintaining healthy natural systems. It acts as a circulatory system for natural processes such as wildlife movement and hydrological flows. Open space provides general environmental services such as erosion control, flood water retention, groundwater recharge, watershed protection, etc.

Open space also has ecological functions providing habitat for plant and animal life, and supporting biodiversity. The undeveloped landscape provides for important wildlife habitat and helps to maintain a diverse and healthy environment. There are approximately 1,900 species of plants and 17,000 species of animals in New Hampshire. While many of these species are considered common, it is estimated that 75% of the habitat for rare, threatened or endangered species remain unprotected and vulnerable to development.

Forested open space also provides an important source of renewable energy and carbon storage – key factors in slowing the rate of climate change. Open space is critical for supporting the adaptation that many species will face as habitats are impacted by climate change.

Social Benefits

Patches and corridors of open space interspersed throughout the built environment weave the fabric of the city together. Together they add natural beauty, character and uniqueness to the landscape. The larger open space patches typically found on the edge or beyond the built environment provide residents and visitors with places for outdoor recreation, including hunting, fishing and other traditional uses.

Open space offers opportunity for many different types of active and passive recreation, which has positive benefits for the health and well-being of residents. It provides places for people to interact socially. Open space also allows people to increase their awareness of the natural environment through outdoor education and field research programs.

Open space offers scenic and aesthetic enjoyment. It also preserves the community's heritage by protecting historic and archaeological resources. These benefits help maintain the community's character, support tourism and enhance quality of life.

Economic Benefits

It is difficult to quantify many of the public benefits that open space provides in monetary terms. In some instances, it is possible to express the natural process values of open space in the dollar terms of traditional economic analysis. For example, there is the income derived from sustainable timber harvesting and local agricultural production on open space lands. An analysis completed for the Society for the Protection of New Hampshire Forests in the late 1990s found that more than $3.6 billion dollars of income and more than 60,000 jobs were directly attributable to open space-based economic activities in New Hampshire at that time.

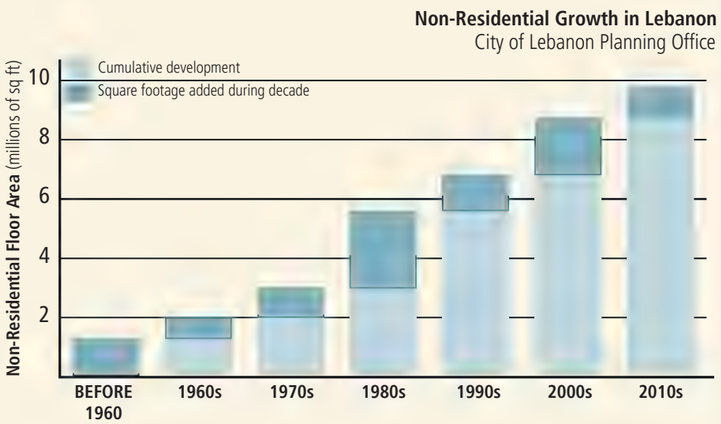
Another direct benefit are the avoided costs as a result of open space protection. An example of this would be the avoided cost of flood damage when open space land provides flood storage and reduces the extent of downstream damage. Or the avoided cost of replacing a public water supply when open space provides protection from contamination and groundwater recharge around a wellhead.

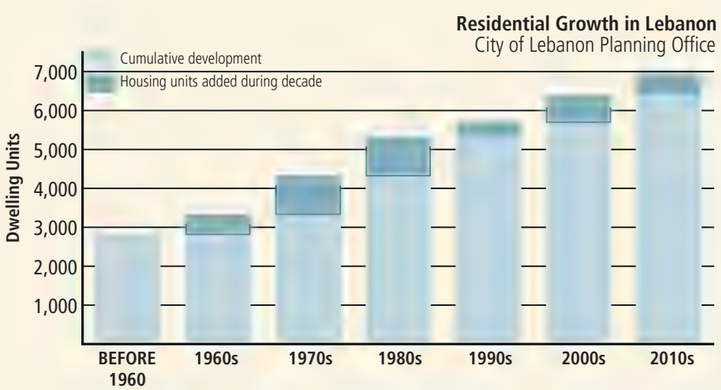
Open space also offers indirect economic benefits. It can positively impact surrounding property values and benefit local businesses by spurring economic activity within the surrounding area. According to the National Association of Home Builders (in the Business NH Magazine, October 1998), it is not uncommon for the value of building sites to be enhanced by 15 to 20% in the vicinity of park and recreation areas. The increased value to the landowner is also shared by the municipality, because as relative property values are higher, then assessed valuations and tax revenues will also be higher.

Communities increasingly consider the opportunity cost of losing open space to development, especially residential development. As detailed in the University of New Hampshire Cooperative Extension report "Does Open Space Pay?" (Auger 1996), open space land uses are often a net asset to communities, typically generating much more revenue than they cost in terms of services provided. Residential development, on the other hand, generally costs a community more in the way of services than it generates in tax revenues. While commercial and industrial land uses tend to result in a net gain in tax revenues, such development may provoke a need for more housing and increased loss of open space unless satisfied with infill and redevelopment.

Traditional arguments on the behalf of open space planning have not rested upon economic considerations. Rather, they have been founded upon the need for protecting environmentally sensitive lands, the need for public recreation facilities, and the attractiveness and ecological importance of green spaces.

Figure 1. Historical changes in forest cover show that reforestation of abandoned farmland from the mid-19th through the late 20th century has provided a second chance to determine the fate of the region's forests. Recent trends show the loss of forest throughout the region.





Why be concerned about the loss of open space?

Undeveloped land in Lebanon will continue to be lost given the trends in population, housing and economic growth in the city and region. Now is the time for Lebanon to decide what open space is important to conserve and how best to achieve those goals.

Population and Housing Growth

The number of people living in Lebanon increases each year although the rate of population growth has slowed markedly over the past several decades. The city has been adding about 60 new residents annually this decade (2010s) – a population growth rate of less than 0.5% a year.

Lebanon has been adding housing units at a faster rate than residents in recent years as the average household size has been falling. On average, 70 housing units were created in the city annually during 2010s. Given the recognized shortage of housing in the region, it is anticipated that the demand for housing will remain strong in this decade. That demand is being driven by growth in the regional economy with much of the associated job creation occurring in Lebanon as described below.

The location of new residential development is the most important factor as it relates to impacts on open space. Compact housing development that occurs as infill or redevelopment within the urban core has far less impact than low-density suburban or rural residential development.

The statewide trend of increased footprint and land consumption for single-family homes does appear to be occurring for new homes located outside the urban boundary in Lebanon. However, that trend is being offset by the shift from single-family home development in rural areas to multi-family development within the city's urban core – serving as yet another compelling benefit of directing the housing growth to within the urban areas. With appropriate design measures such as provision of green infrastructure, the city can benefit from the vibrancy that new housing brings to existing neighborhoods and can avoid impacts to open space areas. For this reason, the city's Master Plan identifies compact and infill residential development in the urban core as the desired vision for the future.

Economic Growth

The city added 2.9 million square feet of non-residential space between 2000 and 2018. The city has approved more than 2 million square feet of non-residential development that has yet to be constructed. This suggests that the rate of non-residential development will remain strong for the foreseeable future.

Lebanon's topography, combined with the proximity to transportation, sewer and water infrastructure, has directed most non-residential growth to land within or in close proximity to the urban core – thus avoiding the adverse impacts of rural sprawl and fragmentation. However, the majority of recent non-residential development has occurred on previously undeveloped land (greenfield development), as opposed to redevelopment (brownfield development). The cumulative impacts of this pattern of development can degrade the quality of surrounding natural areas. The Centerra Business Park, Airport Business Park, DHMC campus, Etna Road light industrial uses, and commercial development along Route 12A are all located on former natural open space or agricultural land.

How much open space does a community need?

There are a number of factors to consider when determining the quantity, type and location of open space land appropriate for a community. A more diverse portfolio of protected lands (high elevation, forests, floodplains, wetlands, shorelines, agricultural lands, etc.) enhances the environmental, ecological and climate benefits of open space. Protecting land dispersed around the community will ensure that more residents have access to open space near their homes. Where there is a denser pattern of development, public open space becomes critical for quality of life – providing urban residents with places for outdoor recreation and enjoyment of nature. Further, there may be specific resources within the community of scenic, cultural or historic value that merit protection through open space conservation.

Historic Open Space Protection

Fortunately for Lebanon, there has been a pattern and trend of land conservation efforts occurring simultaneous with development over the past several decades. In 1980, there was about 100 acres of city-owned, permanently protected open space in Lebanon – 40 years later, there are nearly 2,000 acres.

Private land has also been protected by property owners either voluntarily placing conservation easements on their land or permanently setting aside land as conserved open space as part of a residential development. Approximately 1,200 acres of privately-owned open space was protected as of 2019.

The 3,221 acres of public and private open space protected from future development represents approximately 12% of Lebanon's total area. Geographically dispersed around the city, these open space lands include a variety of landforms and natural communities.

Future Open Space Protection

While Lebanon's open space protection efforts have been effective to-date, there remain significant resources vulnerable to future development. The 2010 Natural Resource Inventory and 2016 Wildlife Corridor Assessment include specific recommendations for further open space protection and other measures to retain or enhance the function and values of the city's diverse ecosystems.

- The 2010 Natural Resource Inventory identifies 73 significant ecological areas (SEAs) that, due to their sensitive nature and unique set of natural resource characteristics, require special consideration. The SEAs represent less than 10% of the city. Nearly all the city's rare and endangered plant species are contained within these lands, and virtually all of the rare wildlife species depend upon them. The Inventory recommends that the SEAs be priorities for conservation due to their ecological integrity and ecosystem services. Currently, 28% of the SEAs are within protected open space areas.
- The 2016 Wildlife Corridor Assessment focused on 17 priority wildlife crossing areas. It found that recent development has reduced potential crossing areas. Unfragmented blocks of habitat are becoming isolated as development along the road networks have built up physical barriers to wildlife. To preserve

ecological values and functions, the Assessment recommends that protected open space areas be linked by greenbelts that allow for the movement of wildlife. Only two of the priority crossing areas currently connect through protected open space lands.

The guidance that follows in Section Three for establishing goals, benchmarks and a methodology for prioritizing the city's open space protection efforts builds upon the recommendations from the Natural Resource Inventory and the Wildlife Corridor Assessment. It is also consistent with the land use goals of city's Master Plan, which call for most future growth to occur in the urban core.

In the end, we conserve only what we love.
We will love only what we understand.
We will understand only what we are taught.

~ Baba Dioum, Senegalese Poet

3. OPEN SPACE PRIORITIZATION

The Conservation Commission has recommended that the City identify, prioritize, and actively work to conserve land with high-value natural resources that are currently unprotected. This section briefly describes previous efforts to prioritize open space for conservation. It then proposes a new prioritization framework that is grounded in the concept of **how much** open space is needed, and **where** are the currently undeveloped lands located that should be prioritized for conservation.

Historic Open Space Prioritization

The historic open space prioritization efforts described below are testament to the desire of Lebanon residents to maintain the special open space and conservation qualities that are part of the fabric of this community. The information and recommendations they contain continue to guide present day conservation endeavors. Grounded in a fundamental bio-diversity conservation planning framework, Lebanon is positioned to use this information to engage in a very progressive, forward thinking approach to preserving the functions and values of its existing open space lands, and maintaining the desired community character.

1996 Conservation Commission Approach

In 1996, the Conservation Commission developed an approach in which they identified generic land types that were desirable locations for open space preservation. These were not parcel-specific recommendations, but rather a listing of generic attributes that were recommended for preservation. The list included:

- Mascoma Lake Shore Lands
- Connecticut River Shore Lands
- Mascoma River Shore Lands
- Flood Plain Wetlands
- Prime Wetlands
- Other Wetlands
- Unique Geologic Features
- Mountain Tops & Ridgelines
- Old Farms and Fields
- Wildlife Habitat and Corridors
- Aquifer Areas
- Mixed and Old Growth Forest
- Land Contiguous to Existing Conservation Land
- Rare and Endangered Flora Habitat

Around the same time, students from the Lebanon High School Environmental Science class and Students for a Sustainable Future (SFF) teamed up with the Lebanon Conservation Commission to conduct a poster ballot project. The project sought input from the community about open spaces in Lebanon. The vote from participating residents included the following results, listed from most popular to least:

1. The Mascoma River Shorelands
2. The Connecticut River Shorelands
3. Mascoma Lake shorelands
4. The Landmark Lands
5. Farms
6. Mt. Support and Rix Ledges
7. Blueberry Hill and Hardy Hill areas
8. Daisy Hill area
9. Quarry Hill
10. Class VI Roads
11. Corridors in the City of Lebanon
12. Route 4/Eastman Hill intersection

One of the mutual highlights between these two efforts was that undeveloped shoreline is both valued, as well as in need of protection as it is often equally prized for its development potential.

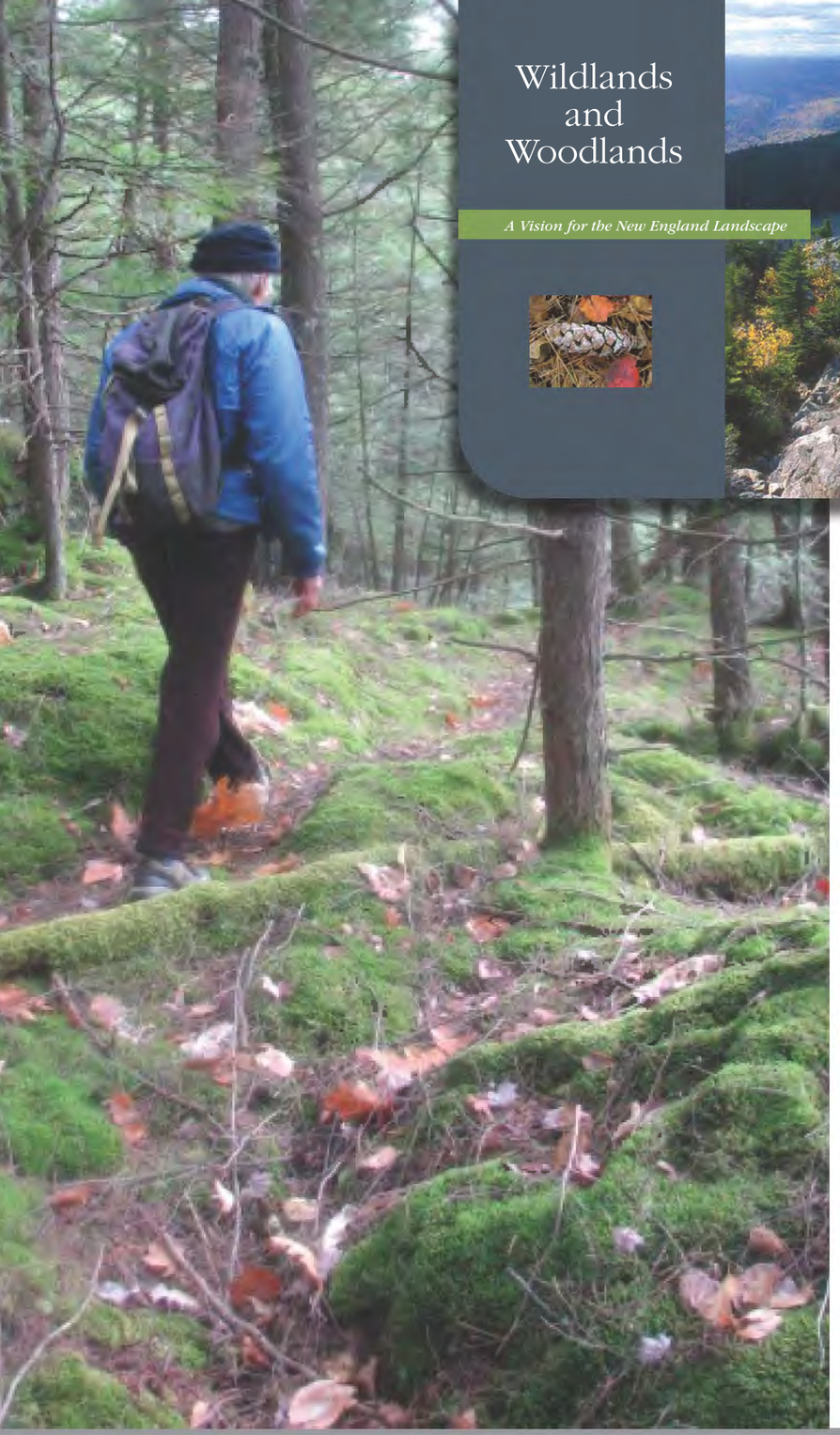
Conservation Commission Periodic Review

The Conservation Commission undertakes a periodic review of City of Lebanon owned parcels. This exercise occurred in 1993, 2006, 2011, and most recently in 2017. The list of City owned properties changes over time as privately owned parcels transfer to City ownership, the result of a failure to pay taxes, gifting to the City, etc.

