



**LEBANON PLANNING BOARD
MAY 8, 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. Public Hearing Items**
 - A. Vincent & Tarah Cantore, 121 Slayton Hill Road (Tax Map 134, Lot 10), zoned RL-2: Request for approval of a proposed three (3)-lot Minor Subdivision. PB2023-13-MIN**
 - B. Cicotte Properties, LLC, 175 Heater Road (Tax Map 64, Lot 30), zoned IND-L: Request for Site Plan Review to expand the paved area to increase the vehicle storage area for the existing vehicular sales use. PB2023-01-SPR - Application postponed from February 13, 2023.**
 - C. Upper Valley Technology Park LLC, 0 Plainfield Road (Tax Map 131, Lot 3), zoned IND-L: Request for a Conditional Use Permit per Section 501.4 of the Zoning Ordinance and for Minor Subdivision approval of a proposed 3-lot Industrial Planned Unit Development (IPUD). The proposal is intended to supersede and replace the 3-lot IPUD approved on December 19, 2022 (PB2022-51-CUPMIN). PB2023-16-CUPMIN**
 - D. One Mechanic Street, LLC and FSP LLC, 1 Mechanic Street (Tax Map 91, Lot 264) and 0 Foundry Street (Tax Map 91, Lot 262), zoned LD: Request per Section 213.8.B of the Zoning Ordinance to waive the public school impact fees for an approved 18-unit multi-family conversion (PB2020-29-SPR & PB2022-54-SPR). PB2023-14-SPA**
 - E. NH Group, LLC (applicant), 369 Miracle Mile LLC & Seacoast Motorcycle Leasing, Inc. (property owners), 369 Miracle Mile (Tax Map 103, Lot 11) & 351 Miracle Mile (Tax Map 103, Lot 9), zoned GC: The applicant requests a Conditional Use Permit pursuant to Section 607.5.A of the Zoning Ordinance to allow off-lot parking at 351 Miracle Mile to meet the minimum parking requirements of NH Group, LLC's proposed charity gaming center at 369 Miracle Mile (PB2023-04-SPR). PB2023-18-CUP**
 - F. NH Group, LLC (applicant), 369 Miracle Mile LLC (property owner), 369 Miracle Mile (Tax Map 103, Lot 11), zoned GC: Request for Site Plan Review to convert the existing building into a +/-18,735 sq. ft. restaurant and indoor amusements use (charity gaming center), together with associated site improvements. PB2023-04-SPR - Continued from March 20, 2023**
 - G. Irving Oil Marketing (applicant), Rancho Lebanon, LLC & Cobalt Prop NH Corp (property owners), 200 South Main Street (Tax Map**

114, Lot 5) & 206 South Main Street (Tax Map 115, Lot 1), zoned GC: Request for Site Plan Review to construct a +/- 4,465 sq. ft. convenience store on the site of a closed laundromat at 200 South Main Street and five (5) fuel dispenser islands with an overhead canopy on the site of a closed convenience store at 206 South Main Street, together with shared access and associated site improvements. For the proposed convenience store at 200 South Main Street, the applicant also requests a Conditional Use Permit per Section 607.5 of the Zoning Ordinance to allow off-site parking at 206 South Main Street. **PB2023-15-SPR**

4. Other Business

- A. **Upper Valley Technology Park, LLC, 0 Plainfield Road (Tax Map 131, Lot 3), zoned IND-L:** Review of a minor alteration to an approved site plan (PB2023-07-SPR) per Section 9.2 of the Site Plan Review Regulations

5. Approval of Minutes

- A. March 20, 2023

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](https://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.



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

PLANNING BOARD

May 8, 2023 Meeting

Staff Memorandum – PB2023-01-SPR – *con't from 2/13/23*

APPLICATION INFORMATION

Agenda Item: 3.B

Application ID: PB2023-01-SPR

Application Type:

Site Plan Review for expanded vehicular storage area for existing vehicular sales use

Property Location & Tax Map

175 Heater Road (Tax Map 64, Lot 30)

Applicant/Property Owner:

Cicotte Properties, LLC

Zoning District:

Light Industrial

Future Land Use Map:

Mixed Use

Property Size:

+/-4.71 acres (*per applicant's site plan*)

Overlay Districts:

- Wetlands Conservation District

LEGAL NOTICE

Cicotte Properties, LLC, 175 Heater Road (Tax Map 64, Lot 30), zoned IND-L: Request for Site Plan Review to expand the paved area to increase the vehicle storage area for the existing vehicular sales use. PB2023-01-SPR

PLANS AND APPLICATION MATERIALS

New:

- ▶ Plan set titled, "Volvo/Volkswagen of Lebanon – Site Plan Amendment," prepared by Advanced Geomatics & Design, dated November 14, 2022, revised April 24, 2023, PN: 20-011 (14 Sheets, plus Sheet C-5 ("Heater Road Sidewalk Plan"))
- ▶ Letter dated April 19, 2023, from Randall Rhoades, PE, of M&W Soils Engineering, Inc. (soils report; 6 pages plus soils request plan sheet)

Included with agenda packet for the February 13, 2023 meeting:

- ▶ Application form
- ▶ Letter dated November 14, 2022, from Dan Nash, PE, of Advanced Geomatics & Design (project narrative; 2 pages)
- ▶ Site Plan Review Regulations Technical Checklist dated November 14, 2022 (10 pages)
- ▶ Application for Waivers, dated November 14, 2022, revised January 23, 2023 (2 pages)
- ▶ Memo dated November 14, 2022, from Dan Nash, PE, of Advanced Geomatics & Design (drainage report, 1 page – attachments not included)
- ▶ Memo dated January 23, 2023, from Dan Nash, PE, of Advanced Geomatics & Design (response to staff comments; 4 pages plus copy of 6-page staff e-mail, provided by the applicant)
- ▶ Letter dated March 16, 2022, to Dan Nash from Randall Rhoades, PE, of M & W Soils Engineering, Inc. (soils report for 9 Pershing Street; 2 pages plus attachment)
- ▶ Letter dated November 21, 2021, to Johanna Cicotte from Peter Spear of Natural Resource Consulting Services (wetland delineation, 3 pages plus attachment)
- ▶ Plan set titled, "Volvo/Volkswagen of Lebanon – Site Plan Amendment," prepared by Advanced Geomatics & Design, dated

November 14, 2022, revised January 23, 2023, PN: 20-011 (14 Sheets)

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

- ▶ Memo dated November 14, 2022, from Dan Nash, PE, of Advanced Geomatics & Design (drainage report; 24 pages total including proposed Operations and Maintenance Plan)
- ▶ Memo dated December 6, 2021, from Dan Nash, PE, of Advanced Geomatics & Design to Christina Hall, PE, Floodplain Administrator (application for floodplain permit; 5 pages total)

STAFF COMMENTS

With the revised plan submission and soils report, the City Engineer's prior outstanding comments and concerns have now been satisfactorily addressed.

Waiver Requests

Pursuant to Section 7.1 ("Waiver of Regulations"), the applicant has requested partial waivers from certain provisions of Article V ("Submission Requirements") and Article VI ("Design and Construction Requirements") 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):

- **Article V Submission Requirements** – *application submission requirements*. The applicant is proposing to redevelop only a portion of the property. However, the Site Plan Review Regulations apply to the entire lot and not just the portion of the property that the applicant proposes to redevelop. Therefore, the applicant is requesting a general waiver from the Article V submission requirements as they may apply outside of the specific area of the lot proposed to be redeveloped.
- **Section 6.5.D.5 (incorrectly identified as 6.2.D.5 on the applicant's Application for Waivers)** – *requiring sidewalks along the property's frontage*. Per the attached letter from Dan Nash dated January 23, 2023, the applicant agrees to construct a sidewalk along the property's Heater Road frontage, but requests a waiver from having to construct a sidewalk along the property's Little Heater Road frontage.
- **Section 6.2.E.3** – *requiring landscape islands between double rows of parking*.

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 RECOMMENDATIONS

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:

General Conditions

1. It shall be the applicant's responsibility to be familiar with and aware of these conditions of approval, and it shall be the applicant's responsibility to satisfy these conditions of approval and to satisfy them within the relevant timeframes outlined below.
2. "Active and substantial development," as defined in Section 8.4.A.1 of the Site Plan Review Regulations, shall be achieved within two (2) years of the date of this approval (8.4.A.2), subject to an extension if applied for by the applicant and if approved by the Planning Board per Section 8.4.A.3. If active and substantial development is not achieved within two (2) years of the date of the Planning Board's approval, the development shall be subject to any changes in the City's land use regulations.
3. "Substantial completion," as defined in Section 8.4.B.1 of the Site Plan Review Regulations, shall be achieved within five (5) years of the date of this approval. If substantial completion is not achieved within five (5) years of the date of the Planning Board's approval, the development shall be subject to any changes in the City's land use regulations.
4. 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.
5. The applicant shall implement and maintain NHDES Site Specific Best Management Practices before, during, and after construction.
6. 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).

Conditions to be Satisfied Prior to Any Construction Activities

7. The applicant shall make the following revisions to the plan set to the satisfaction of the Planning and Development Department:
 - a) Add the Wetland Delineation Plan dated February 27, 2022 and the Sheet C-5 Heater Road Sidewalk Plan dated April 26, 2023 to the plan set and update the Table of Contents and plan sheet pagination accordingly.
 - b) 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.

8. 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.

9. 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.
10. All engineering review fees shall be paid in full as required by Section 4.7.E.1 of the Site Plan Review Regulations.

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

11. 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 temporary sedimentation and erosion control, and drainage improvements, and (b) all off-site work within the City's right-of-way, in accordance with 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 an Infrastructure Inspection Agreement.

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

12. Third-party engineer inspection reports and as-built drawings provided by the applicants (PDF format and CAD .dwg format, using the NH State Plane Coordinate System) shall be reviewed and approved by the City Engineer.
13. All improvements depicted on the plan set (as modified pursuant to Condition of Approval #8) 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.

Attachments

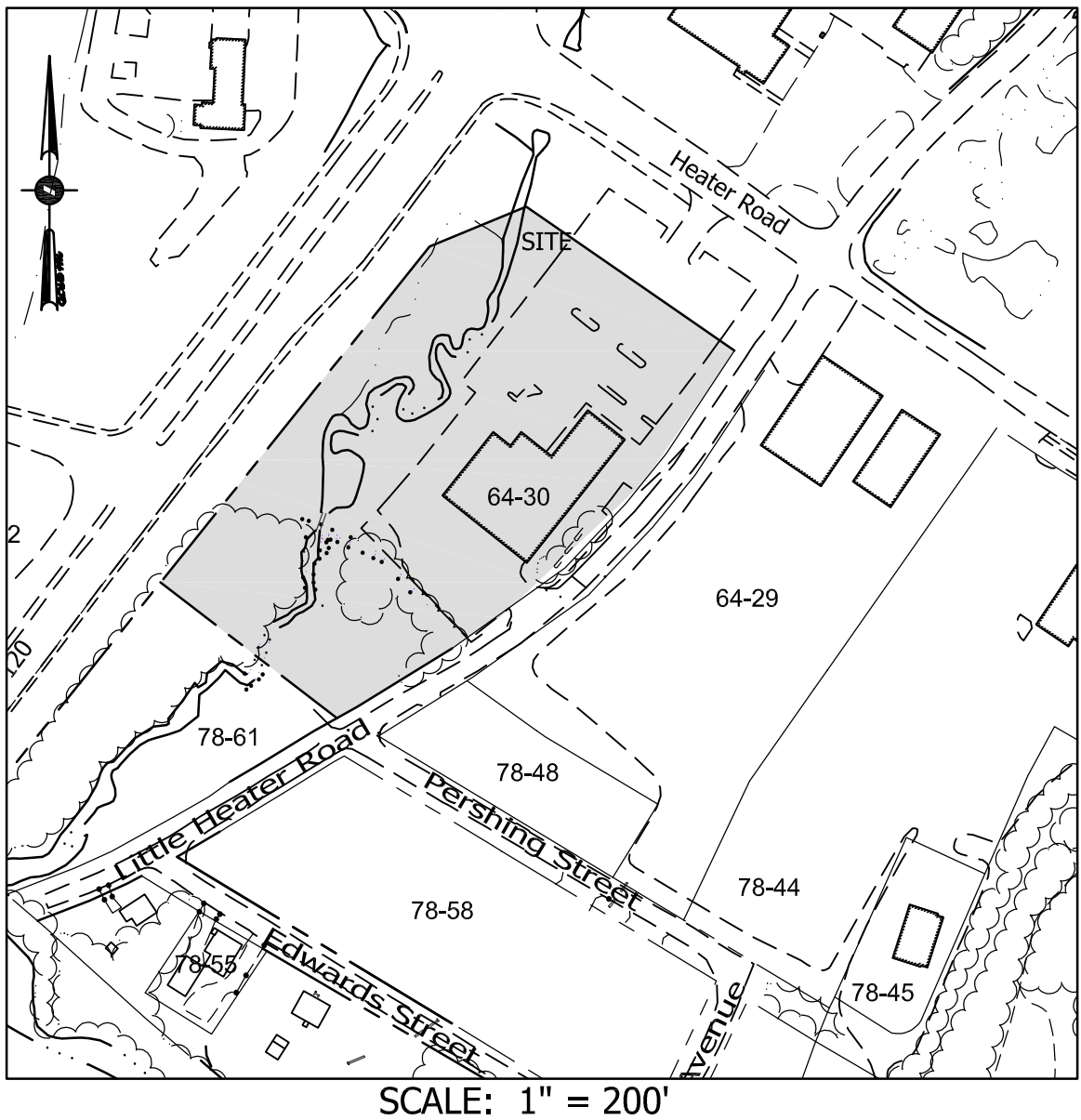
cc: Cicotte Properties, LLC
Dan Nash, PE, Advanced Geomatics & Design
File

VOLVO/VOLKSWAGEN OF LEBANON

LEBANON, GRAFTON COUNTY, NEW HAMPSHIRE

SITE PLAN AMENDMENT

OWNER/APPLICANT
CICOTTE PROPERTIES, LLC
PO BOX 600
LEBANON, NH 03766



CONSULTANTS

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

LAND SURVEYOR
CHRIS PATON, LLS
PATON LAND SURVEYS, LLC
150 SOUTHRIDGE STREET
HARTLAND, VT 05156

LANDSCAPE DESIGN
MARA ROBINSON
MARA LANDSCAPE DESIGN
19 MYRTLE AVENUE
NEWBURYPORT, MA 01950

SHEET
NUMBER

TABLE OF CONTENTS

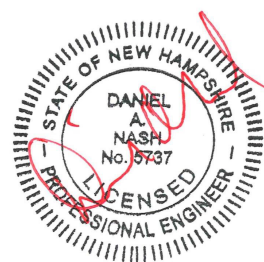
2	LEGEND	G-1
3	OVERALL PLAN	OA-1
4	BOUNDARY SURVEY/EXISTING CONDITIONS	-
5	LANDSCAPE PLAN	L-1
6,7	LIGHTING PLAN	L-2&3
8	SITE PLAN	C-1
9	DETAILED GRADING PLAN	C-2
10	GRAVEL WETLAND SYSTEM	C-3
11	EROSION CONTROL PLAN	C-4
12	SITE DETAILS	D-1
13	DRAINAGE DETAILS	D-4
14	EROSION CONTROL DETAILS	D-5

ZONING COMPARISON - IND-L DISTRICT			
	EXISTING	PROPOSED	REQUIRED
LOT SIZE	4.71± Acres	4.71 +/- Acres	2 Acres
FRONTAGE: (HEATER ROAD)	227'	227'	200'
FRONT YARD: (LITTLE HEATER RD)	28'	28'	40'
FRONT YARD: (HEATER ROAD)	230'	230'	40'
SIDE YARD: (TO SOUTH)	253'	253'	20'
REAR YARD: (ROUTE 120)	185'	185'	20'
BUILDING FOOTPRINT (s.f.):	16,395sf	16,395sf	
% BLDG. COVERAGE	8.0%	8.0%	50%
IMPERVIOUS AREA (sf)	91,180sf	106,839sf	
% IMPERVIOUS COV.	44.4%	52.1%	NONE
HEIGHT	30±'	30±'	65' max.
USE: AUTO DEALERSHIP (RETAIL)			
PARKING (REG./HC.)	187	216/4	226
-DEALERSHIP (RETAIL)	82	78/4	1/200SF
-VEHICLE SERVICE	(12)	(12)	4/BAY *
-VEHICLE DISPLAY	93	138	N/A

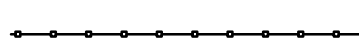
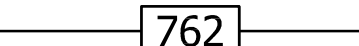
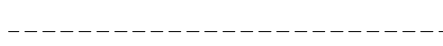
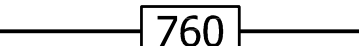
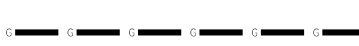
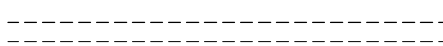
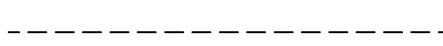
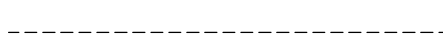
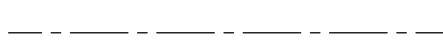
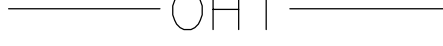
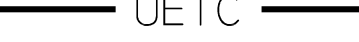
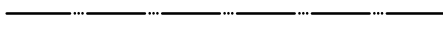
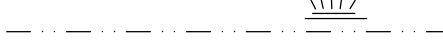
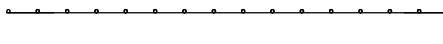
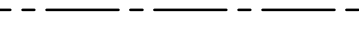
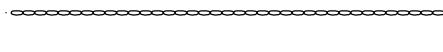
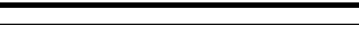
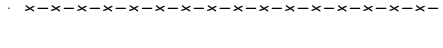
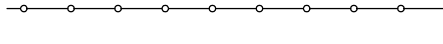
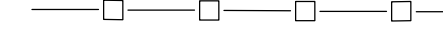
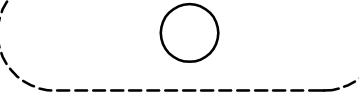
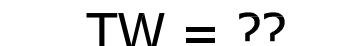
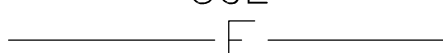
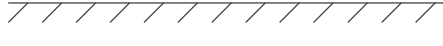
* SPACES INCLUDED IN RETAIL COUNT.

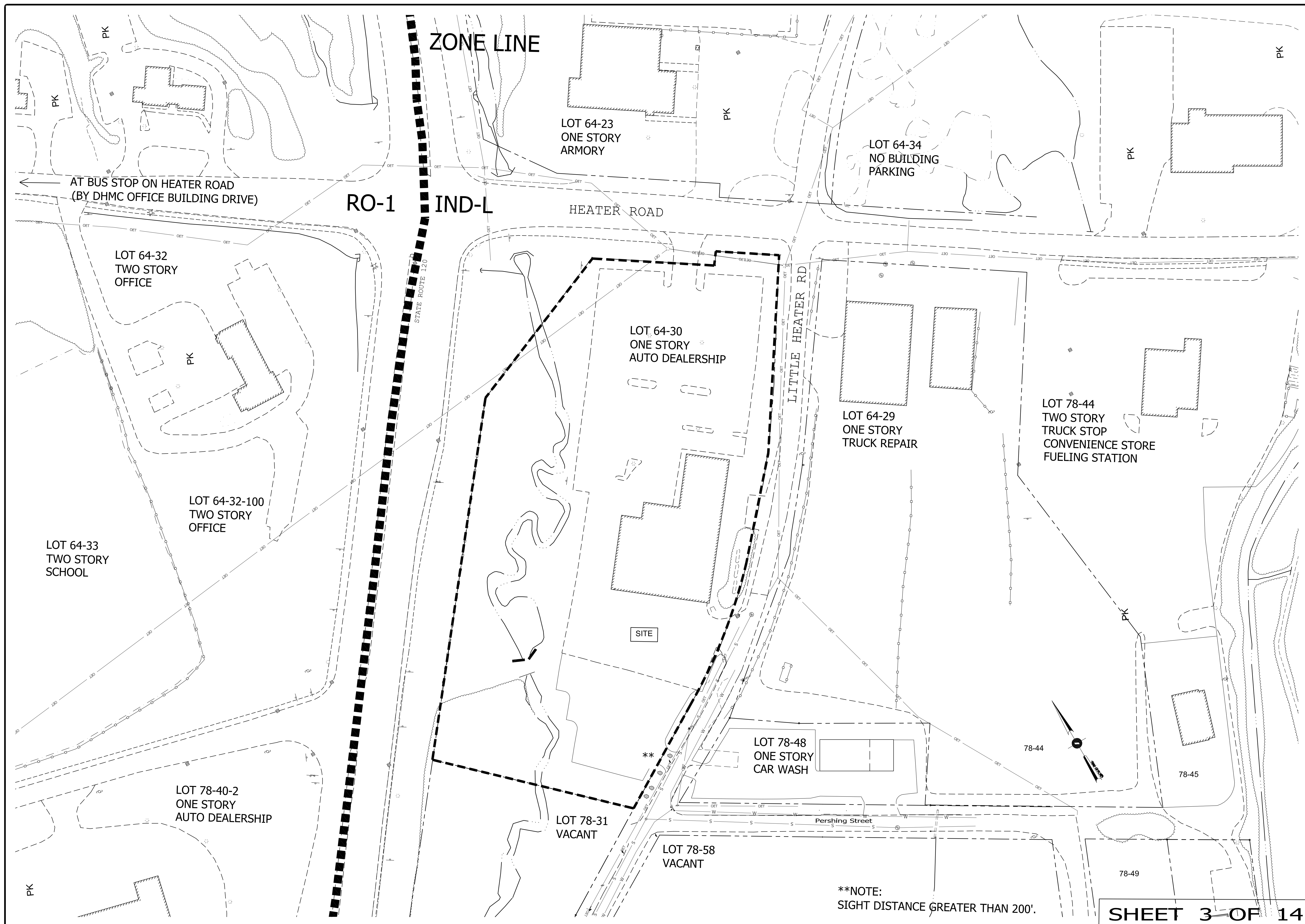
NOTES:

1. THIS PARCEL IS SHOWN AS LOT 64-30 THE LEBANON TAX MAPS.
2. THIS PARCEL IS SERVED BY MUNICIPAL WATER AND SEWER.
3. THIS PARCEL IS SUBJECT TO THE WETLANDS OVERLAY DISTRICT.
4. THIS PARCEL IS SUBJECT TO THE FLOOD OVERLAY DISTRICT.
5. SUBJECT PARCEL IS ZONED IND-L.
6. A VARIANCE FOR THE ALLOWANCE OF EXPANDED PARKING WAS GRANTED BY THE ZBA ON 21MAR22(ZB2021-24-SE).
7. FLOOD PLAIN PERMIT FOR ADDITIONAL PARKING APPROVED 3/23/2023.

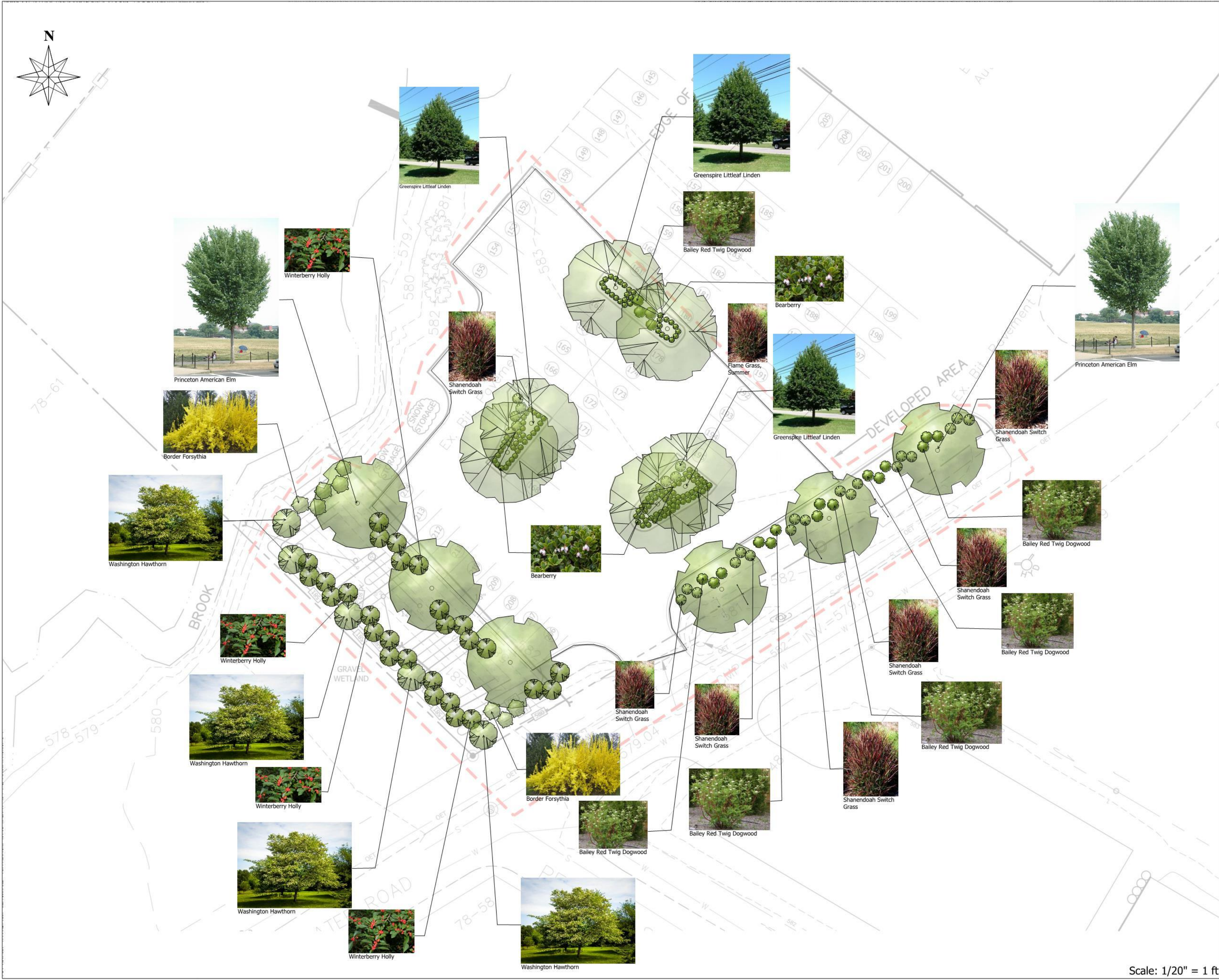


04/24/2023
~~01/23/2023~~
~~11/14/2022~~
SITE PLAN AMENDMENT
PN: 20-011

EXISTING LEGEND				EXISTING LEGEND(CONT.)				PROPOSED LEGEND				PROPOSED LEGEND(CONT.)			
	Boundary Corner	X 66.9	Spot Elevation		BOLLARD		DUMPSTER FENCE								
	Iron Pipe (Found)		Approximate Boundary Line		CLEANOUT		PAINTED/NO PARKING								
	Rebar (Found)		Approximate Rlght-Of-Way Line		UTILITY POLE		2' CONTOUR								
	Stone Monument (Found)		Existing 1'/2' Contour		UTILITY POLE ANCHOR		10' CONTOUR								
	Survey Traverse Point		Existing 5'/10' Contour		LIGHT POLE		GAS LINE								
	Survey Control Disk		Curb		LIGHT		DRAIN LINE								
	Shrub		Edge Of Pavement		SEWER MANHOLE		UNDERDRAIN LINE								
	Hardwood Tree		Edge Of Gravel		DRAIN MANHOLE		WATER LINE								
	Softwood Tree		Painted White Line		RISER		SEWER LINE								
	Cleanout		Painted Yellow Line		CATCH BASIN		SEWER FORCEMAIN								
	Utility Pole		Overhead Electric/Telephone		YARD DRAIN		U.G. ELECTRIC								
	Light Pole		Overhead Electric		ELECTRIC MANHOLE		U.G. TELEPHONE								
	Bollard Light		Overhead Telephone		TELEPHONE MANHOLE		U.G. ELECTRIC/TELEPHONE								
	Light		U.g. Electric/Telephone/Cable		COMMUNICATION MANHOLE		U.G. ELECTRIC/TELEPHONE/CABLE								
	Utility Pole Anchor		Edge Of Brook/River		PROPANE TANK		RETAINING WALL								
	U.g. Electric Junction Box		Edge Of Wetland		U.G. TELEPHONE BOX		REDI-ROK RETAINING WALL								
	U.g. Electric Transformer		Guard Rail		U.G. CABLE TV BOX		CENTERLINE ROAD								
	U.g. Telephone Box		Stonewall		U.G. ELECTRIC JUNCTION BOX		CURB								
	U.g. Cable Tv Box		Wire Fence		U.G. ELECTRIC TRANSFORMER		EDGE OF WOODS								
	Curb Stop		Chainlink Fence		GATE VALVE		LIMIT OF DISTURBED								
	Gate Valve		Rail Fence		CURB STOP		BARRIER FENCE								
	Fire Hydrant		Drain Line		FIRE HYDRANT		UNDERGROUND PROPANE TANK								
	Drilled Well		Underdrain Line		DRILLED WELL		BUILDING ADDITION								
	Monitor Well		Water Line		SIGN		TOP OF WALL ELEVATION								
	Catch Basin		Sewer Line		PARKING SPACE NUMBER		GREASE TRAP/GRIT-OIL SEPARATOR								
	Drain Manhole		Sewer Forcemain		HANDICAP PARKING SPACE										
	Sewer Manhole		U.g. Electric		STORM WATER TREATMENT DEVICE										
	Riser		U.g. Telephone		DETECTABLE SURFACE (TRUNCATED DOME)										
	Telephone Manhole		Edge Of Woods		SPOT ELEVATION										
	Electric Manhole		Retaining Wall		UNDERDRAIN										
	Communication Manhole		U.g. Propane		DUMPSTER										
	Propane Tank		Edge Of building		BIKE RACK										
	Sign														



	ADVANCED GEOMATICS & DESIGN 105 BANK STREET - PO BOX 512 LEBANON, NEW HAMPSHIRE 03766 PHONE: (603) 448 6295 E-MAIL: advancedgeomatics@comcast.net	OVERALL PLAN FOR CICOTTE PROPERTIES, LLC IN LEBANON, NEW HAMPSHIRE
SURVEYED:		
DESIGNED: DAN		
DRAWN: DAN		
CHECKED: DAN		
DATE: 11/14/2022		
CICOTTE PROPERTIES		
OVERALL PLAN		
OA-1		
© 2022		
ADVANCED GEOMATICS & DESIGN		
DWG: 2010-B-A VVVV		
#	REVISIONS	DATE
1	STAFF COMMENTS	01/23/2023



Plant Legend			
Qty	Botanical Name	Common Name	Container
Groundcovers\Ornamental Grass			
26	Panicum virgatum 'Shanendoah'	Shanendoah Switch Grass	3 Gal.
Shrubs\Deciduous			
19	Cornus sericea 'Bailey'	Bailey Red Twig Dogwood	2-3' B&B
8	Forsythia x intermedia	Border Forsythia	Full Size
28	Ilex verticillata	Winterberry Holly	3-4' B&B
Shrubs\Evergreen			
130	Arctostaphylos uva-ursi	Bearberry	1 Gal.
Trees\Deciduous			
6	Tilia platyphyllos	Greenspire Littleleaf Linden	2.5-3" Cal.
6	Ulmus Americana 'Princeton'	Princeton Elm	2.5-3" Cal.
5	Crataegus Phaenopyrum	Washington Hawthorn	2.5-3" Cal.

