# LEBANON PLANNING BOARD
# APRIL 24, 2023 - 6:30 PM
# COUNCIL CHAMBERS, CITY HALL OR
# REMOTE VIA VIRTUAL PLATFORM
# LEBANONNH.GOV/LIVE

---

**1. Call to Order**

**2. Notice of Regional Impact**

**3. Study Items**

A. Review of Draft Miracle Mile Corridor Study

B. Review of proposed amendments to the Site Plan Review Regulations re: electric vehicle (EV) charging infrastructure - continued from March 27, 2023

C. Review of Master Plan update process - continued from March 27, 2023

D. Review draft update of Master Plan Chapter 5 (Natural Resources) - continued from March 27, 2023

**4. Committee Reports**

A. **City Council Subcommittees:**
--Class VI Roads Advisory Committee
--Lebanon Energy Advisory Committee

B. **Other Subcommittees:**
--City Council Representative
--Heritage Commission
--Pedestrian & Bicyclist Advisory Committee
--Upper Valley Lake Sunapee Regional Planning Commission
--UV SubCommittee of the Connecticut River Joint Commissions
--Upper Valley Transportation Management Association
--Mascoma River Local Advisory Committee
--West Lebanon Revitalization Advisory Committee
--Planning & Development Department – Task Status

C. Minor Site Plan Committee

**5. Other Business**

A. **Robert J. Oakes, 00 LaPlante Road, (Tax Map 138, Lot 27), zoned R-3, RL-1, RL-3:** Conceptual review per Section 7.3 of the Subdivision Regulations and Section 501.1.D of the Zoning Ordinance of a proposed six (6)-lot Planned Unit Residential Development (PURD). **PB2023-17-CON**

**6. Approval of Minutes**

A. March 27, 2023

**7. 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.

# M E M O R A N D U M

| | |
|---|---|
| TO: | Brian Vincent, PE – City Engineer – Lebanon, NH |
| FROM: | Jeffrey Santacruce, PE, PTOE – Sr. Team Leader |
| DATE: | January 12, 2023 |
| SUBJECT: | Miracle Mile Corridor Study – Lebanon, NH |

---

Miracle Mile Design Narrative/Technical Memo Draft. Note the stationing is a reference alignment and is not intended to be used for construction or as a permanent roadway alignment.

## *Existing Conditions*

The existing Miracle Mile (US Route 4/NH Route 10) Corridor is an East-West Roadway starting just West of the Mascoma River and ending at Poverty Lane. The existing roadway width varies from 40 to 45 feet. In general, the roadway consists of two 11-12 foot-wide travel lanes, one in each direction, and a dual use center turn lane that varies in width from 10 to 11 feet. The roadway lane usage is shown in Figure 1.

*Figure 1 - Roadway Lane Usage*

The land use along the corridor consists of mostly commercial properties, including a large shopping Plaza with a movie theatre, a grocery store and several smaller shops and restaurants. In addition, a new Dunkin Donuts restaurant was recently built in the parking lot of the plaza. There is an existing sidewalk on the north side of the roadway between the Ford Dealership and the eastern plaza entrance. There is an existing transit route along this corridor that includes a bus stop located in the approximate center of the corridor near the existing thrift store and new Dunkin Donuts. There is a crosswalk with a median refuge island in the vicinity of the bus stops, connecting the thrift store and the main shopping plaza. The shoulder on the eastbound side of the roadway at the crosswalk necks down to less than 3 feet wide, making it difficult for a bicyclist to stay in the shoulder. Figure 2 below shows the crosswalk with median refuge island between Miracle Mile Plaza and Listen Thrift Store.

*Figure 2 - Crosswalk with Median Refuge Island*

Many of the driveways along this corridor are wide without any sort of pavement markings. Many appear to have been designed to accommodate separate left and right turn lanes for exiting traffic, however they lack the proper signage or pavement markings to operate this way. An example of this can be seen in Figure 3 on the following page, which shows a vehicle in the center of the Miracle Mile Plaza Western Driveway.

*Figure 3 - Western Drive to Miracle Mile Plaza*

During the site review several cars were seen entering and exiting these driveways by crossing over what would be considered the centerline of the driveway. It appears this crossing maneuver occurred to beat out traffic along mainline so the vehicle did not need to wait for another acceptable gap in traffic. This can lead to an increased potential for crashes and can make it more difficult for pedestrians and bicyclists to navigate across these driveways.

The Plaza parking lots appear to lack clear delineation of access lanes and/or circulation patterns that are confusing. During the site visit several vehicles were observed in the Plaza parking lot cutting across existing striped parking spaces to get from one side to another and some were even observed parked within a poorly marked aisle near the cinema. The new Dunkin Donuts has increased traffic generation in the Plaza especially at the exit from the drive through where it meets the eastern Plaza driveway. Several vehicles exiting Dunkin Donuts were seen blocking the right only lane as they attempted to get into the left turn lane to exit the site. Figure 4 on the following page shows the short distance from the roadway to the Dunkin Donuts drive-thru at the Miracle Mile Plaza Eastern Driveway.

*Figure 4 - Dunkin Donuts Drive Thru Exit*

At the western limits of the project, on the north side of Miracle Mile is the existing Mascoma River Greenway Trailhead. There is not a clear connection from the roadway to this trailhead. Any cyclist or pedestrian would need to enter the trailhead through the Ford Dealership overflow driveway. The area has a steep slope and no markings indicating that there is a trailhead. See Figure 5.

*Figure 5 - Mascoma River Greenway Trailhead*

## *Traffic Volumes*

Traffic volumes along Miracle Mile were not collected as part of this project. However, the recently constructed Dunkin Donuts performed a traffic study in order to determine the volume of additional vehicles that would be entering and exiting Miracle Mile Plaza. The mainline traffic volumes along Miracle Mile were also included in the study. The weekday AM Peak Hour 2021 Build Volumes were 491 vehicles per hour westbound and 374 vehicles per hour eastbound. When these volumes are grown over 10 years to 2031, they increase to 848 vehicles per hour westbound and 498 vehicles per hour eastbound. These are acceptable volumes for one lane in each direction, as 1,900 vehicles per hour is the typical limit for a single lane of traffic.

## *Crash Data Analysis*

Crash data from January 1, 2015, through August 12, 2022, was provided by the Lebanon Police Department. The crash data included crashes along the Miracle Mile as well as in adjacent parking lots. The data is broken up into two basic locations – Roadway and Parking Lot. However, no specific locations for the crashes along the roadway or in parking lots were provided. In addition the data did not provide information on the types of crash (i.e. sideswipe, rear end, etc). In total there were 175 crashes observed during this 6 ½ year period. Below we separate them into two subsets.

Parking Lots

120 of the 175 reported crashes occurred in a parking lot. The parking lot crash data was further separated into four sub-categories based on the severity of the crash including: With Personal Injury (2 crashes), No Personal Injury (45 crashes), Past (12 crashes), and Hit & Run (61 crashes). The crash data does not state whether the categorized crashes are mutually exclusive or if one crash may include more than one occupant.

Observations of the traffic circulation within the existing Plaza parking lot reveal that vehicles generally do not conform to the existing pavement markings, but rather drive through the lot in whatever direction best suits their needs and destination.

Roadway

The remaining 55 reported crashes occurred along the roadway. The Roadway crash data was further separated into three subcategories based on the severity of the crash including: With Personal Injury (15 crashes), No Personal Injury (35 crashes), and Hit & Run (5 crashes). The crash data does not state whether the categorized crashes are mutually exclusive or if one crash may include more than one occupant.

## *Proposed Improvements*

Roadway

The city desires this section of roadway to be more multimodal friendly as seen by the construction of the new sidewalk and bicycle lanes. In reviewing the corridor it was clear that the roadway and bike lanes lacked a consistent width, even to the point that the bike lane was only 3 feet wide. Therefore, it is recommended that the roadway be re-striped to provide for a consistent 5 foot-wide bike lane on both sides of the road, with 11 foot wide travel lanes and a 10 foot wide center turn lane. The proposed 5 foot wide bike lane with updated bicycle lane markings on each side of the road will provide increased safety for bicyclists. In order to provide the lane configuration noted it is recommended that the curb line along the sidewalk on the north side of the road be held, and any adjustment be made to the south side of the roadway in areas where the bike lane is not 5 feet wide. We have also shown the additional sidewalk that is scheduled to be constructed on the north side of the road within the next 12 months between the east Plaza driveway and Poverty Lane.

The existing crosswalk and refuge island should be re-constructed so that the refuge is in the center of the roadway and shaped so that it is easier to plow. It is recommended that the existing curbing and rectangular rapid flashing beacons (RRFBs) in the island are re-used for the proposed island.

Driveways

In general, it is recommended that several of the existing driveway curb cuts along Miracle Mile be narrowed to provide better access management and improved safety. While the many of the driveways were designed to allow a separate left and right turn lane for improved traffic operations, the this side by side lane usage on an unsignalized driveway can present sight line restrictions for one vehicle trying to see around another vehicle which can reduce safety. In addition, these wider driveways also increase the crossing width for pedestrian and bicycles and the side by side vehicles are also apt to pull forward into the crossing area of pedestrians and bicyclist in order to see around the adjacent vehicle without being able to see if there is a pedestrian or a pedestrian crossing.

### *Lebanon Ford Dealership*

The Lebanon Ford Dealership utilizes parcels on both sides of the road at the western limits of the study area. The southern side of the road hosts the “main” part of the dealership, where most of the cars and the showroom/services building is located. This area is currently under construction, with the building being renovated and expanded and the parking lot being reconstructed as shown in Figure 6. The dealership utilizes the lot on the northern side of Miracle Mile as a staff parking area and vehicle overflow storage area. Staff and customers frequently cross Miracle Mile to travel between the main building and this northern lot. Given the frequency of pedestrian crossings and traffic conditions it is recommended that a crosswalk be installed with pedestrian signage and a raised median refuge island is installed in the center turn lane. It is also recommended that RRFBs be installed on each side of the road and in the median island similar to the island and signs installed at the existing crosswalk near the bus stop as shown in Figure 2 on page 2.

*Figure 6 - Ford Dealership Under Construction*

Since we are getting into winter and the Ford Dealership would like to open for business it is recommended that crosswalk pavement markings be added across the roadway and flexible delineators installed in place of vertical granite curb for the refuge island. This will delineate the same areas as the future proposed raised concreate island that would be installed. The location of the proposed crosswalk refuge island may limit left turns out of the Ford Dealership main building by large tractor trailer trucks. This should be discussed with the Ford Dealership to make sure it does not represent an operational issue. Given the location of Interstate 89 to the south of the site, it is anticipated that car carrier type tractor trailer trucks exiting the Ford dealership will be making a right turn out of the site and should not be impacted by the proposed refuge island.

On the north side of the road, it is recommended that the two existing driveways to the overflow lot are narrowed to 24 feet wide. Narrowing the drives will make the pedestrian crossings shorter, increasing safety. Narrowing the drives also gives space to install curb ramps for the proposed pedestrian crossings in order to meet ADA requirements. At the western end of the lot, narrowing the existing driveway by shifting the western edge will allow for a new guardrail installation that will allow for a future connection to the existing shared use path. Narrowing of the eastern driveway by shifting to the west allows us to have more room to install ADA ramps at the proposed pedestrian crossing. Shifting the western driveway to the east will also improve sight distance pulling out of the driveway.