The results of the 2017 analysis revealed that there are very few, if any, additional protection opportunities for City owned properties, as many of the properties with valuable natural resource characteristics are already under some form of protection or are simply undevelopable. Or the properties are currently developed, typically providing some sort of infrastructure support to the City, such as the City Landfill, the Wastewater Treatment Plant, recreation fields, etc.

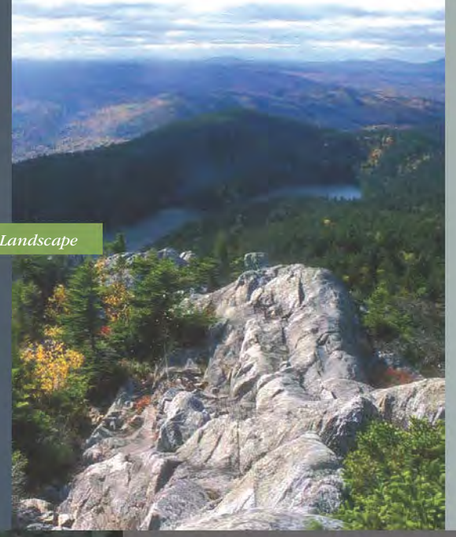
2010 Natural Lebanon

The 2010 Natural Lebanon – Natural Resource Inventory (NRI) report was completed to serve as a "framework" planning document, providing extensive descriptive information associated with the undeveloped natural open space areas within Lebanon. It is impressively robust as to the level of detail contained within the report, including the following: a wetland assessment and prioritization; identification of existing and potential vernal pools; species and habitat types occurring within Lebanon including rare plants, rare animals, and target species of special concern. It provides valuable prioritization input, including highlighting priority conservation sites, priority wetland complexes, and highlighting areas deemed as "Significant Ecological Areas" (SEAs), as well as Co-Occurrence areas. The proposed prioritization methodology detailed later within this section includes this information as the core component.



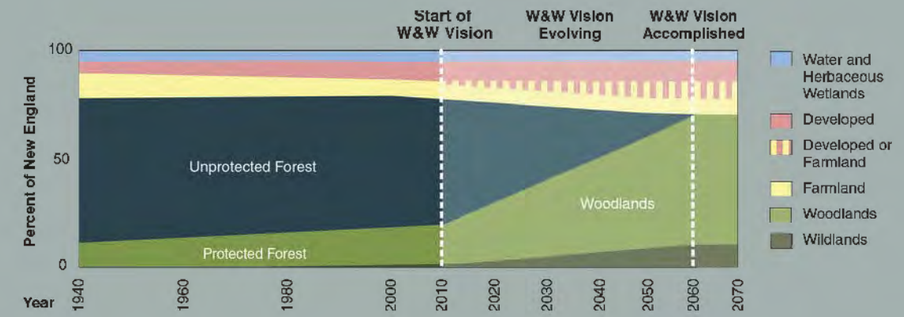
Wildlands and Woodlands

A Vision for the New England Landscape



New England Land Cover: Past, Present, and Future

Figure 3. *Projections for the implementation of* Wildlands and Woodlands *demonstrate that roughly a doubling in the rate of forest conservation over current levels is needed to achieve the vision within 50 years.*



Lebanon Master Plan

The Lebanon Master Plan – "Lebanon 2030" provides guidance as to recognizing the role of open space within the community, including highlighting a desirable future development pattern that emphasizes development within the existing urban cores, particularly infill development, and avoiding urban sprawl into the rural undeveloped areas of Lebanon. Chapter 5 (Natural Resources) includes the following key points:

- Recognize that conservation of the natural environment is essential to maintaining the City's quality of life and economic vitality
- Conserve open space and maintain the functions of natural systems while respecting the rights of property owners
- Establish a connected network of open spaces, conservation lands, greenbelts, and working farm and forest land that is accessible to City residents

How Much Open Space Should Be Preserved?

When considering an Open Space plan and conservation recommendations, one question that inevitably arises is: How much land is enough? Answering the question of "how much" can be challenging to provide in the form of a finite figure, as open space and conservation planning is often as much an art as it is science. However, there is significant value in setting benchmark for conservation goals as a means to both evaluate progress and celebrate successes.

- The Society for the Protection of New Hampshire Forests challenged municipalities to conserve "at least 25% of its lands for a network of trails, parks, farms, and forests where people can connect with the natural world."
- Keene, NH set a goal within their master plan of 50% protected land.
- Burlington, Vermont has established a goal of retaining a 20% ratio of developed land-to-protected natural areas in an effort to ensure that natural areas are preserved as other land is developed. Their policy states that "for each four acres of new development, one acre should be set aside by the developer as a natural area."
- The EPA encourages an approach that includes targeted percentages of developed to undeveloped land that is grounded in scientific rationale associated with water quality protection.

Prioritization Methodology – The Proposal for Lebanon

The prioritization methodology proposed for Lebanon is framed by the "how much" open space and the "location" of currently undeveloped lands. This plan recommends a metric that is a ratio of developed to undeveloped land. Additionally, it is intended that within this undeveloped, open space mosaic will be a portfolio of natural resource characteristics that collectively represent and support biodiversity at both a local and regional scale.

The proposed "how much" is informed by benchmarks proposed within the Wildlands and Woodlands – A Vision for the New England Landscape report (Harvard Forest, 2010), including differentiating between working woodlands and preserved wildlands. The proposed identification as to the "location" of such lands is shaped by historic prioritization efforts, the 2010 Natural Resource Inventory, the 2016 Wildlife Corridor Assessment, the Lebanon 2030 Master Plan, and enhanced by the integration of, "The Spatial Solution Methodology" (Forman, Richard, 1996), to create a proposed blueprint for open space conservation grounded in science and embracing the concept of biodiversity protection.

The "How Much"

The Wildlands and Woodlands report articulates a vision for the New England Landscape, including establishing measurable benchmark associated with the overall goals. It was authored by more than 20 natural resource professionals, including foresters, forestry professors, natural resource scientist, etc. A review of this document highlights the similarities between the existing forest to developed area ratio within the New England landscape and that of Lebanon. The report's objectives additionally align with the vision expressed within the Lebanon Master Plan, including: avoiding sprawl, encouraging infill, and preserving the natural landscape. And perhaps most

encouraging, the reports vision and goals appear to align with an opportunity that still exists within the Lebanon community.

The Wildlands and Woodlands vision builds on decades of planning and leaves room for continued growth and development. It:

- Calls for a long-term conservation effort to retain at least 70% of the region in forestland, permanently free from development. This would be achieved through easements from willing private land owners guided with strategic conservation acquisitions and enhanced economic incentives to retain forestland. This forested land would be punctuated only by waters, wetlands, and farmland.
- Strikes a balance between active, long-term forest management and preservation. Ninety percent of forestland would be expansive "Woodlands" that are voluntarily protected from development and managed for forest products, water supply, wildlife habitat, recreation, aesthetics, and other objectives. Ten percent of forestland (or 7% of the community) would be "Wildlands" that are established as large landscape preserves subject to minimal human impact and shaped by natural processes.

Applying the Wildlands and Woodlands vision to Lebanon that aligns with desires expressed by the community, it would propose that the amount of undeveloped to developed land within the community not exceed a 78:22 ratio. Furthermore, of the 78% of undeveloped land (20,607 acres), a minimum of 10% (2,061 acres) would be protected open space managed as "wildlands." Lebanon's Farnum Hill property currently provides 820 acres that would qualify as "wildlands" where logging is prohibited, mountain bikes and other uses are excluded, and the existing foot trail network will not expand. Rix Ledges is another 250-acre natural area that could be managed as "wildlands." Together these two existing city-owned properties account for 41% of the fully realized "wildlands" aspired to within the plan.

Lebanon is currently at a 81% undeveloped to 19% developed land ratio. The 78:22 ratio benchmark could accommodate existing development projects currently underway, as well as provide an opportunity for a small amount of continued development in the more rural undeveloped areas into the foreseeable future. However, it would require the vast majority of future development projects to be urban core infill and redevelopment, which is the form and pattern of development called for in the city's Master Plan.

The proposed approach for categorizing the Lebanon landscape (e.g. developed, undeveloped open space, and wildlands) and setting benchmarks for each, serves to create a portfolio of the various land categories, as well as desired units of measurement or "metrics" for each. It aligns a local vision with a broader regional vision that is espoused by forest professionals and grounded in science. It is in concert with the Lebanon Master Plan's Future Land Use map, adopted by both the Lebanon Planning Board and Lebanon City Council. This vision focuses on the preference for "brownfield" development and establishing a benchmark limit on "greenfield" development. This vision does not attempt to address the desired or optimal level of growth within the existing developed areas, opting to simply encourage the Planning

BENCHMARK
FOR OPEN SPACE PROTECTION

78% undeveloped land 20,607 ACRES

TO

22% developed land 5,812 ACRES

TODAY IN LEBANON

81% undeveloped land 21,293 ACRES

19% developed land 5,126 ACRES

OPEN SPACE BY TYPE

90% woodlands 18,546 ACRES

10% wildlands 2,061 ACRES

TODAY IN LEBANON

19,866 ACRES 1,427 ACRES

NOT MORE THAN

686 ACRES

currently undeveloped land to be developed in the future

Additional development demands will be met through infill and redevelopment in alignment with the Lebanon Master Plan.

Board and City Council to periodically engage in that assessment, as informed by the residents of Lebanon and the capacity of existing infrastructure.

This approach represents an achievable, realistic scenario for Lebanon, supported by continued conservation efforts, and a continued trajectory of redirecting growth to the urban cores. It mimics the desires repeatedly expressed by Lebanon residents of promoting vibrant development centers while keeping the surrounding natural lands in their existing state.

The Where or What Open Space Lands

If the 78:22 ratio benchmark is to be realized, it would be logical to engage in an assessment of the natural resource value and ecological richness of existing undeveloped lands to identify the lands best suited to being designated, and potentially protected as, woodlands or wildlands. The descriptive information contained within the Lebanon NRI and Wildlife Corridor reports can inform this assessment and provide a decision-making model that is grounded in ecological principles.

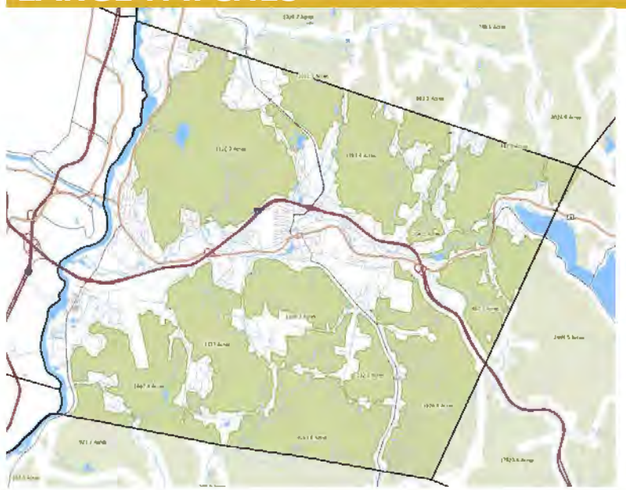
The Spatial Solution Methodology. To describe the prioritization methodology in a "science based" narrative, one could simply state the goal is to preserve the existing biodiversity of the community. To apply the concept of biodiversity in a conservation planning context, Landscape Ecologist, Richard Forman of Harvard University has shown that "there are spatial land-use patterns that make good ecological sense and that will conserve the bulk of nature and natural processes in any landscape or major portion thereof. These patterns will not protect every species, every soil particle, every nutrient concentration or every portion of water bodies, but the spatial pattern will conserve the bulk of the attributes, as well as the most important ones."

Forman's Spatial Solution to Conservation Biodiversity describes both indispensable patterns that occur within a landscape, as well as strategic points. The following section will provide a description of the indispensable patterns and strategic points, as well as provide the specific examples of such occurring within the Lebanon landscape, as gleaned from the NRI report. The intent is to utilize this framework, in addition to the information contained within the NRI and Wildlife Corridor report to guide conservation planning efforts.

Methodology Summary

To summarize, the proposed approach for maintaining the existing, vibrant, undeveloped open space landscape within Lebanon, includes achieving a desired ratio between developed and undeveloped lands, as well as utilizing a landscape scale framework approach for general guidance, and existing detailed natural resource information for more direct action as part of the general planning process. For the proposed approach to work, it is essential that the Lebanon community embrace the overall value of achieving the stated conservation vision and engage in a "planning" process that is far more inclusive and innovative than simply relying on the traditional techniques of deploying regulation or purchasing properties as a means to preserve open space. [continued on page 11]

LARGE PATCHES



The large patches of natural areas in Lebanon are bounded by roadways or other forms of development. The quality of the natural habitat provided increases with distance from the edge effects of traffic and other human impacts. The interior or core areas of the large patches are particularly noteworthy, as documented in the NRI report. Fragmentation of large patches is considered a serious threat to regional biodiversity and a leading cause of species extinction.

An assessment of Lebanon's large patches has included an edge to perimeter ratio, as well as core area assessment. The concept being that a large patch providing significant core area with low edge to perimeter ratio is one that offers more "buffering" from edge disturbance. For example, the scarlet tanager is an interior nesting bird and as such, seeks habitat within the interior core area of a forest. Predation is an edge effect that is decreased as the distance is increased from the edge. "Umbrella species" such as bobcat, bear, or moose, require large patch habitats, and by maintaining these species habitat requirements, habitat is provided to multitudes of species with smaller habitat requirements, hence the concept of an umbrella species.

The Landmark Lands, Rix Ledges, Greater Bass Hill, Mt. Tug, and Hibbard Brook Headwaters provide some of the most notable large natural area patches within Lebanon. It is important to note that many of these extend into the neighboring communities, highlighting their role and value at a landscape scale.

The interior portions of large patches are logically good candidates for the wildland category of natural open space, in which human disturbance is avoided to the greatest extent possible.

VEGETATED CORRIDORS

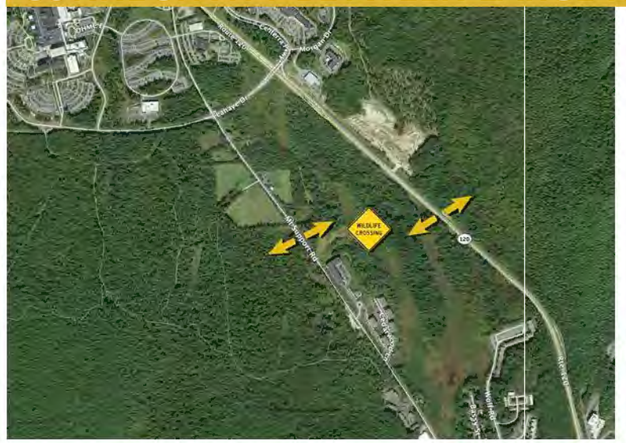
Vegetated corridors occur along major streams and rivers (e.g. riparian corridors), providing hydrologic and ecologic benefits such as:

- Controlling streambank erosion;
- Reducing mineral nutrient and other substance inputs to streams;
- Providing shade and fallen branches for fish habitat;
- Providing leaves and branches as the base of aquatic food chains; and
- Protecting conduits for species moving along the dendritic system (Binford and Buchenau, 1993; Malanson, 1993).