15' Landscape Requirement *	
Trees Required=	11
Trees Provided=	17
Shrubs Required=	55
Shrubs Provided=	55
*Plus Groundcovers and Grasses	

*15' Landscape Requirement (Calculation taken from south PL and a portion of the south east PL)

Shade Requirement	
Total s.f. of new parking area=	14,873
30% of Parking area to be shaded	43% Shaded
Trees Provided=	12 Total trees (6 Perimeter, 6 Internal)

Landscape Notes:

- 1). Please refer to Engineer's site plan for all UT locations. Some UT locations have been "frozen" in this viewport for clarity.
- 2). All new plant material shall be grown to nursery stock.
- 3). Contractor shall guarantee all plant material for up to one growing season from date of install.
- 4). Any substitutions made to this plan must be approved by the client and are subject to review by the city of Lebanon Planning Board.
- 5). All Plantings shall be planted in loam containing 5% of organic material.
- 6). All Landscape beds shall be cut in and receive 2" of aged dark mulch. Bark mulch shall be kept away from the trunk of the tree.
- 7). Per site plan req. 6.2.B.3 "All new plant material shall be nursery grown stock."
- 8). Per site plan req. 6.2.B.4 "At the time of planting, all deciduous trees shall be a minimum of 2.5-3" in caliper, measured 6" above finish grade level; all evergreen trees shall be a minimum of 6-7' in height."
- 9). Per site plan req. 6.2.H.1 "The property owner shall be responsible for maintaining all landscaping, to include grass and mulch, in good, healthy condition so as to present a neat and orderly appearance."
- 10). Per site plan req. 6.2.H.1 "The property owner shall be responsible for maintaining all landscaping, to include grass and mulch, in good, healthy condition so as to present a neat and orderly appearance."
- 11). Per site plan req. 6.2.K "After the issuance of a certificate of occupancy the storage, display, or parking of motor vehicles, boats, mobile homes, trailers, or construction equipment within landscaped areas, buffers, or screens, shown as such on the approved landscape plan is expressly prohibited and a violation of the Notice of Action."

Landscape Plan

Prepared for:
Volvo Volkswagon
Lebanon, NH

Mara landscape design, LLC

16 Myrtle Ave. Newburyport, MA 01950
105 Bank St. Lebanon, NH 03766

email: maralandscape@gmail.com Ph. 978.868.0331

Date:
April 4, 2022

L-1



1 PROPOSED SITE LIGHTING & CALCULATED LIGHTING LEVELS PLAN

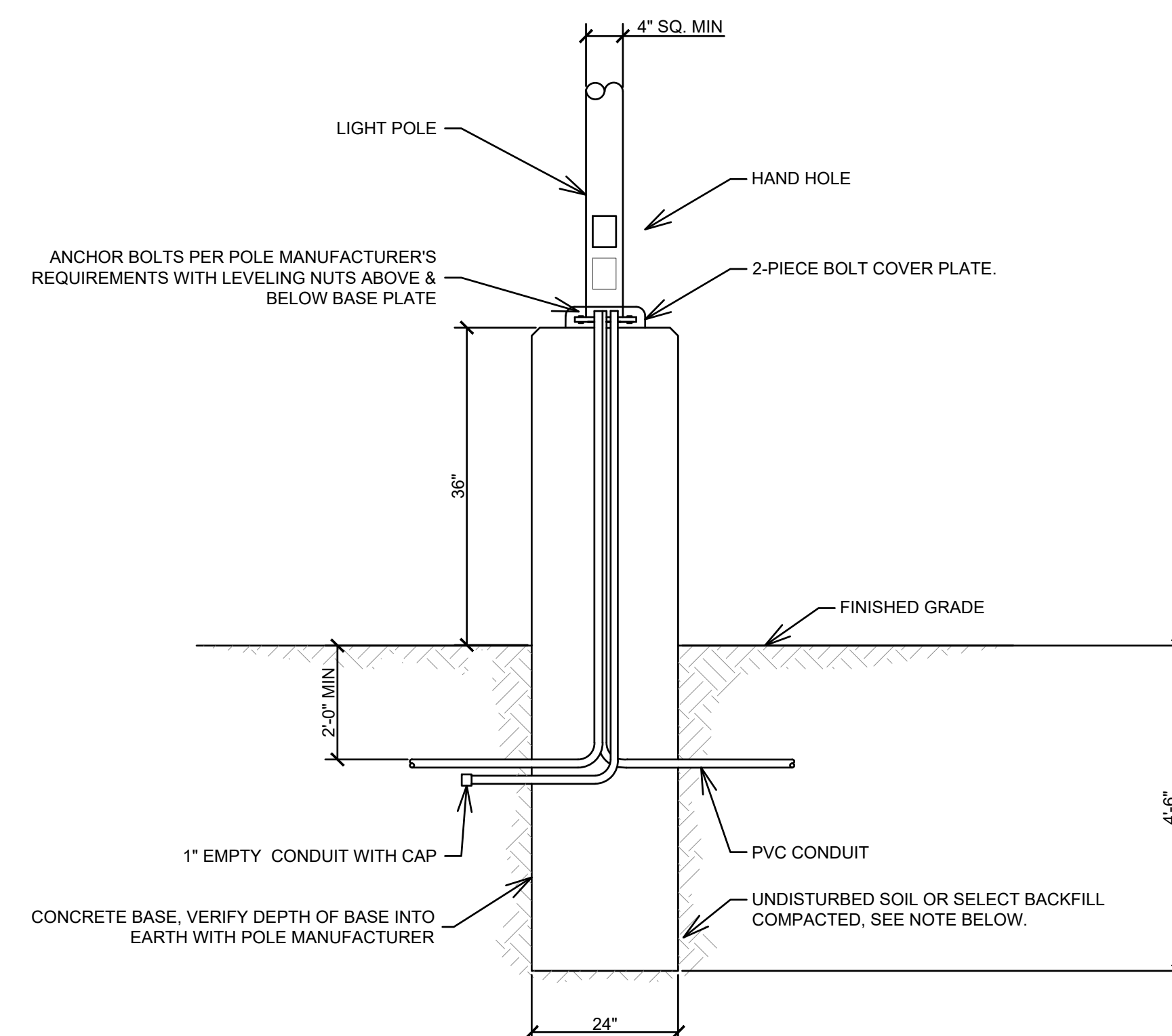
PROPOSED LIGHTING FIXTURE SCHEDULE							
LABEL	QTY	DESCRIPTION	MANUFACTURER PRODUCT LINE	LUMENS	WATTS	B-U-G RATING	PROPOSED CAT#
AA2	2	LED AREA LIGHT WITH TYPE 2 DISTRIBUTION, P2 PERFORMANCE PACKAGE, 3000K CCT, 80 CRI OR APPROVED EQUAL	LITHONIA LIGHTING DSX SIZE 0	5,322	45W	B2 - U0 - G2	DSX0 LED P2 30K 80CRI T2M
AA5	4	LED AREA LIGHT WITH TYPE 5LG (LOW GLARE) DISTRIBUTION, P2 PERFORMANCE PACKAGE, 3000K CCT, 80 CRI OR APPROVED EQUAL	LITHONIA LIGHTING DSX SIZE 0	5,638	45W	B2 - U0 - G1	DSX0 LED P2 30K 80CRI T5LG

NOTES

1. THIS PLAN WAS DESIGNED IN ACCORDANCE WITH THE CITY OF LEBANON MODEL LIGHTING ORDINANCE. THE ZONE TYPE IS RETAIL, AUTO SALES, NON-SHOW LINE, MEANING THAT CARS WILL BE STORED HERE AND REQUIRE ADEQUATE SECURITY LIGHTING.
2. CALCULATION POINTS REPRESENT THE TOTAL MEASURED ILLUMINANCE EXPRESSED IN THE UNIT OF FOOTCANDLES (FC). CALCULATED AT 0'-0" ABOVE FINISHED GROUND (AFG) FROM ALL CONTRIBUTING LUMINAIRES. THERE ARE QTY (7) NEW FIXTURE LOCATIONS SHOWN.
3. CALCULATED FIXTURE MOUNTING HEIGHT = 20'-0" AFG, CONSISTING OF A 17'-0" H x 4' SQ. POLE MOUNTED ON A 24" DIAMETER CONCRETE BASE WITH 36" EXPOSED AFG, TYP. FOR ALL. SEE CONCRETE BASE DETAIL THIS SHEET. ANCHOR MOUNTING DETAIL FOR CONCRETE BASES IS FOUND ON FIXTURE SPECIFICATION SHEETS.
4. ALL FIXTURES ARE FULL CUTOFF TYPE, I.E. - NO LIGHT EMITTED ABOVE THE 90° HORIZONTAL PLANE.
5. APPROVED EQUAL FIXTURES ARE ACCEPTABLE.

EXTERIOR CALCULATED FOOTCANDLES						
DESCRIPTION	SYMBOL	AVG	MAX	MIN	*MAX/MIN	*AVG/MIN
NEW PARKING LOT	+	1.3 FC	1.9 FC	0.7 FC	2.7:1	1.9:1
EX PARKING LOT	+	0.3 FC	1.8 FC	0.0 FC	N/A	N/A
PERIMETER	+	0.3 FC	1.5 FC	0.0 FC	N/A	N/A

*UNIFORMITY RATIOS ARE N/A WHEN SHOWING 0.0 FC



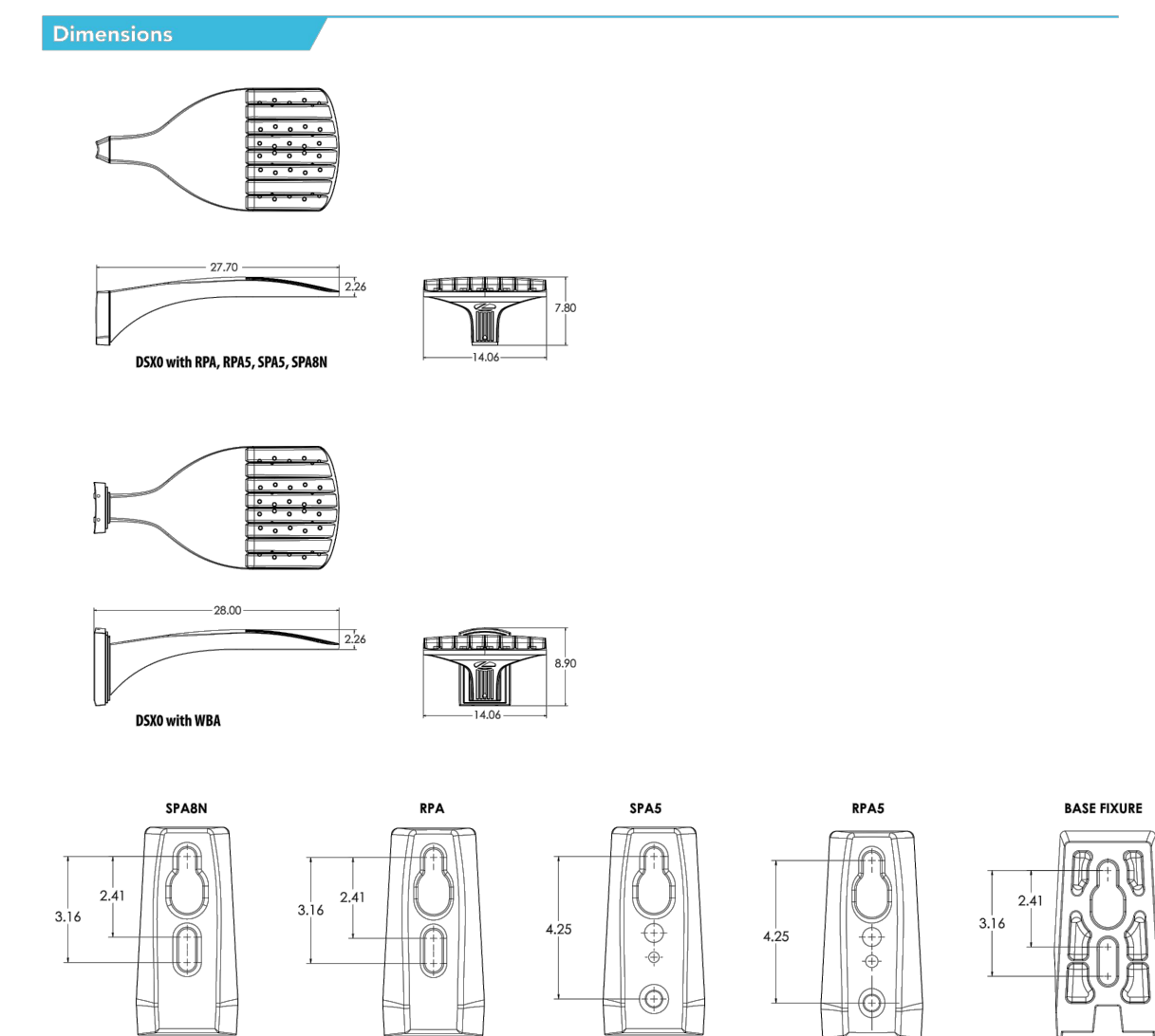
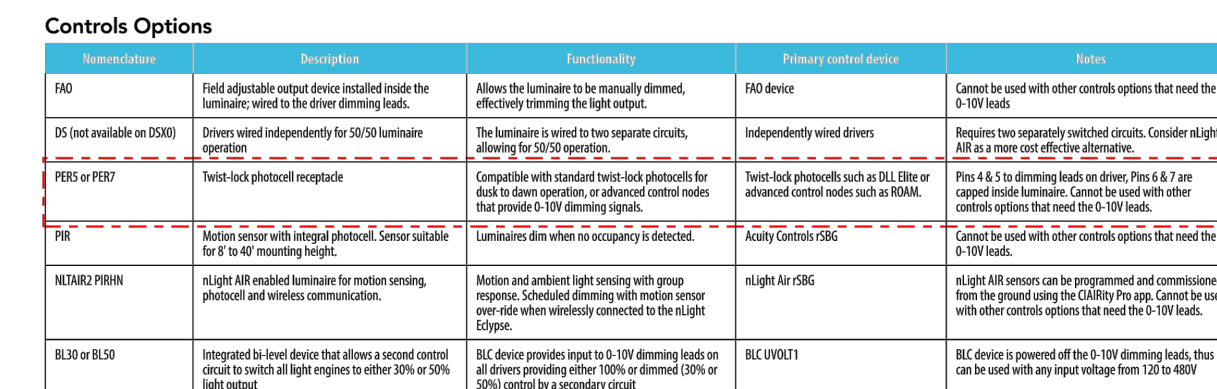
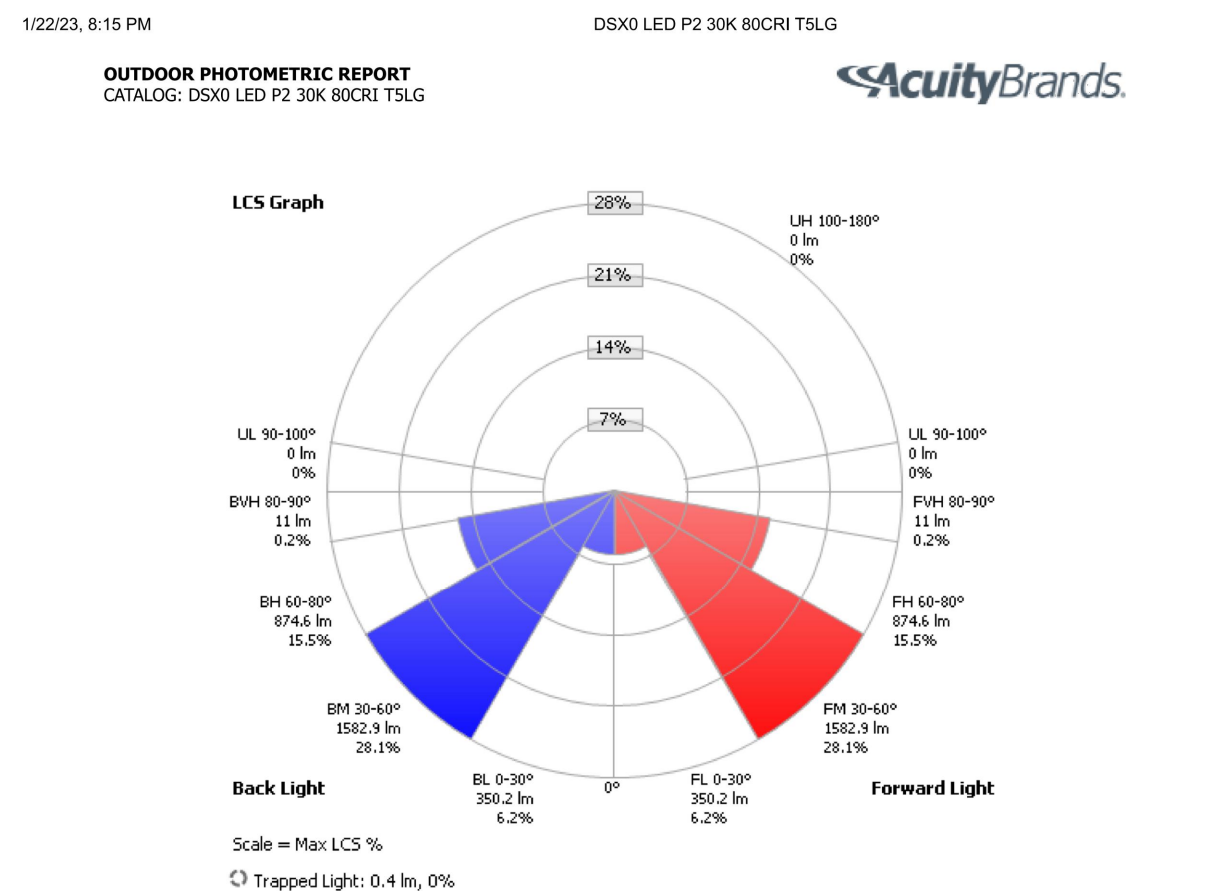
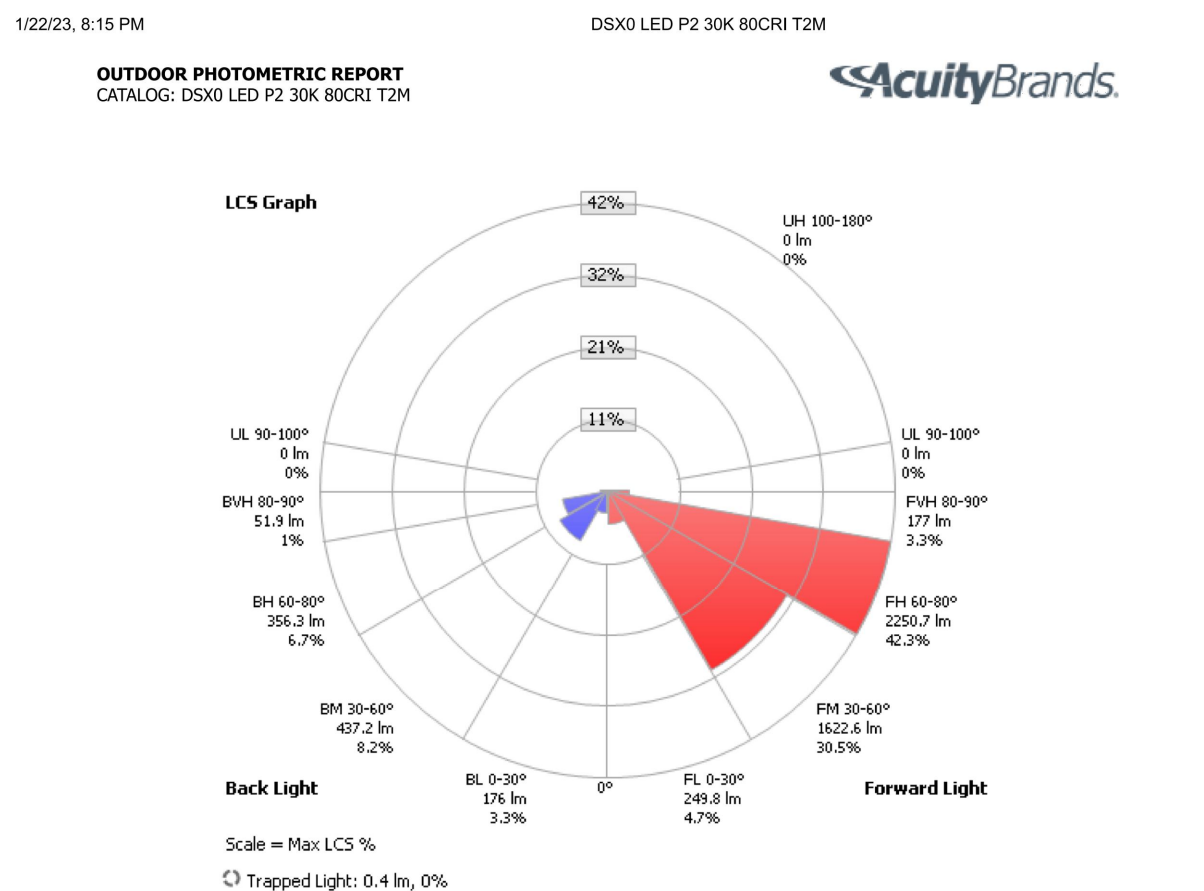
2 TYPE CB - NEW POLE 24" DIAMETER CONCRETE BASE DETAILS
SCALE: N.T.S.

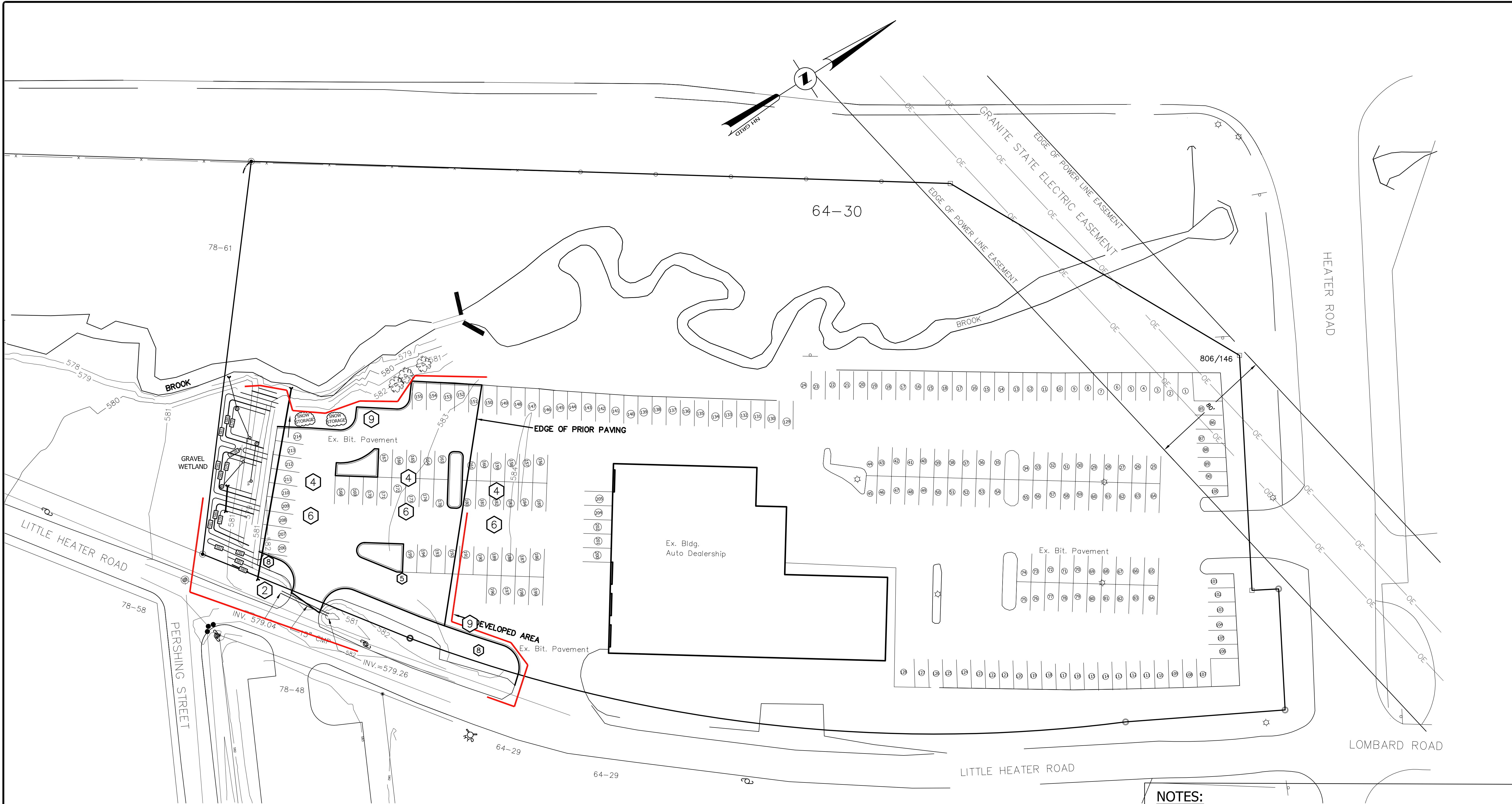
SURVEYED:	
DESIGNED:	T. BOUCHER
DRAWN:	T. BOUCHER
CHECKED:	T. BOUCHER
DATE:	04/19/23

CICOTTE
PROPERTIES

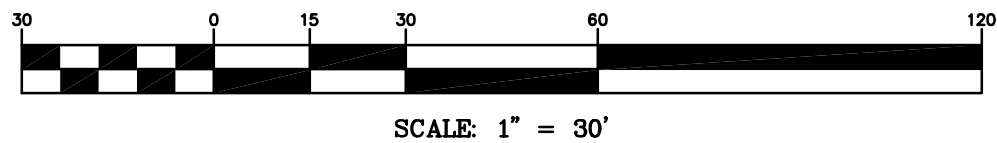
PROPOSED LTG
PLAN

L-2





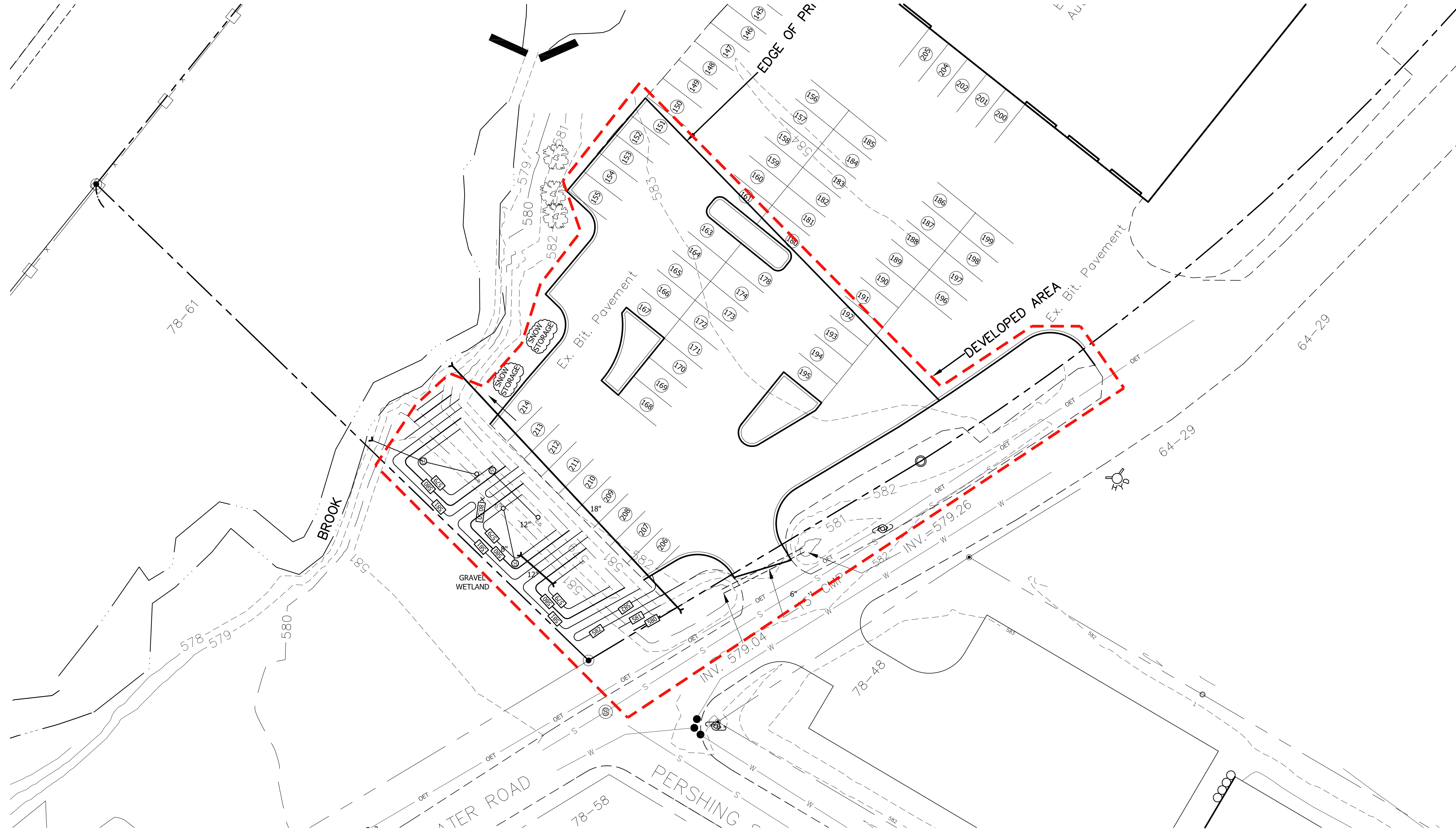
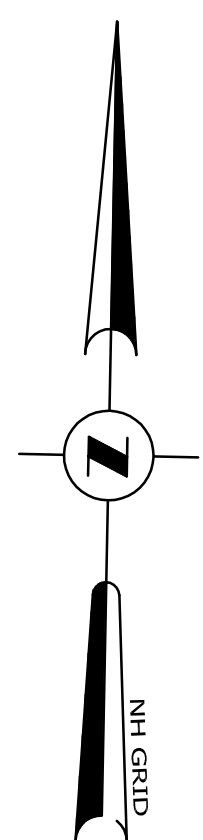
SITE PLAN



- NOTES:**
- 1. ENTIRE SITE IS MAPPED AS FLOOD PLAIN. BASE FLOOD ELEVATION=580.28 (BASED ON HYPERTHERM STUDY)
 - 2. PROPOSED 18" CULVERT. INV IN=578.60, INV OUT=578.00.
 - 3. NOT USED.
 - 4. VEHICLE PARKING SPACES 9X18 TYPICAL.
 - 5. AREA OF PAVEMENT PLACED IN SEP'21=15,659sf+/- . PAVEMENT TO BE REMOVED=1,920sf+/- . NET NEW PAVEMENT=13,739sf+/- .
 - 6. 24' AISLE
 - 7. GRAVEL WETLAND.
 - 8. LANDSCAPE AREA. PAVEMENT TO BE REMOVED.
 - 9. CURBING SHALL BE SLOPED GRANITE.