Because the proposed median refuge island is located in close proximity to the eastern drive it may make left-turns out of the site difficult, therefore it is recommended that this driveway be converted to a one-way entrance and the western drive be converted to a one-way exit. On the south side of the road in front of the Ford Dealership where there a wide open curb cut adjacent to a vehicle parking area, it is recommended that additional pavement markings be added to delineate the outside edge of the bike lane. This will help delineate the lane and hopefully deter any drivers from pulling off the road in the bike lane in front of the Ford dealership to look at the vehicles on display. There is a small portion of the curb on the south side of the road at the proposed crosswalk in front of the Ford Dealership that should be

pushed back to make room for a full 5 foot wide bike lane in this area. It will be the responsibility of the Ford Dealership to construct the sidewalk and WCR between the roadway and the building.

A future sidewalk is shown on the conceptual plans between the Ford Dealership and the Thrift store. At this time the City has indicated that they do not believe that this sidewalk is necessary on the south side of the road. It is recommended that the city monitors the pedestrian traffic along Miracle Mile and installs a sidewalk between the Ford dealership and Listen Thrift Store if there is enough foot traffic to warrant it.

*Miracle Mile Plaza*

Western Driveway – Approx STA 109+20, Figure 7

*Figure 7 - Miracle Mile Plaza Western Driveway*

It is recommended that the driveway be narrowed and striped with a double yellow centerline and a stop bar on the exit side. The narrowing and striping is intended to increase safety by creating a shorter pedestrian crossing and also deter cars from cutting into the plaza at an angle. A single lane exit is recommended for increased safety.

Center Driveway – Approx STA 111+75, Figure 8

*Figure 8 - Miracle Mile Plaza Center Driveway*

It is recommended that the location, size, and pavement markings of this driveway remain the same. However, adjacent to the driveway it is recommended that raised islands are constructed to better delineate the parking and drive aisles and improve circulation.

Eastern Driveway – Approx STA 115+25, Figure 9

*Figure 9 - Miracle Mile Plaza Eastern Driveway*

It is recommended that the location, size, and pavement markings of this driveway remain the same. However, adjacent to this driveway it is recommended that the Dunkin Donuts drive-thru exit lane be re-

aligned to provide better site circulation given its close proximity to the plaza exit driveway. Vehicles leaving Dunkin Donuts may make a left or right out of the drive-thru and utilize any of the plaza drives.

In the western area of the Plaza parking lot near the cinema it is recommended that the existing row of parking be removed, and the parking rows between Dunkin Donuts and the cinema be extended. This will create a more defined traffic flow to a from the driveway.

Observations in the Price Chopper parking lot during the site visit revealed that drivers generally do not drive up and down the parking aisles, but rather cut across the parking rows to get to and from the eastern driveway. Therefore, it is recommended that raised medians be constructed at the end of the existing parking rows within the Price Chopper parking lot to better define the access aisle across the front of the site and help reduce the volume of vehicles that cut through the lot in this area. This will improve overall circulation and safety which should reduce the number of crashes within the parking area that were noted in the crash analysis section above.

To offset the loss of parking spaces within the parking lot due to the above improvements, it is possible to construct additional parking spaces between the Eastern Driveway and the entrance only driveway at the eastern limits of the property. In total 33 spaces are shown to be removed as a result of the proposed improvements and 33 new spaces created, resulting in a net loss of 0 parking space within the plaza.

The city made us aware that the Price Chopper property had submitted a new parking lot layout plan that was approved by the city but never constructed. Since these plans were not provided to us, we developed a simplified layout to work with existing conditions as close as possible to provide some safety and operations improvements along the front of the lot.

Entrance only Driveway – Approx STA 117+50, Figure 10

*Figure 10 - Miracle Mile Entrance Only Driveway*

There is a sidewalk slated to be constructed across this driveway by the city in the near future. It is recommended that the proposed crosswalk be realigned to be perpendicular to the driveway in order to provide the shortest pedestrian crossing. At the intersection of the driveway and parking lot there is a row of trees that limit sight distance looking right. Therefore, it is recommended that one of the trees be removed to improve sight distance and provide increased safety.

*Listen Thrift Store and Donation Center*

The current site circulation and parking lot of the thrift store is confusing and very congested especially with the creation of the drop off aisle. In order to attempt to improve the operations and safety of this property it is recommended that the parking lot in front of the building be converted to one-way and the parking spots in front of the store be converted to angled parking. The reason for providing angled parking is to better define the one way direction of traffic circulation in front of the building. When reviewing which direction the one way traffic should flow in front of the building several factors were considered and are identified in the pros and cons list outlined below.

Traffic travels one way heading east in front of the building (western drive is converted to a one-way entrance)

Pros

- Pedestrians crossing the driveway from the sidewalk connection from the bus stop have a shorter path across the drive aisle to gain access to the striped aisle into the building (aka ADA parking space).
- Reducing the amount of traffic exiting the western drive reduces congestion at this location.
- If all the angled parking is full patrons and circulate into the parking area to the west of the building without needing to go out onto Miracle Mile.

Cons

- This option results on the loss on 5 parking spaces because of the angled parking layout
- If vehicles enter the main driveway (eastern) and head to the east side of the building to park and all of the parking spaces are full, then they must exit the main driveway back onto Miracle Mile and enter the western driveway to try to find an angled parking space. This maneuver increases the volume of traffic entering and exiting the site which causes more congestion and decreases safety at both driveway entrances.

Traffic travels one way heading west in front of the building (western drive is converted to a one-way exit)

Pros

- This option results on the loss of 3 parking spaces which is two less than the previous alternative
- If a patron enters the western driveway to find and angled parking space and there are none they do not need to exit back onto Miracle Mile to get to the other eastern side of the parking lot.

Cons

- Pedestrians crossing the driveway from the sidewalk connection from the bus stop have a longer path across the drive aisle to gain access to the striped aisle into the building (aka ADA parking space).
- If the parking spaces in front of the building are full, then drivers must exit the western driveway onto Miracle Mile and re-enter the main driveway to look for a parking space on the east side of the building. This increases the congestion along Miracle Mile between the driveways.

*South side of the roadway from Listen Thrift Store heading east to Poverty Lane*

There are no major changes proposed on the south side of Miracle Mile between Listen Thrift Store and Poverty Lane. The roadway in this area is wide enough to support restriping the roadway and providing the travel lane, dual use left turn lane and bicycle lane widths noted above except for the last 130 feet of the roadway at Poverty Lane. The widening in this area varies from 0-3 feet.

If they City ever desires to install sidewalks along this side of the roadway to connect the bus stop to Poverty Lane, they would need to consider installing a closed drainage system to allow for removal of the large, paved swale shown in Figure 11. In addition, the city would need to consider relocating utility poles to avoid conflicts or push the sidewalk further into the side slope which could results in the need for retaining walls or steeper slopes on private property.

*Figure 11 - Paved Swale*

*North side of the roadway from Price Chopper heading east to Poverty Lane*

Currently there is no sidewalk in this area. However, the city has indicated that from approximately Station 118+00 to 127+00 there is a proposed sidewalk that will be constructed by the city in the near future. The proposed sidewalk plans were reviewed and one of the comments is the adjustment of the crosswalk across the one-way entrance to the Plaza noted above.

It is also recommended that the City consider providing pavement markings or different surface material to delineate the pedestrian walking path across the gas station driveway from the proposed sidewalk into the Tractor Supply site to connect to what appears to be an internal sidewalk shown in Figure 12.

*Figure 12 - End of Sidewalk in Tractor Supply Driveway*

## *Probable Opinion of Construction Costs*

A conceptual cost estimate was completed for the recommended work. The cost of milling and overlaying the corridor and then re-striping it was not included in the cost, as it is assumed that this will be done with the upcoming waterline project. The sidewalk on the south side of the roadway between the Ford Dealership and Listen Thrift Store was not included in the cost as the city has indicated they do not believe this sidewalk is necessary at this time. The cost of the sidewalk on the north side of the roadway, east of the Price Chopper to Poverty lane was not included.

The conceptual opinion of probable construction cost for the work shown on the conceptual plan for both roadway and site improvements is in the range of $195,000-$210,000.

N

MATCHLINE SEE SHEET CP2

20 10 0 20 40
SCALE: 1"=20'

LEGEND:
SSLW = SINGLE SOLID LINE WHITE
SSBY = SINGLE SOLID W/ BROKEN LINE YELLOW
DBLY = DOUBLE SOLID LINE YELLOW
SBLW = SINGLE BROKEN LINE WHITE

P:\NH\Lebanon_WHEN\22211147\Miracle Mile\CAD\PLAN SHEETS R1.dwg

Project:
MIRACLE MILE CORRIDOR STUDY
LEBANON, NH


Weston & Sampson Engineers, Inc.
150 Dow Street, Tower 4, Suite 350
Manchester, NH 03101
978.532.1900 800.SAMPSON
www.westonandsampson.com


Consultants:

Revisions:

| No. | Date | Description |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

COA:

Seal:

DRAFT

Issued For:
NOT RELEASED FOR CONSTRUCTION

| | |
|---|---|
| Scale: | 1" = 20' |
| Date: | January 2023 |
| Drawn By: | CMG |
| Reviewed By: | JWS |
| Approved By: | JWS |
| W&S Project No.: | ENG 22-1147 |
| W&S File No.: | |

Drawing Title:
MIRACLE MILE CONCEPT PLAN 1

Sheet Number:
CP1

Rev. 2.0 Date: July 2020

COPYRIGHT © 2022 WESTON & SAMPSON, INC.