Both width and connectivity appear to be key variables determining the effectiveness of stream corridors.

Lebanon's undeveloped riparian corridors are identified as a top priority within the NRI, due to the functions and values they provide and the development pressure or general disturbance they experience. Lebanon has adopted a local riverbank protection district as a regulatory approach to conserving the integrity of these features, but additional conservation measures are likely needed to maintain the full spectrum of habitat functionality provided.

CONNECTIVITY BETWEEN LARGE PATCHES



Wide connected corridors or, in some locations, a scatter of small patches are keys to effective movement of species between large natural-vegetation patches (Harris and Gallagher, 1989; Saunders and Hobbs, 1991; Noss, 1993a; Forman, 1995). The movement of species among large parches enhances recolonization following local extinction, reduces the probability of inbreeding depression and decreased genetic variability, and spreads risk in case of severe disturbance to a patch.

The NRI report identifies 65 wildlife crossing sites occurring within Lebanon. Of these, 17 were selected for additional habitat availability assessment as they had one or more of the following attributes:

- They were identified as a wildlife crossing area in the 2008-2010 NRI
- They had a high spatial or temporal species crossing frequency as determined in the field during the wildlife assessment portion of the NRI
- They abutted at least one unfragmented area of at least 500 acres
- They included 'pinch points' along roadways subject to potential development

The 2016 Wildlife Corridor Report details the descriptive assessment of the seventeen, including: the general direction of travel for the crossing animals, the width and type of crossing, the traffic volume of the roadway, the primary species using the crossing site, and the unfragmented landscapes they are moving between. Detailed recommendations for improving each crossing area are provided, as well as the additional prioritization that includes categorization as either "major" or "best."

The Mt. Support wildlife corridor highlights the challenges to preserving the viability of these features. The area is appropriately zoned as a high-density residential district due to its close proximity to a major employment center and it is experiencing significant development pressure that has the potential to adversely affect wildlife movement. The opportunity does exist to combine a coordinated development review process, with desired site design, to provide an opportunity for both needed housing and the continued viability of this existing wildlife crossing.

BITS OF NATURE ACROSS THE MATRIX

Where the surrounding matrix is ecologically unsuitable or less suitable than the large patches, small patches and/or corridors scattered over the area provide several key ecological benefits. These include:

- Protecting rare habitats and species outside the large patches;
- Providing stepping stones for species movement in all directions;
- Breaking up extensive stretches of matrix to reduce wind or water erosion; and
- Providing heterogeneous conditions throughout the landscape as a hedge against disturbance.

These features likely require the greatest oversight and active management as they won't have the recognition to generate the level of awareness and response the more easily identified large patches or prominent vegetated riparian corridors experience. Lebanon's requirement that large subdivisions provide 50% open space area, as is generally described as a conservation development design approach, is one planning tool that could be utilized to conserve the "bits of nature." Transitioning from large subdivisions occurring within existing natural open space areas, to infill or redevelopment would be even more effective.

STRATEGIC POINTS IN A LANDSCAPE

Strategic points in a landscape are those locations whose ecological importance is exceptional and long term. Examples include:

- Content of location, including the only vegetated patch, or perhaps the only high elevation undeveloped ridgeline point within a urban setting.
- Flux centers where movements or flows are concentrated, such as a migration route, or intersection of a network
- An especially sensitive habitat or location that if altered, has a long recovery time

Examples of Lebanon's strategic points, as highlighted in the NRI report, would include rare, threatened, and endangered species; critical or "best" wildlife crossings; high value wetlands and vernal pools; exemplary natural communities; prime farmland soils and soils of importance; surface and ground water; flood plain forest and other high value natural community types; and Significant Ecological Areas (SEAs). SEAs are "those sites that, because of their sensitive nature and unique resource characteristics, require special treatment in terms of long-term conservation and/or protection from human impacts." SEA's are significant because they represent land that contains the highest value natural resource aspect of a given area. Within the boundary of an SEA is one or more valuable elements that exist only by virtue of a unique combination of environmental conditions.

The co-occurrence layer generated for the NRI combines important species, habitats, and natural resources together, yielding a "snapshot view" of locations where these attributes overlap. This information presents an additional opportunity for the identification of strategic points.

The traditional planning process reacting to demands of growth and resultant adverse impacts on open space are evident up and down the East Coast, from New Jersey, to the communities in Southeastern New Hampshire. Sprawling subdivisions, filled wetlands, forest fragmentation, increased impervious pavement, and roadway construction, has devastating impacts on the natural systems within communities. With the wealth of knowledge existing within the current day planning profession, and the conservation/planning tools that are available, there is a real opportunity for Lebanon to secure a different outcome. Directing future growth to within the urban core areas and the redevelopment of existing properties, combined with and a continued recognition of the value provided by maintaining the natural open space areas, including sound management decisions, affords the ability to achieve a healthy balance between development and conservation. The following section provides strategies to be utilized to achieve such.

Biodiversity can be defined as the variety and variability among living organisms and the ecological complexes within which they occur (US Congress Office of Technology Assessment, 1987).

Dr. Reed Noss, a renowned conservation biologist, defines biodiversity as "the variety of life and its processes. It includes the variety of living organisms, the genetic differences amongst them, the communities and ecosystems in which they occur, and the ecological and evolutionary processes that keep them functioning, yet ever changing and adapting."

Land Use / Land Cover Type Map

LebanonGIS

Areas colored yellow to green are undeveloped forestland, protected open space, and working lands. Areas colored orange, brown and gray are developed. Blue areas are rivers, streams, ponds and wetlands.

4. OPEN SPACE MANAGEMENT STRATEGIES

Meeting Lebanon's benchmark of 78% open space to 22% developed area will require the continued use of standard conservation measures and implementation of the planning practices espoused in the Lebanon Master Plan. If the community is to continue to grow, it is imperative that infill and redevelopment be the guiding principles for future development. The 78-22 benchmark accommodates a limited amount of residential development outside Lebanon's core areas. The remainder of the development, including non-residential growth, should occur within the core areas. That is sensible not only to meet the objectives of this plan, but for prudent fiscal reasons such as limiting the cost of municipal operations and infrastructure construction.

Businesses initially locate, expand, and thrive in Lebanon for the community's quality of life, which includes the natural landscape surrounding the existing built environment. That growth drives demand for more housing and services. Paradoxically if that growth continues to convert undeveloped land to developed land, it can undermine the quality of life that made the community attractive to employers and residents in the first place. Lebanon can have both a vibrant economy and open space preservation if the city's planning and development process is successful in directing growth to appropriate locations within the community.

Beyond promoting infill and redevelopment over sprawl or greenfield development, Section 3 detailed a methodology for identifying and prioritizing undeveloped land in the city for protection based on its ecological functions and values. It recommends that the city's open space include both working woodlands and wildlands – areas established as landscape preserves subject to minimal impact and shaped by natural processes. Further, Lebanon will consider worthy land conservation efforts in all its sections and neighborhoods. Widely-dispersed conservation lands will help maintain wildlife corridors and will provide immediate access to open space for city residents.

This plan recommends the following general strategies to achieve Lebanon's open space objectives.

Public Education and Outreach

Educating residents about the value of Lebanon's open space resources and how those resources improve the quality of life in the community is essential to build and sustain support for land conservation efforts. City residents must have opportunities to become better aware of and informed about the beautiful places and important resources found in Lebanon, and how those resources contribute to quality of life, environment, and the economy. With this knowledge and insight, residents will better appreciate the diversity of the city's landscape and understand the importance of long-term protection.

Partnerships

Public education is partly the responsibility of the Lebanon Conservation Commission. However, every effort must be made to work in partnership with the Lebanon Planning Board and City Council, as well as the many state and local agencies, non-governmental and education organizations that share an interest in land conservation and stewardship. Partnerships help to spread the workload, cost, and message to a broader constituent base. The Conservation Commission may also be able to draw upon citizens with specific interests, talents and skills, who are willing to volunteer their time to broaden the Commission's capability and capacity in this regard.

Programs

The Conservation Commission has a solid history of organizing on-going education programs concerning the City's natural areas. The "Wild About Lebanon" guided walks and hikes provide people with an opportunity to experience first-hand the rich diversity of scenic and rare resources available in the City. The Conservation Commission is interested in developing additional programs, such as an annual amphibian crossing project, a volunteer trail stewardship program, and a range of workshops and educational events designed to engage the public and improve the stewardship of both public and private open space properties. Other potential opportunities to educate the public include creating education programs through the local schools and developing or expanding collaborative working relationships with other organizations dedicated to conservation education.

Mapping and Signage

While the city already provides trail maps for the public open space properties, the information about those properties on the City web page could be expanded and enhanced. Continuing to install kiosks at trailheads and trail markers/signage can enhance the experience of exploring these properties, as well as attracting additional users.

Property Owner Outreach and Recognition

Land conservation is often a reactive process; individuals and institutions marshal effort and money to protect property when it is placed on the open market for sale or development appears imminent. A more effective and coordinated approach would be for the Conservation Commission to proactively reach out to landowners whose properties fall within the City's natural resource priorities before they decide to sell or develop their land.

This outreach can take the form of both education to encourage private conservation efforts and information about sound land-management practices. Information about the many conservation strategies currently available and the organizations that practice them can help large landowners plan for a future that will both meet their own economic needs and protect the City's natural heritage. If landowners have this information in advance, they are more likely to practice responsible land management and to be receptive to conservation-minded alternatives to conventional development options.

As part of the City's outreach activities, the owners of properties that possess important conservation value should be identified and informed about the important

resources on their property, the benefit those resources provide to the community, and things they can do as stewards of these resources to maintain or enhance these assets. These options could range from limiting development on the property (conservation easements, transfer of development rights) to preserving a buffer space around sensitive areas or educating landowners about land use impacts, such as mowing or "brush-hogging", on particular species. These owners could also be made aware of the opportunities provided by Lebanon's Open Space Trust Fund. The Conservation Commission should build funding for these activities into their annual budget.

There are numerous property owners in Lebanon who have been responsible stewards of important resources – some for multiple generations – and can serve as examples. To the extent possible, the City should seek ways to recognize these private stewards for the service they are providing the community.

Regulatory Protection

Regulatory measures are a cost-efficient means of land preservation, and can be extremely effective in curbing sprawl and protecting land if implemented in accordance with the City's open space priorities. Lebanon's Zoning Ordinance, Site Plan Review and Subdivision Regulations, and the Capital Improvements Program can all be utilized to influence the location and intensity of development within the City.

Planned Unit Development

The current Zoning Ordinance already contains provisions for Planned Unit Developments or Cluster Subdivisions that are intended to preserve significant natural land features and/or open space by providing greater development flexibility. In return for setting aside a percentage of the land as permanent open space, the landowner can still receive the allowed density for the entire parcel and may also benefit from reduced development costs. The City requires such conservation developments under certain circumstances to ensure that open space is preserved at the same time as development is approved.

Dimensional Standards and Parking

The current Zoning Ordinance also provides for dimensional requirements, including minimum lot size, minimum yard requirements, maximum building coverage limitations, and even minimum parking requirements. The City should consider developing and incorporating a Maximum Lot Coverage limitation to ensure that a portion of all lots remains as greenspace. In addition, because a significant amount of lot coverage is typically associated with parking, the City should develop Maximum Parking Requirements and allow for reductions in parking provided on site. Encouraging adjoining properties to share parking may also help reduce impervious surface in the City.

Increasing the maximum height of buildings should be evaluated and incorporated within appropriate zoning districts as that measure could support reducing the overall footprint of development projects. The high density Residential One (R-1) district, as well as the CBD, LDD, and Industrial districts are likely the most logical places to increase building height.

Innovative Land Use Planning Techniques

Incorporating additional innovative land use planning techniques, such as those promoted by the New Hampshire Department of Environmental Services, the NH Association of Regional Planning Commissions, NH Office of Strategic Initiatives, and the NH Local Government Center should be assessed and adopted as deemed appropriate. Examples would include lot size averaging, density transfer credit, urban service districts, etc.

Overlay Districts

The current Zoning Ordinance contains several Overlay Districts, which are intended to provide an additional layer of review and protection for certain natural or cultural resources, including wetlands and flood plain areas. The City should review the advisability of incorporating additional Overlay Districts, where warranted, to protect additional resources deemed important by the community. Examples include a steep slope, a source water, aquifer, and ridgeline overlay protection district.

Road and Driveway Standards

Regulating the length as well as the design of private roads or driveways would significantly reduce the fragmentation effects on open space areas. For generations, interior forest areas as well as ridgeline areas remained in a natural state as it was simply cost prohibitive to construct roadways to access these areas. In recent years, there has been an emerging trend to locate homes in such locations for the privacy and views they may afford throughout the Upper Valley. The edge effects of development in interior forest areas will contribute to the degradation of some of the highest value open space areas in the city and region.

Acquisition of Property or Property Rights

Some undeveloped lands that offer high-quality natural resources must be permanently protected. Without such protection, there is no guarantee that existing open spaces will remain in their current state. Indeed, there is much evidence indicating that unprotected lands will ultimately be converted into residential and commercial development. The acquisition of easements, which are legal rights in land that may restrict development, preserve a view, etc., can be used to protect natural resources. Easements are attractive when the owner of a property wishes to continue some level of activity or use of that property, such as when a farmer continues to grow crops on farmland. Easements also allow property to remain in private ownership and, therefore, they allow families to transfer conserved property from generation to generation. Alternatively, conservation can be achieved by "fee simple" purchase, which transfers ownership of the entire parcel to a municipality or land trust with the placement of an easement occurring subsequently.

When high-value open space lands are available for purchase from a willing seller, the City and its partners should make a reasonable effort to conserve these lands through direct acquisition, easement, or another established protection mechanism. Undeveloped parcels containing high-value resources should be a conservation priority for the City. This policy will simultaneously maximize conservation funds and natural-resource benefits.

However, it is important to reiterate that the focus on high-value lands does not preclude conservation of lesser-value properties. For example, the prioritization of large, contiguous parcels does not mean that small properties should be eliminated from consideration. Some flexibility can be maintained by introducing weighting factors into the resource analysis where the community feels that certain natural features or functions are particularly sensitive and significant. With this flexibility, parcels containing an especially rare or valuable resource, but which lack the co-occurrence of other resources, can still receive a relatively high priority ranking by the City.

The legal cost associated with creating an easement, as well as associated endowment fees, could be a barrier to a willing landowner. The City or other partners may be able to provide financial assistance as needed to cover the cost incurred by a property owner when placing an easement on their property. The Conservation Commission

has recently initiated a campaign to inform landowners of this proposed partnership concept.

To facilitate the acquisition of properties, as well as the partnership funding concept for the placement of easements on private property when deemed appropriate, the City should continue to support the funding of Lebanon Open Space Trust (L.O.S.T.) fund. These funds should be used to leverage other sources of funding, including state and federal grants and appropriations, and private donations. In addition, the City should develop and maintain a reference list of private, state, and federal funding sources to support acquisition, planning, and management activities.

The City should continue and enhance its marketing and outreach strategy to connect with interested landowners. These outreach strategies should encourage the voluntary donation of land or easements. The City should develop informational and educational materials concerning the potential benefits of donations and work closely with other existing entities engaged in land preservation.

Summary

Areas of open space are an essential element of every successful community. As noted in the previous sections, open and green spaces offer a host of environmental, social, and financial benefits. Protection of open space has been an interest and objective of the City for many years. Pressure to develop existing open space and sensitive areas will continue to mount as Lebanon becomes built-out and development seeks out increasingly sensitive and marginal sites.

While Lebanon welcomes new development, it must be guided into areas that are best suited and desirable – not just those sites that remain undeveloped. For this to be effective, the City should approach this challenge from two fronts:

- Identifying those areas where new and more intensive development is welcome and encouraged; and
- Identifying those areas that should be protected over the long term - the purpose of this plan.