SHEET 8 OF 14

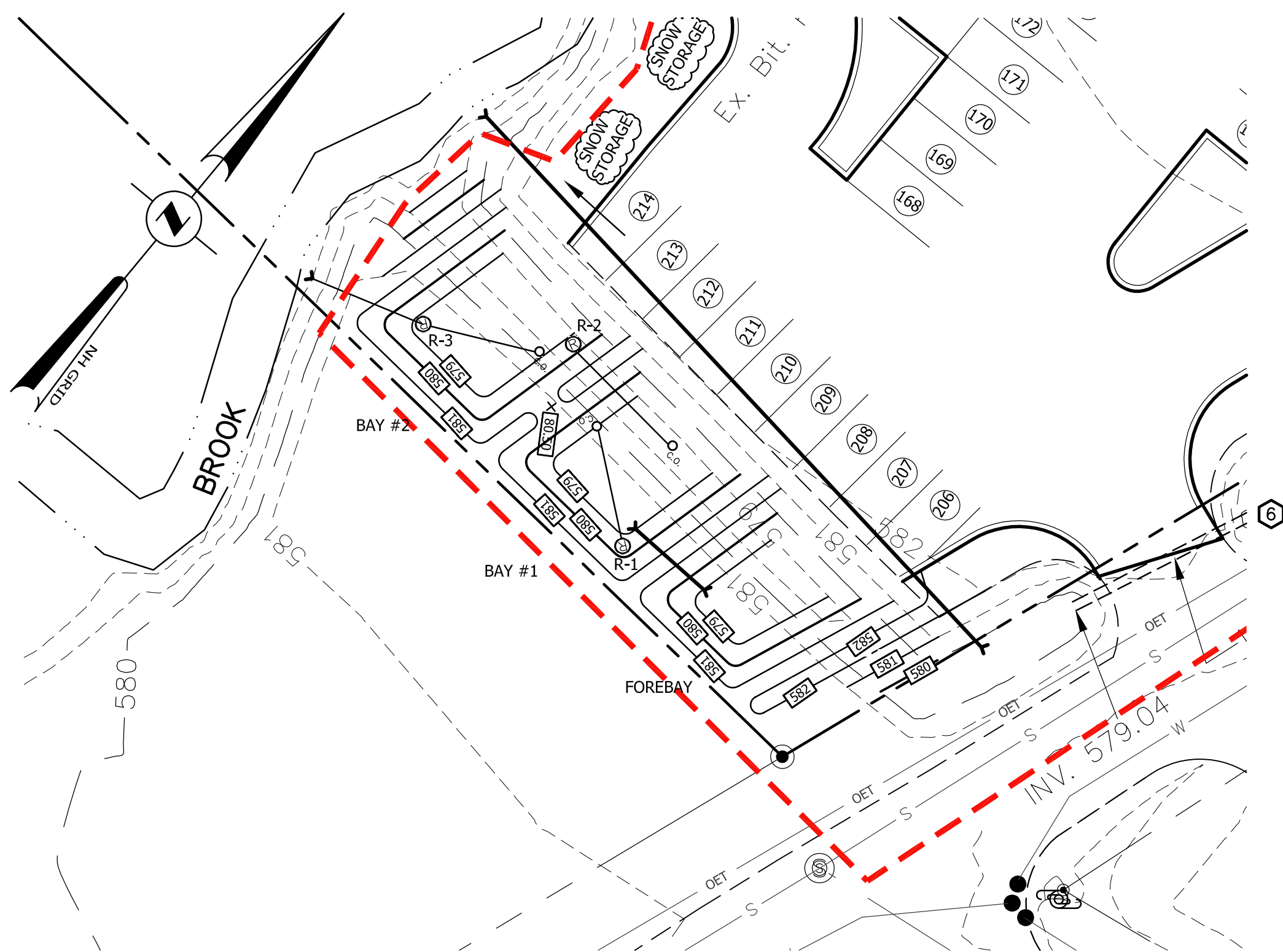
ADVANCED GEOMATICS & DESIGN		SITE PLAN		FOR		VOLVO-VOLKSWAGEN OF LEBANON		IN		LEBANON, NH		REVISED		DATE	
105 BANK STREET - PO BOX 512 LEBANON, NEW HAMPSHIRE 03766 PHONE: (603) 448 6295 E-MAIL: advancedgeomatics@comcast.net		CICOTTE PROPERTIES		SITE PLAN		C-1		© 2022		ADVANCED GEOMATICS & DESIGN		DWG: M:\20011-PL_VVVW.DWG		2 ROTATED PARKING 04/24/2023	
												1 STAFF COMMENTS 01/23/2023			



DETAILED GRADING PLAN



ADVANCED GEOMATICS & DESIGN		FOR		REVISIONS		DATE
105 BANK STREET - PO BOX 512 LEBANON, NEW HAMPSHIRE 03766 PHONE: (603) 448 6295 E-MAIL: advancedgeomatics@comcast.net		CICOTTE PROPERTIES, LLC		1		
		CICOTTE PROPERTIES		1		#
SURVEYED: PATON DESIGNED: DAN DRAWN: DAN CHECKED: DAN DATE: 11/14/2022		CICOTTE PROPERTIES		1		
CICOTTE PROPERTIES		DETAILED GRADING PLAN		C-2		#
© 2022 ADVANCED GEOMATICS & DESIGN DWG: M:\20011-PL_VVW.DWG		CICOTTE PROPERTIES, LLC		1		
SHEET 9 OF 14		LEBANON, NH		1		#

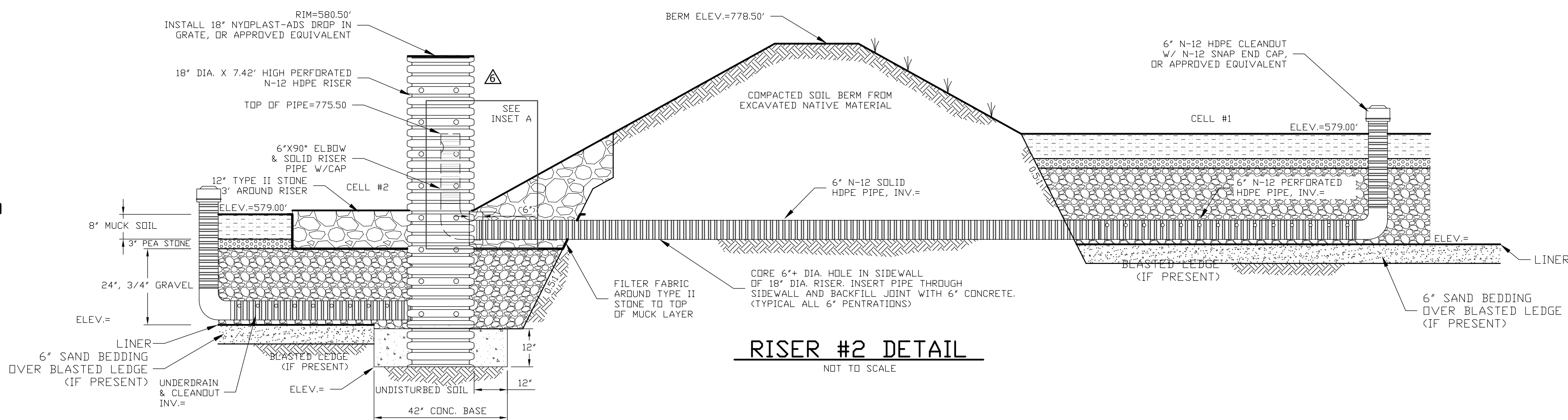


GRAVEL WETLAND PLAN

NOTE:

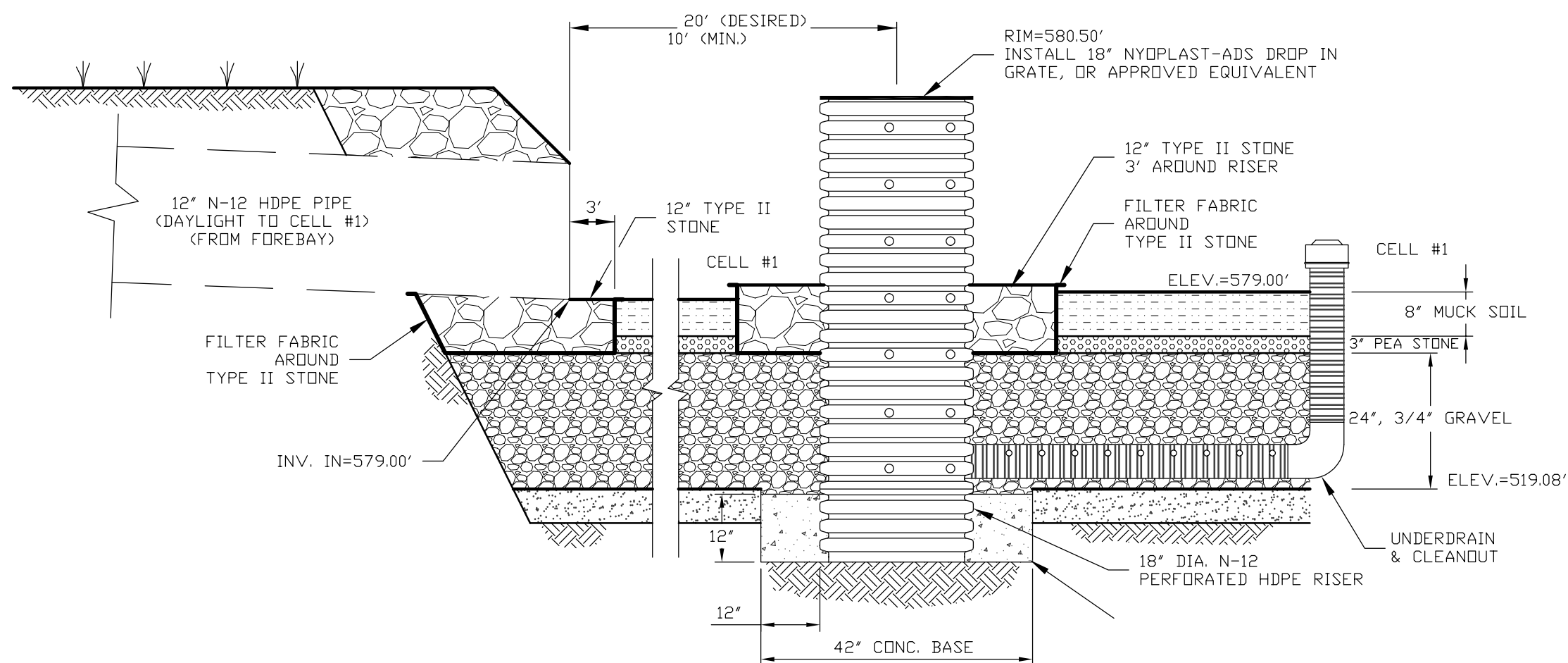


GRAVEL WETLAND TYPICAL AREA.
BAY #1 = 334 s.f.
BAY #2 = 363 s.f.
FOREBAY INV. IN = N/A
FOREBAY FLOOR = 578.50
12" CULVERT (FOREBAY TO BAY #1)
FOREBAY INV. OUT = 579.20
BAY #1 INV. IN = 579.00



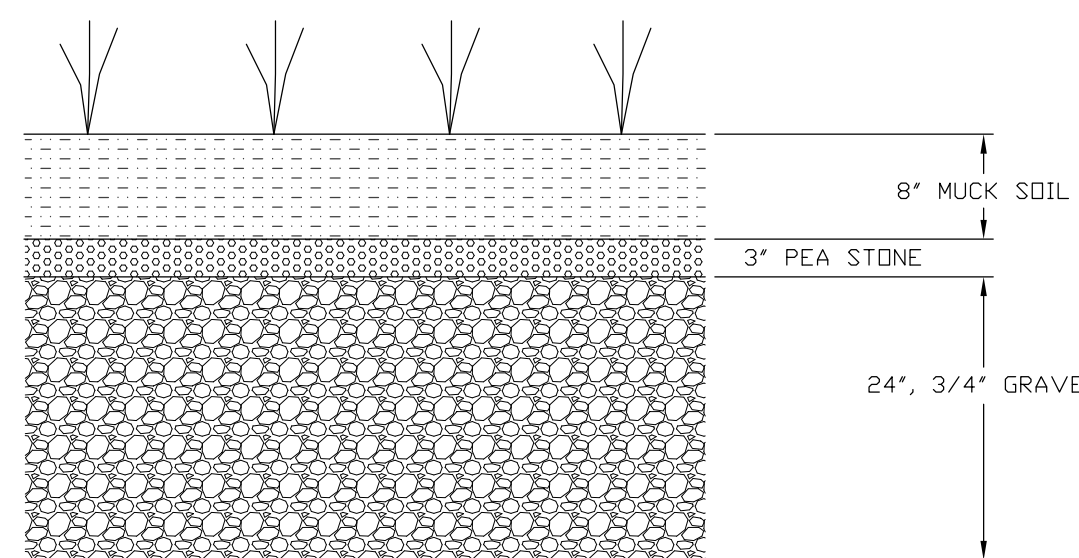
RISER #2 DETAIL

NOT TO SCALE



RISER #1 DETAIL

NOT TO SCALE



TYPICAL GRAVEL WETLAND DETAIL

NOT TO SCALE

NOTES:

- SEE SHEET D-4 FOR DRAIN DETAILS.
- SEED MIX SHALL BE OBTAINED FROM THE FOLLOWING VENDOR, OR SUBSTITUTE SUBJECT TO ENGINEER APPROVAL:

VERMONT WETLAND PLANT SUPPLY, LLC
P.O. BOX 153
ORWELL, VT 05760
TELEPHONE: 802-948-2553
FAX: 802-948-2522
CELL: 802-989-4629
EMAIL: dredondo@vermontwetlandplants.com

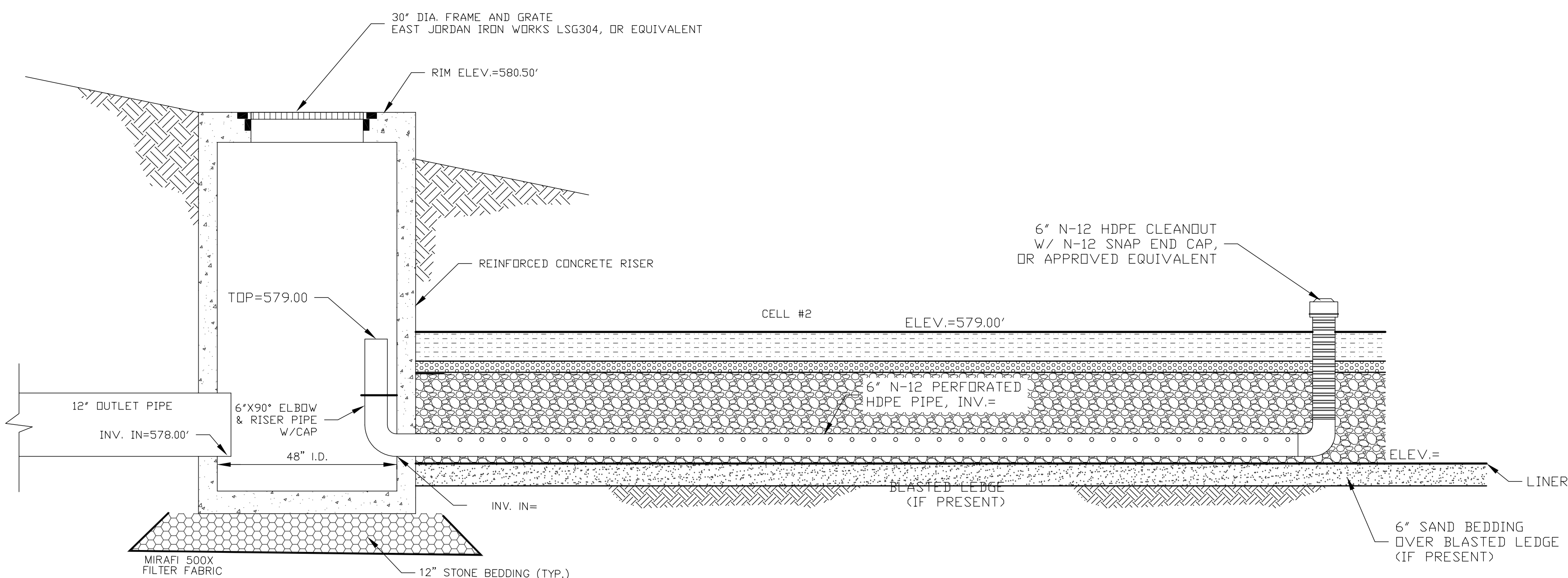
SEED MIX:
BROADCAST "DETENTION BASIN/WET MEADOW SEED MIX" IN WETLAND AREAS COVERING BASE UP TO BERM HEIGHT AT A RATE OF 35 LBS PER ACRE, 1 LB PER 1,200 s.f. BROADCAST TURF GRASS ALONG SLOPES OUTSIDE OF WETLANDS.

SPECIES COMPOSITION:
PANICUM VIRGATUM, ELYMUS VIRGINICUS, FESTUCA RUBRA, CAREX VULPINOIDEA, CAREX SCOPARIA, SCIRPUS CYPERINUS, SCIRPUS ATROVIRENS, BIDENS CERNUA, EUPATORIUM PERFORIATUM, EUPATORIUM ADPRESSUM, MACULATUS, JUNCUS EFFUSUS, ONOCLEA SENSIBILIS, VERBENA HASTATA, SYMPHYOTRICHUM NOVA-ANGLIAEAE

3. CELLS 1 AND 2 SHALL BE PREPARED WITH 6" SAND BEDDING OVER LEDGE, IF PRESENT, AND A GEOTEXTILE BETWEEN SAND AND GRAVEL LAYERS.

4. NOT USED.

5. STORMWATER FLOWS SHALL NOT BE DIRECTED TO GRAVEL WETLAND AREAS UNTIL CONTRIBUTING AREAS ARE FULLY STABILIZED.



RISER #3 DETAIL

NOT TO SCALE

NOTE: ATTACH RISER TO INSIDE WALL W/STAINLESS STEEL BANDS.

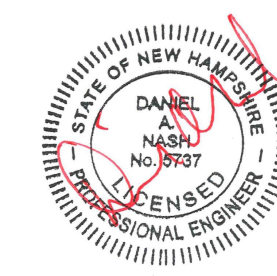
GRAVEL WETLANDS PLAN
FOR
VOLVO-VOLKSWAGEN OF LEBANON
IN
LEBANON, NH

ADVANCED GEOMATICS & DESIGN

105 BANK STREET - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766

PHONE: (603) 448 6295

E-MAIL: advancedgeomatics@comcast.net



SURVEYED: PATON
DESIGNED: DAN
DRAWN: DAN
CHECKED: DAN
DATE: 11/14/2022

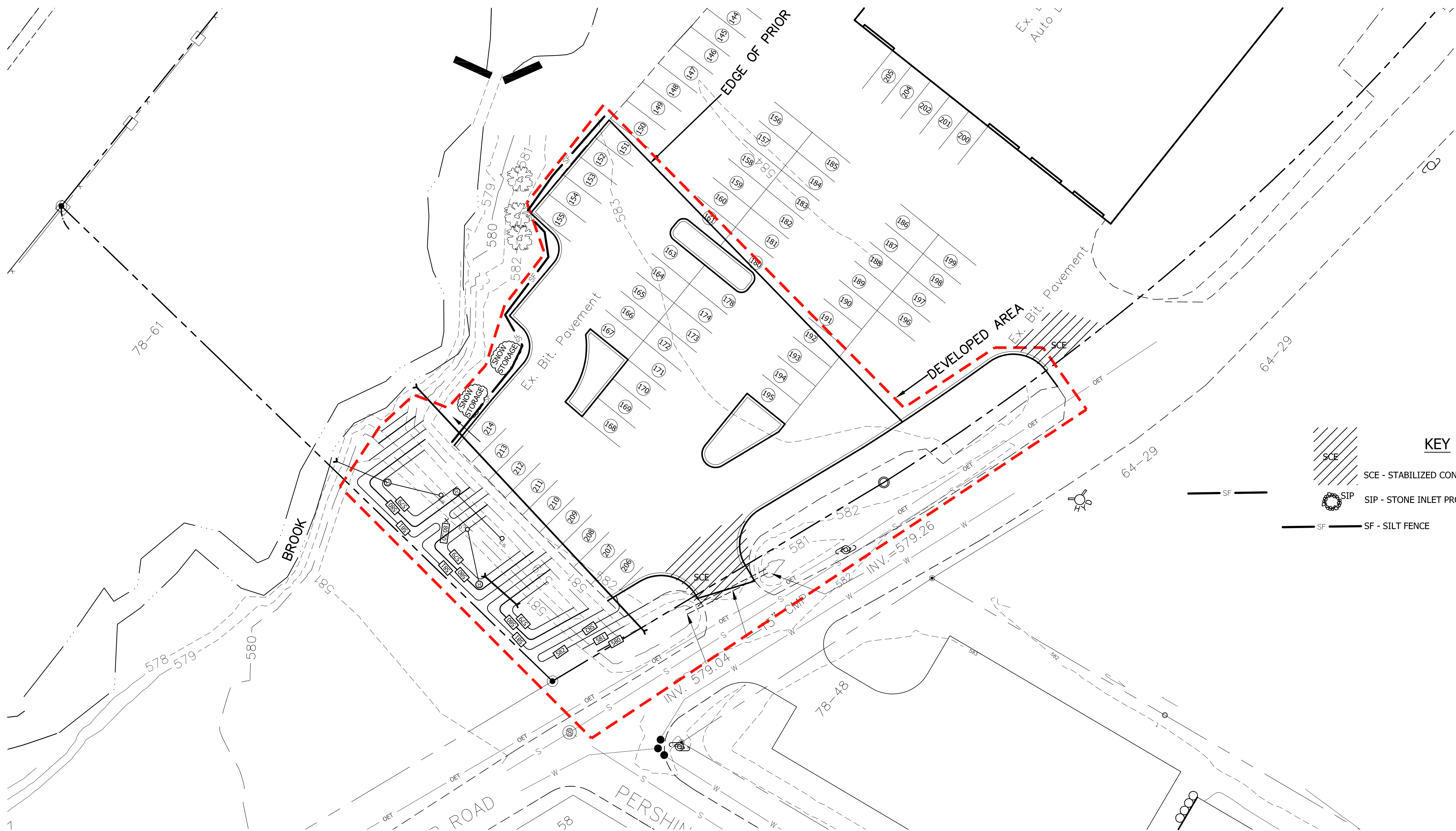
VOLVO
VW

GRAVEL
WETLANDS

C-3

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ADVANCED GEOMATICS & DESIGN
DWG: M:\20011-PL_VWV.DWG

SHEET 10 OF 14



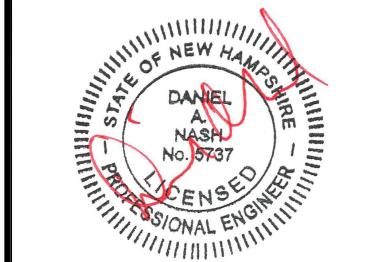
SITE PLAN



REVISED		DATE	
1	ROTATED PARKING	04/24/2023	

EROSION CONTROL PLAN
FOR
CICOTTE PROPERTIES, LLC
IN
LEBANON, NH

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



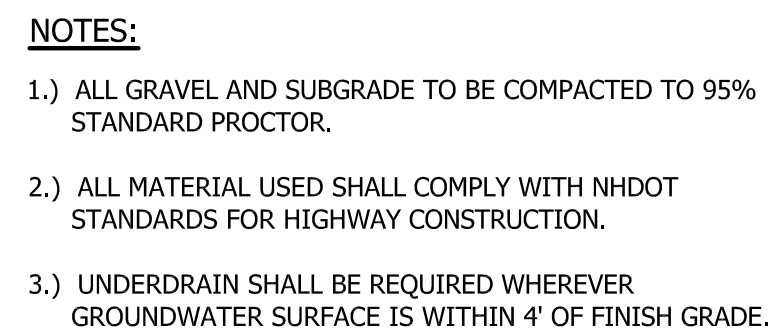
SURVEYED: PATON
DESIGNED: DAN
DRAWN: DAN
CHECKED: DAN
DATE: 11/14/2022

VOLVO
VOLKSWAGEN
EROSION
CONTROL PLAN

C-4
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ADVANCED GEOMATICS & DESIGN
DWG: M:\20011-PL_VVW.DWG



- 1) ROADWAY CONSTRUCTION SHALL COMPLY WITH NHDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2016 AND CITY OF LEBANON SUBDIVISION REGULATIONS.
- 2) GUARD RAIL SHALL BE USED WHERE SIDESLOPES EXCEED 3' HORIZONTAL AND 1' VERTICAL.
- 3) DESIGN SPEED = 15 M.P.H.
- 4) UNDERDRAIN REQUIRED WHERE GROUNDWATER WILL BE LESS THAN 4 FEET BELOW FINISHED GRADE. LOCATIONS TO BE DETERMINED IN THE FIELD.
- 5) THE DESIGN INTENT IS FOR CATCH BASIN RIMS TO BE SET 0.1 FOOT BELOW THE FINISH GRADE OF ADJACENT PAVEMENT.