N

MATCHLINE SEE SHEET CP1

MATCHLINE SEE SHEET CP3

MIRACLE MILE PLAZA

SUBURBAN PROPANE

NARROW EXISTING DRIVEWAY

PROPOSED CATCH BASIN (TYP)

EXISTING SIDEWALK

30.0'

REFERENCE BASELINE

SSLW

MIRACLE MILE (US-4 / NH-10)

5.0' BIKE LANE

11.0' TRAVEL LANE

SSBY

PRC +48.91

106+00

107+00

10.0' CENTER TURN LANE

108+00

109+00

PT +83.11

110+00

SSBY

11.0' TRAVEL LANE

SSLW

5.0' BIKE LANE

FUTURE SIDEWALK (IF NECESSARY)

EXISTING PAVEMENT MARKINGS (TYP)

FUTURE SIDEWALK (IF NECESSARY)

FUTURE SIDEWALK ON SOUTH SIDE OF ROADWAY BETWEEN FORD DEALERSHIP AND THRIFT STORE TO BE INSTALLED IF THERE IS AN INCREASED PEDESTRIAN TRAFFIC NEED IDENTIFIED BY THE CITY

LEBANON FORD DEALERSHIP

LIBERTY UTILITIES

20 10 0 20 40

SCALE: 1"=20'

LEGEND:
SSLW = SINGLE SOLID LINE WHITE
SSBY = SINGLE SOLID W/ BROKEN LINE YELLOW
DBLY = DOUBLE SOLID LINE YELLOW
SBLW = SINGLE BROKEN LINE WHITE

P:\NH\Lebanon\WMEN0221147\Miracle Mile\CAD\PLAN SHEETS R1.dwg

Project:
MIRACLE MILE CORRIDOR STUDY
LEBANON, NH

CITY OF LEBANON N.H. INCORPORATED JULY 4 1761 ESTABLISHED 1938

Weston & Sampson

Weston & Sampson Engineers, Inc.
150 Dow Street, Tower 4, Suite 350
Manchester, NH 03101
978.532.1900 800.SAMPSON

www.westonandsampson.com

Consultants:

Revisions:

| No. | Date | Description |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

COA:

Seal:

DRAFT

Issued For:
NOT RELEASED FOR CONSTRUCTION

| | |
|---|---|
| Scale: | 1" = 20' |
| Date: | January 2023 |
| Drawn By: | CMG |
| Reviewed By: | JWS |
| Approved By: | JWS |
| W&S Project No.: | ENG 22-1147 |
| W&S File No.: | |

Drawing Title:
MIRACLE MILE CONCEPT PLAN 2

Sheet Number:
CP2

Rev. 2.0 Date: July 2020

COPYRIGHT © 2022 WESTON & SAMPSON, INC.

N

MIRACLE MILE PLAZA / PRICE CHOPPER PARKING SUMMARY
SPACES REMOVED: 33
SPACES ADDED: 33
NET: ±0 PARKING SPACES

MIRACLE MILE PLAZA

PRICE CHOPPER

24.0

29.4

EXTEND PARKING AND INSTALL NEW ISLAND TO PROVIDE BETTER TRAFFIC FLOW THROUGH THE PARKING FIELD AND TO/FROM NEW DUNKIN DONUTS

REMOVE ISLAND AND INSTALL ADDITIONAL PARKING SPACES

CONSTRUCT RAISED ISLAND TO BETTER DEFINE TRAFFIC CIRCULATION IN THIS AREA

24.0

REALIGN DUNKIN DONUTS DRIVE THRU TO CHANNELIZE TRAFFIC AWAY FROM THE PLAZA ENTRANCE/EXIT. INSTALL ADDITIONAL PARKING SPACES

16.0

CONSTRUCT RAISED ISLANDS AT THE END OF AISLES TO BETTER DEFINE ACCESS AISLE

24.8

INFORMATION SHOWN FOR DUNKIN DONUTS TAKEN FROM PLANS PREPARED BY PATHWAYS CONSULTING, LLC.

DUNKIN DONUTS

ADD CURB AND MODIFY PARKING SPACES

24.0

24.0

REALIGN CURB AND CONSTRUCT NEW PARKING SPACES

24.0

RE-CONSTRUCT EXISTING CENTER ISLAND USING EXISTING MATERIALS TO ACCOMMODATE 11' TRAVEL LANES, 10' CENTER TURN LANE, AND 5' BIKE LANES/SHOULDERS. MAINTAIN EXISTING RRFB AND SIGNAGE WITHIN THE ISLANDS

REFERENCE BASELINE

EXISTING SIDEWALK

EXISTING BUS SHELTER

5.0' BIKE LANE

PROPOSED FUTURE SIDEWALK (BY CITY)

MIRACLE MILE (US-4 / NH-10)

SSLW
11.0' TRAVEL LANE
SSBY
10.0' CENTER TURN LANE
SSBY
11.0 TRAVEL LANE
SSLW
5.0' (MIN) BIKE LANE

111+00 112+00 113+00 114+00 115+00 116+00

EXISTING PAVEMENT MARKINGS (TYP)

R5-1

24.5

R5-1

NARROW DRIVEWAY AND CONVERT TO ONE-WAY EXIT

EXISTING SIDEWALK

EXISTING BUS SHELTER

R6-1(L)

R6-1(R)

24.0

FUTURE SIDEWALK (IF NECESSARY)

PROPOSED CATCH BASIN

NARROW DRIVEWAY

DROP OFF LANE

LIBERTY UTILITIES

LISTEN THRIFT STORE & DONATION CENTER

MATCHLINE SEE SHEET CP3

MATCHLINE SEE SHEET CP4

20 10 0 20 40
SCALE: 1"=20'

"LISTEN THRIFT STORE" PARKING SUMMARY
SPACES REMOVED: 29
SPACES ADDED: 26
NET: -3 PARKING SPACES

LEGEND:
SSLW = SINGLE SOLID LINE WHITE
SSBY = SINGLE SOLID W/ BROKEN LINE YELLOW
DBLY = DOUBLE SOLID LINE YELLOW
SBLW = SINGLE BROKEN LINE WHITE

P:\NH\Lebanon_NH\ENG22-1147 Miracle Mile\CAD\PLAN SHEETS R1.dwg

Project:
MIRACLE MILE CORRIDOR STUDY
LEBANON, NH


Weston & Sampson

Weston & Sampson Engineers, Inc.
150 Dow Street, Tower 4, Suite 350
Manchester, NH 03101
978.532.1900 800.SAMPSON

www.westonandsampson.com


Consultants:

Revisions:

| No. | Date | Description |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

COA:

Seal:

DRAFT

Issued For:
NOT RELEASED FOR CONSTRUCTION

| | |
|---|---|
| Scale: | 1" = 20' |
| Date: | January 2023 |
| Drawn By: | CMG |
| Reviewed By: | JWS |
| Approved By: | JWS |
| W&S Project No.: | ENG 22-1147 |
| W&S File No.: | |

Drawing Title:
MIRACLE MILE CONCEPT PLAN 3

Sheet Number:
CP3

Rev 2.0 Date: July 2020


COPYRIGHT © 2022 WESTON & SAMPSON, INC.

N

MIRACLE MILE PLAZA / PRICE CHOPPER PARKING SUMMARY
SPACES REMOVED: 33
SPACES ADDED: 33
NET: ±0 PARKING SPACE

20 10 0 20 40
SCALE: 1"=20'

LEGEND:
SSLW = SINGLE SOLID LINE WHITE
SSBY = SINGLE SOLID W/ BROKEN LINE YELLOW
DBLY = DOUBLE SOLID LINE YELLOW
SBLW = SINGLE BROKEN LINE WHITE

P:\NH\Lebanon_NH\ENG\22\1147 Miracle Mile\CAD\PLAN SHEETS R1.dwg

Project:
MIRACLE MILE CORRIDOR STUDY
LEBANON, NH


Weston & Sampson Engineers, Inc.
150 Dow Street, Tower 4, Suite 350
Manchester, NH 03101
978.532.1900 800.SAMPSON
www.westonandsampson.com


Consultants:

Revisions:

| No. | Date | Description |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

COA:

Seal:

DRAFT

Issued For:
NOT RELEASED FOR CONSTRUCTION

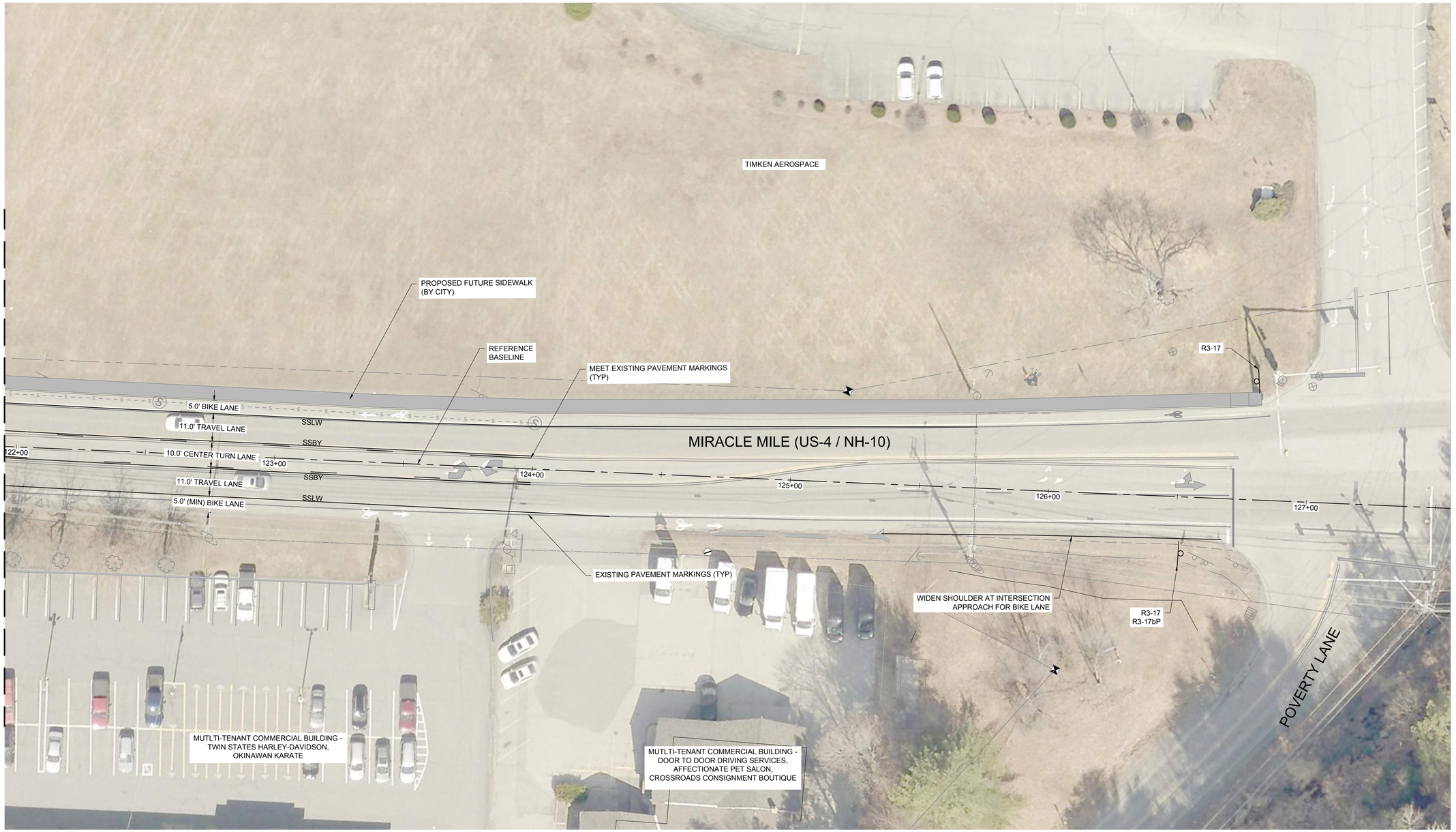
| | |
|---|---|
| Scale: | 1" = 20' |
| Date: | January 2023 |
| Drawn By: | CMG |
| Reviewed By: | JWS |
| Approved By: | JWS |
| W&S Project No.: | ENG 22-1147 |
| W&S File No.: | |

Drawing Title:
MIRACLE MILE CONCEPT PLAN 4

Sheet Number:
CP4

Rev: 2.0 Date: July 2020

COPYRIGHT © 2022 WESTON & SAMPSON, INC.