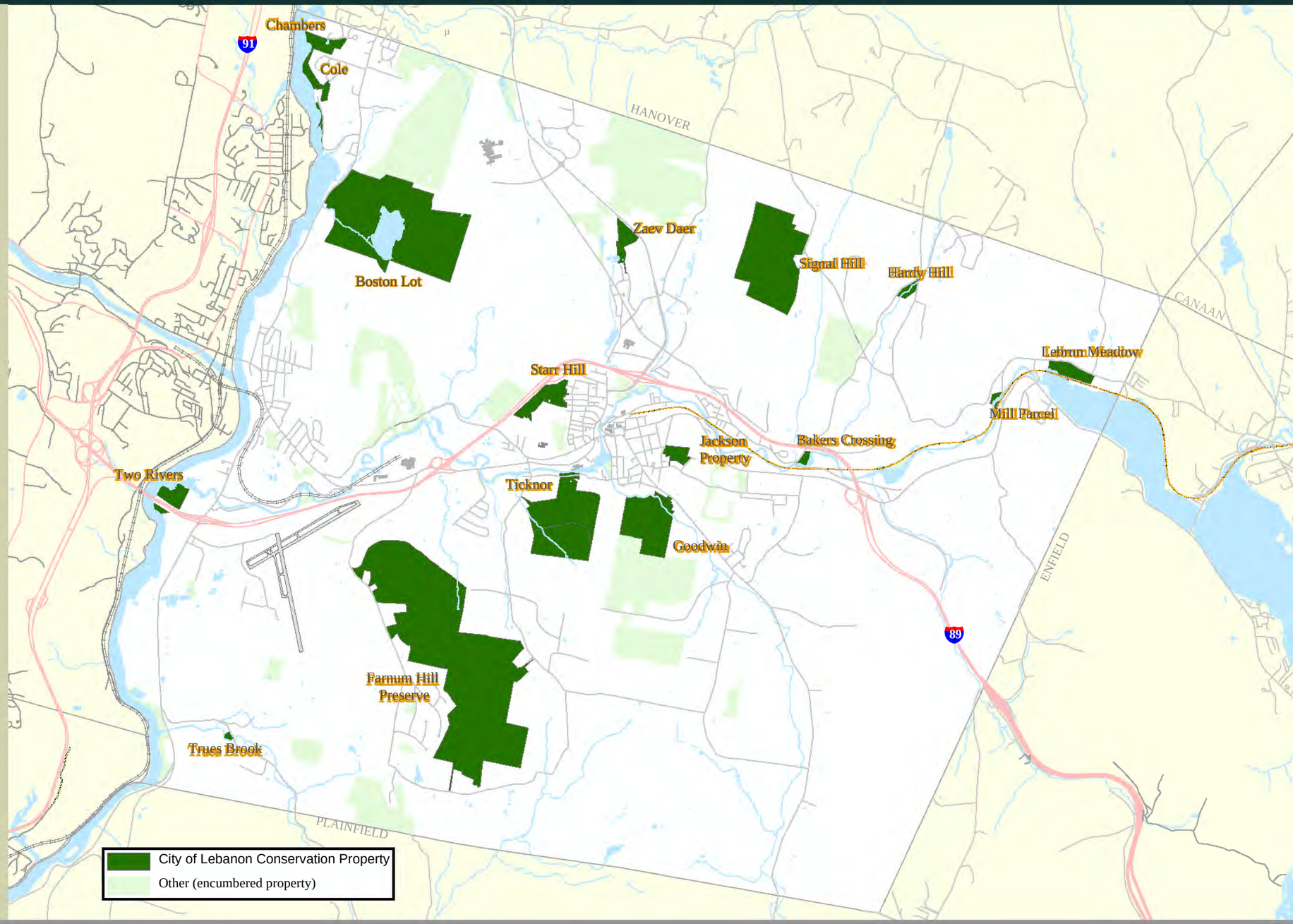
Open space protection in Lebanon embraces the reality that not all lands can or even should be protected from development. As a regional growth center, Lebanon must find a balance between conservation and continued development that addresses the needs of the City's diverse population – present and future.

Lebanon's plans for the future must encourage the continued revitalization of areas within the built-up core areas of Lebanon and West Lebanon. Furthermore, by encouraging and accommodating more development, and at higher densities than in surrounding communities, Lebanon will also play a very important role in protecting open space and working lands throughout the region.

Photo: Keith Garland

ADDENDUM: CITY OF LEBANON CONSERVATION PROPERTIES

More information about the city's conservation properties, including trail maps, is available on the city website.



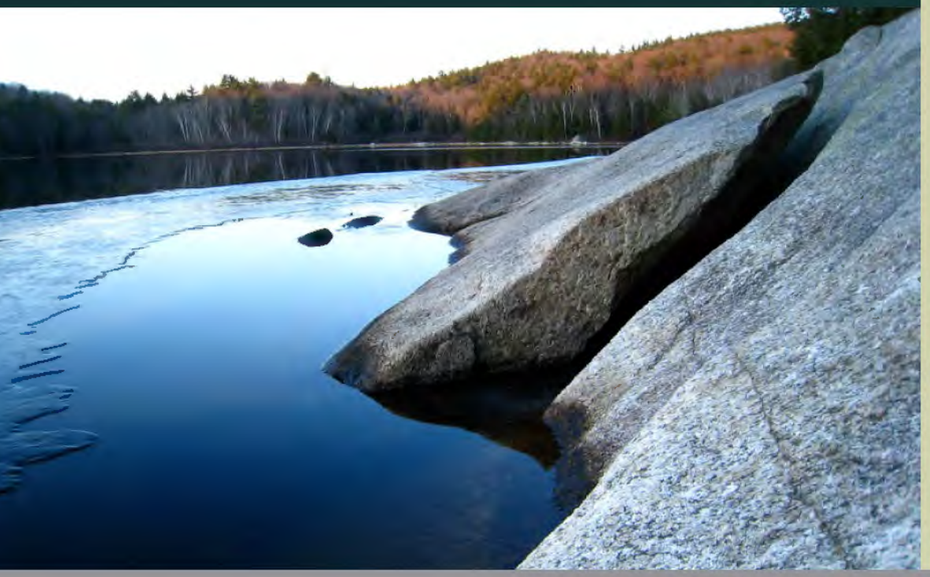
BOSTON LOT CITY FOREST

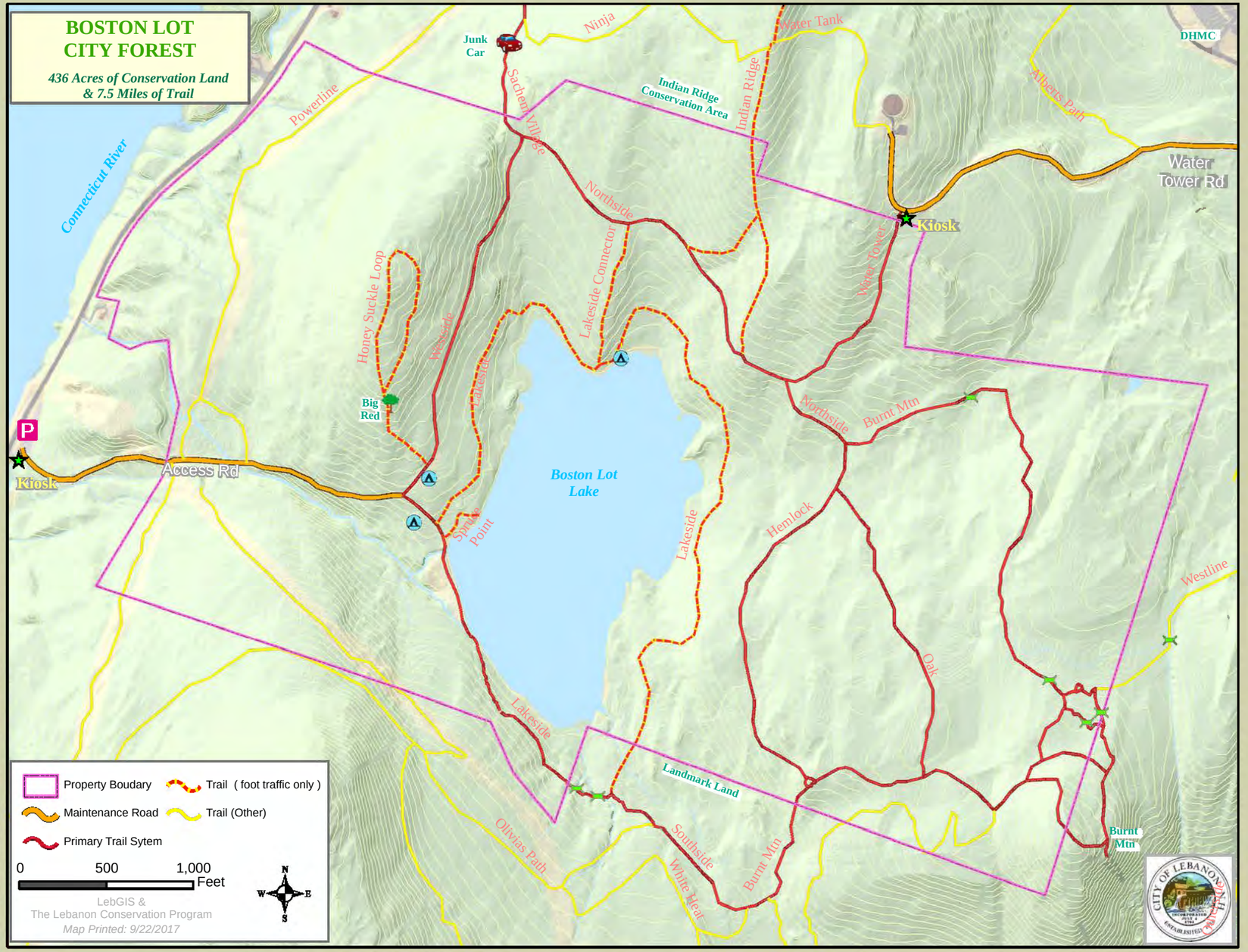
436 acres | 7.5 miles of trails

Boston Lot Lake, the centerpiece of this property, was formed in the early 20th century when a dam was built to create a 45-acre reservoir that served as the water supply for West Lebanon until the early 1960s. The lake sits at the bottom of a bowl ringed by forested ridges, which lends the site a 'back country' feeling despite its proximity to the Route 10 corridor and Dartmouth Hitchcock Medical Center (DHMC). Several small streams flow into the lake and it discharges from the dam spillway through a stream to the Connecticut River. Outcrops of bedrock (primarily Lebanon granite), large glacial boulders and steep ledges are common.

The property's original 330 acres were permanently protected in 1996 through a conservation easement held by the Society for Protection of New Hampshire Forests. Dartmouth College gifted the city an additional 108 acres in 2009 that expanded the property to the west towards Route 10. The property and its network of trails is accessible from the parking area adjacent to the Wilder Dam on the east side of Route 10, the water tower access road west of DHMC, the Indian Ridge trail, the Sachem Village trail, Dartmouth College's Landmark property trails, and several other trails on private property.

The Boston Lot is forested with sugar maple, beech, red oak, hemlock and white pine predominating. Several large 'specimen' trees that have survived past logging remain. Wildflowers and ferns abound. The woods are abundant with wildlife including migrating and resident birds, and the lake contains a variety of fish species including perch and bass. More detailed information about the natural resources found on the property is available in Natural Lebanon.





FARNUM HILL RESERVE

820 acres

This upland forestland on Farnum Hill, historically part of a large farm, was preserved as a natural reserve largely through the efforts of the Dr. W. Myric Wood, Jr. family. The land was transferred to the city in 1982 with support from multiple funding sources.

Farnum Hill is a north-south ridge with three distinct summits – South Peak being the highest point at 1,336 feet. Trails climb steep terrain and run along the rocky ridge. There are magnificent views in all directions from numerous points along the ridge. The terrain varies from gentle slopes to steep ledges. Several small streams flow intermittently from the ridge to lower elevations Boulders carried by glaciers from the Quarry Hill – Boston Lot area, mainly granite and some the size of cars, are found throughout the reserve.

The area around Farnum Hill is rich in early Lebanon History. King's Highway, the first planned colonial road in Lebanon, is now a class A trail running along the north boundary of the reserve. During the 1800s and the early part of the 1900s, most of this area was pasture. Old fence lines and stone walls abound. Some old fence boundaries represent abrupt changes in the stages of forest regrowth. Recent tree harvesting has also altered uniform growth patterns.

Most of the reserve is forested by typical upland forest stands of mixed hardwoods and hemlock. There are pure stands of white pine, red oak and hemlock. The hemlock stands provide deer with winter yarding areas. Native wildflowers such as trout lily, bunchberry, wintergreen, pyrola, Pointed-leaved tick-trefoil, yellow violets and Canadian mayflowers may be found in the reserve. Wildlife species are diverse and abundant. These include white-tailed deer, bobcat, rabbit, fisher cat, red fox, raccoon, ruffed grouse, woodcock, several kinds of woodpeckers, hawks, barred owls, and many songbird species.

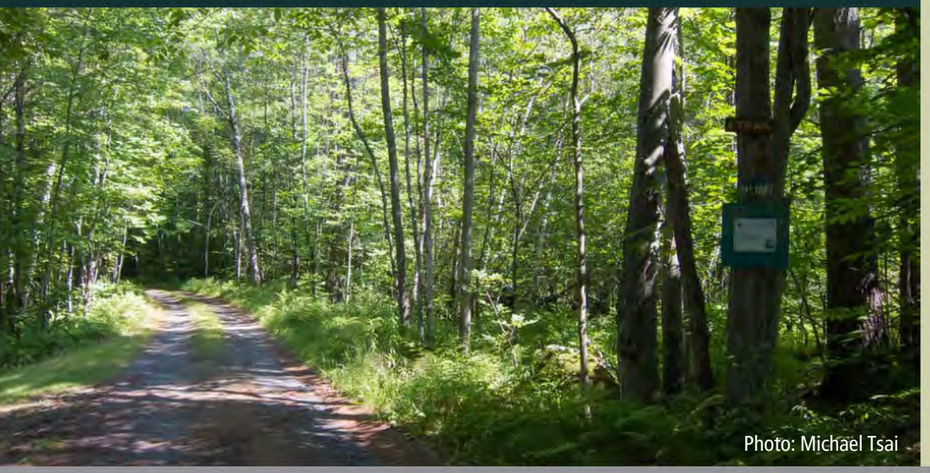
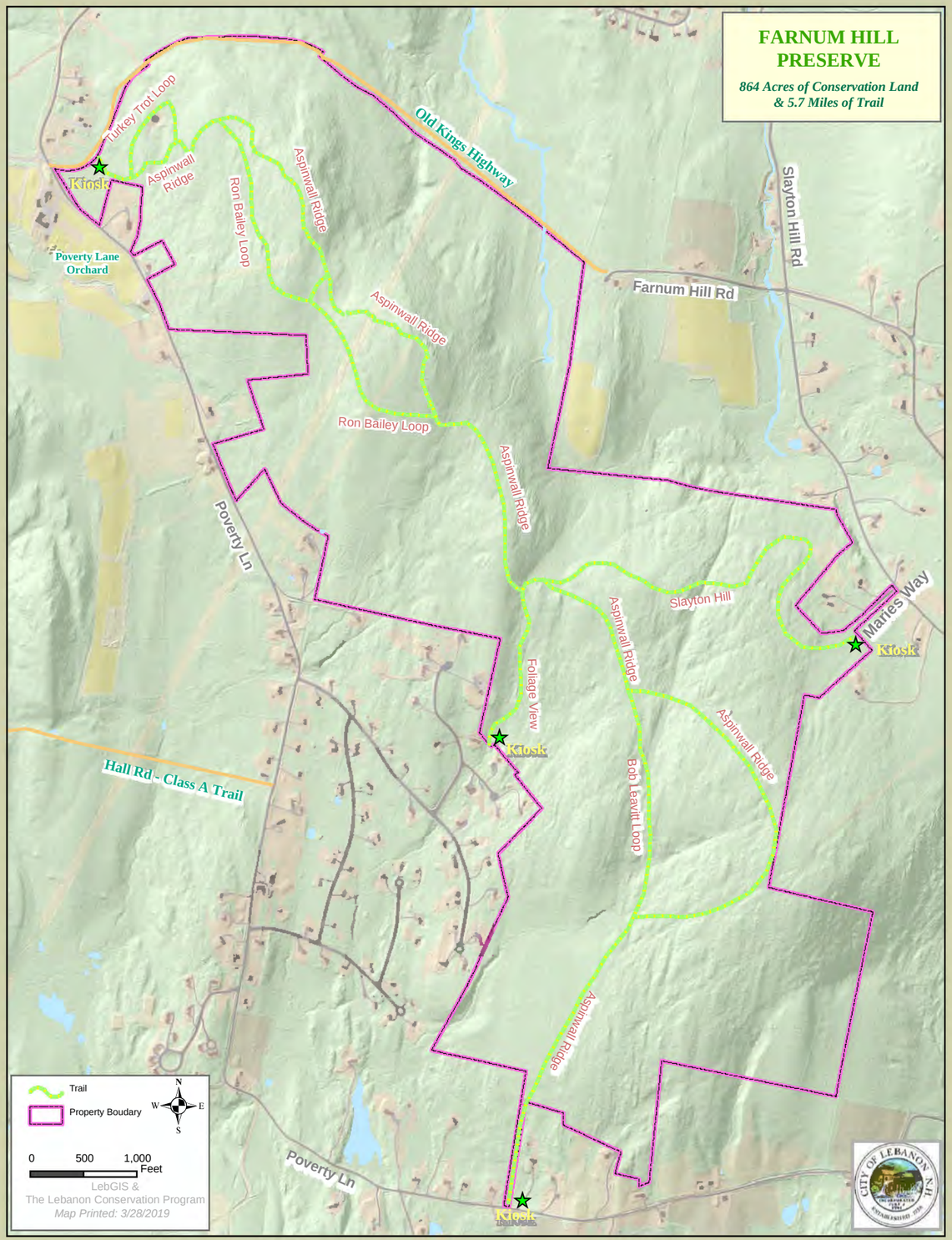