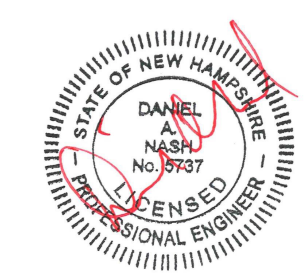
SITE DETAILS
FOR
CICOTTE PROPERTIES
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN

105 LITTLE HEATER - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766

PHONE: (603) 448 6295

E-MAIL: advancedgeomatics@comcast.net



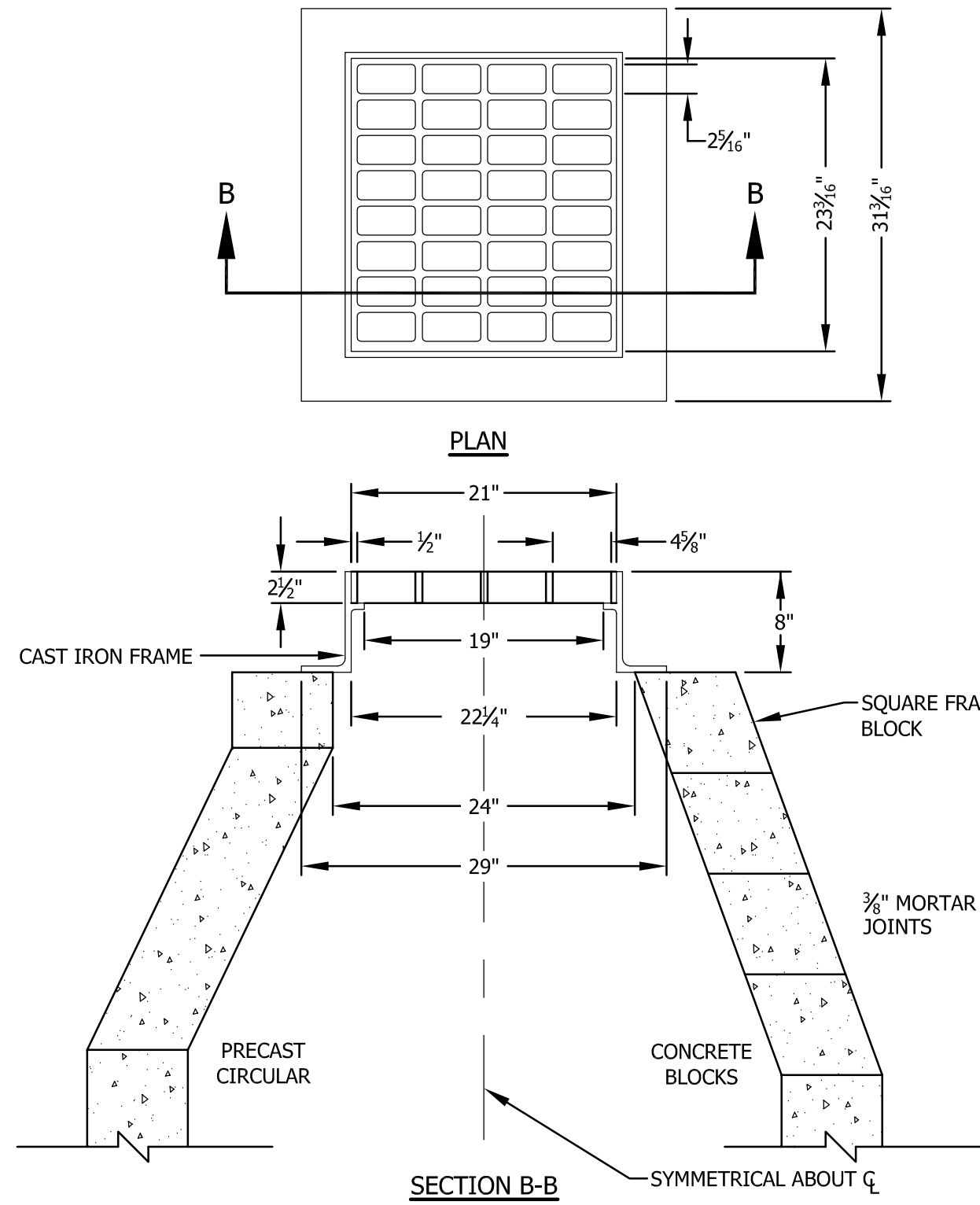
SURVEYED:	PATON
DESIGNED:	DAN
DRAWN:	J
CHECKED:	DAN
DATE:	11/14/2022

CICOTTE
PROPERTIES

SITE DETAILS

D-1

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ADVANCED GEOMATICS & DESIGN
DWG: 20011\20011-DET



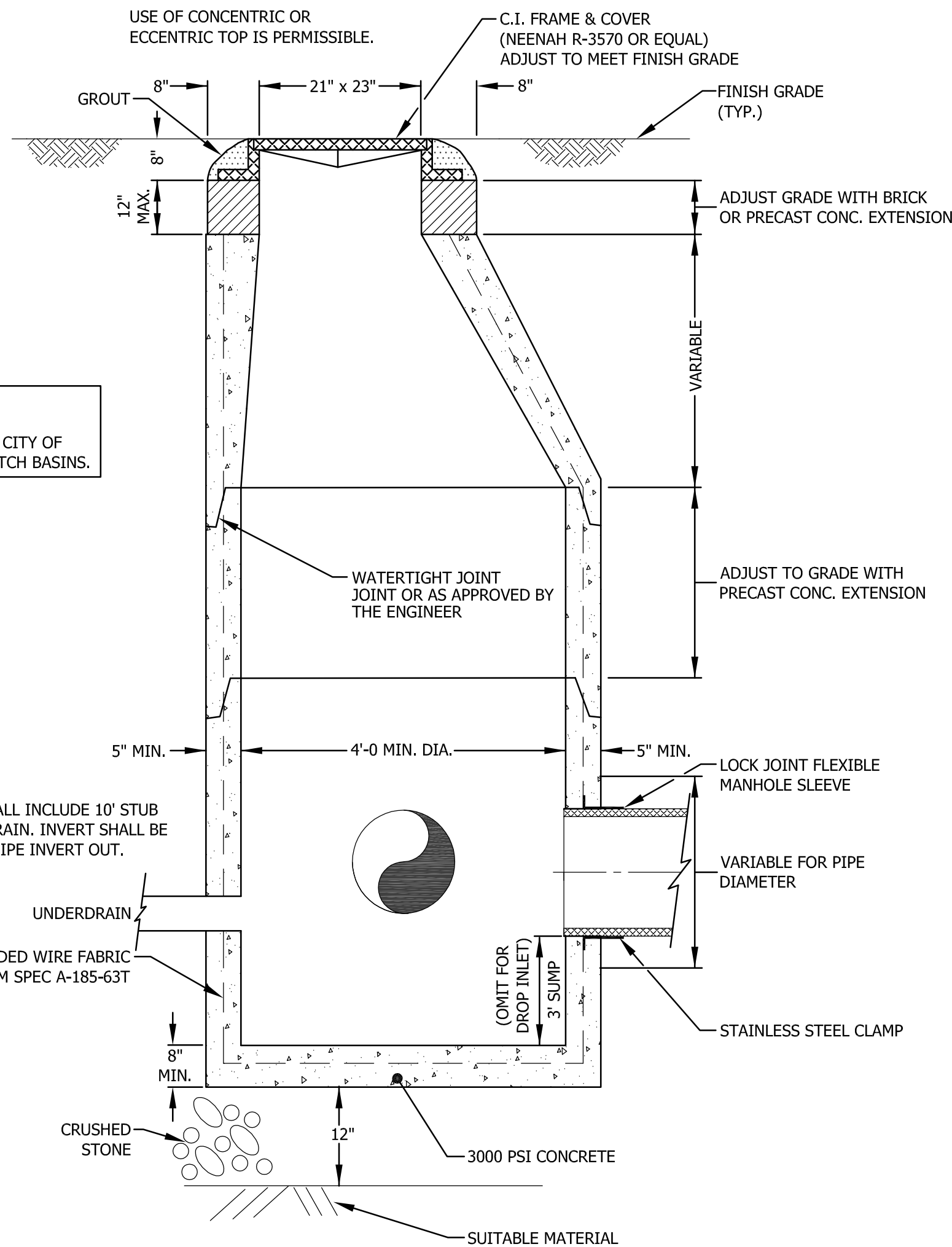
INLET GRATE
N.T.S.

NOTE:

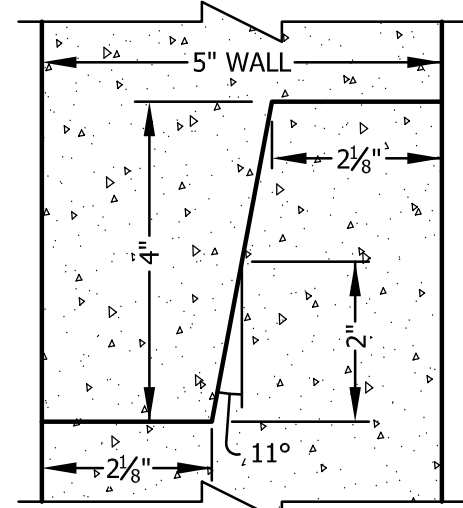
FRAME AND GRATE SHALL BE NEENAH R3570 OR EQUAL APPROVED BY ENGINEER.

NOTE:

USE OF CONCENTRIC OR ECCENTRIC TOP IS PERMISSIBLE.



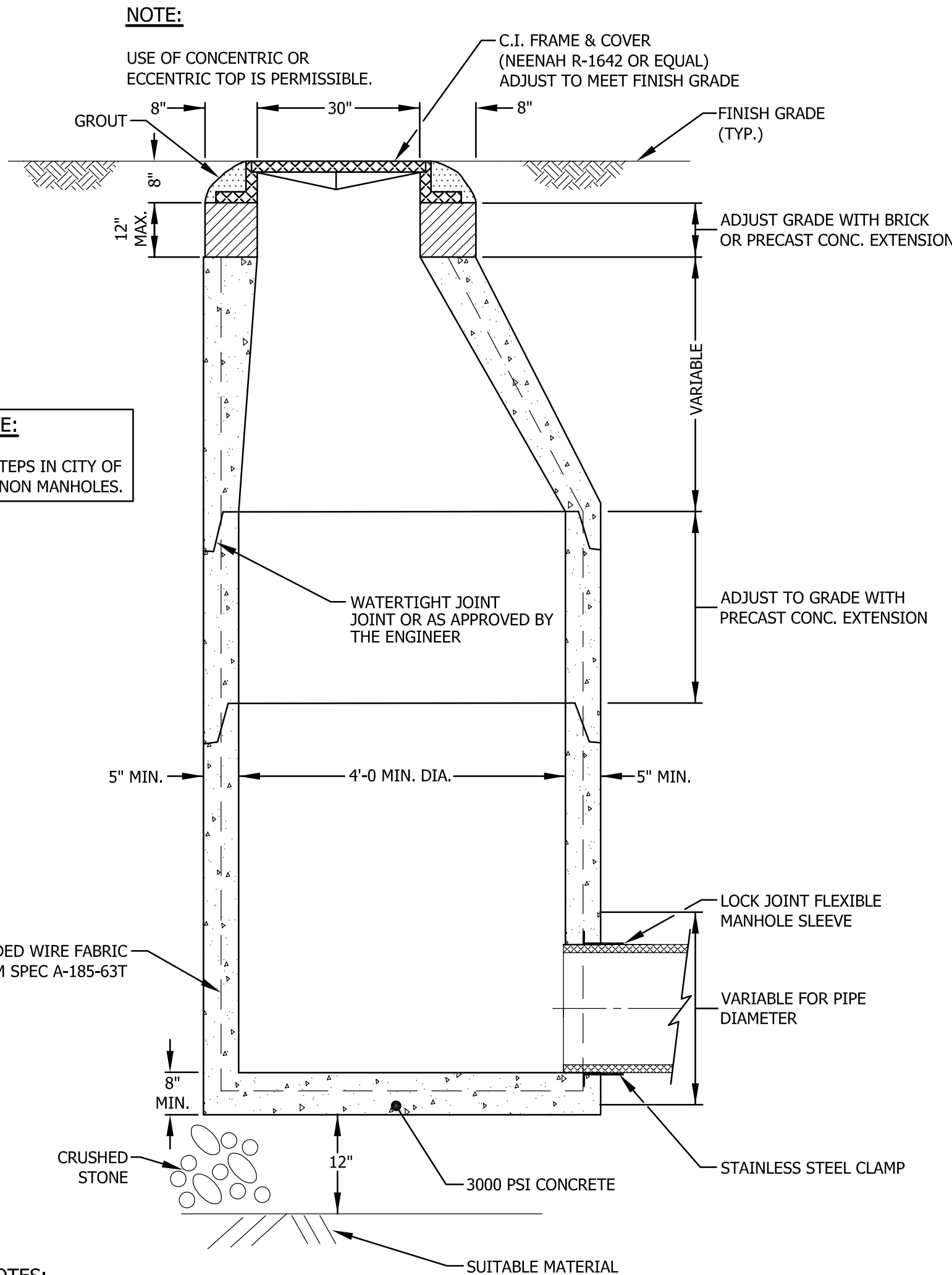
PRECAST REINFORCED CATCH BASIN AND DROP INLET
N.T.S.



DETAIL OF TONGUE
& GROOVE JOINT

NOTE:

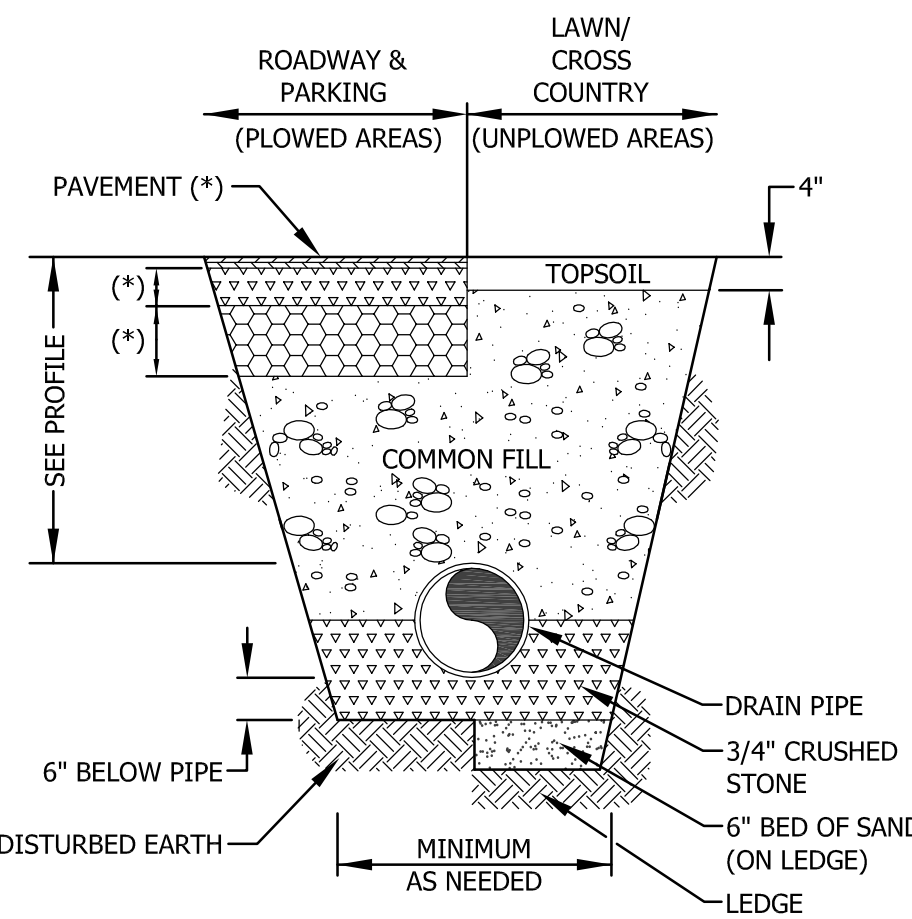
NO STEPS IN CITY OF LEBANON MANHOLES.



NOTES:

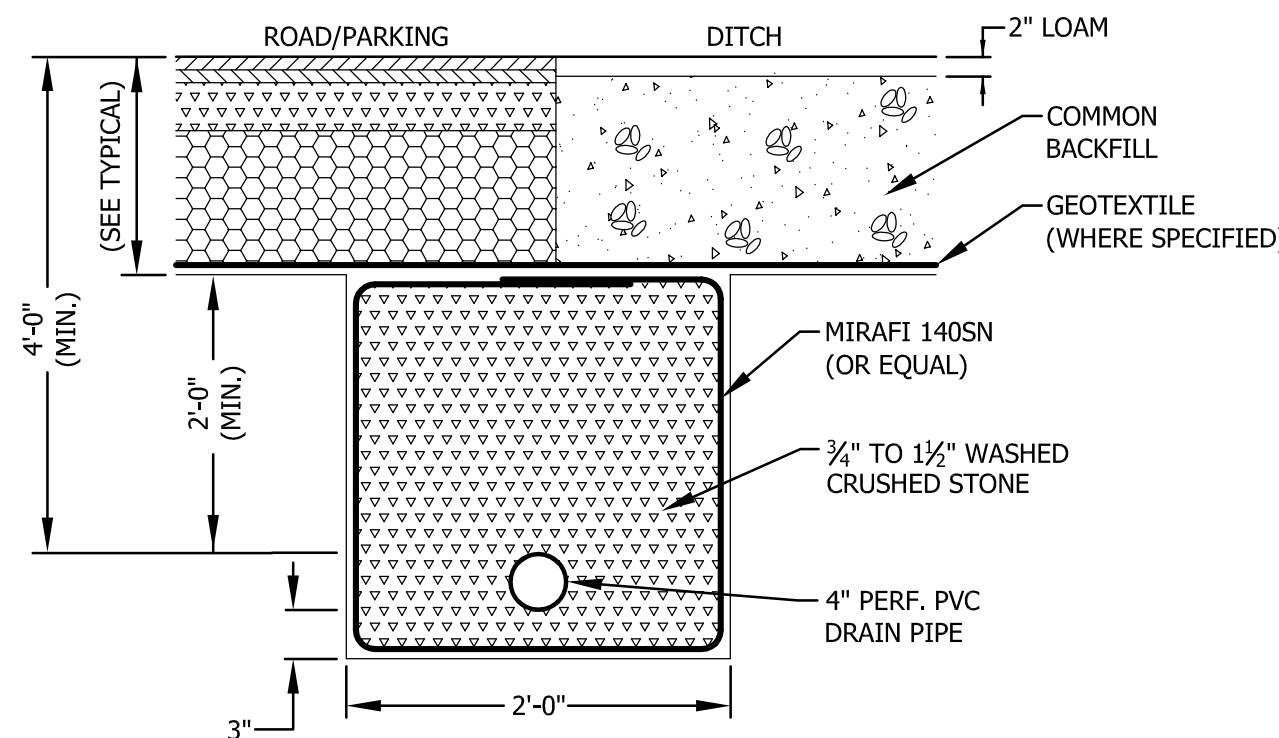
- 1) A 3 INCH (MINIMUM) LETTER "S" FOR SEWER OR "D" FOR STORM DRAINAGE SHALL BE PLAINLY CAST INTO THE CENTER OF EACH COVER.
- 2) FRAME AND COVER SEATS TO BE MACHINED.

TYPICAL DRAIN MANHOLE SECTION
N.T.S.



NOTE: CONSTRUCTION MATERIALS SHALL COMPLY WITH NHDOT STANDARD SPECIFICATIONS.

DRAIN PIPE TRENCH DETAIL
N.T.S.



UNDERDRAIN DETAIL
N.T.S.

NOTES:

- 1) MINIMUM 10' STUB REQUIRED AT ALL DRAIN CB/MH.
- 2) REQUIRED WHERE GROUNDWATER WILL BE LESS THAN 4 FEET BELOW FINISHED GRADE.

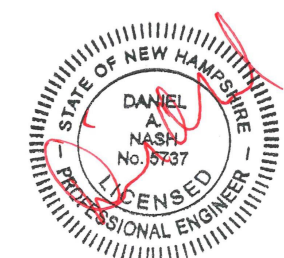
DRAINAGE DETAILS
FOR
CICOTTE PROPERTIES, LLC
IN
LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN

105 LITTLE HEATER - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766

PHONE: (603) 448 6295

E-MAIL: advancedgeomatrics@comcast.net



SURVEYED: PATON

DESIGNED: DAN

DRAWN: DAN

CHECKED: DAN

DATE: 11/14/2022

CICOTTE PROPERTIES

DRAINAGE
DETAILS

D-4

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ADVANCED GEOMATICS & DESIGN

DWG: 2001120011-DET

SHEET 13 OF 14

EROSION CONTROL PLAN

ROAD, PARKING, BUILDING AND UTILITY CONSTRUCTION

DESIGN BASIS

THE MAJORITY OF THE SOIL TO BE DISTURBED DURING THE PROGRESS OF CONSTRUCTION ON THIS SITE WILL RESULT DURING THE ROAD, PARKING, BUILDING AND UTILITY CONSTRUCTION. CERTAIN CONSIDERATIONS HAVE BEEN MADE AND INCORPORATED IN THE CONSTRUCTION PLAN TO INSURE THAT A RETURN TO THE NATURAL STATE WILL BE EXPEDITIOUS AND RESULT IN PERMANENT CONTROL AGAINST SOIL EROSION AFTER THE PROJECT IS COMPLETE.

SITE PREPARATION

THE ENTIRE CONSTRUCTION SITE MAY BE CLEARED (TREES CUT) ALL AT ONCE BUT STUMPING AND/OR GRUBBING SHALL BE UNDERTAKEN IN A PHASED MANNER ALLOWING FOR COMPLETION WITHIN A REASONABLE TIME PERIOD, USUALLY NOT MORE THAN TWO WEEKS.

- ALL NECESSARY AND REQUIRED EROSION CONTROL WILL NEED TO BE INSTALLED AND IN PLACE PRIOR TO ANY CLEARING AND GRUBBING.
- ONCE THE TEMPORARY EROSION CONTROL MEASURES, AS DESCRIBED ON THE PLAN AND AS REQUIRED IN THE FIELD, ARE IN PLACE; GRUBBING, GRADING AND EARTHWORK MAY BEGIN IN PHASES. EACH PHASE, FROM THE BEGINNING OF CLEARING TO FINAL STABILIZATION OF SEEDING AND MULCHING, SHOULD BE ACCOMPLISHED WITHIN A REASONABLE PERIOD OF TIME, USUALLY TWO WEEKS. ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 45 DAYS OF DISTURBANCE THROUGH THE APPLICATION OF TEMPORARY OR PERMANENT EROSION CONTROL MEASURES DESCRIBED HEREIN. IN NO CASE SHALL A DISTURBED AREA REMAIN UNSTABILIZED FOR ANY MORE THAN 45 DAYS.
- ALL BLASTING WILL BE COMPLETED UNDER BLAST MATS OR EARTH OVERBURDEN IN ORDER TO PREVENT UNCONTROLLED EJECTION OF ROCK FRAGMENTS. BLASTING SHALL ALSO CONFORM TO ALL STATE AND FEDERAL STANDARDS.
- SLOPES WILL BE BROUGHT TO FINAL GRADE AS RAPIDLY AS POSSIBLE. AT THE END OF EACH DAY'S OPERATION, THE SEGMENT OF THE SLOPE UNDER CONSTRUCTION WILL EITHER BE SEEDED AND MULCHED UPON COMPLETION OF FINAL GRADE, OR ALL EROSION CONTROL MEASURES INSPECTED TO INSURE THAT THEY WOULD FUNCTION PROPERLY IN THE EVENT OF A RAIN DURING THE NON-WORKING PERIODS.
- AREAS GRUBBED AND NOT GRADED SHALL BE MULCHED AND TRACKED IN WITH A BULLDOZER OR ROLLER WITHIN 7 DAYS. ANY GRADED AREAS NOT BEING WORKED (ROADWAYS, BUILDING PADS) SHALL BE MULCHED AND TRACKED IN WITHIN 7 DAYS OF DISTURBANCE.
- THE DISTURBED AREA SHALL BE KEPT TO THE SMALLEST AREA PRACTICABLE. IN NO CASE SHALL UNSTABILIZED DISTURBED AREA EXCEED 5 ACRES.

THE BASIS OF DESIGN TO INSURE A MINIMUM OF SOIL EROSION DURING CONSTRUCTION IS AS FOLLOWS:

1) TEMPORARY EROSION CONTROL

ALL FINISH GRADED AREAS SHALL BE MULCHED AND SEEDED EXPEDITIOUSLY AS SOON AS THEY ARE SO GRADED. IT SHOULD BE POSSIBLE TO PLACE SEED AND MULCH WITHIN ONE WEEK OF FINISH GRADING. ALL DITCHES, SWALES, AND THE TREATMENT SWALE SHALL BE STABILIZED PRIOR TO DIRECTING FLOW INTO THEM.

PROBLEM AREAS SUCH AS WET SITE AND INTERMITTENT WATER COURSES WILL BE GIVEN PRELIMINARY SEED AND MULCH COATS PRIOR TO FINAL PLANTING AS AN EXTRA PRECAUTION.

TOP SOIL STOCKPILED FOR FUTURE USE IS TO BE PROTECTED FROM EROSION. IF TOPSOIL IS TO BE STOCKPILED, IT SHALL ONLY BE DONE OUTSIDE ANY DRAINAGE WAYS OR WATER COURSES. A SWALE NOT LESS THAN TWELVE INCHES DEEP SHALL BE CONSTRUCTED AROUND THE PERIMETER OF THE STOCKPILE AND A SILT FENCE SHALL BE CONSTRUCTED AROUND THE SWALE, ON THE DOWNSTREAM HALF OF THE PILE. IF THE STOCKPILE IS TO REMAIN IN POSITION FOR MORE THAN ONE MONTH IT WILL BE SEEDED AND MULCHED. (SEE STOCKPILE TREATMENT DETAIL)

AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:

- BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
- A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
- A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE RIP-RAP HAS BEEN INSTALLED; OR
- EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.

2) TEMPORARY SEEDING AND MULCHING

ALL ESSENTIAL GRADING AND ALL TEMPORARY STRUCTURES, SUCH AS DIVERSIONS, DAMS, DITCHES, AND DRAINS NEEDED TO PREVENT GULLYING AND REDUCE SILTATION SHOULD BE COMPLETED PRIOR TO SEEDING. REMOVE STONES AND TRASH THAT WILL INTERFERE WITH SEEDING THE AREA. WHERE FEASIBLE, TILL THE SOIL TO A DEPTH OF ABOUT 3 INCHES TO PREPARE A SEEDED AND MIX FERTILIZER INTO SOIL. THE SEEDED SHOULD BE LEFT IN A FIRM AND SMOOTH CONDITION. THE LAST TILLAGE OPERATION SHOULD BE PERFORMED ACROSS THE SLOPE WHEREVER POSSIBLE. FERTILIZER SHOULD BE UNIFORMLY SPREAD OVER THE AREA PRIOR TO BEING INCORPORATED INTO THE SOIL. A MINIMUM OF 300 POUNDS PER ACRE (7 POUNDS PER 1,000 SQUARE FEET) OF 10-10-10 FERTILIZER, OR ITS EQUIVALENT, SHOULD BE APPLIED. SEED AND SEEDING RATES MAY BE SELECTED FROM THE TABLE BELOW. THE SELECTION WILL BE BASED ON THE TIME OF YEAR THE SEEDING IS TO BE MADE AND THE LENGTH OF TIME THE VEGETATION IS TO AFFORD THE PROTECTION. THE SEED SHOULD BE SPREAD UNIFORMLY OVER THE AREA. AFTER SEEDING, THE SOIL SHOULD BE FIRMED BY ROLLING OR PACKING. WHERE ROLLING OR PACKING IS NOT FEASIBLE, THE SEED SHOULD BE COVERED LIGHTLY BY RAKING, DISKING, OR DRAGGING. WHERE IT IS IMPRACTICABLE TO INCORPORATE FERTILIZER AND SEED INTO MOIST SOIL, THE SEEDED AREA SHOULD BE MULCHED TO FACILITATE GERMINATION.

SPECIES	PER ACRE	PER 1000 SQ.FT.	REMARKS
WINTER RYE	2 BU. OR 112 LBS.	2.5 LBS.	BEST FOR ALL SEEDING. SEED FROM AUGUST 15 TO SEPTEMBER 5 FOR BEST COVER. SEED TO A DEPTH OF 1 INCH.
OATS	2.5 BU. OR 80 LBS.	2 LBS.	BEST FOR SPRING SEEDINGS. SEED NO LATER THAN MAY 15 FOR SUMMER PROTECTION. SEED TO A DEPTH OF 1 INCH.
ANNUAL RYEGRASS	40 LBS.	1 LB.	GROWS QUICKLY, BUT IS OF SHORT DURATION. USE WHERE APPEARANCES ARE IMPORTANT. SEED EARLY SPRING AND/OR BETWEEN AUGUST 15 AND SEPTEMBER 15. COVER THE SEED WITH NO MORE THAN 0.25 INCHES OF SOIL.
PERENNIAL RYEGRASS	30 LBS.	0.7 LBS.	GOOD COVER WHICH IS LONGER LASTING THAN ANNUAL RYEGRASS. SEED BETWEEN APRIL 1 AND JUNE 1 AND/OR BETWEEN AUGUST 15 AND SEPTEMBER 15. MULCHING WILL ALLOW SEEDING THROUGHOUT THE GROWING SEASON. SEED TO A DEPTH OF APPROXIMATELY 0.5 INCH.

3) ROADWAY

THE ROADWAY IS A TYPICAL CUT/FILL OPERATION. IN AREAS WHERE SOILS MAY BE SATURATED BY SEASONAL OR PERMANENT WATER TABLES, IT MAY BE NECESSARY TO PROVIDE ARTIFICIAL SLOPE STABILIZATION BY UNDERDRAIN MEASURES TAKEN AS THEY ARE UNCOVERED DURING CONSTRUCTION. WHERE SATURATED SOILS ARE OBVIOUS WITHOUT EXPLORATION, CUT SECTIONS HAVE BEEN AVOIDED IN AS MUCH AS IS PRACTICAL.

- CLEARING AND GRUBBING STUMPS ARE TO BE CHIPPED IN PLACE AND ALLOWED TO DECOMPOSE, PLACED IN NON STRUCTURAL FILL SECTIONS OR SHALL BE REMOVED TO AN APPROVED STUMP DUMP.

5) SEEDING AND MULCHING

ALL AREAS WHERE THE NATURAL GROUND SURFACE HAS BEEN DISTURBED AND NATURAL VEGETATION REMOVED OR DESTROYED ARE TO BE SEEDED, FERTILIZED AND MULCHED WITHIN THE WORK PERIOD SPECIFIED TO AVOID SOIL DISPLACEMENT BY EROSION BOTH DURING AND AFTER CONSTRUCTION. STANDARD SOIL CONSERVATION SEED MIX IS TO BE APPLIED AT A RATE OF 60 LBS. PER ACRE (TALL FESCUE - 24 LBS., RED FESCUE - 20 LBS., RED TOP - 2 LBS., AND BIRDSFOOT TREFOIL - 4 LBS.). 10-10-10 FERTILIZER IS TO BE WORKED INTO THE TOP 3 OR 4 INCHES OF SOIL (HYDRAULIC APPLICATION PREFERRED) AT A RATE OF 1,000 LBS. PER ACRE. MULCH CONSISTING OF RIPE SEED CARRYING HAY SHALL BE APPLIED OVER SEEDED AND FERTILIZED AREAS AT A RATE OF 2 TONS PER ACRE.

6) EROSION CONTROL DURING BUILDING CONSTRUCTION

ALL PLACES WHERE NATURAL VEGETATION IS REMOVED OR DESTROYED DURING CONSTRUCTION WILL BE SEEDED AND MULCHED SO AS TO PREVENT DISPLACEMENT OF SOIL BY EROSION. WORK TO BE PERFORMED IN THESE PHASES OF CONSTRUCTION WILL BE SCHEDULED IN SUCH A WAY TO INSURE EROSION WILL BE EFFECTIVELY CONTROLLED.