MATCHLINE SEE SHEET CP4

20 10 0 20 40
SCALE: 1"=20'

LEGEND:
SSLW = SINGLE SOLID LINE WHITE
SSBY = SINGLE SOLID W/ BROKEN LINE YELLOW
DBLY = DOUBLE SOLID LINE YELLOW
SBLW = SINGLE BROKEN LINE WHITE

P:\NH\Lebanon, NH\ENG22-1147 Miracle Mile\CAD\PLAN SHEETS R1.dwg

Project:
MIRACLE MILE CORRIDOR STUDY
LEBANON, NH

Weston & Sampson Engineers, Inc.
150 Dow Street, Tower 4, Suite 350
Manchester, NH 03101
978.532.1900 800.SAMPSON
www.westonandsampson.com

Consultants:

Revisions:

| No. | Date | Description |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

COA:

Seal:

DRAFT

Issued For:
NOT RELEASED FOR CONSTRUCTION

| | |
|---|---|
| Scale: | 1" = 20' |
| Date: | January 2023 |
| Drawn By: | CMG |
| Reviewed By: | JWS |
| Approved By: | JWS |
| W&S Project No.: | ENG 22-1147 |
| W&S File No.: | |

Drawing Title:
MIRACLE MILE CONCEPT PLAN 5

Sheet Number:
CP5

Rev. 2.0 Date: July 2020

COPYRIGHT © 2022 WESTON & SAMPSON, INC.

# DRAFT SITE PLAN REVIEW REGULATION AMENDMENTS

## NEW SECTION 6.11 - ELECTRIC VEHICLE (EV) INFRASTRUCTURE

A. **Parking Space Design.**

1. Battery charging station outlets and connector devices for ***Electric vehicle supply equipment*** (EVSE) shall be no less than 36 inches and no higher than 48 inches from the ground or pavement surface where mounted.

2. EVSE and associated parking space elements (including components mounted on pedestals, lighting posts, bollards, or other devices) shall be designed and located as to not impede pedestrian travel or create trip hazards and should include a barrier-free accessible route of travel to a primary building entrance. Provide a retraction device or place to mount cords and EVSE pedestals or protections designed to minimize vandalism, pedestrian conflict, and potential damage by accidents, snow storage/plowing and inclement weather.

3. ***Electric vehicle*** (EV) parking spaces shall meet standard dimensional and related requirements of the Site Plan Regulations, Section 6.5E and ADA parameters from the U.S. Access Board.

4. EVSE shall be protected such as by wheel stops or concrete filled bollards or shall be placed a minimum of 24 inches clear from the face of the curb.

5. Adequate lighting (may be on timers or motion sensors) must be provided unless charging will always be for daytime purposes only.

B. **EVSE signage.**

1. Identify individual ***EV-installed spaces*** as EV-parking only, according to the Federal Highways Administration/Manual on Uniform Traffic Control Devices (MUTCD) Interim Approval (IA-13) for Electric Vehicle Charging, current edition, except when located in conjunction with single- or two-family dwellings or where there are assigned tenant spaces.

2. Required information. At each ***EV-installed space*** or cluster of EV charging stations, except when located in conjunction with single- or two-family dwellings or with assigned/permitted spaces, signage must be posted and include: time limits or similar restrictions (e.g., “Electric Vehicle Parking Only While Charging”), pricing, safety information (e.g., voltage and amperage levels), contact information for service problems (including phone number), hours of operation (e.g. MUTCD R7-5), and penalty warnings (e.g., idling/maximum duration of charging sessions, non-EV parking), if applicable.

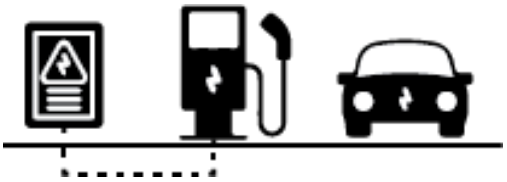
3. Format. As an alternative to posting all of the above information, details subject to change (e.g. rates) may be provided via a digital screen, website or similar. All published physical and digital content must be kept up-to-date. Signage must be included in the specifications package for Site Plan approval.

4. Labels. Submittal plans and associated installed equipment must be clearly labeled as follows: 1) service panels must identify full circuits available for EV charging as "***EV Ready***", 2) service panels designated for future additional EV charging must be identified as "***EV Capable***", and 3) Conduit endpoints must be marked as "***EV Ready***" for full circuits, and "***EV Capable***" for inaccessible conduit installed.

C. **Other requirements**

1. Multifamily dwellings and non-residential EVSE installations must include a plan (e.g., EVSE vendor contract) for Operations & Maintenance of the chargers and related equipment, such as software.
2. EVSE and related parking facilities must adhere to the Electric Vehicle Charging Design Guide (see Appendix B).

**ARTICLE II – DEFINTIONS**

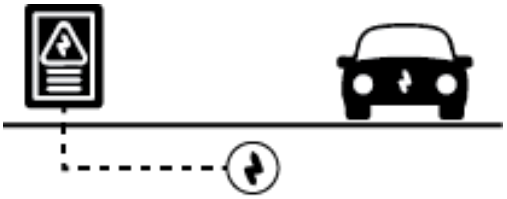


**Electric vehicle supply equipment (EVSE)/ EV charging station:** The apparatus installed specifically for the purpose of transferring energy between the site or building wiring and the Electric Vehicle. EVSE does not include any equipment affixed to the electric vehicle.

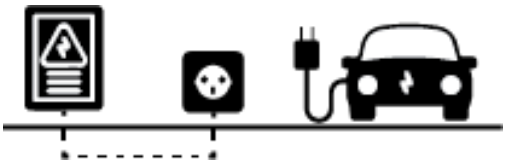
**Electric vehicle infrastructure:** Structures, machinery, and equipment necessary and integral to support an ***electric vehicle***, including ***EV charging stations*** and electrical outlets.

**Electric vehicle (EV)**: An automotive-type vehicle for on-road use primarily powered by an electric motor, including any battery electric vehicle, fuel cell electric vehicle, or plug-in hybrid electric vehicle, that draws current from an onboard battery charged through a building or site electrical service, ***EVSE***, or other source of electric current.

**EV-capable space:** An ***off-street parking space*** with electrical panel capacity and space for a branch circuit dedicated to the parking space that is not less than 40ampere and 208/240-volt and equipped with raceways, both underground and surface mounted, to enable the future installation of ***EVSE***. For two adjacent EV-capable spaces, a single branch circuit is permitted.



**EV-ready space:** An ***off-street parking space*** provided with a full dedicated branch circuit that includes not less than 40-ampere and 208/240-volt panel capacity, conduit, wiring, receptacle, and overprotection devices terminating in an outlet, receptacle or junction box that will support an installed EVSE and which is located in close proximity to the location of the parking space. For two adjacent EV-ready spaces, a single branch circuit is permitted. These spaces are "ready to go" with the addition of an EV charging station (EVSE).



**EVSE-installed space:** An ***off-street parking space*** with a dedicated branch circuit and ***EVSE*** for ***Level 2 EV*** or ***Low Power Level 2 charging stations***, at minimum.

**Level 1:** "Trickle" charging level for ***EVs*** that operates on a 15- to 20-amp breaker on a 120-volt AC circuit (wall outlet) while drawing 1.4 to 2.4 kW to add 2-6 miles of range per hour of charging.

**Low Power Level 2:** Charging level for ***EVs*** that operates on a 208- or 240-volt, 20-amp circuit while drawing around 3.8 kW to add approximately 13 miles of range gained per hour of charging.

**Level 2:** Charging level for ***EVs*** that operates on a dedicated 40- to 100-amp breaker (same kind used by a clothes dryer or stove) on a 208- or 240-volt AC circuit while drawing around 6.2+ kW to supply approximately 19+ miles of range gained per hour of charging.

**Level 3:** Fast or rapid charging level for ***EVs*** that operates on a 60-amp or higher breaker on a 480-volt AC electric circuit or higher three phase circuit with special grounding equipment and mounting on an equipment pad.

**Electric Vehicle Load Management System**: An automatic load management system designed to distribute load across one, or to locate charging capacity among multiple, EV charging stations. The system should distribute a minimum of 8 amps per charger (though allocations may vary) and is intended to increase cost-effectiveness by allowing the system to "share" the load across multiple EVs in the parking facility depending on aggregate and individual charging needs.

# CITY OF LEBANON
# SITE PLAN REGULATIONS
# APPENDIX B

## ELECTRIC VEHICLE CHARGING DESIGN GUIDE

This guide provides detailed requirements for electric vehicle charging and is part of the City's Site Plan Review development regulations. Companion requirements for EV Charging Infrastructure thresholds are part of the Zoning Ordinance. A key objective of this guide is to foster the greatest uptime of EVSE, a smooth user experience, and maximum value of related investments.

A. **Site selection**

1. Utility coordination. Prior to initiating permitting in conjunction with the requirements of Zoning Ordinance Section 607.8, proposed EVSE sites should have a mandatory site survey in coordination with utilities to assess physical and financial options of existing electrical power capacity or needs for bringing power to the site, if required. The purpose is to avoid conflicts that might increase project complexity or impact parking configurations. Submission of load requests to utilities for power reviews should use GPS coordinates rather than address locations. Such a strategy will lead to a more accurate assessment of the feasibility of supplying power to the site.

2. Power level. Where ***Level 3*** and ***Level 2*** EV charging station capacity is demonstrated to be unsuitable due to user needs or the site's power capacity, and upgrades are not practical, ***Low Power Level 2*** or ***Level 1*** EV charging stations should be considered for alternative provisions.

3. Visibility. The site design and location of EVSE is an important factor in its potential for maximized utilization. EV parking spaces are encouraged to be sited in visible (readily identified by EV users), desirable and convenient locations on the site. Facilities should blend with the surrounding landscape/architecture for compatibility with the character and use of the site. EV charging station wayfinding signage and markings are highly encouraged to effectively guide motorists.

4. Risk management. Consider the risks of locating chargers in areas subject to 100-year floods. For example, protections can include waterproof connectors that guard the grid from moisture. Some stations can use batteries, but they need to be elevated and have the ability to ventilate.

5. Accessibility. EV parking spaces should be located adjacent to the principal use. Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and connected to a barrier-free accessible route of travel. The owner of the property may designate the accessible electric vehicle charging station exclusively for use by people with disabilities.

6. Shelter. EV batteries are degraded in hot conditions and not charged fully in cold weather; the applicant may wish to provide shade, canopy or other shelter (i.e., enclosed structured parking), noting that 60-70 degrees (F) is the ideal charging temperature.

7. Energy optimization. When selecting a charging station location, site hosts and developers should consider existing and future needs for incorporating on-site distributed energy resources, and prioritize areas that can easily accommodate these assets, which in turn could reduce the cost of future upgrades. It is best practice to identify existing locations with excess load capacity that can support the deployment of curbside EV charging; for example, consider repurposing light poles.

B. **Electrical system**

1. Code compliance. All installations of EVSE shall meet National Electric Code (Article 625) and UL certification is recommended. The applicant should consult with the local code officials to ensure electrical code compliance as well. Level 2, including all auxiliary loads, should be metered in accordance with electric utility requirements.