Photo: Michael Tsai



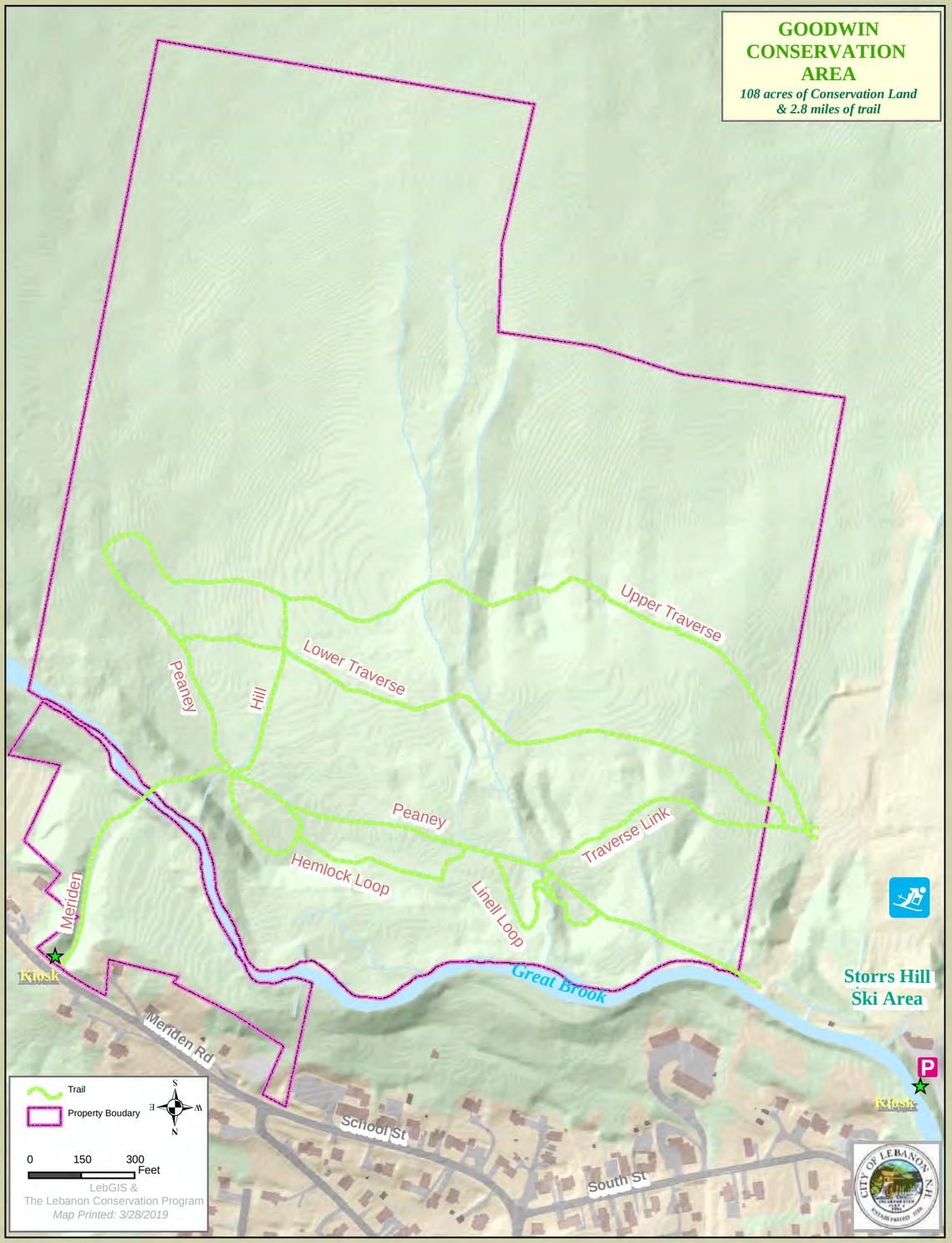
GOODWIN CONSERVATION AREA

108 acres

Goodwin Conservation Area abuts Storr's Hill Ski Area and offers recreational opportunities year-round. The popular Exercise Trail with 17 exercise stations follows Great Brook and opened in 1980. In the winter months, cross-country ski trails loop along the hillside. Edmund and Dorothy Goodwin donated the 108-acre property to the City of Lebanon in 1974 to be used solely for recreation purposes.

The park is located on the north slope of Storr's Hill, extending from Great Brook to the Townsend property. Many small boulders accent the hillside; most soils are well drained. Small springs and several intermittent streams are located on the hillside. Running along the base of the hill, Great Brook has several erosional features. Small waterfalls and many potholes - some the size of bathtubs – are located near the bridge at the school street access. Potholes are formed in the rock streambed by the abrasive action of rocks, pebbles and sand in the swirling water. Several good – sized wading pools are located along the stream with "Scrape Bottom" being one of the most popular on hot summer days. Stream flow is usually sufficient to maintain pool levels throughout the summer.

The forested slope is dominated by young to medium aged northern hardwoods and hemlock with areas of thick vegetation and slash, the result of recent logging. The hardwood vegetation is particularly well-developed upslope. Hemlock becomes especially prominent down along the brook at the base of the hill. Wintergreen, trailing arbutus, and pipsissewa are also found near the brook. By contrast, many of the interesting spring herbs are best developed under hardwoods: trout lily, red trillium, wild leek, blue cohosh, wild ginger, toothwort, avens, jack-in-the-pulpit, wood anemone, liverwort, pink ladyslippers and sharp-leaved hepatica. Storr's Hill is also of botanical interest and harbors a number of rare plants and several concentrations of spring wildflowers.



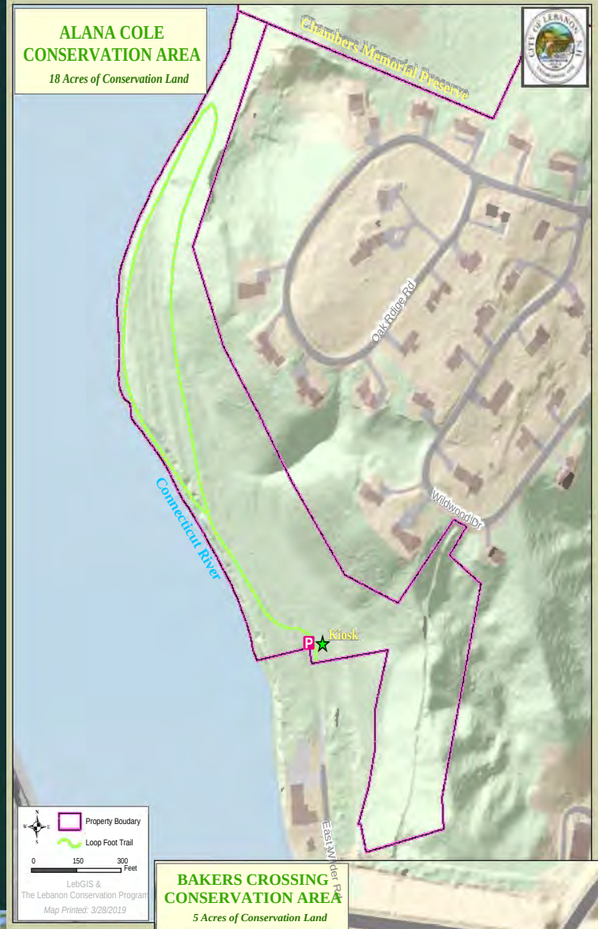
ALANA COLE CONSERVATION AREA

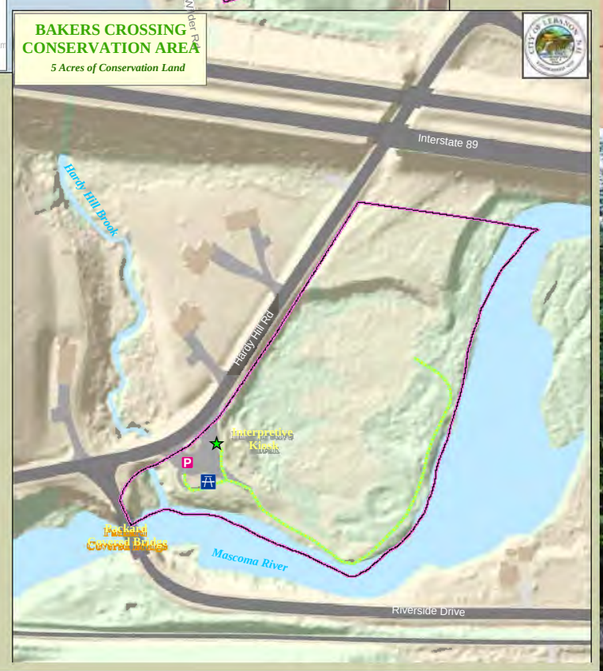
16 acres | 0.5 miles of trails

This unmanaged forestland property is located along the Connecticut River adjoining the Chambers Memorial Preserve property (together they protect nearly one mile of river frontage). Access is from East Wilder Road from a small parking area with a kiosk just north of the road terminus. The trail along the river is relatively flat, providing an easy stroll for viewing the river. A visible segment of the historic "Old Horse Trail" is located near the eastern boundary of the property, connecting with present day Wildwood Road.

The property features a variety of geomorphic features of glacial origin. The wooded ridge along the Connecticut River is an esker, formed by glacial debris, after the last glacier receded. The property is comprised of three distinct wildlife habitats: shoreline habitat; riverbank floodplain forest consisting of white and red oak species; and hemlock-hardwood-pine forest along the eastern edge of the property where the topography slopes on the esker. Dogwoods are found in the moist soils near the river and the woods are home to numerous wildflowers including fringed polygala, wild sarsaparilla and pink ladyslippers. The property also overlays a high-yield aquifer and its conservation has protected the quality of the groundwater.

The city bought the property in 1989 from Alana Cole with multiple public and private funding sources including the proceeds from the sale of timber off the Boston Lot. A conservation easement held by the Society for Protection of New Hampshire Forests permanently protects the property.





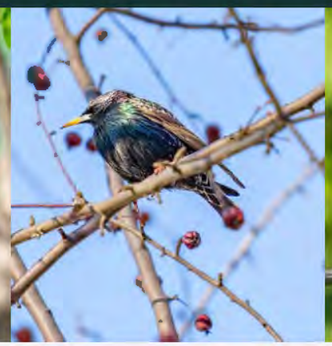
BAKERS CROSSING CONSERVATION AREA

5 acres

The property is located along the Mascoma River near the intersection of Hardy Hill Road and Riverside Drive. The small parking area provides access to the riverwalk trail head as well as a scenic view of the Packard Covered Bridge and Mascoma River. The Lebanon Rotary club has been actively managing the parking area for several years, including the maintenance of planters as well as general clean-up tasks.

The scrub/shrub field as well as the floodplain forest along the river's edge provide valuable habitat for migratory birds, butterflies, and other small animal species. The property offers access for fly-fishing and is a favorite location for bird-watchers.

The property was transferred to the city by Harold and Lorraine Slack in 1992 as part of a subdivision open space agreement.