IN CASES OF PROLONGED INCLEMENT WEATHER LEADING TO RUNOFF, EXPOSURE OF NEW SOIL WILL BE TEMPORARILY HALTED; AND ANY AREAS WHERE SOIL DISPLACEMENT BY EROSION IS OCCURRING WILL BE PROTECTED BY METHODS SUCH AS MULCHING, HAY BALES, DIVERSION DITCHES, ETC.

7) COMMENCEMENT AND COMPLETION

ALL WORK INVOLVING EARTHWORK, LANDSCAPING OR ANY OTHER DISTURBANCES OF THE GROUND SURFACE RESULTING IN THE REMOVAL OR DESTRUCTION OF NATURAL GROUND COVER SHALL NOT BE COMMENCED UNTIL APRIL 1 AND ALL AREAS SO DISTURBED SHALL BE FINISH GRADED, SEEDED AND MULCHED OR TEMPORARILY SEEDED AND MULCHED PRIOR TO NOVEMBER 15. SHOULD THERE BE A NEED TO EXTEND BEYOND THIS DATE, EXTRAORDINARY EROSION CONTROL MEASURES WILL BE INSTITUTED, SUBJECT TO THE REVIEW AND APPROVAL FROM THE DEPARTMENT OF ENVIRONMENTAL SERVICES AND OTHER APPLICABLE PERMITTING AGENCIES. PROCESSES SUCH AS THE PLACEMENT OF GRAVEL, PAVING, PLACEMENT OF STONE FILL, CONSTRUCTION OF HEADWALLS, ETC., MAY BE ACCOMPLISHED OUTSIDE OF THESE INCLUSIVE DATES.

8) DUST CONTROL

THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL WITHIN THE PROJECT LIMITS. CALCIUM CHLORIDE OR WATER WILL BE USED AS NEEDED TO CONTROL DUST.

AT THE END OF EACH DAY OR PRIOR TO CONSTRUCTION SHUTDOWNS FOR WEEKENDS OR FOR LONG PERIODS, ALL EROSION CONTROL MEASURES WILL BE INSPECTED AND WHATEVER MAINTENANCE THAT WOULD BE REQUIRED, BE PERFORMED IN ORDER TO INSURE THAT THE ENTIRE EROSION CONTROL SYSTEM WOULD FUNCTION PROPERLY DURING A RAINFALL EVENT.

IN THE EVENT THAT AN UNUSUAL RAINFALL EVENT OCCURS DURING NON-WORKING HOURS, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSPECT THE EROSION CONTROL MEASURES (WHILE IT IS RAINING) AND TAKE WHATEVER MEASURES THAT ARE NECESSARY WHERE EROSION CONTROL MEASURES ARE NOT FUNCTIONING PROPERLY.

WINTER CONSTRUCTION NOTES:

- ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15th, OR WHICH ARE DISTURBED AFTER OCTOBER 15th, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS;
- ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15th, OR WHICH ARE DISTURBED AFTER OCTOBER 15th, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS; AND
- AFTER NOVEMBER 15th, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3.

EROSION CONTROL CHART

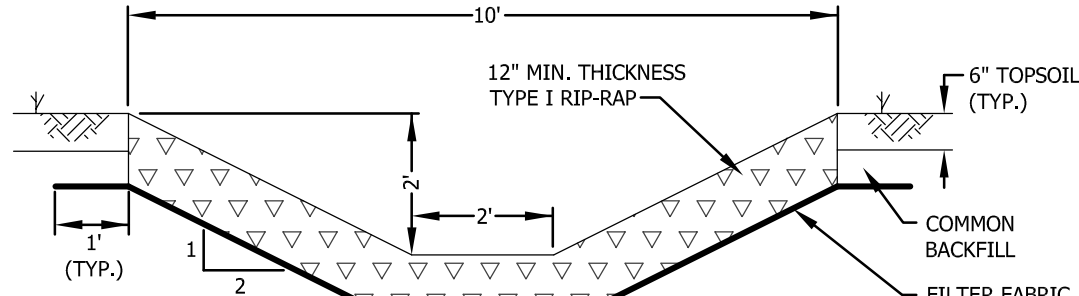
ACTIVITY:	TYPE OF CONTROL:	MAINTENANCE (*):
1) CLEARING AND GRUBBING	SILT FENCE	B
2) ACCESS ROADS AND PARKING	STACKED HAY BALES	B
	GRASS SEED AND MULCH	A
3) DRAINAGE STRUCTURES	STACKED HAY BALES	B
	GRASS SEED AND MULCH	A
4) HOUSE SITES	SILT FENCE	B
	STACKED HAY BALES	B
	GRASS SEED AND MULCH	A
5) UTILITIES	GRASS SEED AND MULCH	A

MAINTENANCE INDEX

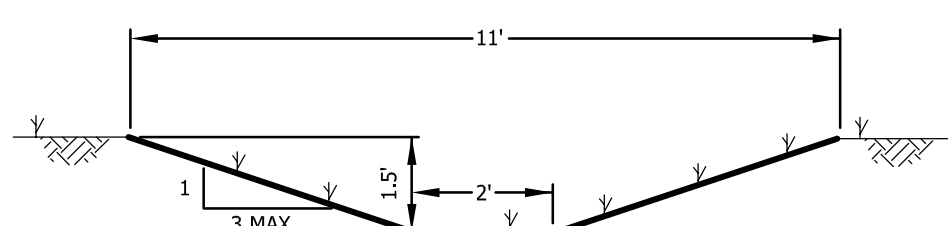
*) DAMAGED EROSION CONTROL MEASURES WILL BE REPAIRED AND/OR REPLACED AS SOON AS POSSIBLE. DAMAGE TO ANY EROSION CONTROL MEASURE AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED IMMEDIATELY. EROSION CONTROL MEASURES THAT TRAP SEDIMENT WILL BE EMPTIED WHEN HALF FULL. SEE EROSION CONTROL TEXT FOR IMPLEMENTATION OF THESE EROSION CONTROL MEASURES.

A) TO BE INSPECTED DAILY.

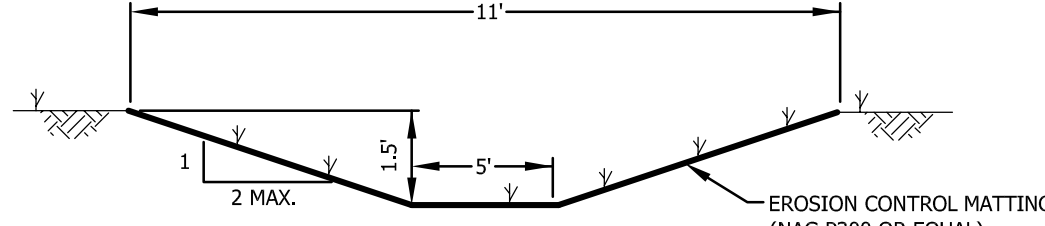
B) TO BE INSPECTED ONCE A WEEK AND AFTER RUNOFF OF 0.5" OR GREATER. REPAIRS SHALL BE MADE WITHIN 24 HOURS OF INSPECTION.



STONE LINED DITCH (AS NOTED AND ON ROAD DITCHES > 5%)



GRASS LINED DITCH



GRASS LINED DITCH

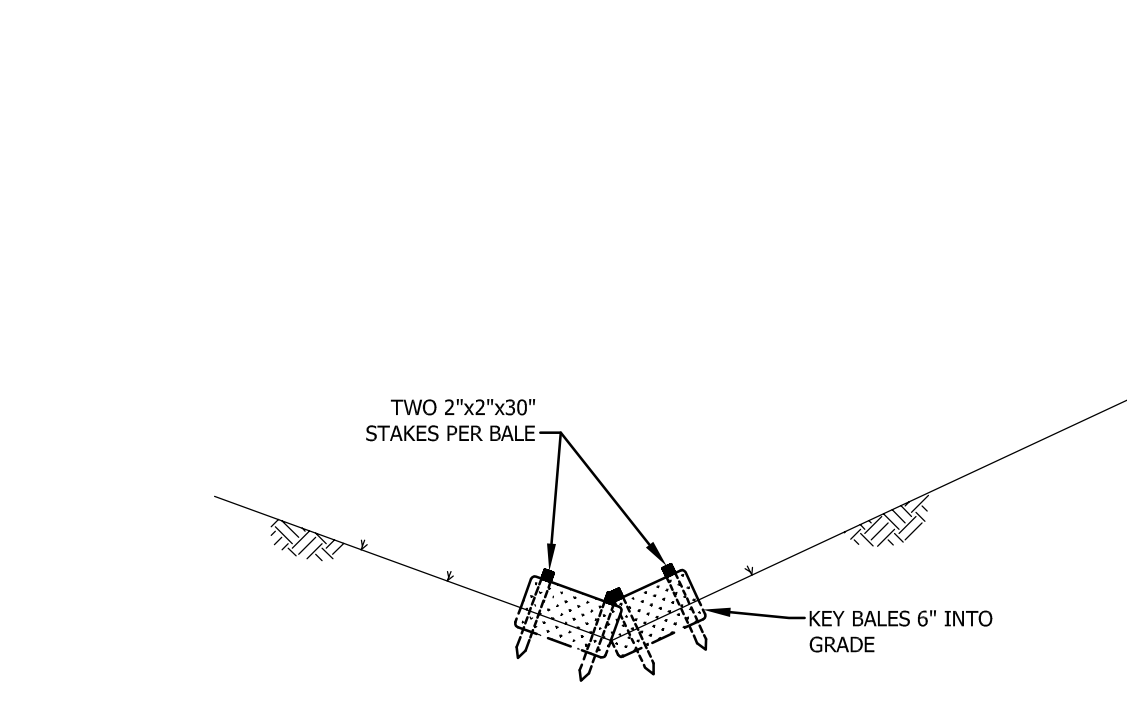
STONE FOR RIP-RAP

STONE FOR RIP-RAP SHALL BE APPROVED, HARD, BLASTED ANGULAR ROCK OTHER THAN SERPENTINE ROCK CONTAINING THE FIBROUS VARIETY CHRYSOTILE (ASBESTOS). THE LEAST DIMENSION OF THE STONE SHALL BE GREATER THAN 1/3 OF THE LONGEST DIMENSION. THE STONE FILL SHALL BE REASONABLY WELL GRADED FROM THE SMALLEST TO THE MAXIMUM SIZE STONE SPECIFIED SO AS TO FORM A COMPACT MASS WHEN IN PLACE.

- (A) TYPE I. THE LONGEST DIMENSION OF THE STONE SHALL VARY FROM 1 INCH TO 12 INCHES, AND AT LEAST 50 PERCENT OF THE VOLUME SHALL HAVE A LEAST DIMENSION OF 4 INCHES.
- (B) TYPE II. THE LONGEST DIMENSION OF THE STONE SHALL VARY FROM 2 INCHES TO 36 INCHES, AND AT LEAST 50 PERCENT OF THE VOLUME SHALL HAVE A LEAST DIMENSION OF 12 INCHES.

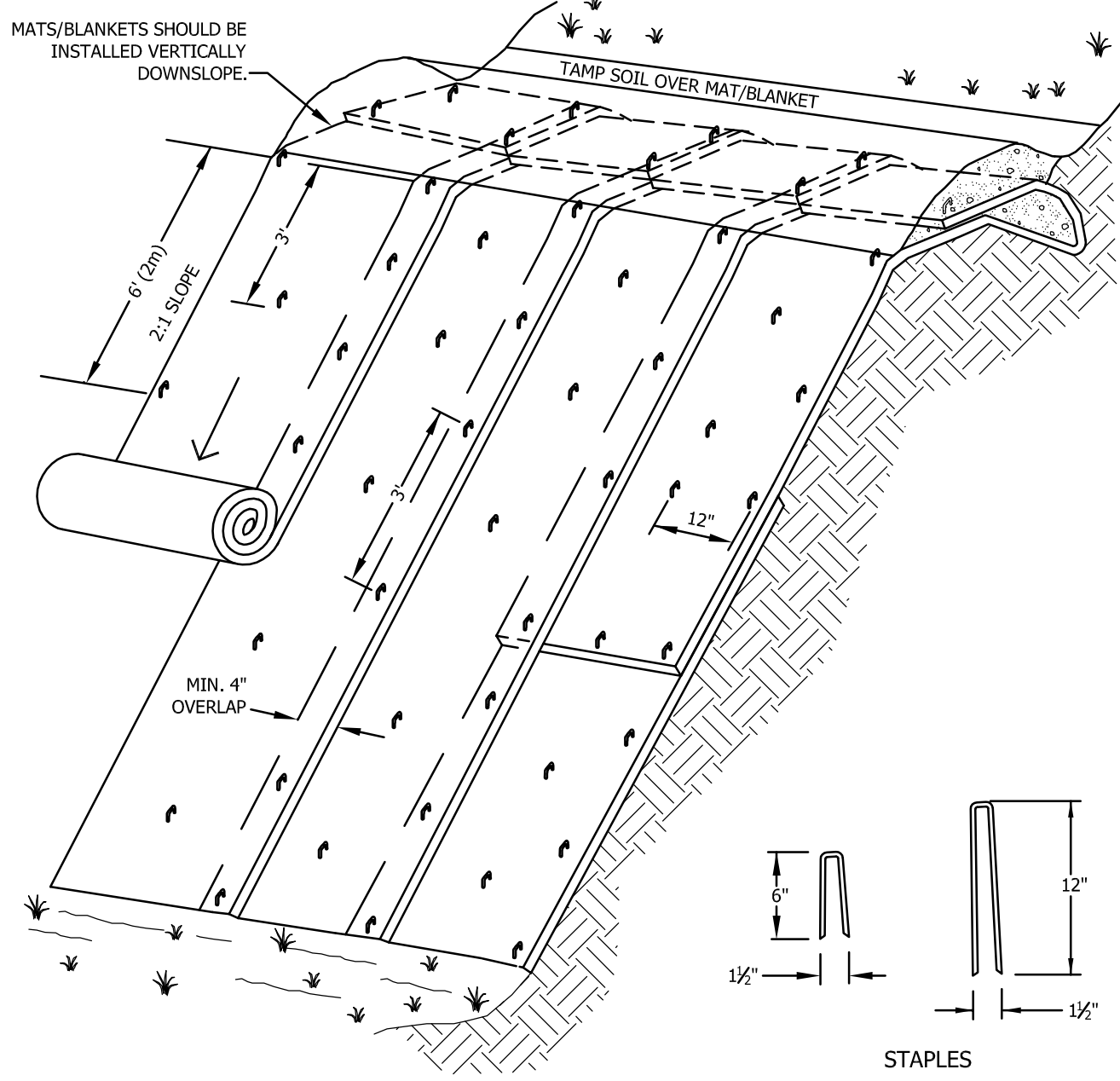
TYPICAL DRAINAGE DITCH SECTIONS

N.T.S.



STAKED HAY BALES (BMP-SHB)

N.T.S.

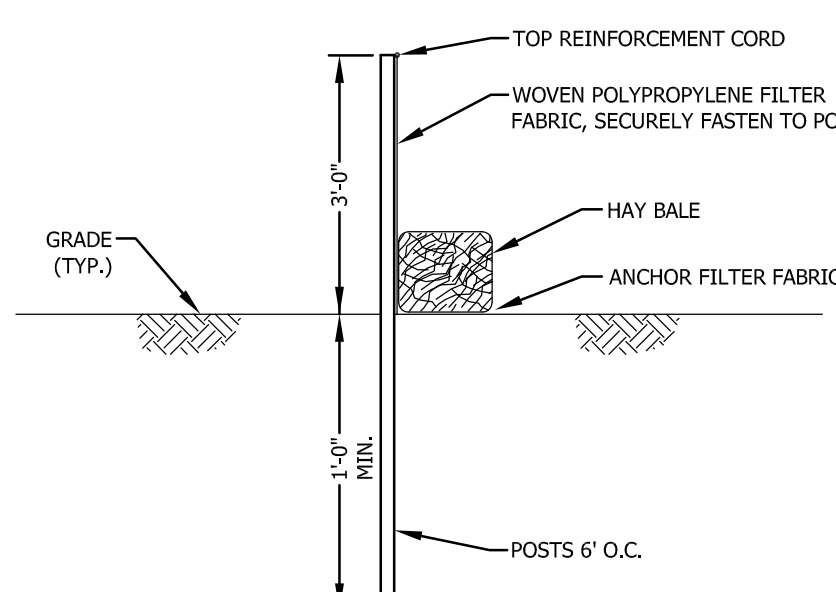


NOTES:

- SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICKS AND GRASS. MATS/BLANKETS SHALL HAVE GOOD SOIL CONTACT.
- APPLY PERMANENT SEEDING BEFORE PLACING BLANKETS.
- LAY BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL. DO NOT STRETCH.

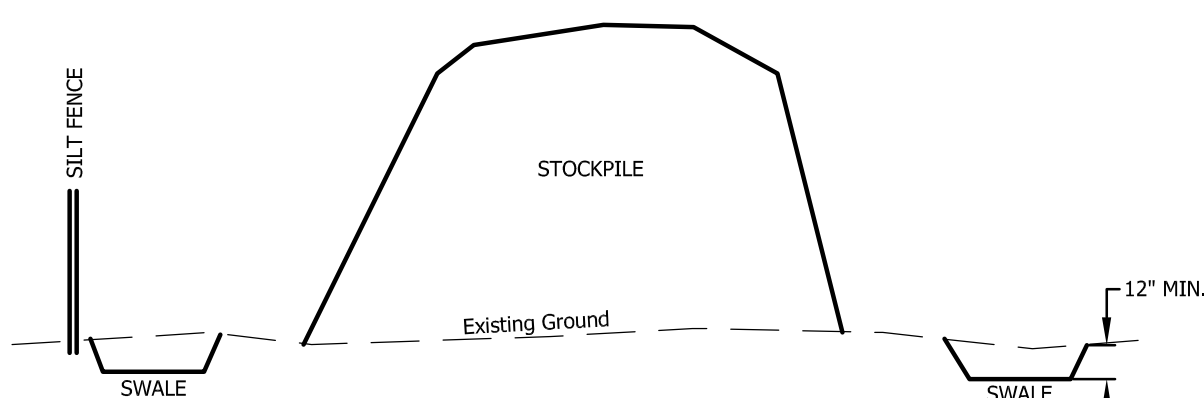
EROSION CONTROL MATTING

N.T.S.



SILT FENCE DETAIL (BMP-SF)

N.T.S.

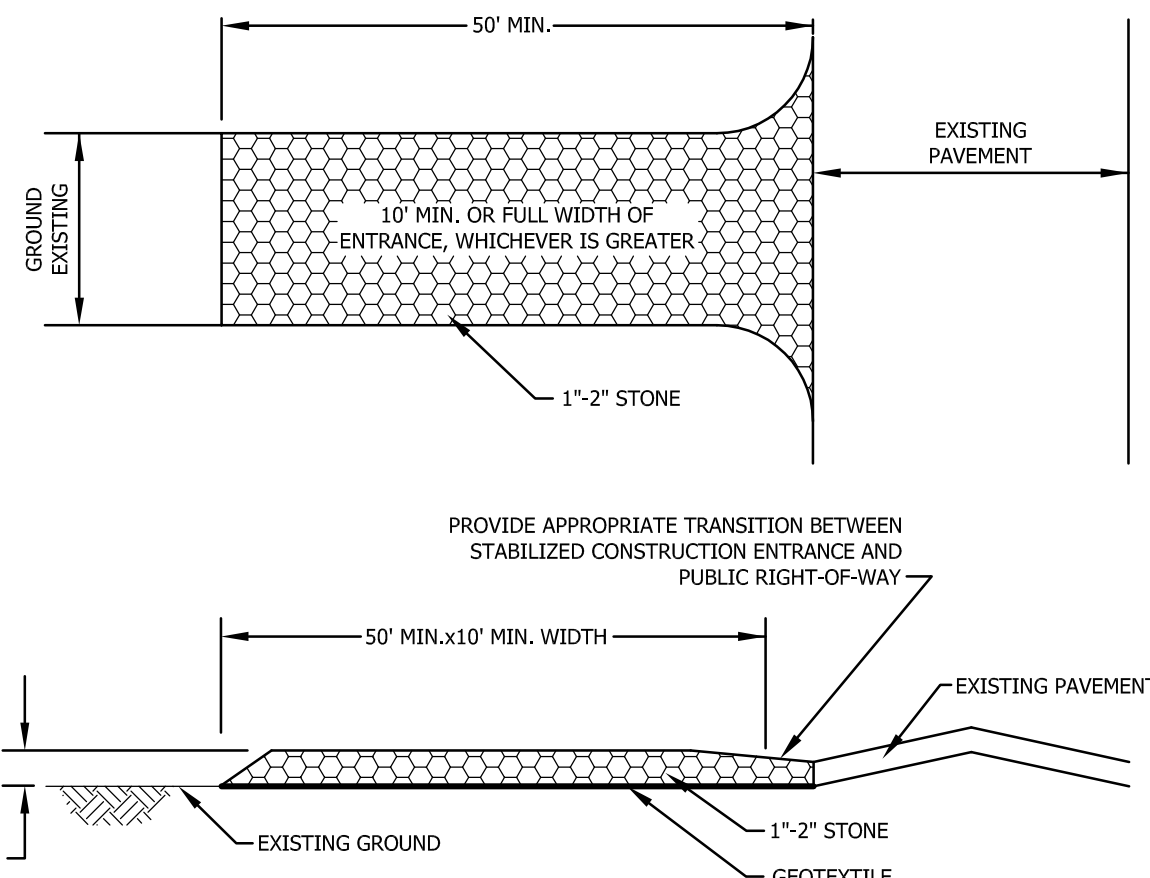


STOCKPILE TREATMENT DETAIL

N.T.S.

NOTES:

- SWALE AROUND ENTIRE STOCKPILE, MINIMUM 12" DEEP.
- SILT FENCE AROUND SWALE ON DOWNSTREAM HALF OF PILE.
- STOCKPILE LEFT OVER 30 DAYS SHALL BE SEEDED AND MULCHED.

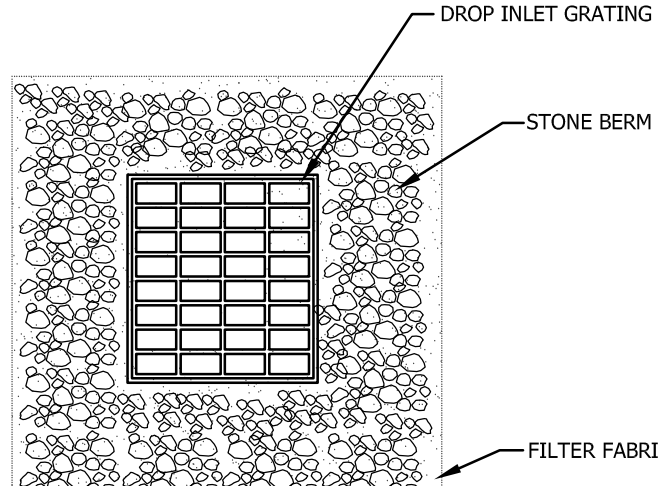


STABILIZED CONSTRUCTION ENTRANCE (BMP-SCE)

N.T.S.

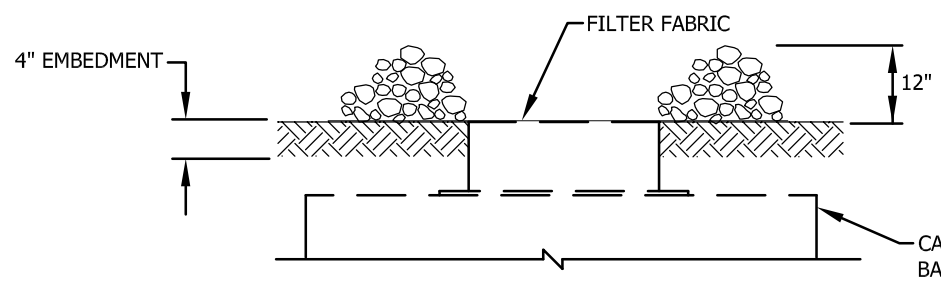
NOTES:

- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING, WASHING, OR FLOWING OF SEDIMENT INTO PUBLIC RIGHT-OF-WAY.
- ALL SEDIMENT SPILLED, DROPPED, TRACKED OR WASHED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.



PLAN VIEW

NOTE: PLACE STONE BERM AROUND GRATING AS SHOWN ON EROSION CONTROL PLAN

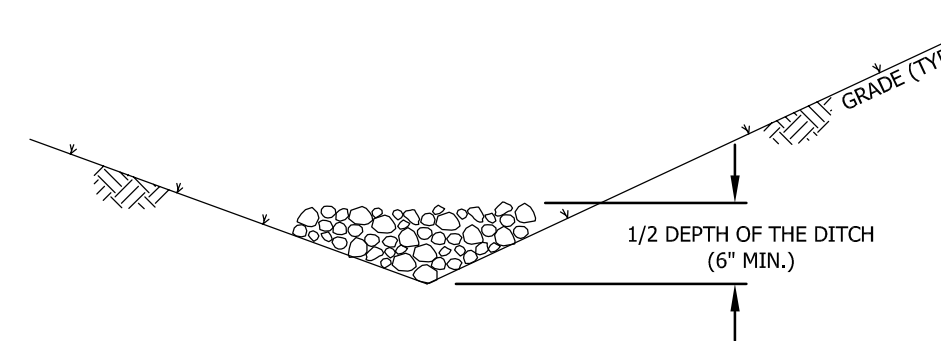


SECTION

TEMPORARY STONE INLET PROTECTION (BMP-SIP)

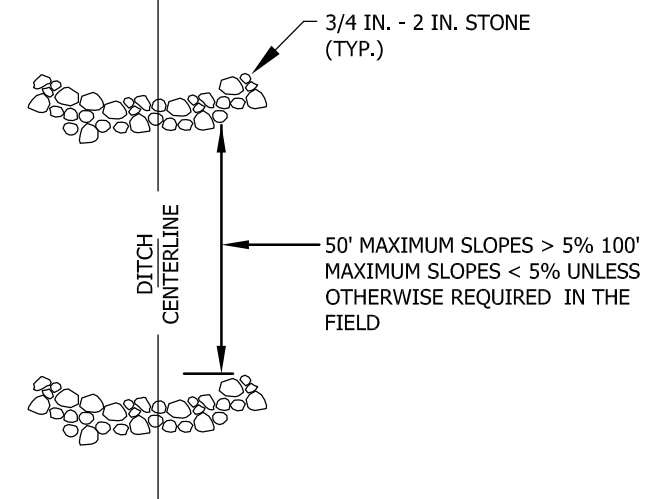
N.T.S.

*NOTE: TO BE USED AT ALL CATCH BASINS



STONE CHECK DAMS (BMP - SCDD)

N.T.S.



STONE CHECK DAMS (BMP - SCDD)

N.T.S.

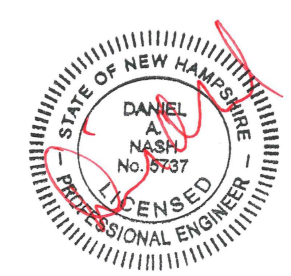
EROSION CONTROL DETAILS FOR CICOTTE PROPERTIES, LLC IN LEBANON, NEW HAMPSHIRE

ADVANCED GEOMATICS & DESIGN

105 LITTLE HEATER - PO BOX 512
LEBANON, NEW HAMPSHIRE 03766

PHONE: (603) 448 6295

E-MAIL: advancedgeomatics@comcast.net



SURVEYED: PATON
DESIGNED: DAN
DRAWN: DAN
CHECKED: DAN
DATE: 11/14/22

CICOTTE PROPERTIES

EROSION CONTROL DETAILS

D-5

4-19-2023

Dan Nash
Advanced Geomatics & Design
105 Bank Street, PO Box 512
Lebanon, NH 03766

re: Infiltration test pits and field test results
Lebanon, Lot 64-30, 175 Heater Road

Dear Dan,

Earlier today I witnessed the excavation of one extended test pit on the above referenced site. This pit was located off the west edge of the existing paved parking lot, extending from the edge of the parking lot into the existing grass drainage swale. I am relying on you to add the location to your Site Plan. I logged this pit in as two separate measurement points, the first (TP-1) in the swale and the second (TP-2) at the edge of pavement. The ground slopes several feet from the edge of pavement down into the swale. The underlying native soils are relatively flat, with varying fill depths above. DR Key supplied an excavator and operator to dig the test pits. You were on site during the test pit excavation, and provided guidance on the subsequent infiltration testing.

Test Pit field logs for the two test pit locations are as follows;

Test Pit TP-1

Measured from ground surface in swale

0-3"	Brown loam
3"-9"	Clean brown gravelly sand
9"-21"	Red-brown gravel 7.5YR 3/4
21-25"	Dark grey gravel 5Y 3/2
25"-4'	Lt olive grey silt and fine sand, 5Y 4/2. Heavy mottling 2'8" (historical) Water seeping around 2'8", settled out at 30" below grade at 2.5' from upper-level infiltration through gravel in swale.

Test Pit TP-2

Measured from ground surface at edge of pavement

0"-2"	Stoney topsoil
2"-1'10"	Clean bank run gravel, road fabric at 1'10"
1'10"-4'	Mixed brown to olive brown gravel, trace concrete (3'6"), old fill
4'-6'	Lt olive grey silty fine sand, moist, heavy mottling 5'8"

Water settled out at 5'3" bgs at 2.5 hours, mostly from higher level seepage at interface of gravels and native silty soil

We discussed obtaining infiltration rates in the two primary soil types, the gravel fill above native soils and the silty native soils themselves. We set over a few feet from the test pit, and excavated one spot at the edge of the swale and another at the edge of the parking lot. I finished off each spot with a hand shovel to set open pipes into undisturbed soils. Pipes were driven in with a hammer to "seat" them into the undisturbed soil. The test pit was then backfilled around the pipe to secure it in place. I added water to soak the soil around the test point, the soils at both locations had been observed to be moist already.