2. Service. The electric service panels for EVSE ready circuits should be positioned near EV parking and shall provide sufficient capacity and space to accommodate the circuit and over-current protective device.

3. Load balancing. Property owners should consider equipment that is capable of supporting demand response, time-of-use (TOU), and/or smart charging. For example, evaluation and installation of an ***electric vehicle load management system*** in conjunction with other EVSE is recommended for larger projects, with the system designed to allocate charging capacity among multiple EV charging stations at a minimum of 8 amps per charger (minimum allocation may vary).

4. Enhanced charging infrastructure. Innovative charging strategies are encouraged, such as battery pack storage integration with EVSE for TOU demand management, solar canopy parking, co-location with electric bike storage and charging, and bidirectional EV chargers for vehicle-to-grid, -home, or -building load balancing.

5. Future-proofing. The make-ready portion of electrical infrastructure installed at publicly-funded, publicly-accessible locationsm, in particular, should be capable of supporting chargers with a minimum 150kW capacity.

C. **Other best practices**

1. Price signals. Usage fees must be transparent. Related considerations for programming include time of use rates and demand charges. Charging stations should display on their face the rate of charge, unit price (in whole cents or tenths of one cent), kWh at which the EVSE dispenses electricity during a transaction, and total kWh delivered per charging session, and demand charge signals prior to payment (where applicable).

2. Payment type. Multiple payment operations should be enabled. Each newly installed publicly-funded, publicly-accessible charging station must accept payments, with appropriate consumer data protection safeguards, via credit card reader and at least one other accessible form of payment. Publicly accessible EVSE should not require use of cell phone-based payment approaches.

3. Materials. EV infrastructure should be made of low-maintenance durable materials that are vandal-proof to the extent possible and operational in extreme weather conditions (including low and high temperatures).

4. Publicly accessible EVSE. The owner or operator should disclose the location and characteristics of each publicly accessible EV charging station to the U.S. Department of Energy's Alternative Fuels Data Center. Information that must be disclosed includes, but is not limited to, address, voltage, and timing restrictions.

# CITY OF LEBANON
# APPLICATION FOR

| | | | |
|---|---|---|---|
| SPECIAL EXCEPTION | ☐ | ☐ | SITE PLAN REVIEW |
| VARIANCE | ☐ | ☒ | SUBDIVISION |
| MOTION FOR REHEARING | ☐ | ☐ | LOT LINE ADJUSTMENT |
| APPEAL OF AN ADMIN. DECISION | ☐ | ☐ | CONDITIONAL USE PERMIT |

☐ OTHER_____

## PROPERTY OWNER (APPLICANT):

NAME: Robert J. Oakes TEL.#: 603-448-2586

MAILING ADDRESS: PO Box 822, Lebanon, NH 03766

E-MAIL ADDRESS: Bobbyoakes14@hotmail.com

## CO-APPLICANT, AGENT, OR LESSEE:

NAME: TEL.#:

MAILING ADDRESS:

E-MAIL ADDRESS:

## PROJECT LOCATION:

TAX MAP #: 138 LOT#: 27 PLOT #: ZONE: R3/RL2/RL1

STREET ADDRESS OF PROJECT: 103 LaPlante Road

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

**FLOOD PLAIN** ☐ YES ☒ NO

## SCOPE OF PROJECT:

4 lot subdivision

## 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: 4 lot subdivision

## SIGNATURE BLOCK: *Bobby Oakes*

**FOR PLANNING BOARD APPLICATIONS ONLY:** I, the undersigned, hereby submit this application on the date noted below with the knowledge and understanding that the Planning Board shall determine if the submitted application is complete according to its regulations at its next regularly scheduled meeting on _____, 20____, unless I personally request, in writing, that the Board delay its determination of completeness to a later date.

PROPERTY OWNER: *Bobby Oakes* DATE: 04-08-23

**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.

PROPERTY OWNER:_____ DATE:_____

| DATE RECEIVED | FILE # (MAP/LOT) | APPLICATION # | | | |
|---|---|---|---|---|---|
| 4/17/2023 | 138-27 | PB2023-17-Con | | | |

# CITY OF LEBANON, NH
# SUPPORT STATEMENT FOR CONCEPTUAL REVIEW
# SUBDIVISIONS

In accordance with Section 7.3 of the City of Lebanon Subdivision Regulations, the applicant shall submit the following information to the Planning Office at least two weeks before the date of the scheduled Conceptual Review:

Lot 138-27

- ☒ A project description.
- ☒ A written statement addressing how the concept conforms with the Master Plan.
- ☒ A sketch plan, based on a USGS or similar map of sufficient accuracy and quality, showing:
  - ◊ Existing property lines of the parcel(s) under review;
  - ◊ General topography, highlighting slopes in excess of 25%;
  - ◊ Prominent natural features of the site, such as tree lines, watercourses, floodplains, wetlands, and ledge outcrops;
  - ◊ Conceptual location and size of proposed lots, building envelopes, roadways, and open space areas;
  - ◊ Any other major issues or conceptual improvements to be discussed with the Board.

The Conceptual Review shall be directed at review of the basic concept of the proposal and suggestions which might be of assistance in resolving problems with meeting requirements during Final Plat Review. The Board and the applicant may discuss proposals in conceptual form only and in general terms, such as the desirability of types of development and proposals under the Master Plan. The conceptual plan shall be reviewed by the Board by consulting the Master Plan, its accompanying maps, diagrams, charts and descriptions, and other appropriate documents to determine if the area is generally suitable for development and to analyze how well the proposed subdivision meets the goals and objectives of the City.

The Board shall consult the future land use map and any plans for existing or future roads, utilities, and facilities, and open space to determine how well the proposed subdivision conforms with the Plan's pattern of growth. The Board shall focus on the characteristics of the site and its relationship to the surrounding area to determine how well the proposed subdivision fits into both the natural and man-made environments. The Board shall look for any indication of areas of historical, cultural, or environmental importance which should be considered. The Board may also advise whether a proposed subdivision should be delayed until public services have been extended or infrastructure upgraded as set forth in the Master Plan.

While a Conceptual Review is optional, it is strongly recommended, particularly for Major Subdivisions, as it can help identify and resolve issues at an early stage and save the applicant the time and cost of changes at a later date.

The Applicant may end the Conceptual Review at any time. Public notice of the Conceptual Review is not required, but such discussions shall only take place at a formal meeting of the Board. Such Conceptual Review shall not bind either the applicant or the Board in any manner and statements made by Board members shall not be the basis for disqualifying said members or invalidating any action taken.

AGD
Advanced Geomatics
& Design

10 April 2023

Tim Corwin, Planning Office
City of Lebanon
51 North Park Street
Lebanon, NH 03766

Re: Sketch Plan Lot 138-27
LaPlante Road

Dear Mr. Corwin:

Attached is our sketch plan application for Lot 138-27 on LaPlante Road.. The owner is Robert J. Oakes.

The applicant intends to create 4 new house lots in a PUD configuration. The layout will include 4 lots and just under 900 lineal feet of roadway. The road will terminate in a cul-de-sac. The lots will be approximately 100' wide. The land to the east of the roadway is wetland and wetland buffer; this land will become open space. The land south and west of the roadway will be a combination of open space and easements for on-site septic, if the lots cannot support the systems on site.

Sketch Plan Items:
-Boundary Lines. The property boundaries are on the attached survey.
-Topography. Sheet x-1 in the plan set indicates site topography with 2' contour intervals. The slopes in excess of 25% are indicated on Exhibit A. The majority of the steep slopes on the site are adjacent to the wetlands. Those will remain undisturbed as part of the wetland buffer. The subdivision road will cross a small area of 25% slopes in the south-central portion of the site.
-Natural Features. The two prominent features of the site are the wooded area and the wetlands. The tree lines/wooded areas are indicated on Exhibit B. Most of the wooded area is part of the wetland buffer and will remain undisturbed. The wetlands and associated buffers are indicated on Exhibit C. The wetlands follow a shallow valley/drainage feature on the easterly portion of the site. Natural Resources are indicated on Exhibit D. The significant soils are not present on the subject site.
-Concept. The site concept is on Sheet C-1. It indicates the roadway and proposed lots. The lots have been placed on the area of the site that appears to be most suitable for development (flattest terrain). This required a roadway of a length that can provide a profile grade equal to or less than 10%. The building envelopes will include the entire lot area, less required setbacks, and avoiding the wetland buffer. As mentioned above, the wetland buffer area, the easterly portion

of the site, is intended to be open space. The easterly portion of the site will be a combination of common space, septic easements(if needed), and open space.
-Fire Protection. The site is only 400' from a hydrant at the intersection of LaPlante Road and NH RT 120. With fire protection this close, it should not be necessary for any on-site tankage for fire protection.

Please let us know if you need any additional materials to support this request.