Photos: Shadab Khan

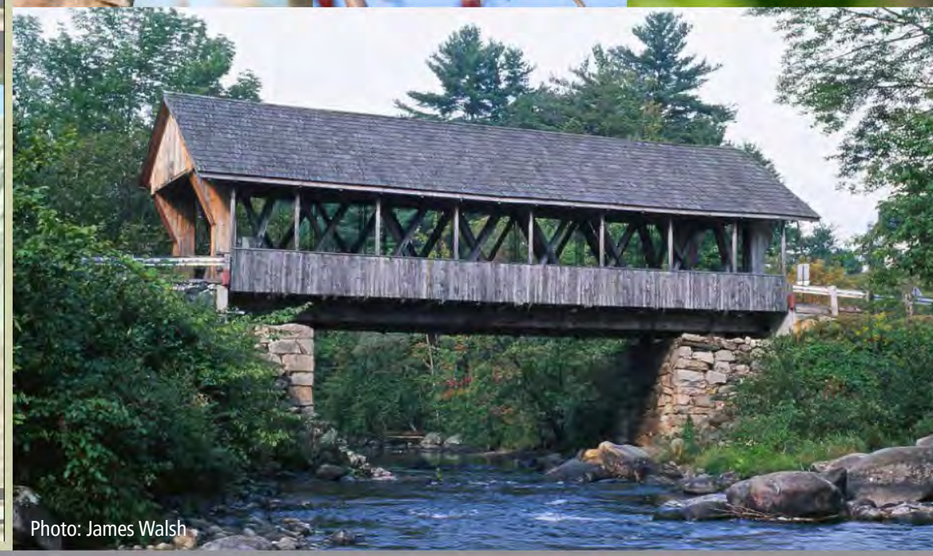


Photo: James Walsh

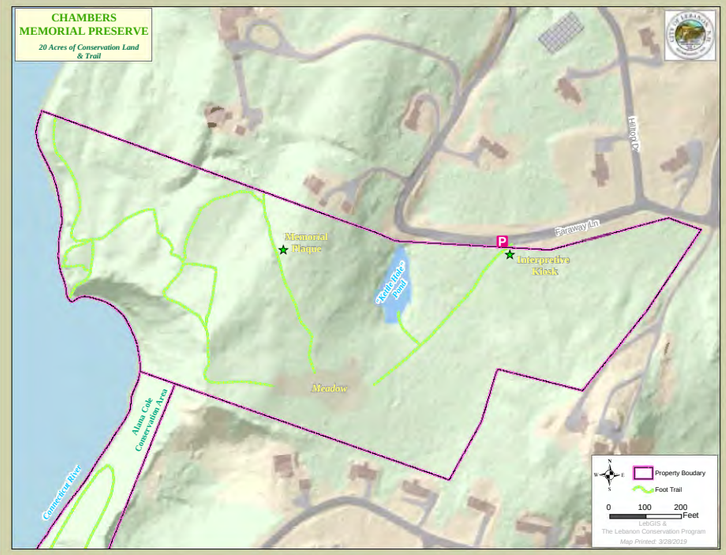
CHAMBERS MEMORIAL PRESERVE

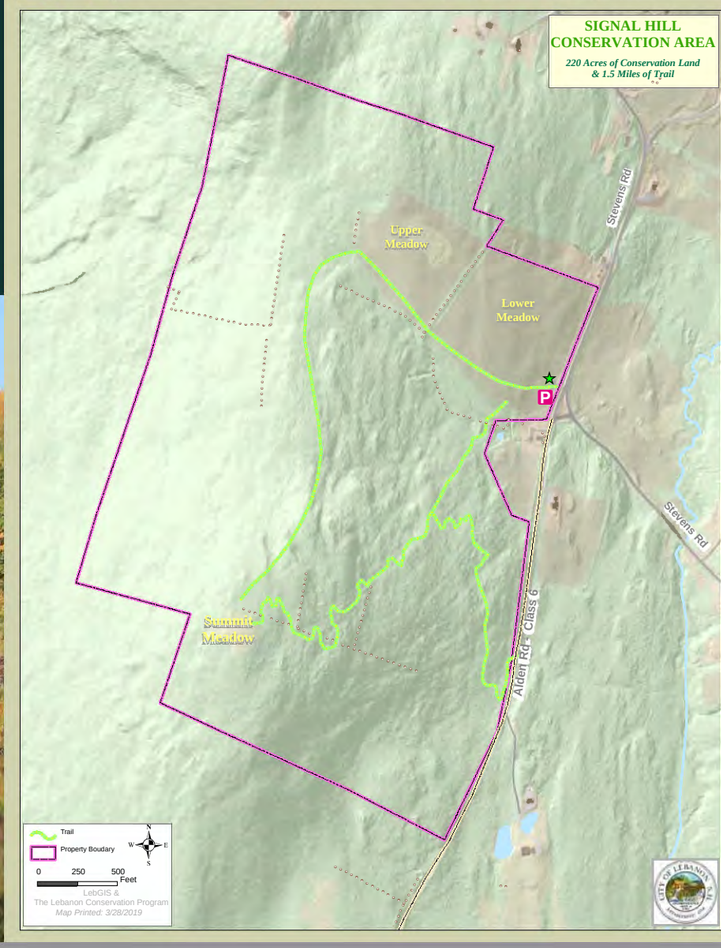
19 acres

Chambers Memorial Preserve is a 19-acre park accessed via Wyeth Road to Faraway Lane. Trails pass by a kettle pond, through a wildflower meadow, and go down to the Connecticut River. The park was dedicated in 1973 to the memory of William Chambers, MD, a respected physician and naturalist. The Connecticut River Watershed Council transferred ownership of the property to the City of Lebanon and gave a conservation easement to the Society for the Protection of New Hampshire Forests in 1997.

The property features a variety of geomorphic features of glacial origin. The wooded ridge along the Connecticut River is an esker, formed by glacial debris, after the last glacier receded. The small pond near the entrance to the park is an example of a glacial feature common throughout New England – a kettle hole pond – which was created when a block of ice surrounded by debris melted away, leaving a depression that filled with water.

Varied habitats support a wide array of plants and animals. The park is home to chipmunks, foxes, frogs, waterfowl and songbirds. White pine, hemlock and white oak dominate the forest, while dogwoods are found in the moist soils around the pond. The meadow and woods are home to numerous wildflowers including fringed polygala, white and purple violets, wild strawberries, hawkweed, pinks, yellow rattle and pink ladyslippers.





SIGNAL HILL

220 acres

Signal Hill is so named because it was part of a chain of hills and mountains where colonists would signal using semaphore arms in daylight and fires at night during the Revolutionary War period to warn residents of approaching British forces. The property was later home to several small-scale kyanite and copper mines, and then was farmed.

Old logging trails travel uphill with beautiful overlooks through two large fields and dense pine woods to a small clearing affording views of Croydon Mountain, Mount Ascutney and Blueberry Hill.

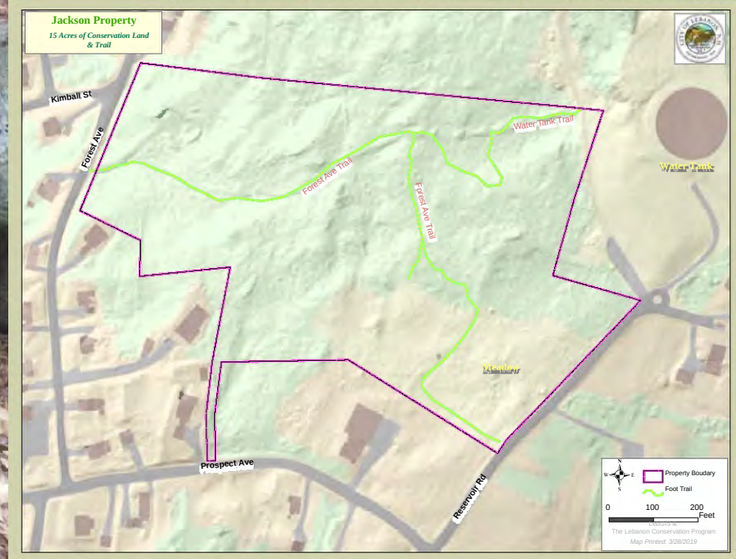
The large amount of edge habitat supports a variety of plant and animal life. Plants include Bird's eye speedwell, blue-eyed grasses, blackberry and blueberry bushes, goldenrod, Canada mayflowers, clintonia, wild strawberries, purple violets, and wild sarsaparilla. The park is also home to deer, bear, red-tailed hawks, chipmunks, squirrels, foxes, woodcock, and songbirds.

The park was acquired by the City of Lebanon Conservation Commission in cooperation with the Upper Valley Land Trust.

Photo: David Jorgensen

INDIAN RIDGE
237 acres

The approximately 237 acres of conserved land are part of a larger parcel owned by Dartmouth College. The existing property easement was generated as part of an agreement between Dartmouth College and the Town of Hanover. The trails on this property connect to the DHMC trail system, the Boston Lot trail system, as well as to the Sachem Village neighborhood. The views from the ridge include various Vermont peaks, as well as Dartmouth's Baker Tower.



JACKSON PROPERTY
15 acres

The property is located along the eastern edge of the Central Lebanon city limits. The original property was subdivided to allow the City of Lebanon to purchase and conserve the undeveloped portion of the land as a natural area. The 15+ acres was purchased and protected using the Lebanon Open Space Trust fund.

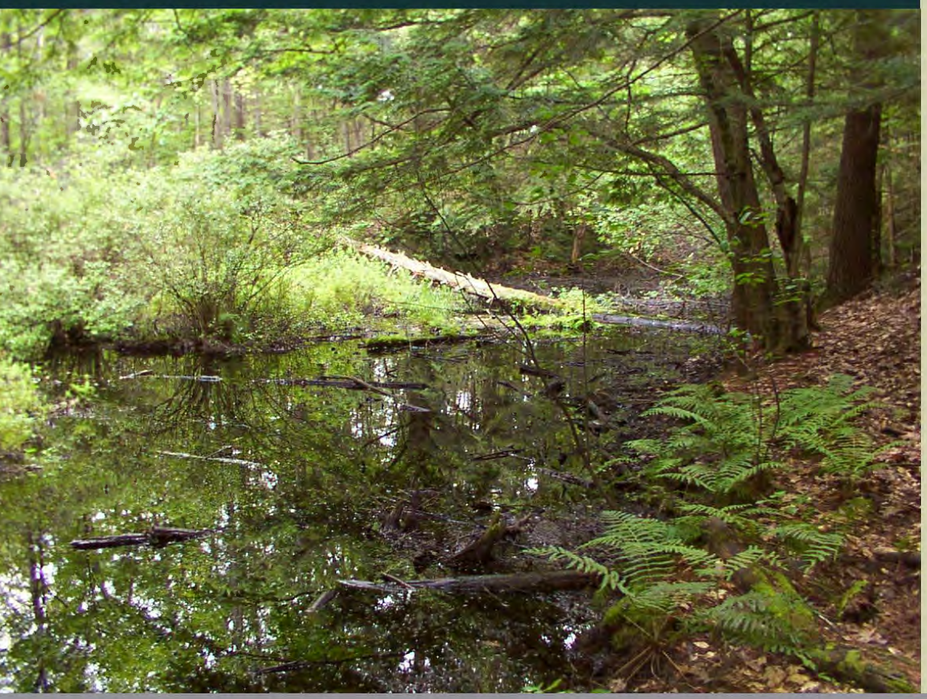
The property is primarily forested, with species including red oak, white pine, eastern hemlock, red maple, and to a lesser extent, sugar maple, white ash, yellow birch and hop hornbeam. A small red pine plantation exists near the end of Reservoir Road. The eastern hemlock along the northern boundary offer great wintering area for deer. There are also approximately 3 acres of open fields.

STARR HILL CONSERVATION AREA
36 acres

Starr Hill, named for the family that farmed this land, is located centrally in the city of Lebanon, southerly of the Interstate 89 corridor, and northerly of the Alice Peck Day Hospital. The history of the protection effort for this property extends back to 1991 when the first two parcels(15.2± acres in total) were conserved as part of a neighborhood initiative, led primarily by Laurel and Sid Letter. Present day protected acreage includes 36 acres.

The forested hill top property includes many interesting ecological and geological features, including vernal pools, small palustrine wetlands, large boulders, forest seeps, and a diverse mixed forest of both coniferous and hardwood species including some incredible hemlock, red oak and sugar maple legacy trees.

Trail access is found at the ends of Wheatley Street (a parking area and kiosk is located here) and Eldridge Street The Laurel Letter Loop Trail provides access to most of the property, including a section along the top of the ledges. Along the western edge of the property is an access point to the extensive trail system on the APD/Woodlands property.



LEBRUN MEADOW
22 acres

The Lebrun Meadow property was purchased by the City of Lebanon from the Eugene D. and Valma M. Lebrun Trusts using the City's conservation funds (Lebanon Open Space Trust). The City was awarded a grant from the State of New Hampshire's Water Supply Land Grant Program to offset the purchase and conservation of the property. The parcel extends in an east-westerly direction between Dartmouth College Highway / NH Route 4 and the northwestern edge of Mascoma Lake.

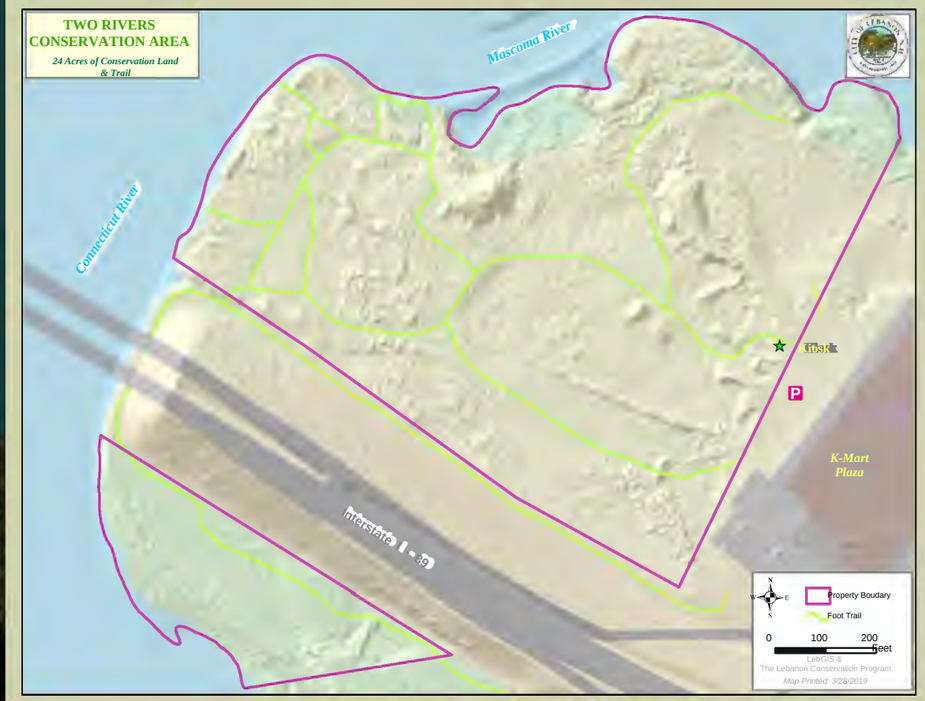
The open fields on the property were historically hayed by a local farmer but are now on a four year brush-hog rotation so as to maximize the wildlife habitat diversity. Recreational users of the adjacent Northern Rail Trail can enjoy the sounds of birds as the property provides a buffer from the noise from traffic on Rte. 4. The protection of this property provides valuable water quality protection to Mascoma Lake.

TRUES BROOK

2 acres

In 1998, local efforts succeeded in the City's acquisition of this parcel, and in turn being permanently conserved via an easement with the Upper Valley Land Trust. The property contains a nondescript trail that descends through the woods to the dramatic True's Brook, which drains much of southwest Lebanon.

The True's Brook gorge drops some 50 feet in elevation along 700 linear feet of shoreline, including three dramatic overlooks, and a long popular local swimming hole. There is a variety of aquatic, riparian, and upland species sharing this relatively small area.



TWO RIVERS

24 acres

This parcel's earlier use as sand/gravel pit and construction dump belies natural community on the rebound. It was acquired by Upper Valley Land Trust in 1989 and transferred to city of Lebanon in 1990. Trails provide access to both the Connecticut and Mascoma River, including their confluence. The functioning floodplain forest contains species such as basswood, aspen, and white oak, as well as the recent plantings of elm trees with assistance by the Nature Conservancy. Wildlife on this property include mink, fox, beaver, and deer.

Agenda
Planning Board
May 9, 2022

Agenda Item #5A
Approval of Minutes

APRIL 11, 2022

DRAFT

LEBANON PLANNING BOARD
Regular Session
Monday, April 11, 2022, 6:30 PM
City Council Chambers, City Hall
or Remote Via Microsoft Teams
LebanonNH.gov/Live

MEMBERS PRESENT: Bruce Garland (Chair), Matthew Hall (Vice-Chair), Kim Chewning, Tom Martz, Kathie Romano, Jeremy Rutter, Laurel Stavis, Thomas Jasinski (Alternate), Cori Hirai (Alternate)

MEMBERS ABSENT: Karen Zook (City Council Rep), Gregorio Amaro

STAFF PRESENT: Tim Corwin (Senior Planner), Brian Vincent (City Engineer) - remote

OTHERS PRESENT: Steve Keach, PE - remote

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1. Call to Order

Chair Garland called the meeting to order at 6:34 PM.
Tom Jasinski and Cori Hirai were appointed to replace the absent members.

Chair Garland announced that the Village Market discussion would not be happening this evening.

2. Notice of Regional Impact

The following application was received by the Planning and Development Department on or before April 11, 2022:

Whitmore & Alyssa Kelley, 53 Eagle Ridge Dr & 0 Eagle Ridge Dr (Tax Map 28, Lots 22 & 23), zoned RL-2: Request for a Boundary Line Adjustment. PB2022-21-BLA

Mr. Corwin stated that the above application does not have the potential for regional impact.

A MOTION by Matthew Hall that the application of* Whitmore & Alyssa Kelley, 53 Eagle Ridge Dr & 0 Eagle Ridge Dr (Tax Map 28, Lots 22 & 23), zoned RL-2 *does not have the potential for regional impact.
The motion was seconded by Jeremy Rutter.
****The MOTION was approved (9-0).***

3. Public Hearing Items

A. **Edwards Properties, LLC, 9 Pershing Street (Tax Map 78, Lot 48), zoned IND-L**: Request for Site Plan Review to construct a parking lot for a proposed car wash use and a conditional use permit. PB2022-10-SPR/CUP - Continued from February 28, 2022

Atty. Phil Schuster and Dan Nash of Advanced Geomatics attended in support of the application.
Atty. Schuster described the parking situation.

Mr. Nash reported that the stormwater management has been changed to a gravel wetland due to the condition of the land. Mr. Schuster noted that there would be no overnight parking of dealership cars. Only vehicles from outside businesses may park there overnight if necessary. Mr. Vincent agreed with Mr. Nash's assessment and design for a gravel wetland.