The infiltration test associated with TP-1 (edge of swale), was run at 28" below grade, set firmly in the native silt and fine sand. The pipe was filled with 24" of water, with the initial plan to soak it for one hour before starting test measurements. At the end of the first hour, no head loss was measured. Another one hour test was logged, with no head loss over the second hour either. The results of this test is that no infiltration would be expected through the undisturbed underlying native soils at this location. This isn't likely the case over a long term exposure (such as a pond), but in design terms the test shows 0 inches/hour.

The test point at the edge of the pavement was set at 3'5" below grade, in the mixed gravel fills. This location was soaked for one hour, and then a one hour test was run. Based on my measurements, an infiltration rate of **7.5 inches/hour** was calculated. I would recommend that you actually design for an infiltration rate of around **6 inches/hour** to account for longer term saturation.

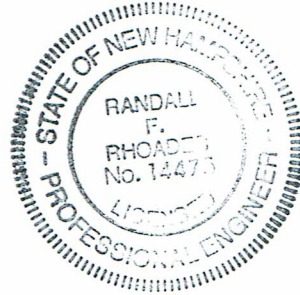
I have attached a photo of the overall test pit, early in the process and after 2.5 hours, for your reference.

I will be happy to answer any questions you have following your review of this report.

Sincerely,



Randall Rhoades, PE
Principal/Geotechnical Engineer





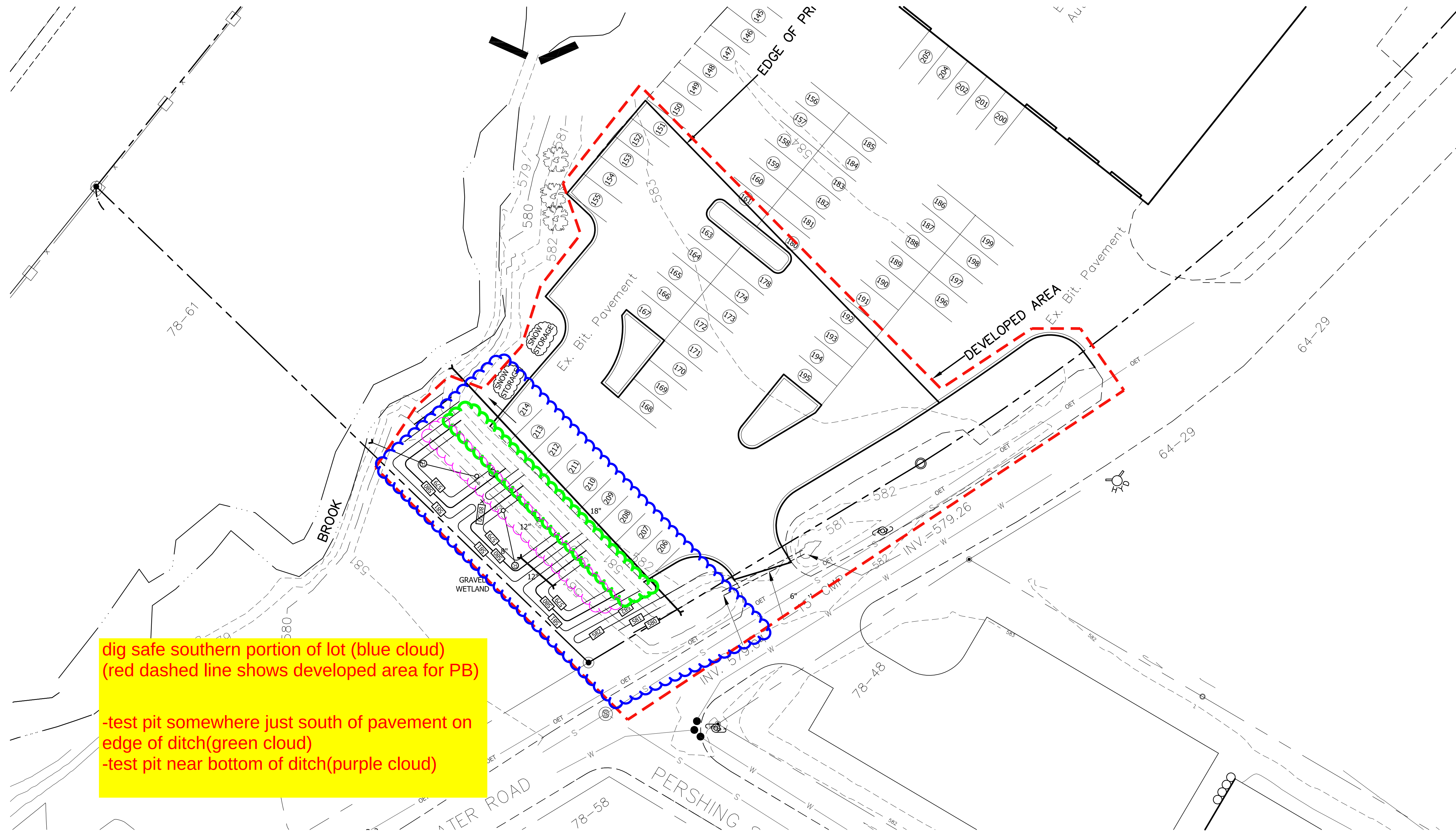
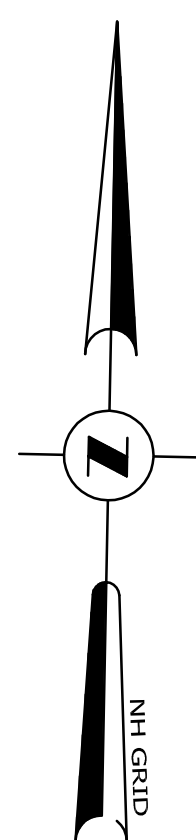
Soil conditions at TP-2, edge of pavement



Measurement point TP-1 reflected in shovel hole in foreground. Note water on ground surface of grass swale.



Water conditions after approximately 2.5 hours.



dig safe southern portion of lot (blue cloud)
(red dashed line shows developed area for PB)

-test pit somewhere just south of pavement on
edge of ditch(green cloud)
-test pit near bottom of ditch(purple cloud)

DETAILED GRADING PLAN



TEST PIT REQUEST
VWV, HEATER ROAD
AGD/DAN
12APR23

ADVANCED GEOMATICS & DESIGN		FOR		REVISIONS		DATE
105 BANK STREET - PO BOX 512 LEBANON, NEW HAMPSHIRE 03766 PHONE: (603) 448 6295 E-MAIL: advancedgeomatics@comcast.net		1		#		
SURVEYED: PATON		DESIGNED: DAN		DRAWN: DAN		
CHECKED: DAN		DATE: 11/14/2022		CICOTTE PROPERTIES		
CICOTTE PROPERTIES		DETAILED GRADING PLAN		C-2		
© 2022		ADVANCED GEOMATICS & DESIGN		DWG: M:\20011-PL_VWV.DWG		



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

PLANNING BOARD

May 8, 2023 Meeting

Staff Memorandum – PB2023-16-CUPMIN

APPLICATION INFORMATION

Agenda Item: 3.C

Application ID:
PB2023-16-CUPMIN

Application Type:
Conditional Use Permit and Minor Subdivision for Proposed 3-lot Industrial Planned Unit Development (PUD)

Property Location & Tax Map:
0 Plainfield Road (Tax Map 131, Lot 3)

Property Owner/Applicant:
Upper Valley Technology Park, LLC

Property Size (existing):
+/-36.93 acres (City assessing records)

Future Land Use Map:
Industrial

Zoning District:
Light Industrial (IND-L)

Overlay District(s):
• Wetlands Conservation District

LEGAL NOTICE

Upper Valley Technology Park LLC, 0 Plainfield Road (Tax Map 131, Lot 3) zoned IND-L: Request for a Conditional Use Permit per Section 501.4 of the Zoning Ordinance and for Minor Subdivision approval of a proposed 3-lot Industrial Planned Unit Development (IPUD). The proposal is intended to supersede and replace the 3-lot IPUD approved on December 19, 2022 (PB2022-51-CUPMIN). PB2023-16-CUPMIN

PLANS AND APPLICATION MATERIALS

- ▶ Application form (1 page)
- ▶ Letter dated April 7, 2023, from Adam Morse, PE, of Engineering Ventures, PC (project description & response to PUD criteria; 10 pgs)
- ▶ Draft Declaration of Restrictive Covenant (4 pages)
- ▶ Letter dated April 25, 2023, from Adam Morse, PE, of Engineering Ventures, PC (overhead utilities request; 1 page)
- ▶ Plat titled, "Subdivision Plat for Upper Valley Tech Park LLC Planned Unit Development," prepared by Latitudes Land Surveying, dated April 2, 2023, project no: 22015

Included with 12/8/22 Planning Board agenda packet for PB2022-51-CUPMIN and incorporated as part of the current application by reference:

- ▶ Subdivision Regulations - Technical Checklist (Minor Subdivision) (3 pages)
- ▶ PUD figures, prepared by Engineering Ventures, PC, dated September 27, 2022, Project No. 22060 (6 pages)
- ▶ Fiscal Impact Analysis for Airpark Road – Upper Valley Technology Park, prepared by Fougere Planning & Development, dated November 10, 2022 (13 pages)
- ▶ Memo dated November 11, 2022, from Erica Wygonik, PE, of WCG (transportation assessment; 6 pages)

COMPLETENESS REVIEW

This application has been reviewed in accordance with the Lebanon Subdivision Regulations. The Planning and Development Department recommends that the Board find that the application is complete enough to accept jurisdiction and to commence review.

BACKGROUND

The subject property is a +/-36.93 acre vacant lot located in the Light Industrial (IND-L) District with approximately 49 ft. of frontage on Technology Drive and +/-794 ft. along the recently completed Airpark Road extension. On December 8, 2022, the Planning Board approved the applicant's request for a Conditional Use Permit per Section 501.1 of the Zoning Ordinance and Minor Subdivision to create a 3-lot Industrial Planned Unit Development (IPUD) per Section 501.4 of the Zoning Ordinance (PB2022-51-CUPMIN). The PUD includes the following three lots:

- Lot 1 will consist of 3.9 acres and will have frontage on and access to Airpark Road Extension. Lot 1 is proposed to be developed with a +/-6,000 sq. ft. building for a proposed food distribution and warehouse facility. The site plan application for Lot 1 (PB2023-07-SPR) was approved by the Planning Board on March 20, 2023.
- Lot 2 will consist of 6.3 acres and will have frontage on and access to Airpark Road Extension. Lot 2 is proposed to be developed with a +/-9,400 sq. ft. building for a proposed equipment and machinery sales, rental and service use. The site plan application for Lot 2 (PB2022-52-SPR) was approved by the Planning Board on January 23, 2023.
- Lot 3 will consist of 26.7 acres and will have access on Technology Drive. A conceptual development is depicted on the subdivision plat, but there is no specific proposal at this time. Future development of Lot 3 will require Site Plan Approval, which will also constitute an amendment to the PUD CUP and Minor Subdivision approval.

Per the requirements of Section 501.1 of the Zoning Ordinance, an open space area of +/-3.8 acres has been designated (just over 10% of the total size of the IPUD). The open space area is overlaid onto the three lots and encumbers all three (in other words, the open space will not be located on its own lot). When developed, each lot will be served by an extension of City water and sewer.

Figure 1. Aerial view of subject property.



APPLICATION OVERVIEW

As described in the attached letter from Adam Morse, PE, the applicant proposes the following revision to the approval PUD plat:

Lot 3 tentative building and parking layout has been replaced with a proposed building envelope in accordance with Section 501.1.E.1.b. The original tentative building and parking layout was for a specific lot purchaser that is no longer in consideration. Other potential buyers have requested that a building envelope be approved to provide more flexibility in future development layout, subject to Site Plan Review by the Planning Board. The proposed building envelope is less than half of the Lot 3 area and is located to avoid existing site resources such as large wetland areas and steeper slopes.

Neither the Zoning Ordinance nor the Subdivision Regulations include provisions for amending a Conditional Use Permit or Subdivision approval. Consequently, although the proposed revision to the approved plat is relatively minor, the current request constitutes a new application that is subject to all relevant submission and design requirements.

As set forth in the attached letter from Adam Morse, PE, dated April 25, 2023, the applicant is also requesting permission to utilize Pole mounted transformers and overhead power connections are permitted along Airpark Road for Lots 1 and 2. Pursuant to Section 13.8.C of the Subdivision Regulations, "electric, telephone and cable TV distribution systems shall be underground, including services and street lights, **unless modified by the Board**. The subdivider shall coordinate subdivision design with the utility companies to ensure adequate and suitable area for underground installations."

STAFF COMMENTS

PLANNING

Background

A IPUD is a type of Planned Unit Development (PUD) which is regulated by §501.1 of the Zoning Ordinance (IPUD-specific regulations are found in §501.4). A IPUD is a permitted use in the IND-L District with a Conditional Use Permit from the Planning Board, provided that the property is a minimum of 10 acres or more in size. Among other requirements, a minimum of 10% of the PUD property must be preserved as open space (Section 501.1.F.4.c of the Zoning Ordinance). The core purpose of the PUD regulations is set forth in Section 501.1.A of the Zoning Ordinance as follows: "PUDs should occur only after the characteristics of a property are studied and described, in order to best ensure that impacts on natural resources are minimized, through a process of building site selection in areas of lowest natural resource value. Land planning is not an exercise in geometry, but a rational process of site assessment and intelligent design." Moreover:

To effectuate this core purpose of the PUD regulations, the preparation of a PUD plan must first begin with identifying the "Site Resources" (described in Section 501.1.E.1.a). The required open space, building sites, and overall site layout must then be designed in a manner that maximizes protection/conservation of the Site Resources. At the same time, the open space must be designed in a manner that meets as many of the public benefit criteria set forth in Section 501.1.J.1.a.ii as possible. The goal is to ensure a thoughtful and well-planned development that is based on a site specific assessment. In return, the applicant may propose a development that does not meet the minimum yard, lot area, and frontage requirements of the underlying zoning district. The elimination of these requirements allows a "clustering" of the development which gives the developer flexibility in design and should result in overall cost savings by reducing the extent of infrastructure and site work that is needed for the development.

The objectives an IPUD are set forth in Section 501.4.A as follows: “(1) to allow flexibility in the site design and development of large-scale commercial and/or industrial development; (2) to encourage the preservation of valuable open spaces and/or natural features; and (3) to provide for the efficient utilization of land and community facilities, services and utilities.”

IPUDs are regulated by Sections 501.1 and 501.4 of the Zoning Ordinance and, per Section 501.1.B, require a Conditional Use Permit (CUP) from the Planning Board. To grant a CUP, the applicant must demonstrate that the proposed PURD satisfies all applicable criteria set forth in Sections 501.1.E through 501.1.J. **The applicant has provided responses to the Section 501.1.E through J criteria in the attached letter dated April 7, 2023, from Adam Morse, PE** (comments from staff on the Section 501.1.E through J criteria are set forth below).

Section 501.1 PUD Criteria

E.1. Subdivision and/or Site Plan. See attached letter dated April 7, 2023, from Adam Morse.

E.2. Impact Statement. See attached letter dated April 7, 2023, from Adam Morse. A Fiscal Impact Analysis, prepared by Fougere Planning & Development, and a memo dated November 11, 2022, from Erica Wygonik, PE, of WCG were also included with the prior application for PB2022-51-CUPMIN.

F. Open Space. As required, the applicant is proposing to set aside 10% of the IPUD property for open space to be preserved in perpetuity. See attached letter dated April 7, 2023, from Adam Morse, PE, describing how the proposed open space meets the public benefit criteria set forth in Section 501.1.J.1.a.ii in addition to all other requirements of set forth in Section 501.1.F.

At the time of the writing of this memo, the City's legal counsel is reviewing the applicant's proposed Declaration of Restrictive Covenant which is intended to satisfy the open space ownership and protection requirements of Section 501.1.F 6 and 7.

G. Design Guidelines. See attached letter dated April 7, 2023, from Adam Morse.

H. Dimensional Regulations. Per Section 501.1.H of the Zoning Ordinance, the Board may approve lots that are non-conforming to the underlying requirements of the zoning district in which the property is located if the Board finds: (1) that such reductions do not result in overcrowding of the land; (2) that the layout pattern is orderly and harmonious; and (3) that the reductions are appropriate to the PUD proposal.

Here, proposed lots 1 and 3 have 49 ft. and 101 ft. of frontage whereas a minimum of 200 ft. is required in the IND-L District (per Section 303.3 of the Zoning Ordinance. The proposed Lot 1 and 3 frontage may be approved by the Planning Board if it makes the findings noted above.

I. Water and Sewer. See attached letter dated April 7, 2023, from Adam Morse.

J. Approval of CUP Application. See attached letter dated April 7, 2023, from Adam Morse.

Subdivision Regulations

With respect to Lot 3, staff has asked the applicant to address Section 13.3.A of the Subdivision Regulations which provides that “The subdivider shall demonstrate on each lot that there is a feasible location for a safe and convenient access for a driveway without unreasonable grades. Steep driveways

in excess of 10% grade are prohibited unless the Fire Department allows a steeper driveway to be provided.”

ASSESSING No comment at this time.

BUILDING INSPECTION No comment at this time.

ENGINEERING / PUBLIC WORKS No comment at this time.

FIRE No comment at this time.

POLICE No comment at this time.

STAFF RECOMMENDATIONS

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

Conditions to be Satisfied Prior to the Signing and Recording of the Plat

1. The applicant shall revise the subdivision plat to the satisfaction of the Planning and Development Department and the City's legal counsel, as follows:
 - a. Contact the Police Department to obtain addresses for each lot and add to the plat.
 - b. Identify how the open space will be physically delineated in accordance with Section 501.1.F.7.b of the Zoning Ordinance.
 - c. Add open space calculations;
 - d. Add a note indicating how the open space will be owned, protected, and managed;
 - e. Provide date and description of any revisions made (9.5.A.1)
2. The applicant shall provide a digital record drawing of the revised subdivision plat (Cad .dwg format using NH State Plane Coordinate system or an alternative approved by the City's GIS Coordinator).
3. All outstanding engineering review fees shall be paid in full as required by Section 4.7.E.1 of the Site Plan Review Regulations.
4. The Declaration of Restrictive Covenant shall be reviewed by the City Attorney, and shall be revised to the satisfaction of the City Attorney.

General Conditions

5. The plat, as revised per condition of approval #1, shall be recorded simultaneously with the Declaration of Restriction Covenant, as may be revised per condition of approval #4, in accordance with Planning & Development Department procedures.
6. Recording of the plat as revised per condition of approval #1 above shall satisfy condition of approval #10 as set forth in the March 20, 2023 Notice of Action for PB2023-07-SPR and condition of approval of approval #10 as set forth in the January 23, 2023 Notice of Action for PB2022-53-SPR.

7. *(If approved by the Planning Board)* Pole mounted transformers and overhead power connections are permitted along Airpark Road for Lots 1 and 2.
8. Future development on the new lots 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, and such fees shall be due and payable at the time of issuance of a Certificate of Occupancy. 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.
9. All future construction shall substantially conform with and shall be subject to the requirements and specifications of the recorded plat. (Section 7.9.A.2)

Attachments

cc: Upper Valley Technology Park, LLC (via e-mail)
Adam Morse, PE, Engineering Ventures, PC (via e-mail)
File

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: Upper Valley Technology Park LLC TEL.#: 802-764-2330

MAILING ADDRESS: 277 Blair Rd. Suite 130, Williston, VT 05495

E-MAIL ADDRESS: dwells@dewconstruction.com

CO-APPLICANT, AGENT, OR LESSEE:

NAME: Engineering Ventures, PC (Adam Morse) TEL.#: 603-727-7031

MAILING ADDRESS: 85 Mechanic St., Ste. E2-3 Lebanon, NH 03766

E-MAIL ADDRESS: adamm@engineeringventures.com

PROJECT LOCATION:

TAX MAP #: 131 LOT#: 3 PLOT #: ZONE:

STREET ADDRESS OF PROJECT: 0 Plainfield Rd. West Lebanon, NH 03784

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

SCOPE OF PROJECT:

Creation of a new three lot minor subdivision and industrial planned unit development, involving future and concurrent development.

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: food warehouse/exchange center, construction rental, retail and service, lot 3 TBD

SIGNATURE BLOCK:

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 May 8, 2023, unless I personally request, in writing, that the Board delay its determination of completeness to a later date.

PROPERTY OWNER:  DATE: 04/05/2023

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 #	FEE - \$ AMOUNT	DATE PAID	VOUCHER #

April 7, 2023

Lebanon Planning Board
City of Lebanon
51 North Park Street
Lebanon, NH 03766

**Re: Upper Valley Tech Park Industrial Planned Unit Development and Minor Subdivision
Technology Drive and Airpark Road
PB2022-51-CUPMIN
Subject parcel 131-3
IND-L Zone**

Dear Lebanon Planning Board,

On behalf of Upper Valley Tech Park, LLC we are pleased to submit the enclosed materials and application and request review of the project for 3-lot Minor Subdivision, Industrial Planned Unit Development (Conditional Use) at the next planning board hearing on May 8, 2023. This application includes the following revisions to the approved PB2022-51-CUPMIN:

1. Lot 3 tentative building and parking layout has been replaced with a proposed building envelope in accordance with Section 501.1.E.1.b. The original tentative building and parking layout was for a specific lot purchaser that is no longer in consideration. Other potential buyers have requested that a building envelope be approved to provide more flexibility in future development layout, subject to Site Plan Review by the Planning Board. The proposed building envelope is less than half of the Lot 3 area and is located to avoid existing site resources such as large wetland areas and steeper slopes.
2. Conditions of the PB2022-51-CUPMIN Notice of Action to be Satisfied Prior to the Signing and Recording of the Plat have been added to the plat.
3. No revisions are proposed to Lot 1 or Lot 2, which have since proceeded through Site Plan Review. Narratives relevant to Lots 1 and 2 are on file in the Lebanon Planning Office.

The proposed three lot minor subdivision is for the existing 36.8-acre lot owned by Upper Valley Technology Park, LLC; deeds of reference can be found on Book 4346 Page 97 and Book 3657 Page 964 of the Grafton County Registry of Deeds. The existing lot is proposed to be subdivided through the minor subdivision process to create three separate lots. Lot 1 will contain 3.9 acres; Lot 2 will contain 6.29 acres and Lot 3 will contain 26.65 acres. As per section 7.7.A.v of the Subdivision Regulations there are no known conservation, preservation, or agricultural holdings on the subject lot.

A Industrial Planned Unit Development (PUD) Conditional Use Permit is also requested due to a deviation of the frontage requirements for the IND-L zone as per table 303.3 of the Zoning Ordinance. Lot 1 of the proposed minor subdivision has a 100' public road frontage which deviates from the 200' frontage requirement. More detail on the proposed PUD dimensional requirements is provided in section 501.1H below.

The following statements are provided in support of the proposed Industrial PUD, specific to the Lot 3 proposed building envelope.

501.1.E.1.a Delineation of Site Resources and Open Space:

a. Delineation of Site Resources and Required Open Space:

i. Show the location of all environmentally sensitive areas of high resource value which shall include:

- floodplains as defined in Section 402.1; **No floodplains present.**
- wetlands and buffers as defined in Section 401.2; **Wetlands shown on the plat are summarized as follows. Wetlands in the vicinity of future Lot 3 were delineated by Stony Ridge Environmental, LLC between 4/20/2022 and 11/16/2023.**
- perennial stream courses and adjacent buffers as defined in Section 410.3; **there is an intermittent stream on the west side of Lot 3, see streams figure.**
- slopes in excess of 25%; **As shown on the slopes figure there are minimal slopes over 25% on the site.**
- Significant Ecological Areas (SEAs) and Co-Occurrence areas as identified in Natural Lebanon the 2010 natural resources inventory prepared for the City of Lebanon, available on the City of Lebanon website; **There are no SEAs on the site, most of the site has 8-14 co-occurring resources.**
- vernal pools; **there are no vernal pools on the subject parcel, see water inventory figure.**
- wildlife corridors: and species or habitat of significance known or found to occur on or in close proximity to the subject property. **there are no wildlife corridors in the project area. The wildlife habitat is Hemlock- hardwood Forests see Wildlife Habitat figure.**

ii. Indicate areas of moderate resource value which shall include:

- areas with agricultural soils of national and statewide significance as defined by the Grafton County Natural Resources and Conservation Service; **As shown on the soils of local importance figure a majority of the site is considered soils of local importance.**
- aquifers; intermittent streams; and **there is an intermittent stream on the west side of the subdivision, see streams figure.**
- historic and cultural structures or features including stonewalls and cellar holes. **Cellar holes, stonewalls, woods roads and fences are shown on the plat.**

iii. Propose a prioritization of the Site Resources in terms of their highest to least suitability for inclusion in the Open Space for the proposed development. The proposed prioritization should reflect the value of each Site Resource relative to one another. This determination may be refined in consultation with the Planning Board during conceptual review and/or as part of the Board's review of the CUP application.

Wetlands have been given a high priority; the open space is located on a wetlands complex.

iv. Identify and delineate between proposed Open Space area(s) as defined in Section 501.1.F below and the area(s) suitable for development taking into account:

- the location of the Site Resources; **Site resources are shown on the plat**

- the tract's context in relation to natural, historic, and cultural areas on adjoining and nearby properties; natural wetland areas have been accounted for in the proposed lot layout, stone walls, and fences along the perimeter of the site will be largely unaltered with this project.
- the minimum percentage and acreage of required Open Space areas; and the Open Space public benefit criteria set forth in Section 501.1.J.1.a.ii below.
3.8 acres have been provided for open space which meets the requirements of section 501.1.F.4.c

b. Location of Building Sites: Potential building sites (e.g. building footprints or building envelopes) shall be tentatively located, using the proposed Open Space/development areas as a base map. Accessory buildings and building setback lines shall also be indicated. Building sites shall be located with careful consideration given to:

- Relevant property data such as topography and soils;

Lot 3 tentative building and parking layout has been replaced with a proposed building envelope in accordance with Section 501.1.E.1.b. The original tentative building and parking layout was for a specific lot purchaser that is no longer in consideration. Other potential buyers have requested that a building envelope be approved to provide more flexibility in future development layout, subject to Site Plan Review by the Planning Board. The proposed building envelope is less than half of the Lot 3 area and is located to avoid existing site resources such as large wetland areas and steeper slopes.

- Potential impacts, both positive and negative on the Site Resources. Measures to mitigate adverse impacts on the Site Resources shall be provided;

Lot 3 tentative building envelope has been proposed to avoid impact to the larger wetland complex (included in Open Space) and the wetlands associated with the intermittent stream to the west.

- Providing attractive views and visual settings for residences to the maximum extent practicable; and

Viewsheds for the proposed sites are northerly, the development slopes to the north which should allow for some decent views in the northerly direction depending on the final site layout.

- Providing adequate solar orientation to the maximum extent practicable.

Clearing of the site should allow for some solar exposure although the site slopes from south to north. Overall clearing of the site would allow for future solar arrays, either building mounted or other, if determined to be a desirable feature by future owners.

c. Alignment of Roads, Driveways and Trails: The plans shall be designed to provide vehicular access to each building, complying with the applicable standards in the Site Plan Review Regulations and/or the Subdivision Regulations, as applicable, and bearing a logical relationship to topographic conditions. Impacts of the vehicular access design on proposed Open Space areas and the Site Resources shall be minimized, particularly with respect to crossing environmentally sensitive areas such as wetlands and traversing slopes exceeding 15%. Road connections shall be required to the maximum extent practicable

in order to minimize the number of new cul-de-sacs and to facilitate access to and from homes in different parts of the tract and adjoining lots.

Lot 3 will be directly accessed from Technology Drive. The proposed building envelope is located adjacent to this access to minimize extents of additional road or drives required. Future lot purchaser will develop detailed site plan with vehicular access, circulation, parking and building(s) layout that will be subject to Site Plan Review.

d. Drawing in the Lot Lines: When Steps a through c are completed, lines shall be drawn to delineate the lots for development and the Open Space lot(s), if individual lots are proposed.

The lot lines have been drawn in consideration of the future lot use and layout of resources in accordance with this section.

501.1.E.2 PUD Impact Statement:

- a) *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 lands and a statement of pollution control and environmental impact mitigation measures.*

Throughout construction a stormwater pollution prevention plan will be implemented, monitored, and maintained in accordance with the EPA's National Pollutant Discharge Elimination System. In addition, the development is subject to the New Hampshire Department of Environmental Services (NHDES) Alteration of Terrain (AoT) Permit. The site will be managed in accordance with DES requirements.

- b) Statement of impact of the proposed development on abutters.

The only occupied lots in the vicinity of the project site are several properties located on Commerce Avenue and Technology Drive and some small airport related services on Airpark Rd. In addition, there is the Pike industries heavy industrial facility to the east which operates as a gravel quarry and other heavy industrial activities. Beyond construction traffic at a level typical of a project of this size and general operation of construction machinery at the project site during construction activities, impacts on abutters are expected to be minimal.

- c) Statement of sufficiency of proposed parking for the use intended.
Future Lot 3 purchaser will develop detailed site plan with vehicular access, circulation, parking and building(s) layout that will be subject to Site Plan Review. Parking will be laid out in accordance with the future lot owners' requirements and section 607 of the Lebanon Zoning Ordinance.
- d) Statement of 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 the memorandum dated November 14 prepared by Wall Consulting Group. Future Lot 3 purchaser will need to provide an updated memorandum based on actual proposed development plan as part of Site Plan Review.

- e) Statement of sufficiency, availability, and capacity of utility services to provide water, fire protection, and sewer, and storm drainage, and further, the impact of the development on the municipal solid waste disposal facilities.

Technology drive has an 8" sanitary sewer and a 12" water stub at the terminus of Technology Dr. There is also a power pole located at the terminus of Technology Drive. New developments on Lot 3 will require extension of the public and private utilities by approximately 50 ft. to the boundary of UVTP.

- f) (If applicable) Statement of 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.

Not Applicable.

- g) Statement of 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.

The development's stormwater management system will be designed in accordance with City of Lebanon and NHDES AoT regulations. Stormwater treatment and mitigation will be accomplished through construction of a gravel wetland system and detention system as indicated on the plans. These systems will treat the site's stormwater then detain it for slower release.