Sincerely,

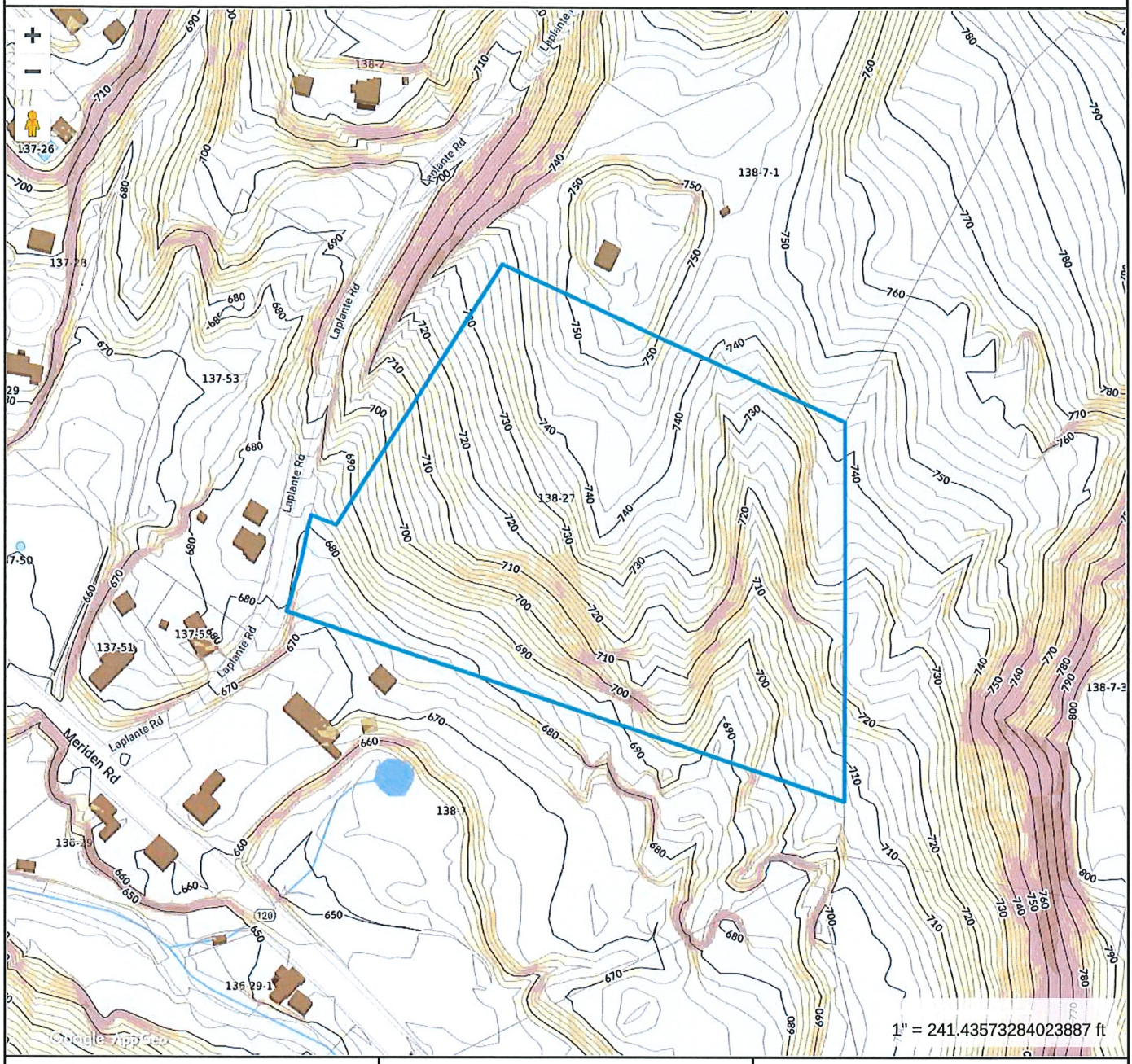
Daniel A. Nash, PE
Principal

Attached:
-Application
-Support Statement/Checklist
-Exhibit A – slopes
-Exhibit B – treelines
-Exhibit C – wetlands
-Exhibit D – natural resources
-Exhibit E – fire protection
-Plan set (separate)

CC: Bobby Oakes

M:\2021_projects\21-008\planning_board\APPLICATION_10APR23\col_oakes_10apr2023.docx

# Lot 138-27




**Property Information**

| | |
|---|---|
| **Property ID** | 138-27 |
| **Location** | 00 LAPLANTE RD |
| **Owner** | OAKES, ROBERT J |

## Topography

- MAJOR INDEX CONTOUR
- MINOR CONTOURS
- 15% - 25% SLOPE
- 25% - 35% SLOPE
- 35% - 60% SLOPE
- > 60% SLOPE

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 12/28/2022
Data updated 11/18/2018

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

Exhibit A - slopes

# lot 138-27

**Property Information**

| | |
|---|---|
| **Property ID** | 138-27 |
| **Location** | 00 LAPLANTE RD |
| **Owner** | OAKES, ROBERT J |

MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

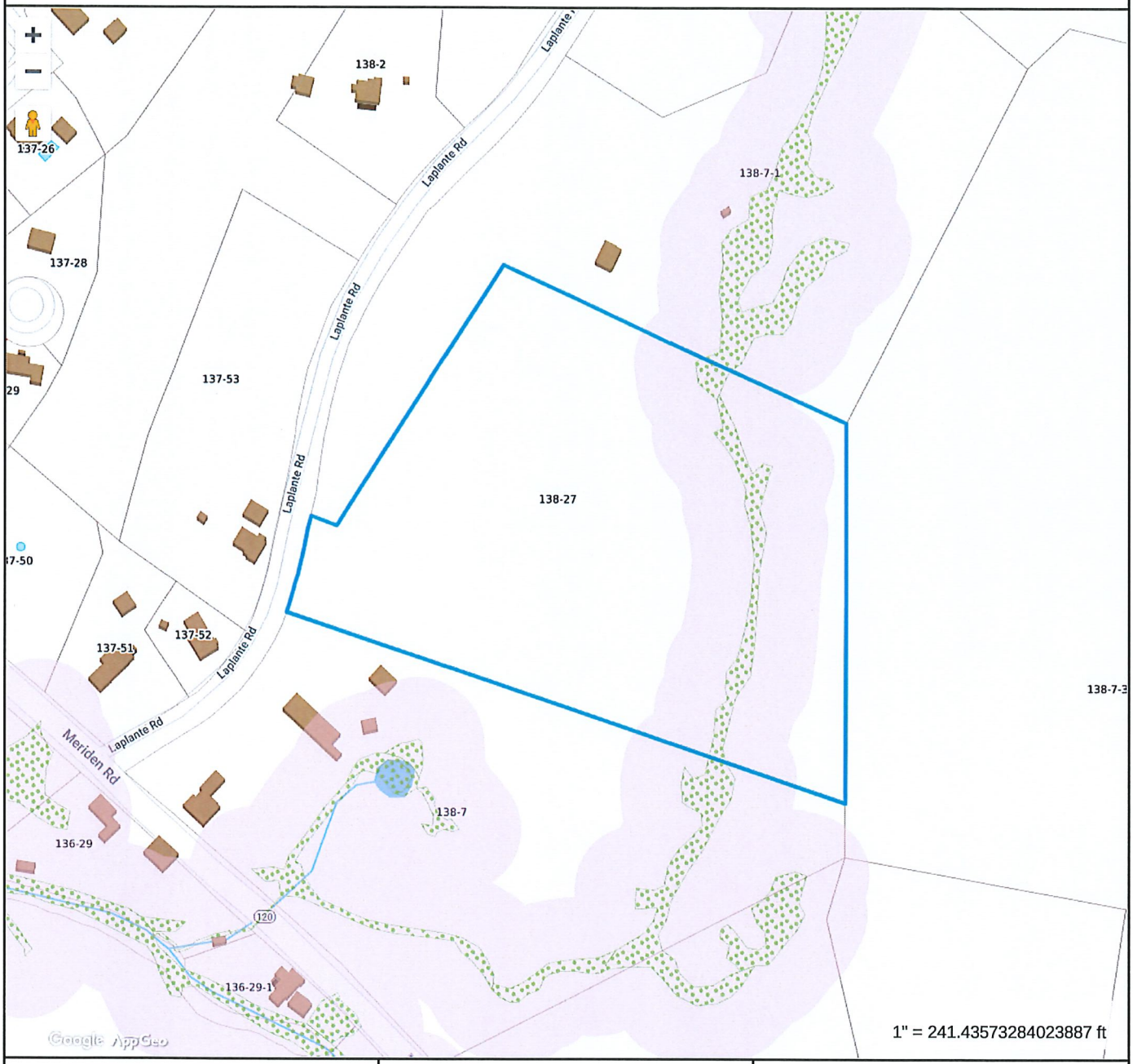
City of Lebanon, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 12/28/2022
Data updated 11/18/2018

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

Exhibit B - tree lines

# Lot 138-27




**Property Information**

| | |
|---|---|
| **Property ID** | 138-27 |
| **Location** | 00 LAPLANTE RD |
| **Owner** | OAKES, ROBERT J |

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 12/28/2022
Data updated 11/18/2018

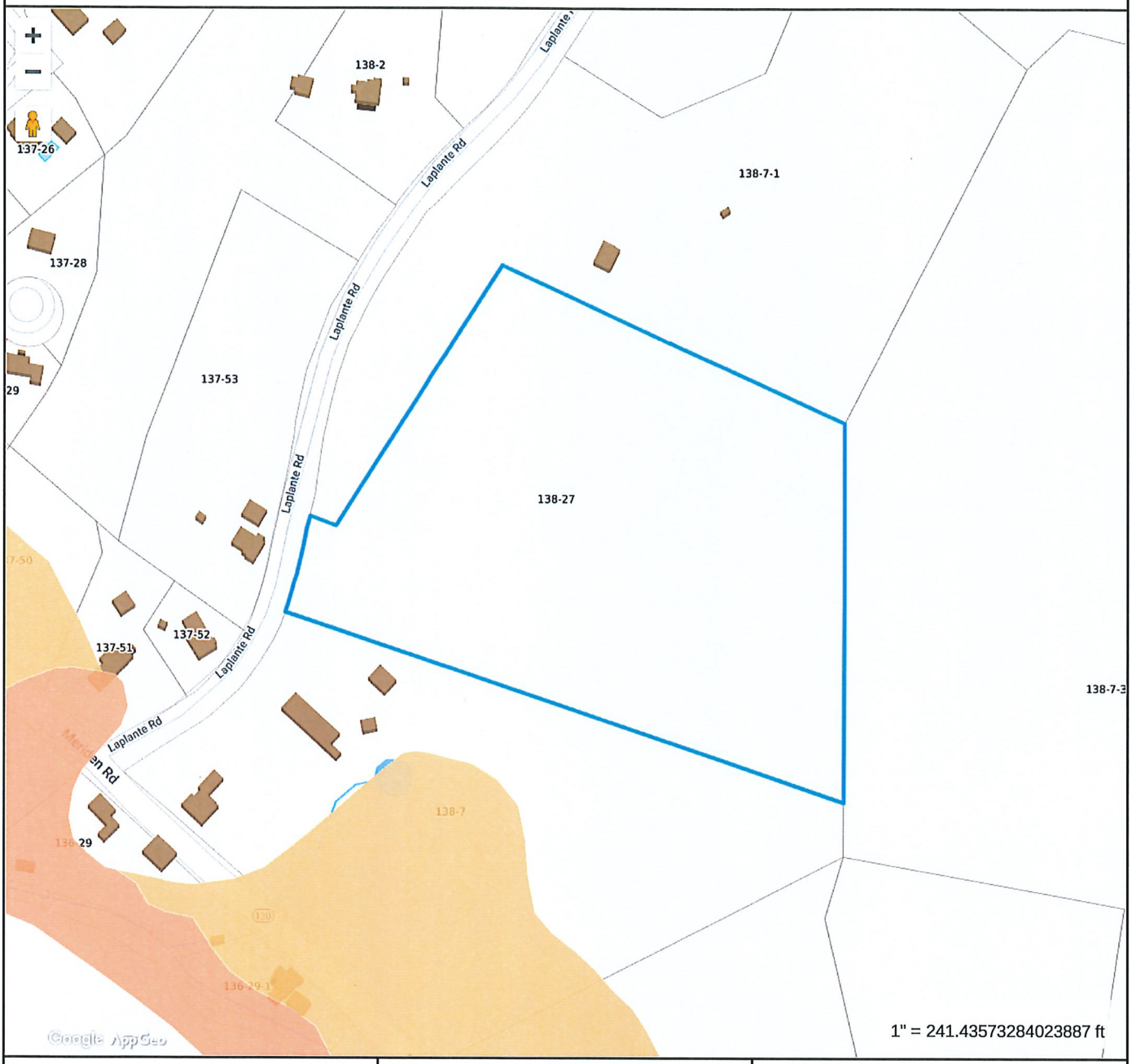
Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

Wetlands

Wetland
100 ft High Value Wetland Buffer

Exhibit C - wetlands

# Lot 138-27




**Property Information**

| | |
|---|---|
| **Property ID** | 138-27 |
| **Location** | 00 LAPLANTE RD |
| **Owner** | OAKES, ROBERT J |