Ms. Romano agreed that some vehicles may need to be parked overnight and inquired about the runoff. Mr. Nash explained that there were other buildings and paving previously on the property, so the runoff amount has not changed with their removal and with less new paving in their place. Mr. Hall inquired about restricting parking on private property. Mr. Corwin explained that the proposed conditions of approval reflected a concern over the potential for overnight parking, but the condition could be removed.

Ms. Stavis inquired about the amount of vehicle waste going into the sewer system. Mr. Nash explained the management of waste using an oil and grit separator and systems in place for the wastewater. Mr. Vincent noted that the DPW inspects the oil and grit separators at all businesses in the city and reports any issues.

Ms. Hirai inquired about autos left overnight before cleaning causing oil or grit being rinsed off in the rain. Mr. Nash stated that the property owners would be clearing any oil or grit that may wash into the grass on the property.

Mr. Jasinski inquired about regulations regarding the prohibition on overnight parking. Mr. Corwin stated that overnight parking would be difficult to monitor. Enforcement would be a process beginning with a reminder and moving on to other methods. It would rely on observations by staff or others. Mr. Jasinski asked Mr. Nash about test pit data causing a different mitigation process. Mr. Nash agreed that it would.

Ms. Chewning asked about the condition regarding overnight parking. Mr. Corwin stated that it could be removed if necessary.

Mr. Hall inquired about the waiver regarding sidewalks. Mr. Schuster stated that sidewalks would be a concern if the other properties are developed in the future.

Mr. Rutter asked Mr. Nash about snow storage locations designated on the map on top of other items. Mr. Nash stated that it's a general location and will depend on the amount of snow and clarified the notation of "HC" for handicap parking.

Ms. Romano asked if adding "dealership owned vehicles" would make the overnight parking restriction clearer. Ms. Stavis stated that the condition on overnight parking is not necessary.

Chair Garland repeated the announcement regarding the limited review of the Village Market property.

Chair Garland invited public comment. There was none.

Mr. Nash explained the waiver requests. Mr. Vincent stated that he was satisfied with the stormwater design, so no waiver is needed.

A MOTION by Matthew Hall that for the application of Edwards Properties, LLC, PB2022-10-SPR, the Lebanon Planning Board **APPROVE** a waiver from the following section of the Site Plan Review Regulations:

- **Section 6.5.D.5** ***(incorrectly identified as 6.5.B.4 on the applicant's Application for Waivers)*** – requiring sidewalks along the property's frontage

The motion was seconded by Laurel Stavis.

Mr. Jasinski inquired if the bicycle parking waiver is needed. Mr. Corwin stated that the waiver was not needed, but it would be good to have it as a condition.

****The MOTION was approved (9-0).***

Mr. Corwin inquired if Mr. Nash had any issues with the stormwater inspection measures. Mr. Nash stated that he could work out any issues with Mr. Vincent.

Chair Garland invited public comment. Hearing none, the Public Hearing was closed.

Chair Garland inquired if the Board members were okay with deleting the overnight parking condition. All Board members but Ms. Romano expressed agreement.

Matthew Hall moves that the Lebanon Planning Board **APPROVE** the application of Edwards Properties, LLC for Site Plan Review to construct a parking lot for a proposed car wash use at 9 Pershing Street (Tax Map 78, Lot 48), zoned IND-L, PB2022-10-SPR, as shown on a plan set titled "9 Pershing Street," prepared by Advanced Geomatics & Design, dated January 10, 2022, revised January 24, 2022, PN: 21-017 (14 sheets), including any and all submissions and testimony provided for and during the public hearing, subject to the following conditions:

Conditions to be Satisfied Prior to Any Construction Activities

1. The applicant shall make the following revisions to the plan set to the satisfaction of the Planning and Development Department and the City Engineer:
    a) Update the lighting plan to identify the uniformity ratio for the parking area.
    b) Update the site plan to provide bicycle parking in accordance with Section 6.5.I of the Site Plan Review Regulations.
    c) Amend the cover sheet to provide description of plan revisions (5.1.E.4.d).
    d) Ensure that the plan notes and drainage report accurately depict and reference the intent of the design engineer.

    The applicant shall provide the Planning and Development Department with one (1) full size copy of the revised plan set, and a digital copy of the revised plan set saved in a PDF-A format for archival purposes.

2. All engineering review fees shall be paid in full as required by Section 4.7.E.1 of the Site Plan Review Regulations.

3. The applicant shall apply for and obtain a Building Permit (if required by the Building Code) and a Zoning Permit per Section 901.1 of the Zoning Ordinance.

4. The applicant shall obtain a Driveway Permit and, for any site work in the public right-of-way, an Excavation Permit from the Department of Public Works prior to any work in the right-of-way.

5. The applicant shall obtain or update (if appropriate) any required State approvals including but not limited to an after-the-fact Alteration of Terrain permit as identified in a letter dated December 8, 2021, from the NH Department of Environmental Services to Edwards Properties LLC, regarding "Outstanding Items(s) Request for Enforcement File".

Conditions to be Satisfied Prior to the Issuance of a Zoning Permit

6. The applicant shall verify that the property has been brought into compliance with the Planning Board's May 7, 2017 Notice of Action and approved site plan for PB2017-12-SPR, including without limitation, installation of the stockade fencing to shield the outdoor storage area.

7. All improvements depicted on the plan shall be completed and shall be constructed as depicted on the approved plan, including any modifications to the plan as may be approved by the Planning Board in accordance with the Site Plan Review Regulations.

General Conditions

8. In lieu of engaging a third-party, the applicant shall coordinate with the City Engineer to observe the installation of the stormwater system. Such coordination shall include preparing a tentative construction schedule and agreeing to provide the City Engineer a minimum of 7 days' notice prior to a required or requested inspection.

9. All required landscape plantings shall meet the minimum size requirements for such plantings set forth in Section 6.2.B of the Site Plan Review Regulations at the time of installation.

10. The applicant shall implement and maintain NHDES Site Specific Best Management Practices before, during, and after construction.

11. The property owner is responsible for the maintenance and operation of the stormwater management system in accord with the O&M plan, and such responsibility shall run with the land. (Section 6.6.H.2.b of the Site Plan Review Regulations).

The motion was seconded by Kim Chewning.

****The MOTION was approved (9-0).***

Read by Matthew Hall:
On February 28, 2022 and April 11, 2022, at duly noticed meetings of the Lebanon Planning Board, there appeared Barry Schuster, Esq., Johanna Cicotte, and Dan Nash, PE, on behalf of Edwards Properties, LLC regarding 9 Pershing Street (Tax Map 78, Lot 48), zoned IND-L. Applicant requests a Conditional Use Permit per Section 303.2 of the Zoning Ordinance to convert a previously approved contractor's yard to a car wash. PB2022-02-CUP

I. FINDINGS OF FACT

Based on testimony given, application materials presented, and supporting documents submitted, the Planning Board makes the following findings of fact:

1. The property is a +/-0.61-acre lot located at the corner of Little Heater Road and Pershing Street. The current property configuration was recently created by the voluntary merger of 25 Little Heater Road and 9 Pershing Street (PB2021-22-VLM).

2. The portion of the property consisting of what was formerly 25 Little Heater Road was occupied by a one-family dwelling which has since been removed. The remainder of the property is improved with a 3,420 sq. ft. commercial building and is currently permitted to be used as a contractor's yard, which is a use allowed by Special Exception from the Zoning Board of Adjustment per Section 303.2 of the Zoning Ordinance. A Special Exception for the contractor's yard was granted to a predecessor in title by the Zoning Board on October 17, 2016 (ZB2016-24-SE). Subsequently, the Planning Board granted Site Plan approval for the contractor's yard on May 8, 2017 (PB2017-12-SPR).

3. The applicant now requests approval to utilize the property as a "car wash" which is a use allowed by Conditional Use Permit in the IND-L District. The applicant has also submitted an application to the Planning Board for Site Plan Review to construct a parking area on the western portion of the property to be used in conjunction with the proposed car wash use (PB2022-10-SPR).

II. <u>CONCLUSIONS OF LAW</u>

As a result of the above findings of fact and based on testimony given, application materials presented, and supporting documents submitted, the Planning Board concludes the following with respect to the Enhanced Performance Standards set forth in §302.4.D of the Zoning Ordinance:

1. The site **IS** suitable for the proposal. (§302.4.D.1)

2. The external impacts of the proposed use on abutting properties and the neighborhood **are** commensurate with the impacts of adjacent existing uses or other uses permitted in the zoning district. (§302.4.D.2)

3. The proposal **DOES** satisfy the criteria of Section 302.4.D.3:

> *The proposed layout and design of the site shall not be incompatible with the established character of the neighborhood and shall mitigate any external impacts on abutters, the neighborhood, and nearby public ways and infrastructure. This shall include, but not be limited to, the relationship of the building(s) to the street, the amount, location, and screening of off-street parking, the treatment of yards and setbacks, the buffering of adjacent properties, and provisions for vehicular and pedestrian access to and within the site.*

4. The proposal **DOES** satisfy the criteria of Section 302.4.D.4:

> *The design of any new buildings or structures and the modification of existing buildings or structures on the site shall not be incompatible with the established character of the neighborhood. This shall include, but not be limited to, the scale, height, and massing of the building or structure, the roof line, locations of access, and visual compatibility with the area.*

5. The proposal **DOES** satisfy the criteria of Section 302.4.D.5:

The proposed use and layout of the site, including all related development activities, shall to the greatest extent practicable preserve identified natural, cultural, historic, and scenic resources on the site and shall not degrade such identified resources on abutting properties. This shall include, but not be limited to, identified wetlands, floodplains, significant wildlife habitat and documented wildlife corridors, stonewalls, mature tree lines, identified historic buildings or sites, scenic views, and viewsheds.

III. DECISION

Now therefore be it resolved, the Planning Board, on this **11th day of April, 2022,** hereby **GRANTS** the request of Edwards Properties, LLC for a Conditional Use Permit per Section 303.2 of the Zoning Ordinance to convert a previously approved contractor's yard at 9 Pershing Street (Tax Map 78, Lot 48), zoned IND-L, to a car wash, PB2022-02-CUP, as set forth above and per testimony, plans, and materials submitted, and per the following condition:

1. The conditions of approval for application PB2022-10-SPR are incorporated herein and shall be considered conditions of approval for the requested Conditional Use Permit.

The motion was seconded by Tom Martz.

****The MOTION was approved (9-0).***

B. **Robert & John Oakes, 92 Riverside Drive (Tax Map 111, Lot 16), zoned RL-1**: Request for Site Plan Review to construct a +/-26,176 sq. ft. commercial self-storage unit facility together with related site improvements. PB2022-06-SPR - Continued from March 14, 2022

Dan Nash of Advanced Geomatics and Robert Oakes appeared in support of the application. Steve Keach, PE, also appeared in his capacity as the Board's reviewing engineer.

Kim Chewning recused herself.

Mr. Nash cited a report from the design engineer and the amendments to the plans with the recommended changes.

Mr. Corwin noted and explained the additional conditions of approval.

Mr. Keach commented on a March 10, 2022, report regarding infiltration rates in the stormwater management area. The adjustments in the calculations that are needed for the actual infiltration rates should be included. Mr. Vincent noted that if the plans need to be amended, another appearance before the Planning Board would be necessary. Mr. Nash acknowledged that requirement.

Mr. Rutter inquired about the other comments made by Mr. Keach. Mr. Keach noted that those items would be reviewed and approved by the building inspector and would be a condition of approval. Mr. Rutter also asked about signage. Mr. Nash stated that it would be applied for separately.

Ms. Romano inquired about the waiver regarding the soils report. Mr. Keach stated that the waiver request could be withdrawn.

Mr. Hall asked if Mr. Nash had any issues with the proposed conditions of approval. Mr. Nash stated that there is no compelling city interest in requiring inspection of the stormwater design and the condition should be removed. There is also no need for a third-party inspection for the road striping and signage.

Mr. Jasinski noted the prior concern of a resident regarding the "no thru traffic" sign for Fellows Hill Road. Mr. Nash stated that there are only three houses on the street. Mr. Jasinski asked about additional conditions of approval in reference to other comments from Mr. Keach. Mr. Corwin stated that there are several suggested conditions in the current draft motion.

Mr. Hall inquired about the condition regarding a retaining wall. Mr. Nash stated that the actual wall design could be part of the building permit process. Ms. Romano suggested existing retaining walls be inspected to make sure they are structurally sound.

Chair Garland invited public comment. There was none.

Mr. Nash explained the waiver requests.

Ms. Hirai inquired about the landscaping and removal of any invasive species. Mr. Nash stated that it was not relevant to the storage facility use.

A MOTION by Matthew Hall that for the application of Robert & John Oakes (PB2022-06-SPR), the Lebanon Planning Board **APPROVE** partial waivers from the following sections of the Site Plan Review Regulations:

- **Section 6.2.D.1** – landscaping around buildings requirement.
- **Section 5.1.E.6** – requiring contours at 5 ft. intervals for all areas where the existing or proposed grade is 20% or greater.
- **Section 5.1.E.16** – perimeter landscaping calculation requirements.
- **Section 6.2.B** – perimeter landscaping design requirements.

The motion was seconded by Jeremy Rutter.
****The MOTION was approved (8-0).***

Chair Garland took a straw poll on the deletion of the condition relating to the third party inspector. The Board approved unanimously.

A MOTION by Matthew Hall that the Lebanon Planning Board **APPROVE** the application of Robert & John Oakes for Site Plan Review to construct a +/-26,176 sq. ft. commercial self-storage unit facility together with related site improvements at 92 Riverside Drive (Tax Map 111, Lot 16), zoned RL-1, PB2022-06-SPR, as shown on a plan set titled "Oakes Storage, LLC," dated December 13, 2021, last revised March 14, 2022, prepared by Advanced Geomatics and Design, PN: 20-001 (17 sheets), including any and all submissions and testimony provided for and during the public hearing, subject to the following conditions:

<u>Conditions to be Satisfied Prior to Application for a Building Permit</u>

1.Prior to any construction activities on the property, the applicants shall, to the satisfaction of the City Engineer, address Comment #5 in the letter dated April 4, 2022, from Steve Keach, P.E., to Brian Vincent, P.E. (regarding drainage computations). In order to ensure a reasonable amount of time to review, the

applicants shall provide their response to the City Engineer a minimum of 7 days in advance of any planned construction activities, and no such construction activities shall commence until the City Engineer has verified that the afore-mentioned Comment #5 has been satisfactorily addressed.

2. The applicants shall make the following revisions to the plan set to the satisfaction of the Planning and Development Department and the City Engineer:
    a) Add Sheet ES101 to Table of Contents and add Sheet number (i.e. Sheet 9 of 17).
    b) Add the following as a note on the cover sheet and on the site plan (Sheet 9): "Business hours shall be limited to 6AM to 8PM." *(per the Zoning Board conditions of approval for the Variance granted on 3/1/21, ZB2020-36-VAR).*
    c) Amend the cover sheet to provide description of plan revisions (5.1.E.4.d).
    d) Update the text of Note No. 6 on the Cover Sheet to the acknowledge the voluntary merger of Tax Map 111, Lot 3-1 and Tax Map 111, Lot 16, and identify the book and page number at which the resulting Notice of Voluntary Lot Merger has been recorded.
    e) Remove Note 10 on Sheet L-1, which is duplicative of Note 9.
    f) Specify the type and variety of proposed gate installation, including accommodations for 24-hour access acceptable to the Fire Department.
    g) Add signs to indicate portions of Fellows Hill Road are not through roads.

    The applicants shall provide the Planning and Development Department with one (1) full size copy of the revised plan set, and a digital copy of the revised plan set saved in a PDF-A format for archival purposes.

3. The applicants shall schedule and hold a pre-building permit application meeting with the Planning and Development Department, City Building Inspectors, City Engineer/Department of Public Works, and Fire Department, in order to help streamline the building permit review process and to review applicable code requirements.