- h) Statement of noise control methods and procedures.

Noise pollution is expected to be minimal, typical contractor's hours will be observed during construction activities.

- i) Statement on the capacity of the school system; effect on school bus transportation and distance of the proposed development from the nearest elementary school.

Not applicable since this is not a residential development.

- j) Fiscal impact statement analyzing the impact of the development on municipal, school and county revenues and expenditures, Page 93 of 204 including estimated potential tax revenue and estimated number of school children.

Please refer to the fiscal analysis of this project prepared by the financial consultant for relevant statements. Future Lot 3 purchaser will need to provide an updated memorandum based on actual proposed development plan as part of Site Plan Review.

- k) Statement on any special fire, police and public safety problems due to location and/or special conditions related to the site's proposed type of use.

Please refer to the fiscal analysis of this project prepared by the financial consultant for relevant statements. Future Lot 3 purchaser will need to provide an updated memorandum based on actual proposed development plan as part of Site Plan Review.

501.1.F.4.c Minimum Required Open Space:

10% of the Industrial PUD has been preserved as Open Space. The overall lot area prior to subdivision is 36.8 acres. 3.8 acres have been preserved as open space, which equates to just over 10%.

501.1.F.5 Ownership of Open Space:

- d. Open space will be owned by the owner of the lot where the open space is located. The open space will be protected and managed in accordance with the Declaration of Restrictive Covenants document prepared by the applicant's attorney and included with this application.

501.1 G. Design Guidelines.

To the maximum extent practicable, as determined by the Planning Board, the development shall adhere to the following design requirements:

1. The PUD shall be integrated into the surrounding neighborhood in such a way that the overall visual qualities between existing land use and the PUD is complementary.

The surrounding uses are airport, gravel pit, and light industrial, the proposed use will be as allowed within the IND-L zone and therefore complimentary to the existing uses.

2. The scale and size of buildings shall be related to and shall harmonize with existing buildings in the immediate vicinity of the PUD property.

Future Lot 3 purchaser will develop detailed site plan with vehicular access, circulation, parking and building(s) layout that will be subject to Site Plan Review. Proposed buildings are anticipated to be in keeping with the existing IND-L and research and technology buildings in the immediate vicinity of the PUD property.

3. The design of the PUD shall be directed toward establishing a sense of place, such as providing inward oriented placement of buildings, streets, and recreational facilities.

N/A this is not a residential development.

4. Adverse visual impact to ridgelines shall be minimized.

Adverse impacts to ridgelines are minimized. All buildings must also meet height requirements due to the proximity to the airport flight paths.

5. A convenient system of paths designed to provide access to and between all buildings, parking areas, recreation facilities, Open Space and adjacent streets.

Future Lot 3 purchaser will develop detailed site plan with a system of paths that provide access to parking and building(s) that will be subject to Site Plan Review.

6. Each dwelling unit shall have reasonable access to the Open Space provided, but need not front directly on such land.

N/A this is not a residential development.

7. Bicycle use shall be accommodated on all streets within the development. Covered bicycle storage shall be provided for all multi-family structures.

There are no new proposed roadways. Drive accesses will be shared use. Bicycle parking will be provided the future developments as required by the site plan regulations.

8. Multi-family buildings are unusual in rural landscapes. For this reason, the design of multi-family buildings visible from existing streets must be one which is harmoniously integrated with the surrounding landscape.

N/A this is not a residential development.

9. Streets shall be designed for consistency with overall City plans for vehicular circulation improvements, if such plans exist. No new streets are proposed.

501.1.H Dimensional Requirements:

Height and setback requirements will be met. The 50 ft. setback to the side and rear property lines, as required by 501.1.H.2, has been met. Future Lot 3 purchaser will develop detailed site plan with vehicular access, circulation, parking and building(s) layout that will meet heights and setbacks and subject to Site Plan Review. A reduction is requested for minimum lot frontage to allow 50' of lot frontage on Technology Drive for Lot 3.

501.1.I Water and Sewer:

Technology drive has an 8" sanitary sewer and a 12" water stub at the terminus of Technology Dr. New developments on the west lot will require extension of the public and private utilities by approximately 50 ft. to the boundary of UVTP and from there utility service lines will extend to the proposed building.

J. Approval of CUP Application.

1. A conditional use permit shall be issued only if the Planning Board determines that:

a. The subdivision and/or site plan prepared pursuant to Section 501.1.E.1 above meets the purpose statement set forth in Section 501.1.A above and the following standards:

i. The Planning Board must find that, in consideration of the Site Resources, the portions of the property most suitable for Open Space preservation and those portions most appropriate for development have been designated on the plans for those purposes.

As stated above, wetlands have been given a high priority as a site resource and as such the open space includes mostly wetland complex areas.

ii. Public Benefit of Open Space. The Planning Board must determine that the layout of the designated Open Space area provides the greatest feasible public benefit which is compatible with the applicant's permissible development goals. The Board shall not approve such layout if it finds that there is a feasible alternative layout which would yield a significantly improved Open Space public benefit while still fulfilling the applicant's otherwise permissible development objectives. "Public benefit" means that the Open Space fulfills as many of the following criteria as are feasible:

There are no other available layouts that would allow for a greater public benefit than the current open space area layout while still allowing the development objectives to be achieved. Several plan iterations have been considered during the design development process and we feel we have achieved the best possible layout for the objectives while also maintaining the open space.

- the Open Space is larger and contiguous, rather than smaller and fragmented. In achieving characteristics of larger and contiguous, the location of the Open Space will factor in off-site, adjacent open space natural areas;

The open space has been delineated as a large contiguous area that meets the minimum area of ten percent of the overall parcel.

- the Open Space conserves Site Resources located on the property;

The open space conserves 3.8 acres of mostly wetlands habitat, the area is wooded and is wildlife habitat consisting of mixed hardwoods and some hemlock. The open space also consists of soils of local importance with slopes of approximately 5%.

- the Open Space is realistically capable of management for economically viable agriculture or forestry activities;

The open space area is capable of being managed for forestry and agricultural activities considering that it consists of soils of local importance and has favorable slopes. These activities have been conducted on the site in its history. Several woods roads cross the site as evidence of the historical use.

- the Open Space conserves natural habitat for animals or plants, especially those which are locally rare or unusual;

There are no rare or unusual flora and fauna known to exist on the site, however the wetlands are being conserved, which are good habitat for many plants and animals that exist currently in the vicinity of the project.

- the Open Space contributes to the ecological viability of natural systems, or natural areas, or of nearby recreation areas;

The 3.8 conserved acres of wetland habitat will help preserve the natural systems that exist on the site.

- the Open Space conserves historical and archeological resources;

There is a portion of a stonewall and old road on the south end of the open space that will be preserved with the project.

- the Open Space provides opportunities for passive and/or active public indoor or outdoor recreation;

The open space provides opportunities for both passive and active outdoor recreation. The wildlife habitat being preserved provides opportunities for active exploration of the open space. The fringes of open space will be observable from Airpark Rd. thus providing opportunities for passive recreation.

- the Open Space provides scenic enjoyment by the public from the vantage point of public lands, highways, or waters; and/or

The fringes of the open space will be observable from Airpark Rd.

- the Open Space provides some other open space public benefit explicitly identified by the Planning Board in its decision.

To be determined

iii. To the maximum extent practicable, the plan adheres to the design guidelines set forth in Section 501.1.G above.

The plan adheres to the design guidelines.

b. All applicable requirements of Section 501.1.E, Section 501.1.F, Section 501.1.H, Section 501.2, Section 501.3, and Section 501.4 have been met.

The noted requirements have been met.

c. The types of housing units and/or other buildings proposed within the PUD shall not adversely impact the character of the area.

The buildings and developments proposed are typical of a light industrial zoned parcel adjacent to an airport.

d. The PUD will not have any substantial or undue impact on the environment or on transportation systems, community facilities, utilities and services and/or the applicant will contribute impact fees, in amounts acceptable to the Planning Board, in order to mitigate the impact of the PUD on transportation systems, public facilities, utilities and services.

The facilities being proposed are typical of a light industrial zoned lot. They are generally low employee and therefore low traffic developments. Affects on municipal utilities and services will be minimal due to the low employee counts.

e. The PUD complies with all requirements of the Site Plan Review Regulations and Subdivision Regulations, as applicable. f. For developments proposing condominium ownership, the PUD is capable of complying with all applicable state statutes regulating the condominium form of ownership.

The PUD complies with the site plan review regulations, any waivers sought have been requested in the attached waiver request form.

2. The Planning Board may condition its approval of the PUD on reasonable conditions necessary to accomplish the objectives set forth in Section 501.2.A, 501.3.A, or 501.4.A, as applicable, including a reduction in allowed density if necessary to accomplish said objectives.

Noted

3. Phasing of Development. The Planning Board may establish a reasonable timetable for phasing the development of a PUD in order to mitigate the impact of the development on community facilities, services and/or utilities.

Permitting and development of the Lot 3 is anticipated to proceed over the next 5 years.

We look forward to presenting this project to you at the next available hearing. If you have any questions or comments or require any additional information prior to the hearing, please give our office a call.

Sincerely,
ENGINEERING VENTURES, PC



Adam Morse, PE
Project Manager

cc: (via email): Don Wells, Pam Moreau, Robert Wells, Kevin Worden

WHEN RECORDED RETURN TO:

DECLARATION OF RESTRICTIVE COVENANT

This Declaration of Restrictive Covenant ("**Declaration**") is executed as of this ____ day of _____, 20__ (the "**Effective Date**"), by Upper Valley Technology Park, LLC ("**Owner**").

RECITALS

- A. Owner is the owner of that certain parcel of land located in the City of Lebanon, County of Grafton, State of New Hampshire (the "**State**"), known as Tax Parcel 131-3 and more particularly described in that certain Warranty Deed dated November 26, 2008 and recorded in the Grafton County Registry of Deeds (the "**Registry**") at Book 3567, Page 964 (except and excluding as described in Warranty Deed dated February 21, 2018 and recorded in said Registry at Book 4346, Page 97, the "**Property**").
- B. In connection with the development of the Property, Owner has agreed to establish certain restrictions with respect to the use of property designated as open space located on the Property and more particularly described on the Plan referenced below ("**Open Space**"), that are intended to run with the land and benefit and burden the Property as more fully set forth herein.
- C. The Property and the Open Space are depicted on a Subdivision Plat for Upper Valley Technology Park LLC, Planned Unit Development, Airpark Road Extension Road, Grafton County, Lebanon, NH, prepared by Latitudes Land Surveying, dated 12/2/2022, recorded in the Registry as Plan # _____ (the "**Plan**").
- D. The purpose of this Declaration is to provide for permanent preservation of the Open Space as set forth herein.

NOW THEREFORE, in consideration of the foregoing premises, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Owner declares as follows:

1. Use Restrictive Covenant.

- (a) From and after the Effective Date, (i) no new structure, paving, or other improvements shall be constructed on, and no new modifications or landscaping activities (except for minor grubbing, clearing of debris, pruning, sodding or seeding, or other similar activities) shall be

carried out within the Open Space; and (ii) the use of the Open Space shall be limited solely to passive open or green space.

- (b) This Declaration and the covenants set forth herein restricting the use and occupancy of the Open Space (i) shall be and are covenants running with, touching, and encumbering the Property, binding upon the Owner and all successors in interest or title, transferees, vendees, lessees, mortgagees, and assigns who are owners and/or users of the Property, and (ii) are not merely personal covenants of the Owner.
- (c) Any and all requirements of the laws of the State to be satisfied in order for the provisions of this Declaration to constitute deed restrictions and covenants running with the land shall be deemed to be satisfied in full, and any requirements or privileges of estate are intended to be satisfied, or in the alternate, an equitable servitude has been created to insure that these restrictions run with the land. Each and every contract, deed, or other instrument hereafter executed conveying the Property or portion thereof (excluding instruments granting security interests) shall expressly provide that such conveyance is subject to this Declaration, provided, however, that the covenants contained herein shall survive and be effective regardless of whether such contract, deed or other instrument hereafter executed conveying the Property or portion thereof provides that such conveyance is subject to this Declaration.
- 2. Enforcement. In the event of a breach or threatened breach of this Declaration, any fee owner of a lot shown on the Plan, or the municipality or any agency thereof where the Property is located, shall be entitled to institute proceedings at law or in equity for relief from the consequences of said breach including seeking injunctive relief to prevent a violation thereof. The prevailing party in any such action shall be awarded its costs and expenses, including reasonable attorneys' fees, which shall be deemed to have accrued on the commencement of such action.
- 3. Superiority. The benefits and burdens of this Declaration are, and shall at all times be, prior and therefore superior to the lien or charge of any mortgage or deed of trust hereafter made affecting the Property or any part thereof, including any improvements now or hereafter placed thereon, and notwithstanding a foreclosure or other voluntary or involuntary transfer of title pursuant to such instrument, shall remain in full force and effect, but are subordinate to the security interests of record on the Effective Date. Provided, however, that a breach of any of the restrictions hereof shall not defeat or render invalid the lien or charge of any mortgage or deed of trust. The charges and burdens of this Declaration are not intended to and shall not either create a lien upon the Property, or grant any right of foreclosure, to any person or party.
- 4. Release. Any person or entity having or acquiring fee or leasehold title to the Property or any portion thereof shall be required to comply with this Declaration only during the period such person or entity is the fee or leasehold owner of the Property, and thereafter shall be released therefrom, except that such person or entity shall continue to be liable for, and shall not be released from liability for, obligations, liabilities or responsibilities that accrue or accrued during said period of ownership or tenancy. Although persons or entities may be released under this paragraph, the restrictions of this Declaration shall continue to be restrictions upon the Property, running with the land, and shall inure to the benefit of, and be binding upon, their successors and assigns in title or interest.

5. Notices. All notices provided for herein may be delivered in person, sent by overnight courier service, mailed in the United States mail postage prepaid, or sent by electronic transmission, and, regardless of the method of delivery used, shall be considered delivered upon the actual receipt or refusal of receipt thereof. The name, address and other information to be used in connection with such correspondence and notices to Owner shall be the then-current owner's name and address information maintained in the official real property tax records with respect to all or any portion of the Property.
6. Miscellaneous.
- (a) Headings. The headings in this Declaration are for convenience only and do not in any way limit or affect the terms and provisions hereof.
- (b) Unenforceability. If any provision of this Declaration is held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect the remainder of such provision or any other provisions hereof.
- (c) Governing Law. This Declaration shall be construed and enforced in accordance with the laws of the State.
- (d) No General Public Access. This Declaration does not establish any rights of access in favor of the general public for any purposes whatsoever, or create any rights or benefits to any person not expressly granted herein.
- (e) Entire Agreement. This Declaration constitutes the entire agreement of Owner with respect to the subject matter hereof and supersedes all prior negotiations or discussions, whether oral or written, with respect thereto.

IN WITNESS WHEREOF, the undersigned has caused this Agreement to be signed by its duly authorized representatives, as of the day and year first above written.

OWNER

Upper Valley Technology Park, LLC

By: _____

Printed Name: _____

Title: _____

STATE OF _____)
COUNTY OF _____)

On this _____ day of _____, 20____, before me, a notary public, personally
appeared _____, the _____ of the _____
[the _____ of _____], a _____, named in the
foregoing instrument and acknowledged said instrument on behalf of the _____.

Notary Public

April 25, 2023

Lebanon Planning Board
City of Lebanon
51 North Park Street
Lebanon, NH 03766

**Re: Upper Valley Tech Park (UVTP) Industrial Planned Unit Development
Technology Drive and Airpark Road
Subject parcel 131-3
IND-L Zone
Industrial Planned Unit Development Review**

Dear Lebanon Planning Board,

On behalf of Upper Valley Tech Park, LLC we are writing to request that section 13.8C of the subdivision regulations that requires the following: “electric, telephone and cable TV distribution systems shall be underground, including services and streetlights unless modified by the Board” be modified for this project to allow for pole mounted transformers and overhead power connections along Airpark Rd. The reasons for the request are that due to high lead times on ground mounted electrical transformers delays in construction could be substantially avoided by allowing an overhead power option. Additionally, allowing overhead power will help to minimize wetland impacts. The new Airpark Road extension, completed in 2021, was built with overhead power along the east side of the roadway. Connections to UVTP to the west would involve cutting across Airpark Rd. to install underground conduits.

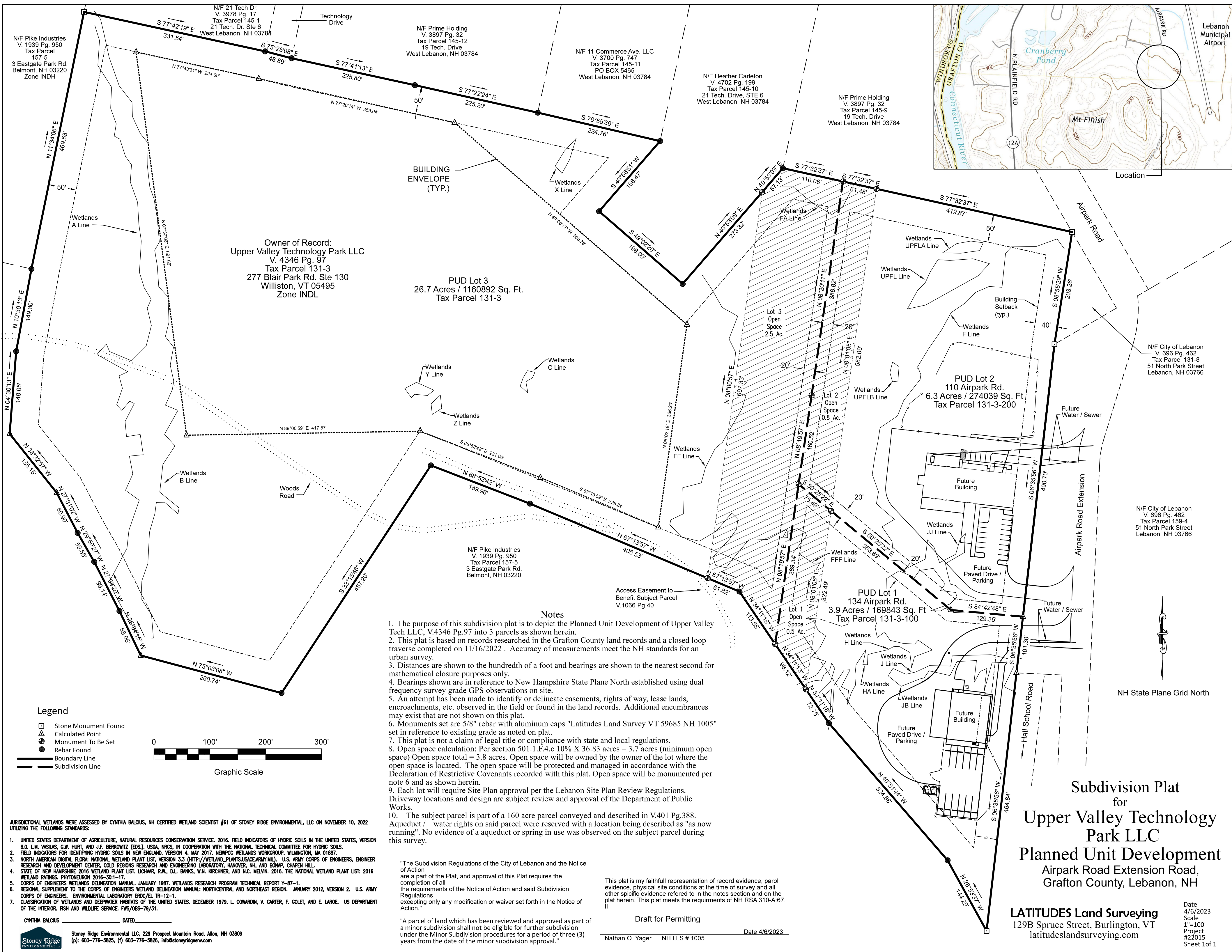
If you have any questions or comments or require any additional information prior to the hearing on May 8th, please give our office a call.

Sincerely,
ENGINEERING VENTURES, PC



Adam Morse, PE
Project Manager

cc: (via email): Don Wells, Kevin Worden, Robert Wells





CITY OF LEBANON ~ PLANNING & DEVELOPMENT

PLANNING BOARD

May 8, 2023 Meeting

Staff Memorandum – PB2023-14-SPR

APPLICATION INFORMATION

Agenda Item: 3.D

Application ID#: PB2023-14-SPR

Application Type:

Request to waive public school impact fees required for an approved conversion of an existing building to an 18-unit multi-family dwelling

Property Location & Tax Map:

1 Mechanic St (Tax Map 91, Lot 264)
& 0 Foundry St (Tax Map 91, Lot 262)

Applicants/Property Owners:

- 1 Mechanic St: One Mechanic St, LLC
- 0 Foundry St: FSP LLC

Property Size (per City Assessor):

- 1 Mechanic St: +/-0.32 acres (+/-13,939 sq. ft.)
- 0 Foundry St: +/-0.20 acres (+/-8,712 sq. ft.)

Future Land Use Map:

Central Business District

Zoning District: Lebanon Downtown

Overlay Districts:

1 Mechanic St: none; 0 Foundry St: Riverbank Protection

Existing Improvements and Use:

- 1 Mechanic St: 10,185 sq. ft. (gross) commercial building constructed in 1900 (per the City Assessor's records)
- 0 Foundry St: parking lot

Proposed Improvements and Use:

- 1 Mechanic St: 18-unit dwelling and related site improvements
- 0 Foundry St: parking lot for 1 Mechanic St residents

LEGAL NOTICE

One Mechanic Street, LLC and FSP LLC, 1 Mechanic Street (Tax Map 91, Lot 264) and 0 Foundry Street (Tax Map 91, Lot 262), zoned LD: Request per Section 213.8.B of the Zoning Ordinance to waive the public school impact fees for an approved 18-unit multi-family conversion (PB2020-29-SPR & PB2022-54-SPR). PB2023-14-SPR

APPLICATION MATERIALS

- ▶ Application form
- ▶ Letter dated March 6, 2023, from One Mechanic Street, LLC (2 pages)
- ▶ Staff attachments:
 - 12/21/22 Planning Board Notice of Action (PB2022-54-SPR)
 - 11/23/20 Planning Notice of Action (PB2020-28-SPR)

COMPLETENESS REVIEW

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 & Development Department has reviewed the application and recommends that the Board find that the application is complete enough to accept jurisdiction and to commence review.

APPLICATION OVERVIEW

On November 23, 2020, the Planning Board granted site plan approval to convert the existing building at 1 Mechanic Street to an 18-unit multi-family residential building. See attached Notice of Action dated November 23, 2020 for PB2020-28-SPR. A revised site plan was approved by the Planning Board on December 12, 2022. See attached Notice of Action dated December 12, 2022 for PB2022-54-SPR. The project is under construction and is nearing completion.

Pursuant to Conditions of Approval #7 and #11 as set forth in the November 23, 2020 Notice of Action, the applicant is required to pay impact fees per Section 213 of the Zoning Ordinance prior to the issuance of a Certificate of Occupancy. The applicant's current request is to waive the public school portion of the required impact fees pursuant to Section 213.8.B of the Zoning Ordinance.

STAFF COMMENTS

The Planning Board is authorized to grant a waiver from impact fees pursuant to Section 213 of the Zoning Ordinance, which is reproduced below for reference. The Board may grant the requested waiver if it finds that *one or more* of the criteria set forth in Sections 213.8.A through D are satisfied. Here, the most directly relevant criteria is B, emphasized below in bold lettering. However, the Board may find that on more of the other criteria are satisfied (or not) in addition to or instead of criteria B.

213.8 Waivers.

The Planning Board may grant full or partial waivers of impact fees to an assessed property where the Board finds that one or more of the following criteria are met with respect to the particular public capital facilities for which impact fees are normally assessed:

- A. *[The text of Subsection A is not reproduced here as it relates to housing for older persons and, therefore, is not applicable.]*
- B. **An assessed property may apply for a full or partial waiver of public school impact fees for those residential units that have a gross living area of 500 sq. ft. or less.**
- C. An assessed property may apply to the Planning Board for a full or partial waiver of impact fee assessments imposed by this Ordinance on the basis of other contributions toward public capital facilities. The amount of such a waiver shall not exceed the value of land, facilities construction, or other contributions for public capital facilities. The value of on-site and off-site improvements which are required by the Planning Board as a result of subdivision or site plan review, and which would have to be completed by the developer, regardless of the impact fee provisions, shall not be considered eligible for waiver under this Ordinance. The value of contributions or improvements shall be credited only toward facilities of like kind, and may not be credited to other categories of impact fee assessment. All costs incurred by the City for the review of a proposed waiver, including consultant and counsel fees, shall be paid by the applicant.
- D. The Planning Board may waive an impact fee, in whole or in part where, in the opinion of the Board, such fee would, due to interference with constitutionally-vested rights, pose an unnecessary hardship to the applicant and waiver would not be contrary to the spirit and intent of this Ordinance.

STAFF RECOMMENDATIONS

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

1. The applicant shall satisfy and comply with the Planning Board Notice of Action for PB2020-28-SPR, dated November 23, 2020, and all conditions of approval thereof except as provided in Condition of Approval #2 below, and with the Planning Board Notice of Action for PB2022-54-SPR, dated December 12, 2022, and all conditions of approval thereof.

STAFF MEMORANDUM

PB2023-14-SPR
1 Mechanic St (91-264)
Agenda Item 3.D
May 8, 2023 PB Mtg
Page 3 of 3

2. Conditions #7 and #11 set forth in the Planning Board Notice of Action for PB2020-28-SPR, dated November 23, 2020, are hereby stricken and replaced with the following:

The development shall be subject to City of Lebanon Impact Fees, pursuant to Section 213 of the Zoning Ordinance, except that payment of public impact fees is waived pursuant to Section 213.8 of the Zoning Ordinance. The Impact Fee shall be calculated based on the Impact Fee Schedule adopted on August 13, 2018, and shall be paid prior to the issuance of a Certificate of Occupancy. 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.

Attachments

cc: One Mechanic Street, LLC and FSP LLC (via e-mail)
File

**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

PLANNING BOARD ☒ OTHER 213.8(B) WAIVER OF PUBLIC SCHOOL SUPPORT FEES

PROPERTY OWNER (APPLICANT):

NAME: ONE MECHANIC STREET, LLC TEL.#: 603 653 8281
MAILING ADDRESS: PO BOX 1325 LEBANON NH 03766
E-MAIL ADDRESS: KATZ95@GMAIL.COM

CO-APPLICANT, AGENT, OR LESSEE:

NAME: _____ TEL.#: _____
MAILING ADDRESS: _____
E-MAIL ADDRESS: _____

PROJECT LOCATION:

TAX MAP #: 91 LOT#: 264 PLOT #: _____ ZONE: LP
STREET ADDRESS OF PROJECT: 1 MECHANIC STREET, LEBANON
IS THIS PROPERTY LOCATED IN THE: **WETLANDS** ☐ YES ☒ NO **HISTORIC DISTRICT** ☐ YES ☒ NO
FLOOD PLAIN ☐ YES ☒ NO

SCOPE OF PROJECT:

SEE ATTACHED Waiver for impact fees

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: _____

SIGNATURE BLOCK:

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: [Signature] DATE: 3/6/23

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 #			
3/6/2023	91-264	PB-2023-			

14-SPA

(Last Revised 4/04/18)

One Mechanic Street, LLC
PO Box 1325
Lebanon, NH 03766

Planning & Development Department
City of Lebanon
51 North Park Street
Lebanon, NH 03766

Re: Planning Board Filing
Request for waiver relief pursuant to 213.8(B)

March 6, 2023

To whom it may concern:

One Mechanic Street, LLC respectfully submits this application for waiver relief for consideration by the City of Lebanon Planning Board.

Specifically, we request relief pursuant to 213.8(B) of the Zoning Ordinance, which states in relevant parts that:

213.8 Waivers

The Planning Board may grant full or partial waivers of impact fees to an assessed property where the Board finds that one or more of the following criteria are met with respect to the particular public capital facilities for which impact fees are normally assessed:

B. An assessed property may apply for a full or partial waiver of public school impact fees for those residential units that have a gross living area of 500 sq. ft. or less.

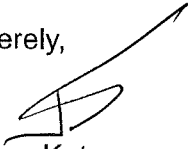
A review of the unit census demonstrates that 16 of the 18 total units qualify for this waiver. These units are small studio units built for single occupancy and meet the criteria set forth in B, above. Units and square footage measurements are listed below.

One Mechanic Street, LLC
PO Box 1325
Lebanon, NH 03766

Unit #	Eligible Sq. Ft.
1	0 (unit is 563 sq ft)
2	444
3	444
4	444
5	373
6	373
7	409
8	421
9	481
10	446
11	419
12	0 (unit is 579 sq ft)
13	406
14	445
15	428
16	411
17	475
18	468

Total square footage qualifying for waiver: 6,887

Sincerely,



Jeremy Katz
Manager
One Mechanic Street, LLC



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

NOTICE OF ACTION LEBANON PLANNING BOARD PB2022-54-SPA

Notice is hereby given that on **December 12, 2022**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Site Plan Review Regulations:

“Jeremy Rutter moved that the application of One Mechanic Street, LLC and FSP LLC, 1 Mechanic Street (Tax Map 91, Lot 264) and 0 Foundry Street (Tax Map 91, Lot 262), zoned LD, is complete enough for the Planning Board to accept jurisdiction and commence review.

The motion was seconded by Tom Jasinski. The vote on the motion was unanimous in favor, 6-0.”

Notice is hereby given that on **December 12, 2022**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Site Plan Review Regulations:

“Jeremy Rutter moved that the Lebanon Planning Board **APPROVE** waivers for the application of One Mechanic Street, LLC and FSP LLC, PB2022-54-SPR, as follows:

- All waivers identified in the attached Notice of Decision dated November 23, 2020, for PB2020-38-SPR.
- The Article V submission requirements.
- Section 6.7.C – parking lot lighting requirements
- Section 6.10.B.5 – screening requirements for electrical transformer

The motion was seconded by Kathie Romano. The vote on the motion was approved, 6-0.”