## Natural Resources

- Soils of Prime Importance
- Soils of Local Importance
- Soils of State Importance
- Significant Ecological Areas
- NH Rare & Endangered Heritage Areas

MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

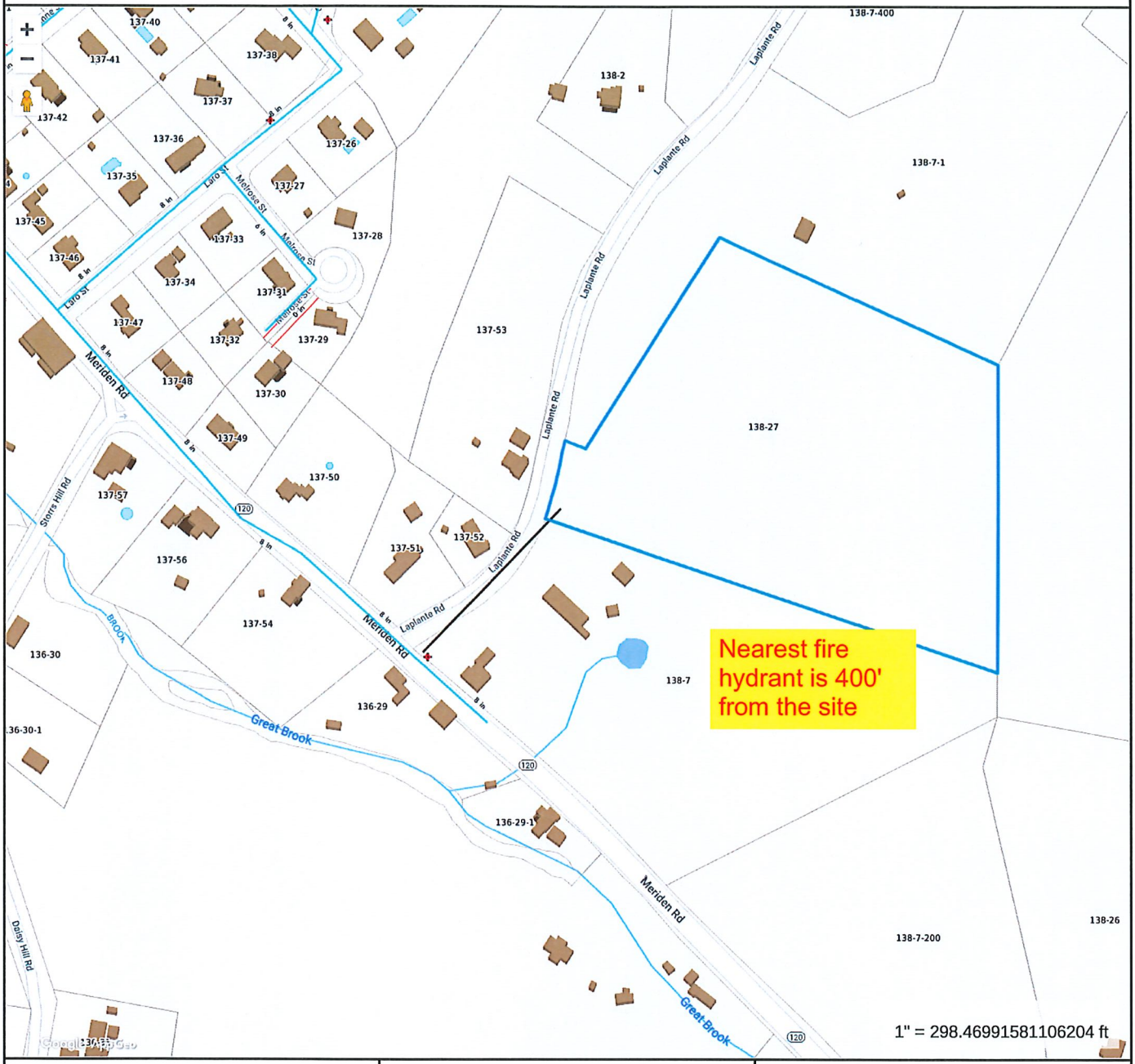
City of Lebanon, NH makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 12/28/2022
Data updated 11/18/2018

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

Exhibit D - Natural Resources

# Lot 138-27




**Property Information**

| | |
|---|---|
| **Property ID** | 138-27 |
| **Location** | 00 LAPLANTE RD |
| **Owner** | OAKES, ROBERT J |

Utilities - Water and Drainage

- Hydrant
- Water Main
- Drainage Main

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 12/28/2022
Data updated 11/18/2018

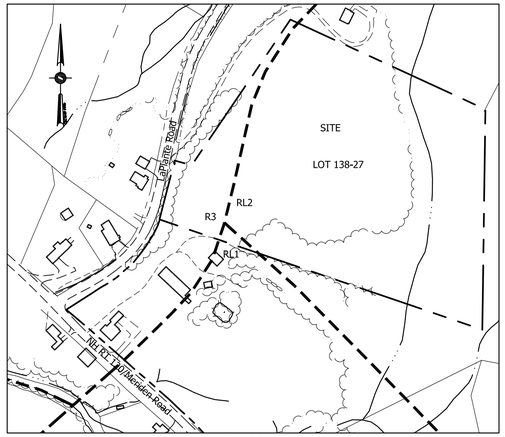
Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.

Exhibit E - fire protection

# LAPLANTE ROAD

## LEBANON, GRAFTON COUNTY, NEW HAMPSHIRE

## SKETCH PLAN




SCALE: 1" = 200'


OWNER/APPLICANT
ROBERT J. OAKES
PO BOX 822
LEBANON, NH 03766

SURVEYOR
PATON LAND SURVEYING
150 SOUTHRIDGE STREET
SPRINGFIELD, VT 05156

CIVIL ENGINEER
DANIEL A. NASH, PE
ADVANCED GEOMATICS AND DESIGN
PO BOX 512
105 BANK STREET
LEBANON, NH 03766
advancedgeomatics@comcast.net


## TABLE OF CONTENTS


| SHEET NUMBER | | |
|---|---|---|
| 2 | BOUNDARY & EXISTING CONDITIONS PLAN | - |
| 3 | EXISTING CONDITIONS/ZONING PLAN | X-1 |
| 4 | SKETCH PLAN | C-1 |

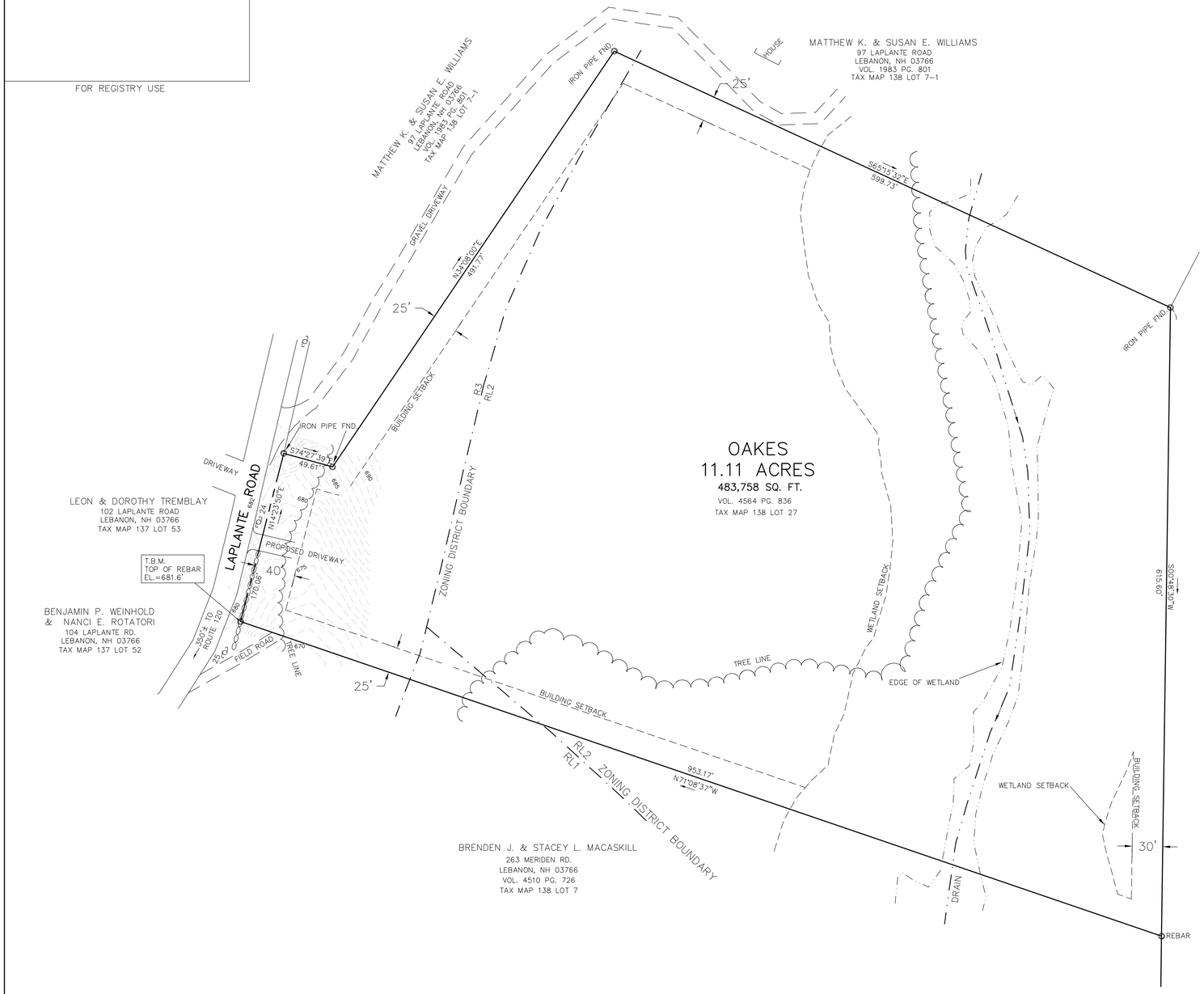

NOTES:

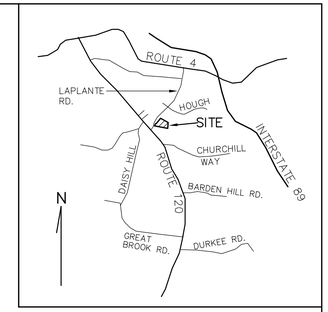
1. THIS PARCEL IS SHOWN AS LOT 138-27 THE LEBANON TAX MAPS.
2. THIS PARCEL WILL BE SERVED BY ON-SITE WATER AND SEWER.
3. THIS PARCEL IS SUBJECT TO THE WETLANDS OVERLAY DISTRICT.
4. THIS PARCEL IS NOT SUBJECT TO THE FLOOD OVERLAY DISTRICT.
5. SUBJECT PARCEL IS ZONED R3, RL1,& RL2.