4. All engineering review fees shall be paid in full as required by Section 4.7.E.1 of the Site Plan Review Regulations.

    Detailed structural design drawings of proposed retaining walls, including detail of safety rail installation, shall be submitted to the Building Department for review and approval.

<u>Conditions to be Satisfied Prior to the Issuance of a Building Permit</u>

5. The development shall be subject to City of Lebanon Impact Fees, pursuant to Section 213 of the Zoning Ordinance. The Impact Fee shall be calculated at the time of Building Permit issuance based on the Impact Fee Schedule adopted on October 12, 2021. In accordance with RSA 674:39, the approved site plan shall be exempt from any future changes in impact fees and methodology for five years from the date of approval; however, any building permits which are issued after the end of that five-year period shall be fully subject to whatever impact fees and methodology are in effect at the time of building permit issuance.

6. Prior to the start of any construction activities on the property, the applicants shall obtain or update (if appropriate) any required State approvals.

<u>Conditions to be Satisfied Prior to the Issuance of a Certificate of Occupancy</u>

7. The impact fee calculated pursuant to Condition of Approval #5 shall be paid.

8. All improvements depicted on the plan shall be completed and shall be constructed as depicted on the approved plan, including any modifications to the plan as may be approved by the Planning Board in accordance with the Subdivision Regulations and Site Plan Review Regulations.

General Conditions

9. The applicants shall obtain an Excavation Permit from the Department of Public Works for any site work in the public right-of-way prior to any work in the right-of-way.

10. All required landscape plantings shall meet the minimum size requirements for such plantings set forth in Section 6.2.B of the Site Plan Review Regulations at the time of installation.

11. The applicants shall implement and maintain NHDES Site Specific Best Management Practices before, during, and after construction.

12. The property owner is responsible for the maintenance and operation of the stormwater management system in accord with the O&M plan, and such responsibility shall run with the land. (Section 6.6.H.2.b of the Site Plan Review Regulations).

The motion was seconded by Jeremy Rutter.
****The MOTION was approved (8-0).***

Kim Chewning rejoined the Board.

C. **Recreo, LLC and City of Lebanon, 2 Mascoma Street and 12 S. Park Street (Tax Map 91, Lots 254 & 253), zoned LD:** Request for a Boundary Line Adjustment. PB2022-16-BLA

Mr. Corwin noted that the City Council has now approved the property transfer, and the application is complete enough for the Planning Board to accept jurisdiction and commence review.

A MOTION by Jeremy Rutter that the Lebanon Planning Board finds the Boundary Line Adjustment application of Recreo, LLC and the City of Lebanon (PB2022-16-BLA) is complete enough to accept jurisdiction and commence review.
The motion was seconded by Laurel Stavis.
The vote on the motion was (9-0).

Jim Wasser of Studio Nexus and Property Owner Tim Sidore appeared on behalf of the application.

Mr. Wasser described the site and the need for the Boundary Line Adjustment. The new features were also described. All of the old fill would be removed due to poor quality, and new fill would be added to stabilize the terrain.

Mr. Hall inquired if City Staff has any concerns. Mr. Corwin stated that Staff has no concerns. Councilor Clif Below confirmed that the City Council approved the transfer.

Chair Garland invited public comment.

Mary Ann Mastro of Bank Street in Ward 2 inquired about the cost of the property. Chair Garland stated that it is not pertinent in this issue.

Judith Bastianelli, Ward 3, inquired about the fill that was discovered. Chair Garland stated it would be just a BLA tonight.

Mr. Below added that the City Council considered the value of the property and the existing use. The property is just a driveway with an issue of the guard rail and grade needing attention.

Ms. Romano stated that it is important for the public to attend committee meetings.

Chair Garland closed the Public Hearing.

Matthew Hall moved that the Lebanon Planning Board **APPROVE** the application of Recreo, LLC and the City of Lebanon for a proposed Boundary Line Adjustment between lands located at 2 Mascoma Street (Tax Map 91, Lot 254) and 12 S. Park Street (Tax Map 91, Lot 253), PB2022-16-BLA, as shown on a plat titled "Plan Showing Boundary Line Adjustment Between Properties of Recreo, LLC and City of Lebanon", prepared by DiBernardo Associates, LLC, dated February 10, 2022, last revised March 29, 2022, DWG. NO. 3423-1, including any and all supplemental submissions and testimony provided during the public hearing, with the following conditions to be satisfied prior to the recording of the plat:

1. The applicant shall provide a revised plat depicting the following change to the satisfaction of the Planning and Development Department and the City Engineer:
    a. Identify a physical boundary marker to be placed at the intersection of the two new boundary lines (i.e. at the southernmost eastern corner of 2 Mascoma Street, as reconfigured).

2. The applicant shall provide to the Planning and Development Department a draft copy of the deed of the land transfer for review to ensure the transfer will be completed properly for Assessing and recording purposes.

3. The applicant shall provide to the Planning and Development Department a digital record drawing (Cad .dwg Format using NH State Plane Coordinate system).

The motion was seconded by Jeremy Rutter.
****The MOTION was approved (9-0).***

A MOTION by Matthew Hall that the Lebanon Planning Board authorizes the Chair to sign the Boundary Line Adjustment plat for Recreo, LLC and the City of Lebanon (PB2022-16-BLA).

The motion was seconded by Jeremy Rutter.
****The MOTION was approved (9-0).***

D. **Recreo, LLC, 2 Mascoma Street (Tax Map 91, Lots 254), zoned LD:** Request for Site Plan Review to construct (1) a 5-story, +/-48,000 sq. ft., 72-unit multi-family dwelling, and (2) a 6-story, 56,800 sq. ft., 80-unit multi-family dwelling, together with associated site improvements including on-site parking, entry plazas and landscaping. PB2022-17-SPR - Completeness Review Only

Mr. Corwin stated that there are several additional items that are needed to satisfy the submission requirements before completeness can be approved and recommended a postponement of the completeness determination to the May 9, 2022, meeting.

Ms. Romano noted that it is difficult to read the name in the signature block of the application form and asked that a printed name line be added.

Chair Garland closed the Public Hearing.

A MOTION by Laurel Stavis that completeness be postponed to the May 9, 2022, meeting at 6:30 PM. The motion was seconded by Jeremy Rutter.
****The MOTION was approved (9-0).***

E. **Woodrow Fitness, LLC, 12 Lafayette Street (Tax Map 10, Lot 11, Plot 500), zoned IND-L:** Request for Site Plan Review to construct +/-25,700 sq. ft. of outdoor tennis courts as an accessory use for the River Valley Club fitness center. PB2022-18-SPR

Dan Nash of Advanced Geomatics and Design; Mara Robinson, Landscape Designer; and Elizabeth Asch and Lee Barker of the River Valley Club appeared on behalf of the applicant.

Mr. Corwin stated that Staff recommends that the application is complete enough for the Planning Board to accept jurisdiction and commence review.

A MOTION by Jeremy Rutter that the Lebanon Planning Board find the Site Plan Review application of Woodrow Fitness, LLC for 12 Lafayette Street (Tax Map 10, Lot 11, Plot 500), PB2022-18-SPR, **IS** complete enough to accept jurisdiction and commence review.
The motion was seconded by Kim Chewning.
****The MOTION was approved (9-0).***

Mr. Nash stated that the plan is to add four tennis courts. Ms. Asch noted that additional racquet sports, such as pickle ball, would be added to the offerings at the club. Both adults and children would benefit from the courts. Mr. Nash described the location of the courts and the accessibility. The general features of the court design and gravel wetland were also detailed. Ms. Robinson described the landscaping plan and the species selected.

Mr. Vincent noted that there are a few minor items that need clarification and will be addressed. Mr. Corwin stated that there is a waiver regarding of the adjacent property that is not necessary.

Mr. Hall inquired why it is necessary to require site plan review for adding tennis courts. Mr. Corwin stated that it is about the amount of impervious surface that is being added.

Mr. Martz inquired about the orientation of the plan drawing and commented that the surface of the courts would affect the drainage. Mr. Nash stated that the drawing is oriented to the view from the road.

Ms. Stavis inquired about the hours of operation. Ms. Asch stated that the hours are the same as the River Valley Club. Courts would be by reservation, 4:45 a.m. to 8:00 p.m. Monday to Friday and 7:00 a.m. to 3:00 p.m. Saturday and Sunday. Ms. Stavis inquired if the club is available to guests of the local hotels. Ms. Asch stated that there are corporate arrangements with the area hotels and others.

Mr. Jasinski asked how patrons would get from the existing buildings to the courts. Ms. Asch described the pathway to the courts. Mr. Jasinski also inquired about the posting of the notice for the meeting. Lee Barker stated that it was posted by the Fit Kids entrance and the main entrance.

Ms. Romano inquired about the waiver request that included the adjacent property. Mr. Corwin stated that it is not part of the subject property, so the waiver request was not needed. Ms. Romano questioned the location of the courts in relation to the hotel and noise created from the courts and suggested some type of screening or landscaping could dampen the noise.

Mr. Martz inquired about the lighting. Mr. Nash confirmed that the LED lighting would be directed downward.

Mr. Hall inquired about the sidewalk waiver. Mr. Corwin stated that Staff has no objection.

Mr. Rutter inquired about the table in the plan for the parking calculations and asked that they be checked. Ms. Asch stated that they are covered for parking spaces. Mr. Nash explained the calculations and noted an error, but the amount of parking is sufficient.

Chair Garland invited public comment. There was none.

A MOTION by Matthew Hall that for the application of Woodrow Fitness, LLC, PB2022-18-SPR, the Lebanon Planning Board **APPROVE** waivers from the following sections of the Site Plan Review Regulations:

- **Partial Waiver of Section 5.1.E.16** – requiring that "Existing trees over 12 inches in diameter, measured 4.5 feet above the ground surface, and within 25 feet of the disturbed area, must be counted and shown on the plan, if included towards fulfilling the landscaping requirements."

- **Partial waiver of Section 6.2.B** – perimeter landscaping requirements.

- **Section 6.5.D.5** – requiring the installation of a sidewalk along the property's frontage.

- **Section 6.7.B.5** – maximum mounting height of the light fixture shall not exceed twenty (20) feet in industrial zoning districts.

The motion was seconded by Laurel Stavis.
****The MOTION was approved (9-0).***

Ms. Romano noted that there would be more impervious surface and asked why there wouldn't be increased flow. Mr. Nash stated that the gravel wetlands would attenuate the flow offsite, and there would not be an increase in the flow to the street and added that he could rewrite his statement for clarity. Mr. Vincent stated that there is no increase to the City's system, and the gravel wetland would create a decrease overall.

Mr. Jasinski asked for confirmation of the decrease in flow from the property with increased impervious surface. Mr. Nash reiterated the stormwater plan.

Chair Garland invited public comment. Hearing none, Chair Garland closed the Public Hearing.

A MOTION by Matthew Hall that the Lebanon Planning Board **APPROVE** the application of Woodrow

Fitness, LLC for Site Plan Review to construct +/-25,700 sq. ft. of outdoor tennis courts at 12 Lafayette Street (Tax Map 10, Lot 11, Plot 500), zoned IND-L, PB2022-18-SPR, as shown on a plan set titled "Woodrow Fitness, LLC," prepared by Advanced Geomatics & Design, dated March 14, 2022, revised March 30, 2022, PN: 22-033 (16 sheets), including any and all submissions and testimony provided for and during the public hearing, subject to the following conditions:

Conditions to be Satisfied Prior to Any Construction Activities

1. Prior to the start of any construction activities on the property, the applicant shall, to the satisfaction of the City Engineer, address the following:
    a) Clarify where the new curb is to be installed and provide labeling. Clarify whether the yard drains are to be located behind or in front of the curb. Address the grading which does not reflect the presence of curb.
    b) No yard drain detail is provided. Clarify whether the intent is to use regular catch basins (for which details have been provided).
    c) Provide an updated drainage report demonstrating no peak flow increases to the street system and off site, as noted in the letter from Dan Nash, PE, of Advanced Geomatics & Design, dated March 30, 2022.
    d) Add a concrete footing detail, as referenced in the fence detail.
    e) The gravel wetland details note the need for ledge blasting. Confirm ledge blasting is required, and if not, amend the detail accordingly. Include ledge probes within the plan set or permitting package if such ledge probes were conducted to confirm ledge depths.

2. The applicant shall apply for a voluntary merger of Lots 10-11-500 and 10-11-700 and 92-124 (12 Lafayette Street and 33 Morgan Drive) with the Planning and Development Department. Upon approval by the City, the voluntary merger shall be recorded at the Grafton County Registry of Deeds.

3. The applicant shall make the following revisions to the plan set to the satisfaction of the Planning and Development Department and the City Engineer:
    a) Any changes made pursuant to Condition of Approval #1.
    b) Provide updated parking chart for the RVC property to account for the parking spaces on 33 Morgan Drive that are proposed to be removed and reference to the approved site plan for the Fit Kids group day care facility (PB2015-15-SPR).
    c) On Sheet L-2 (Lighting Plan), per Section 5.1.E.13:
        i. Identify light intensities and compliance with Section 6.7.B.2 ("The light intensity at adjoining streets or commercial property boundaries shall not exceed 0.5 foot-candles at grade level[.]")
        ii. Identify the color correlated temperature (CCT) for each light fixture type, in conformance with the requirements of Section 6.7.B.9.
    d) Amend the cover sheet to provide description of plan revisions (5.1.E.4.d).

    The applicant shall provide the Planning and Development Department with one (1) full size copy of the revised plan set, and a digital copy of the revised plan set saved in a PDF-A format for archival purposes.

4. All engineering review fees shall be paid in full as required by Section 4.7.E.1 of the Site Plan Review Regulations.

5. The applicant shall apply for and obtain a Zoning Permit per Section 901.1 of the Zoning Ordinance.

6. The applicant shall obtain or update (if appropriate) any required State approvals.

7. In lieu of engaging a third-party, the applicant shall coordinate with the City Engineer to observe the installation of the stormwater system. Such coordination shall include preparing a tentative construction schedule and agreeing to provide the City Engineer a minimum of 7 days' notice prior to a required or requested inspection.

Conditions to be Satisfied Prior to the Issuance of a Certificate of Completion

8. All improvements depicted on the plan shall be completed and shall be constructed as depicted on the approved plan, including any modifications to the plan as may be approved by the Planning Board in accordance with the Site Plan Review Regulations.

General Conditions

9. The applicant shall obtain an Excavation Permit from the Department of Public Works for any site work in the public right-of-way prior to any work in the right-of-way.

10. All required landscape plantings shall meet the minimum size requirements for such plantings set forth in Section 6.2.B of the Site Plan Review Regulations at the time of installation.

11. The applicant shall implement and maintain NHDES Site Specific Best Management Practices before, during, and after construction.

12. The property owner is responsible for the maintenance and operation of the stormwater management system in accord with the O&M plan, and such responsibility shall run with the land. (Section 6.6.H.2.b of the Site Plan Review Regulations).

The motion was seconded by Laurel Stavis.
****The MOTION was approved (9-0).***

4. Other Business

A. Amend CIP Policy & Procedures document to raise project thresholds

Chair Garland noted that the amendment includes raising the project minimum to $100,000 and eliminating studies.

A MOTION by Tom Martz to approve the amendments to the CIP Policy & Procedures to include raising the project minimum to $100,000 and eliminating studies.
The motion was seconded by Matthew Hall.
****The MOTION was approved (9-0).***

5. Approval of Minutes

A. March 14, 2022

A MOTION by Laurel Stavis to approve the Planning Board Minutes of March 14, 2022, as presented. The motion was seconded by Tom Martz.
****The MOTION was approved (9-0).***

6. Adjournment

A MOTION by Matthew Hall to adjourn the meeting.
The motion was seconded by Tom Martz.

Ms. Stavis encouraged the Board members to register support or opposition to the proposed state legislation under the Municipal and County Government Committee.

****The MOTION was approved (9-0).***

The meeting was adjourned at 9:22 PM.

Respectfully Submitted,

Holly Howes
Recording Secretary