STATE OF NEW HAMPSHIRE
DANIEL A. NASH
NO. 9737
LICENSED PROFESSIONAL ENGINEER

4/10/2023
SKETCH PLAN
PN: 21-008

FOR REGISTRY USE




LOCATION MAP

## REFERENCE PLANS

1. PLAN ENTITLED "SUBDIVISION PLAN OF LAND OWNED BY LLOYD DOWNES, ROUTE 120, GRAFTON COUNTY, LEBANON, NEW HAMPSHIRE"; DATED JAN. 9, 1993; PREPARED BY WAYNE MCCUTHEON ASSOC.
2. "MINOR SUBDIVISION PLAN OF LAND OF DANIEL A. & ELIZABETH G. DOWNES, TAX MAP 138 LOT 7-2, ROUTE 120 & CHURCHILL WAY, LEBANON, NH"; DATED NOV. 22, 2013; PREPARED BY THIS OFFICE.
3. "MINOR SUBDIVISION PLAN OF LAND DANIEL A. & ELIZABETH G. DOWNES, MAP 138 LOT 7, ROUTE 120 & LAPLANTE RD., LEBANON, N.H.", DATED 4/9/2015, PROJ. NO. 2015-264-64, PREPARED BY THIS OFFICE. G.C.R.D. PLAN NO. 14885.

## NOTES

1. OWNER OF RECORD OF TAX MAP 138 LOT 27: ROBERT J. OAKES, PO BOX 822 LEBANON, NH 03766. DEED REFERENCE: VOL. 4564 PAGE 836.
2. SHORELINE AND WETLAND SETBACKS BASED ON LEBANON INTERACTIVE MAP 9/12/2013
3. SOIL TESTING WAS PERFORMED BY RIVERSIDE ECOLOGICAL DESIGNS, LLC.
4. ANY FUTURE RESIDENCE, DRIVEWAY AND SEPTIC SYSTEMS ON THE PROPERTY SHALL BE CONSTRUCTED OR INSTALLED WITHIN THE BUILDING ENVELOPE AS DEPICTED. POTABLE WELLS AND ACCESSORY STRUCTURES SHALL BE CONSTRUCTED OR INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 401 OF THE ZONING ORDINANCE.
5. METHOD OF SURVEY: R.T.K. G.P.S. AND THEODOLITE & ELECTRONIC DISTANCE METER.
6. BEARINGS ARE IN RELATION TO N.H. GRID NORTH.

## LEGEND

- IRON PIN OR PIPE FOUND
- STONE WALL
- UTILITY POLE

## GRAPHIC SCALE

60 0 30 60 120 240

( IN FEET )
1 inch = 60 ft.

## SURVEYOR'S CERTIFICATION

I CERTIFY THAT THIS PLAN IS THE RESULT OF AN ACTUAL FIELD SURVEY MADE ON THE GROUND AND HAS A MAXIMUM ERROR OF CLOSURE OF ONE PART IN TEN THOUSAND ON ALL PROPERTY LINES WITHIN AND BORDERING THE SUBJECT PROPERTY.

SHEET 2 OF 4

BOUNDARY SURVEY OF LAND OF

# ROBERT J. OAKES

TAX MAP 138 LOT 27

LAPLANTE ROAD
GRAFTON COUNTY, LEBANON, NEW HAMPSHIRE

PREPARED BY

PATON LAND SURVEYING

150 SOUTHRIDGE ST., SPRINGFIELD, VT 05156

| | |
|---|---|
| DATE: 1/23/2023 | SCALE: 1"=60' |
| DRAWN BY CTP, JWC | CK'D BY CTP |
| SURVEYED BY CTP & EP | |
| PROJ. NO. 2023-006 | |

RL-2
R-3
138-7-100
Existing Building
138-2
Existing Building
137-27
138-27
11.11± Acres
138-7-300
138-26
Existing Drive
Lapplante Road
RL-2
R-3
RL-2
RL-1
137-53
Existing Buildings
Existing Buildings
138-7
9.60± Acres
Existing Pond
Edge of Wetland (TYP.)
Existing Building
Existing Building
137-52
Existing Buildings
137-51
138-7-200
8.07± Acres
138-8
Existing Building
Churchill Way
R-3
RL-1
Existing Drive
Existing Building
Existing Building
Meriden Road (NH Route 120)
Existing Building
Existing Building
137-54
Existing Buildings
136-29
136-29-100
Existing Buildings
Great Brook
Existing Buildings
136-28
138-1
Existing Building

NOTES:

1. BOUNDARIES FROM CITY OF LEBANON TAX MAPS.
2. EDGE OF WETLAND FROM CITY OF LEBANON GIS MAPPING.

SHEET 3 OF 4

80 0 80 160 240 320

# EXISTING CONDITIONS PLAN
FOR
# OAKES PARCEL
IN
# LEBANON, NEW HAMPSHIRE

| # | REVISIONS | DATE |
|---|---|---|


**ADVANCED GEOMATICS & DESIGN**
105 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295
E-MAIL: advancedgeomatics@comcast.net


DANIEL A. KENT No. 7937 LICENSED PROFESSIONAL ENGINEER STATE OF NEW HAMPSHIRE

| | |
|---|---|
| SURVEYED: | GIS |
| DESIGNED: | |
| DRAWN: | KH |
| CHECKED: | DAN |
| DATE: | 4/10/2023 |

DOWNES PARCEL

EXISTING CONDITIONS

X-1

© 2023

ADVANCED GEOMATICS & DESIGN

DWG: 20003\20003-BA

# SKETCH PLAN
FOR
# ROBERT J. OAKES
IN
# LEBANON, NH

| # | REVISIONS | DATE |
|---|---|---|
| 1 | | |


**ADVANCED GEOMATICS & DESIGN**
105 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766
PHONE: (603) 448 6295
E-MAIL: advancedgeomatics@comcast.net


DANIEL A. PATON
NO. 7927
LICENSED
PROFESSIONAL ENGINEER
STATE OF NEW HAMPSHIRE

| | |
|---|---|
| SURVEYED: | PATON, GIS |
| DESIGNED: | DAN |
| DRAWN: | DAN |
| CHECKED: | DAN |
| DATE: | 04/10/2023 |

ROBERT J. OAKES

SKETCH PLAN

C-1

© 2023
ADVANCED GEOMATICS & DESIGN

DWG: C:\21-008/21008-PL.DWG

SCALE: 1" = 40'

SHEET 4 OF 4

**DRAFT**

**LEBANON PLANNING BOARD**
**Regular Session**
**Monday, March 20, 2023, 6:30 PM**
**Council Chambers, City Hall**
**or Remote Via Microsoft Teams**
**LebanonNH.gov/Live**

**MEMBERS PRESENT:** Matthew Hall (Chair), Jeremy Rutter (Vice Chair), Kim Chewning, Bruce Garland, Thomas Jasinski (Alternate), Kathie Romano

**MEMBERS ABSENT:** Karen Zook (City Council Rep), Laurel Stavis

**STAFF PRESENT:** Nathan Reichert (Planning Director), Tim Corwin (Deputy Planning Director), Mark Goodwin (GIS Coordinator)

---

## 1. Call to Order

Vice Chair Hall called the meeting to order at 6:30 PM.

Tom Jasinski was appointed for an absent member.

Ms. Romano was attending remotely due to being out of town.

## 2. Study Items

A. Review of Master Plan update process

Mr. Corwin referenced Mr. Brooks' document from a year ago, noting that each board would be taking a relevant portion of the Master Plan. The goal is to review each portion for relevance and make any updates needed. If the vision has changed, a public meeting would be held for feedback. Otherwise, a small group would work on the chapter updates. The format needs to be defined. It is important to have the City Council review the proposed changes before a public meeting. The chapters being updated were noted and the progress to date was provided.

Mr. Reichert described the work ahead on the Housing chapter and the committee that is required. The whole range from homelessness to high end housing would be considered. The update on housing will provide a strategic plan for the city. Chair Hall and Ms. Chewning are already participating, but all are welcome to participate. Mr. Reichert stated an 18- to 24-month cycle would be required to complete the work, and all housing related entities will be included in the process.

Mr. Corwin noted that the public participation is key to developing the updates.
Mr. Goodwin made a distinction between an update and a rewrite of the chapters. There must be a public hearing with the goal of gathering input before finalizing the update.

The Board members and Staff discussed several aspects of the Master Plan.

B. Review draft update of Master Plan Chapter 5 (Natural Resources)

Mr. Goodwin stated that the Master Plan is a strategic guide for both Zoning and Planning, as well as other committees. He introduced Sarah Riley and Barbara Hirai from the Conservation Commission. Mr. Goodwin shared the outline of the chapter.

The Board members and Conservation Commission members discussed the chapter and goals of the Master Plan along with its implementation.

Mr. Corwin suggested that each January several action items could be targeted for that year. Once the Planning Board is satisfied with a chapter, it would be sent to the City Council for review.

***A MOTION by Bruce Garland to forward the Chapter 5 (Natural Resources) Draft to the City Council. The motion was seconded by Kim Chewning.***
**** The MOTION was approved (4-1-1).*** Tom Jasinski against, Kathie Romano abstained

**3.** Review of proposed amendments to the Site Plan Review Regulations re: electric vehicle (EV) charging infrastructure – continued from February 27, 2023 – **Postponed**

**4.** Discussion procedures for amending the Site Plan Review Regulations, Subdivision Regulations, and Planning Board Rules of Procedure – **Postponed**

**5. Committee Reports**

**--Planning Board Subcommittees:**
--Planning Board Capital Improvement Program
--Planning Board Development Regulations Update

**City Council Subcommittees:**
--Class VI Roads Advisory Committee
--Lebanon Energy Advisory Committees

**Other Subcommittees:**
--City Council Representative
--Heritage Commission – Mr. Rutter reported on a book by Nicole Ford Burley that would be available soon, which include profiles Lebanon.
--Pedestrian & Bicyclist Advisory Committee
--Upper Valley Lake Sunapee Regional Planning Commission
--UV SubCommittee of the Connecticut River Joint Commissions
--Upper Valley Transportation Management Association
--Mascoma River Local Advisory Committee
--West Lebanon Revitalization Advisory Committee
--Planning & Development Department – Task Status

**6. Minor Site Plan Committee** – Nothing to report

**7. Other Business**

Tom Jasinski stated that he would be leaving the Board due to health issues but appreciated his time on the Board and all that he learned from the other Board members.

**8. Approval of Minutes**

A. February 27, 2023

Page 1, line 22 – Add a description of the two changes stating, 'Two changes were made to the redline at the bottom of Page 4 changing "early August" to "Early July" and the meetings from August to July.'

***A MOTION by Jeremy Rutter to approve the Planning Board Minutes of February 27, 2023, as amended.***

***The motion was seconded by Bruce Garland.***
***Roll Call Vote:***
***Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Mr. Jasinski, Ms. Romano***
***Voting Against – None***
****The MOTION was approved (7-0).***

## 6. Adjournment

***A MOTION by Bruce Garland to adjourn the meeting.***

***The motion was seconded by Kim Chewning.***
***Roll Call Vote:***
***Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Mr. Jasinski, Ms. Romano***
***Voting Against – None***
****The MOTION was approved (7-0).***

The meeting was adjourned at 8:32 PM.

Respectfully submitted,

Holly Howes
Recording Secretary