Notice is hereby given that on **December 12, 2022**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Site Plan Review Regulations:

“Jeremy Rutter moved that the Lebanon Planning Board **APPROVE** the application of One Mechanic Street, LLC regarding 1 Mechanic Street (Tax Map 91, Lot 264), zoned LD, PB2022-54-SPR, for Site Plan Review to amend required site improvements for an approved 18-unit multi-family conversion (PB2020-28-SPR) as shown on a plan set titled “1 Mechanic Street Apartments” prepared by Studio Nexus Architects + Planners, LLC, dated November 17, 2022, Project No.: 1922 (10 Sheets), including any and all submissions and testimony provided for and during the public hearing, with the following conditions:

Conditions to be Satisfied Prior to Application for an Occupancy Permit

PLANNING BOARD NOTICE OF ACTION

1 Mechanic Street (Tax Map 91, Lot 264)

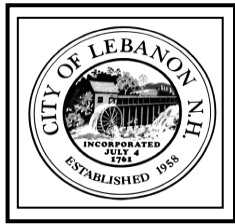
PB2022-54-SPA

December 12, 2022

Page 2 of 2

1. The applicant shall satisfy and comply with the Planning Board Notice of Action for PB2020-28-SPR, dated November 23, 2020, and all conditions of approval thereof.
2. The applicant shall ensure that the proposed landscaping mulch is prevented from floating on-site and into adjacent street(s)/properties during rain events.
3. The applicant shall provide a final plan set to the Planning & Development Department that removes all bubbles and corrects the plan revision dates (which currently predate the date of the plan).
4. All engineering review fees shall be paid in full as required by Section 4.7.E.1 of the Subdivision Regulations.

The motion was seconded by Cori Hirai. The vote on the motion was approved, 6-0.”



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

LEBANON PLANNING BOARD NOTICE OF ACTION PB2020-28-SPR

Notice is hereby given that on **NOVEMBER 9, 2020**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Site Plan Review Regulations:

Matthew Hall that the application of **One Mechanic Street, LLC** and **FSP LLC**, 1 Mechanic Street (Tax Map 91, Lot 264) and 0 Foundry Street (Tax Map 91, Lot 262), zoned LD is complete enough for the Planning Board to accept jurisdiction and commence deliberation.

The motion was seconded by Joan Monroe. The vote on the motion was 8-0, with one abstention.

Notice is hereby given that on **NOVEMBER 23, 2020**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Site Plan Review Regulations:

Matthew Hall moved that the Lebanon Planning Board **APPROVE** waivers for the application of **One Mechanic Street, LLC** and **FSP LLC** regarding 1 Mechanic Street (Tax Map 91, Lot 264) and 0 Foundry Street (Tax Map 91, Lot 262), PB2020-28-SPR, from the following sections of the Site Plan Review Regulations:

- Section 5.1.E.6 – requiring topographic data prepared by a professional engineer
- Section 5.1.E.7 – requiring the plans to indicate the height of all existing structures located within 200 feet of the site
- Sections 5.1.E.15 & partial waiver of 6.2.B – requiring perimeter landscaping calculations and compliance with the perimeter landscaping requirements
- Sections 5.1.E.15 & 6.2.E – requiring parking lot shading calculations and compliance with parking area landscaping requirements
- Sections 5.1.E.16, 5.1.E.17 & Section 6.6 – requiring plan to show existing and proposed surface and subsurface storm drainage facilities within 200 ft. of the site, and requiring stormwater management plans in compliance with the stormwater design regulations
- Partial waiver of Section 5.1.E.20 – requiring construction detail drawings
- Sections 5.1.E.21 & 6.7.G – requiring plans for on-site recreational facilities for multi-family structures
- Partial waiver of Section 6.2.D – requiring compliance with the landscaping around buildings requirements
- Section 6.5.B.4 – requiring installation of sidewalks along the street frontages
- Section 6.5.B.5 – requiring a 50-foot turning radius at the rear of the building
- Section 6.7.2.b – establishing maximum light intensity of 1.0 foot-candles at the property lines
- Section 6.7.3.a – *establishing a maximum lighting uniformity ratio for parking areas of no greater than 4:1*

- Section 6.10.C.4 – *requiring the screening of parking areas in the Lebanon Downtown District*

The motion was seconded by Laurel Stavis. The vote on the motion was 8-0.

Notice is hereby given that on **NOVEMBER 23, 2020**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Site Plan Review Regulations:

Matthew Hall moved that the Lebanon Planning Board **APPROVE** the application of **One Mechanic Street, LLC** and **FSP LLC** regarding 1 Mechanic Street (Tax Map 91, Lot 264) and 0 Foundry Street (Tax Map 91, Lot 262), PB2020-28-SPR, for a Conditional Use Permit per Section 607.5.A of the Zoning Ordinance to allow off-site parking at 0 Foundry Street to meet the parking needs of the 1 Mechanic Street residents. Based on testimony given, application materials presented, and supporting documents submitted, the Planning Board concludes the following with respect to the criteria set forth in Section 607.5.A of the Zoning Ordinance:

1. Such off-street parking is in an appropriate location for the use served by the parking.
2. Such parking arrangements will be 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.
3. Such shared parking arrangements do not constitute a hazard to traffic or pedestrians.

The motion was seconded by Jeremy Rutter. The vote on the motion was 8-0.

Notice is hereby given that on **NOVEMBER 23, 2020**, the following action was taken by a majority of the Lebanon Planning Board in accordance with the City of Lebanon Site Plan Review Regulations:

Matthew Hall moved that the Lebanon Planning Board **APPROVE** the application of **One Mechanic Street, LLC** regarding 1 Mechanic Street (Tax Map 91, Lot 264), zoned LD, PB2020-28-SPR, for Site Plan Review to convert an existing three-story commercial building to an 18-unit multi-family dwelling, together with associated site improvements as shown on a plan set titled “1 Mechanic Street Apartments” prepared by Studio Nexus Architects + Planners, LLC, dated September 14, 2020, last revised November 16, 2020, Project No.: 1922 (9 Sheets), including any and all submissions and testimony provided for and during the public hearing, with the following conditions:

Conditions to be Satisfied Prior to Application for a Building Permit

1. The applicant shall schedule and hold a pre-building permit application meeting with the Planning & 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.

2. 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.
3. The applicant shall address the following to the satisfaction of the City Engineer:
 - a) The cover sheet shows a revised building elevation but does not appear from the plans that any such change is proposed. Please address.
 - b) Provide proposed retaining wall construction details, including 42-inch rail details.
 - c) Address the positive drainage problem (puddle) as shown on the elevation plans (Sheet G-9).
 - d) Confirm that the site is supplied with sufficient utilities to meet section 6.3 of the Site Plan Review Regulations.
4. The applicant shall make the following revisions to the plan set to the satisfaction of the Planning & Development Department and the City Engineer:
 - a) Finalize plans by removing all clouding and other markers used to identify changes to prior draft versions.
 - b) Any changes made pursuant to Condition of Approval #3.
 - c) Provide that all exterior lighting shall be 3,000K or warmer in CCT.
 - d) Add Sections 6.7.2.c and 6.7.2.d of the Site Plan Review Regulations as a plan note.
 - e) Add location of rear setback line as required by Section 307.3 of the Zoning Ordinance and as modified by Section 201.7 of the Zoning Ordinance.
 - f) Add a note to Sheet 5 to indicate that Phase 2 will be constructed in conjunction with the reconstruction of the High St/Mascoma St/Mechanic St intersection, that the design is subject to change depending on the final design of the intersection reconstruction, and that the final Phase 2 design shall be submitted to the Planning & Development Department for review under Section 3.1 of the Site Plan Regulations at which time a decision will be made with respect to whether the final design requires Site Plan Amendment approval from the Planning Board.
 - g) Identify original plan submission date of September 14, 2020, and add dates and a description of each plan revision as required by Section 5.1.E.4.d.

The applicant shall provide the Planning & Development Department with two (2) full size copies of the revised plan set, and a digital copy of the revised plan set saved in a PDF-A format for archival purposes.

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

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

6. For review and approval by the City's legal counsel, the applicant shall submit documentation to the Planning & Development Department to satisfy the requirements of Section 607.5.A.2 of the Zoning Ordinance.
7. 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 August 13, 2018. 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.

8. All water and sewer fees shall be paid.
9. All water and sewer fees shall be paid as set forth in City Code Chapter 68.
10. 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, the following:
 - a) NHDES Shoreland Permit, if necessary

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

11. The impact fee calculated pursuant to Condition of Approval #7 shall be paid.
12. 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.

The motion was seconded by Jeremy Rutter. The vote on the motion was 8-0.

THE CITY OF LEBANON PLANNING BOARD

By: _____ DATE: _____
Bruce Garland, Chair

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CITY OF LEBANON ~ PLANNING & DEVELOPMENT

PLANNING BOARD

May 8, 2023 Meeting

Staff Memorandum – PB2023-18-CUP

APPLICATION INFORMATION

Agenda Item: 3.E

Application ID: PB2023-18-CUP

Application Type:

Conditional Use Permit to allow off-lot parking

Property Location & Tax Map:

- 369 Miracle Mile (Tax Map 103, Lot 11)
- 351 Miracle Mile (Tax Map 103, Lot 9)

Applicants/Property Owners:

- NH Group, LLC/369 Miracle Mile LLC
- Seacoast Motorcycle Leasing, Inc.

Zoning District:

General Commercial (GC)

Future Land Use Map:

General Commercial

Property Size:

- 326 Miracle Mile: +/-3.38 ac
- 351 Miracle Mile: +/-2.48 ac

Overlay Districts:

None

Other Approvals Required:

- Zoning Permit
- Site Plan for 369 Miracle Mile (PB2023-04-SPR)

Attachments:

- Application (6 pages total)

LEGAL NOTICE

NH Group, LLC (applicant), 369 Miracle Mile LLC & Seacoast Motorcycle Leasing, Inc. (property owners), 369 Miracle Mile (Tax Map 103, Lot 11) & 351 Miracle Mile (Tax Map 103, Lot 9), zoned GC: The applicant requests a Conditional Use Permit pursuant to Section 607.5.A of the Zoning Ordinance to allow off-lot parking at 351 Miracle Mile to meet the minimum parking requirements of NH Group, LLC's proposed charity gaming center at 369 Miracle Mile (PB2023-04-SPR). PB2023-18-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). The Planning and Development Department has reviewed the application and recommends that the Board find that the application is complete enough to accept jurisdiction and to commence review.

BACKGROUND

369 Miracle Mile, LLC is the owner of 369 Miracle Mile (outlined in green in Figure 1 below and outlined in blue in Figure 2), currently improved with a commercial building formerly occupied by a vehicular sales use. The applicant, NH Group, LLC, proposes a redevelopment of 369 Miracle Mile for a casino use, the application for which (PB2023-04-SPR) will be heard by the Planning Board concurrently with this Conditional Use Permit application. The proposed redevelopment will include a total of 99 on-site parking spaces.

Seacoast Motorcycle Leasing, Inc. owns 351 Miracle Mile (outlined in red in Figure 1 below) which abuts 369 Miracle Mile to the east. 351 Miracle Mile is improved with a +/-24,747 sq. ft. commercial building currently occupied by a vehicular sales use (Harley Davidson). According to a "Parking Plan" dated June 16, 1994, provided by the applicant and attached hereto, 351 Miracle Mile has 135 parking spaces.

SUMMARY OF REQUEST

The applicant proposes to utilize 14 parking spaces at 351 Miracle Mile to meet the anticipated parking needs of the proposed casino use at 369 Miracle Mile. As explained by the applicant in an e-mail sent to staff on April 24, 2023:

NH Group would like to move forward with the off-lot parking arrangement and Conditional Use Permit as discussed previously to meet their minimum parking threshold of 99 spaces. I've prepared a study of the available parking at the Harley dealership and based on my calculations I've determined there is adequate capacity at 351 Miracle Mile.

Below is the calculation for the required spaces at Twin State Harley 351 Miracle Mile (Lot 103-9):

21,800 sf Harley Dealership X 1 space / 200 sf (retail) = 109 spaces
3,800 sf Karate School X 1 space / 300 sf (school) = 12 spaces
= 121 required spaces

Based on the 1994 layout the site has 135 parking spaces, therefore there are 14 available parking spaces. I highlighted the area of the Karate studio on the attached plan which I measured to be about 3,800 sf and the remainder of the building floor area was calculated as retail.

The applicant requests a Conditional Use Permit pursuant to Section 607.5 of the Zoning Ordinance to allow off-lot parking at 351 Miracle Mile to accommodate the parking needs for the proposed casino use at 369 Miracle Mile.

Figure 1. Aerial view of subject properties.



Figure 2. Bird's Eye View of Subject Properties



ZONING ORDINANCE REQUIREMENTS

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 GC District, the Planning Board may approve private off-lot parking by **conditional use** permit.

In order to grant the requested Conditional Use Permit, the applicant must demonstrate and 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 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

- As of the writing of this memo, it appears that the 99 minimum required parking spaces for the proposed casino use will be provided on-site at 369 Miracle Mile, in which case a Conditional Use Permit to provide off-lot parking at 351 Miracle Mile isn't allowed by the Zoning Ordinance. Staff has asked the applicant to clarify.
 - Note that if the minimum parking spaces can be provided on site, but the applicant desires to provide parking in excess of the minimum, a possible alternative to the Conditional Use Permit would be a boundary line adjustment between the two properties to extend the boundaries of 369 Miracle Mile.
- Staff has asked the applicant to provide a plan identifying the parking spaces at 351 Miracle Mile that will be leased to 369 Miracle Mile.
- If the Conditional Use Permit is approved, staff recommends that the Planning Board require the parking lot at 351 Miracle Mile is restriped (as needed) in accordance with the 1994 parking plan submitted by the applicant.
- The applicant 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 recommends the Conditional Use Permit is granted concurrently with the site plan approval for 369 Miracle Mile (PB2023-04-SPR).
- 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")." Section 802.4.B of the Zoning Ordinance provides as follows:

[T]he Board may attach whatever conditions it deems necessary to the approval decision in order to assure compliance with the purposes of this Ordinance. Such conditions may include but are not necessarily limited to:

1. Increasing the required lot size or yard dimensions in order to protect the adjacent properties.
2. Limiting the coverage or height of building because of obstruction to view and reduction of light and air to adjacent properties.
3. Controlling the location and number of vehicular access points to the property.
4. Increasing the street width adjacent to the property.
5. Increasing the number of on-site off street parking or loading spaces required.
6. Requiring suitable on-site landscaping and screening where necessary to reduce noise and glare and to maintain the property in character and keeping with the surrounding area.
7. Specifying a time limit for initiation of construction, alteration, or enlargement of a structure to house an exception.

8. Providing for specific layout of facilities on the property such as location of the building, parking areas, access to the building so as to minimize effect on adjoining property.
9. Specifying standards for operation of this [conditional use] so that it will be no more objectionable to the neighborhood by reasons of noise, odors, vibrations, flashing lights or hours of operation than will be the operation of a permitted use at that site.
10. Specifying the length of time of the [conditional use] and time of occupancy during the year, or hours of operation.

Attachment

cc: NH Group, LLC
369 Miracle Mile LLC
Seacoast Motorcycle Leasing
Adam Morse, PE, Engineering Ventures, PC
File

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: Seacoast Motorcycle Leasing TEL#: 603-658-4105

MAILING ADDRESS: 17 Lafayette Rd. North Hampton, NH 03862

E-MAIL ADDRESS: shillie@seacoastharley.com

CO-APPLICANT, AGENT, OR LESSEE:

NAME: NH Group LLC TEL#: 603-359-1823

MAILING ADDRESS: 887B Central Ave. Dover, NH

E-MAIL ADDRESS: stefanhuba@p2e.com

PROJECT LOCATION:

TAX MAP #: 103 LOT#: 9 PLOT #: ZONE: GC

STREET ADDRESS OF PROJECT: 351 Miracle Mile

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

SCOPE OF PROJECT:

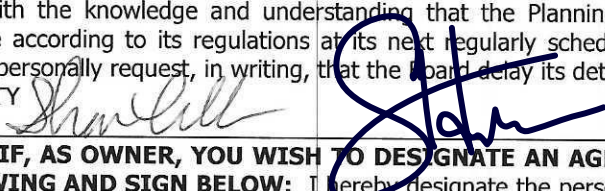
Off lot parking at the exiting parking lot on parcel 103-9 to be leased by NH Group, LLC, owner of lot 103-11, for use with new restaurant / charity gaming facility

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 / charity gaming

SIGNATURE BLOCK:

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:  DATE: April 20, 2023

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 #	FEE - \$ AMOUNT	DATE PAID	VOUCHER #



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.

The future owner of lot 103-11, NH Group, LLC, is renovating the existing building and upgrading the site to accommodate a new restaurant/charity gaming facility. In order to achieve their minimum parking requirement an off lot parking agreement is proposed. NH Group will lease a portion of the existing parking lot on parcel 103-9 (Seacoast Motorcycles) to meet their minimum parking requirements.

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: Due to access concerns, utility easements, steep grades and the proximity to the main entrance, other available areas on site are not suitable for use by patrons.
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: Off-lot parking is allowed in the GC Zone by CUP.
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 off-lot parking area is on lot 103-9 directly east of the subject site and a paved connection already exists to the subject lot, it's a safe and convenient location for patrons to park. The current owner of the leased parking is amenable to allowing its use by the subject parcel.
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: The necessary lease agreements will be deeded and recorded as required.
5. The off-lot parking will not constitute a hazard to traffic or pedestrians: It is the safest off-lot location in close proximity to the site since it does not require exiting back on to Miracle Mile.

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 off-lot parking area is contiguous and in close proximity with Lot 103-11 where the new restaurant / charity gaming facility will be located. Two-way access isles are provided in the proposed site layout on lot 103-11 as well as accross the shared boundary between the two lots. All vehicular access isles meet minimum width requirements.

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

Emergency services can easily access the subject lots from either of the two lots' drive accesses. The location of the off-lot parking is the safest possible off-lot parking arrangement since it does not require vehicles to exit back on to Miracle Mile to find parking on the adjacent lot. Adequate pedestrian facilities are proposed with the improved site layout at 103-11. Due to the close proximity to the main entrance pedestrians will walk a short distance accross the access isles to get to the sidewalk along the building perimeter.

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

There are no environmental constraints.

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

Both sites are served by adequate public and private utilities.

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 lot is existing and has existing storm water infrastructure in place. The existing drainage on Lot 103-11 is adequate but improvements to stormwater management are proposed with this project. Adjacent properties have a similar commercial setting and paved parking areas. There will be no adverse effects on the surrounding environment and the use is consistent with the adjacent commercial properties.

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-
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 proposed use is consistent with the character of the neighborhood. The adjacent properties have similar settings of commercial uses with surface parking facilities. Landscape buffers and screening have been added where feasible and a landscape plan has been prepared in accordance with the site plan requirements. The parking is located at the back of the property and is largely hidden from view as a result. Pedestrian access has been provided along the building perimeter and the main entrance is a short distance to the proposed off lot parking area.

-
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 building renovation is designed to be as attractive as possible so as to give patrons a positive experience. And as such it is an improvement when compared to what is currently on the site. The building facade has been designed to match the character of the neighborhood within the general commercial zone. The building height is unchanged.

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 overall building layout has been reduced with this project and the site will be improved by addition of landscape buffers, and stormwater management improvements. This development should have an overall positive effect on cultural, historic and scenic resources.



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

PLANNING BOARD

May 8, 2023 Meeting

Staff Memorandum – PB2022-04-SPR – *cont'd from 2/13/23 & 3/20/23*

APPLICATION INFORMATION

Agenda Item: 3.F

Application ID: PB2023-04-SPR

Application Type:

Site Plan Review to convert the existing building into a +/-18,735 sq. ft. restaurant and indoor amusements use (charity gaming center), together with associated site improvements

Property Location & Tax Map:

369 Miracle Mile (Tax Map 103, Lot 11)

Applicant/Property Owner:

NH Group, LLC/
369 Miracle Mile LLC

Zoning District: General
Commercial (GC)

Property Size:

+/-3.38 (per City Assessor's records)

Overlay Districts:

None

Future Land Use Map:

General Commercial

LEGAL NOTICE

NH Group, LLC (applicant), 369 Miracle Mile LLC (property owner), 369 Miracle Mile (Tax Map 103, Lot 11), zoned GC: Request for Site Plan Review to convert the existing building into a +/-18,735 sq. ft. restaurant and indoor amusements use (charity gaming center), together with associated site improvements. PB2023-04-SPR

PLANS AND APPLICATION MATERIALS

New:

- ▶ Letters received in support of the project:
 - Letter dated January 18, 2023 from Randal Miles, VFW Post 808
 - Letter received February 13, 2023 from Roger Gillies, Lebanon Youth Baseball Association
- ▶ Excerpt from March 12, 2007 Planning Board meeting mins (2 pages)
- ▶ Memo dated February 6, 2023, from Jeffrey Dirk, PE, of Vanasse & Associates, Inc. (traffic impact study; 23 pages - *queue analysis and attachments omitted*)
- ▶ Memo dated March 14, 2023 from Jeffrey Santacruce, PE, of Weston & Sampson (traffic impact study peer review; 4 pages)
- ▶ Letter dated April 10, 2023 from Jeffrey Dirk, PE, of Vanasse & Associates, Inc. (response to peer review of applicant's traffic study; 6 pages – *attachments omitted*)
- ▶ Memo dated April 27, 2023 from Jeffrey Santacruce, PE, of Weston & Sampson (response to 4/12/23 Jeffrey Dirk letter; 7 pages)
- ▶ Memo dated April 12, 2023, from Adam Morse, PE, of Engineering Ventures, PC (stormwater management; 3 pages - *attachments omitted*)
- ▶ 1988 Gerrish Auto Show plan set (3 sheets)
- ▶ Plan set titled, "369 Miracle Mile Restaurant/Charity Gaming Center," prepared by Engineering Ventures, PC, dated January 23, 2023, revised March 20, 2023, EV Project #22506 (15 sheets)
- ▶ Plan sheet titled, "Fire Turning Plan," prepared by Engineering Ventures, PC, dated April 10, 2023, EV Project #22506
- ▶ Site renderings prepared by Mara Landscape Design, LLC (2 pages)
- ▶ Plan sheets C2.0 ("Site Layout Plan"), C2.1 ("Grading, Drainage and Utility Plan"), and C3.2 ("Stormwater Details"), prepared by Engineering Ventures, PC, dated 3/20/23, last revised 4/12/23

Included with agenda packet for the 2/13/23 Planning Board meeting:

- ▶ Application form (1 page)
- ▶ Memo dated January 23, 2023, from Adam Morse, PE, of Engineering Ventures, PC (project description; 3 pages)
- ▶ Application for Waivers dated January 23, 2023 (2 pages)
- ▶ Site Plan Review Regulations Technical Checklist (10 pages)
- ▶ Memo dated January 23, 2023, from Adam Morse, PE, of Engineering Ventures, PC (response to staff comments; 10 pages)
- ▶ Landscape renderings prepared by Mara Landscape Design, LLC (4 pages)
- ▶ Architectural plans and renderings prepared by SOSH Architects, dated January 23, 2023, #22015.05.001 (5 sheets)

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

- ▶ Attachments to memo dated April 12, 2023, from Adam Morse, PE, of Engineering Ventures, PC (stormwater management; 21 pages)
- ▶ Restaurant and Charity Gaming Center - Stormwater Appurtenance Inspection and Maintenance Manual (7 pages)
- ▶ Lighting specifications by LSI Industries Inc (31 pages)
- ▶ Memo dated February 6, 2023, from Jeffrey Dirk, PE, of Vanasse & Associates, Inc. (queue analysis and attachments to traffic impact study; 96 pages)
- ▶ Letter dated April 10, 2023 from Jeffrey Dirk, PE, of Vanasse & Associates, Inc. (attachments to response to peer review of applicant's traffic study; 50 pages)

COMPLETENESS REVIEW

The Planning Board accepted the application as complete on February 13, 2023.

STAFF COMMENTS

This memo will be expanded to provide comments prior to the public hearing on May 8, 2023. The expanded memo will be provided to the Planning Board and the applicant and will be posted to the City's website.

Attachments

cc: Stefan Huba, NH Group LLC (stefanhuba@p2e.com)
Jonathan Gengras, 369 Miracle Mile LLC (jonathan@gengras.net)
Adam Morse, PE, Engineering Ventures PC (adammm@engineeringventures.com)
File

Oliver Lacasse
VFW Post 808
150 Charlestown Road
Claremont, N.H.03743

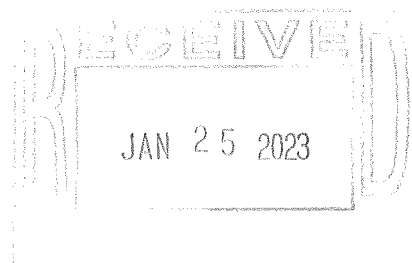
January 19, 2023

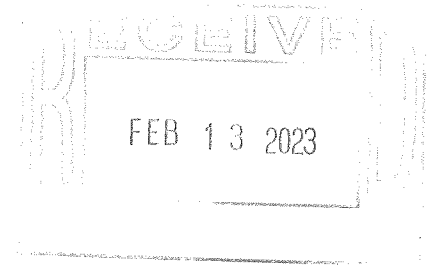
Dear Planning Board Member,

I am writing to on behalf of VFW Post 808. We have been pleased to be a beneficiary of charitable gaming at the Lebanon Poker Room. Our organization is currently one of the 36 participating non-profits that benefit the local citizens in the Upper Valley through charitable gaming. Last year the Lebanon Poker Room provided nearly 300 thousand dollars in support to area charities. Those unrestricted funds are a huge help to our organization and have a direct impact on our charitable mission as well as on the citizens we support.

The Lebanon Poker Room is looking to move to a larger facility where it will be more accessible and able to provide its own food and beverage service. This will also allow the room to double the number of charities that it serves. We believe this move will have a direct benefit for the charities that currently participate in charitable gaming at the Poker Room, and we ask that you please look favorably ob their application.

Sincerly
Randal Miles – Quartermaster
VFW Post 808





Dear Lebanon Planning Board Member,

I am writing to you on behalf of Lebanon Youth Baseball. We are pleased to be a beneficiary of charitable gaming at the Lebanon Poker Room. Our organization is currently one of 36 participating non-profits that benefit the local citizens in the Upper Valley through charitable gaming. Last year the Lebanon Poker Room provided nearly 300 thousand dollars in support to area charities. Those unrestricted funds are a huge help to our organization and have a direct impact on our charitable mission as well as on the citizens we support.

The Lebanon Poker Room is looking to move to a larger facility where it will be more accessible and be able to provide its own food and beverage service. This will also allow the room to double the number of charities that it serves. We believe this move will have a direct benefit for all the charities that currently participate in charitable gaming at the Poker Room, and we ask that you please look favorably on their application.

Sincerely,

A handwritten signature in black ink that reads "Roger Gillies". The signature is written in a cursive style with a large, prominent "R" and "G".

Roger Gillies
President, Lebanon Youth Baseball Association

Matt Brown moved that the Lebanon Planning Board approves the application of Madhu & Swapna Narne for a 2-Lot Minor Subdivision of land at 15 Johnson Avenue, Tax Map 102, Lot 25, West Lebanon, NH, in the R-3 zone, #PB2007-06, as shown on plans titled "Proposed Subdivision for Madhu Babu Narne & Swapna Narne" drawn by Cardigan Mountain Land Surveys, LLC, dated February 8, 2007, last revised February 21, 2007, Project #06-4161,8149 including any and all supplemental submissions, and testimony provided during the public hearing, with the following conditions:

- 1.The applicant shall record a sewer easement over proposed Lot 1 for the benefit of proposed Lot 2 at the time of the transfer of ownership of either parcel.**
- 2.The applicant shall provide a digital record drawing (CAD .dwg format) prior to the signing and recording of the mylar.**

Seconded by Robert Jacobs. The motion passed 8-0.

Matt Brown moved that the Lebanon Planning Board authorizes the Chair to sign the plat for the 2-Lot Minor Subdivision of Madhu & Swapna Narne, #PB2007-06 as described above. Seconded by Robert Jacobs. The motion passed 8-0.

- C. PKG REAL ESTATE, LLC--Request for an Amendment to an Approved Site Plan for construction of an 8,366-square-foot addition, and the installation of an unpaved vehicle storage area at Gerrish Honda, 369 Miracle Mile, Tax Map 103, Lot 11, Lebanon, NH, in the GC zone. #PB2007-07**

Dan Nash of Advanced Geomatics & Design, representing the applicant, said Honda wants an additional 15 service bays at this existing dealership, and the dealership wants to rebuild the car wash, which is for customers only and not for public use. They also want to add a vehicle storage area. They will construct two parallel drain lines for Gerrish Honda and for the vehicle storage area. They will add a Vortechincs device for treatment. Brown: Will drainage from the Harley dealer be interrupted? Nash: No. They propose to impact about 5,000 square feet of wetland and excavate a mitigation area two feet in depth with a berm, adding wetland plantings. The bank will be supported by North American Green, similar to indoor-outdoor carpet.

Wallace: What about the soap from the car wash? Nash: Will go to the sewer system. They will also have an oil and grease separator. Jacobs: Life expectancy of Vortechincs unit? Nash: Probably 30-50 years. Niemczyk to Kline: Should the City get annual reports about Vortechincs maintenance? Kline: Good idea, but how? Nobody follows through. There is no enforcement power. Should be condition of approval that the unit will be maintained by the owner. Brown: Prep for land for car storage? Nash: Will build up and add gravel. Morley: Okay with the State? Nash: Haven't heard. Their land drains onto applicant's, so project does not adversely affect them. Morley: Willing to contribute to a sidewalk on the opposite side of the street? Nash: Sidewalk on same side is

problematic because of drainage channel.

Mr. Nash said they have added lighting in the vehicle storage area per Police Department request. They must coordinate the height with National Grid because of the utility right-of-way. Re waiver of perimeter landscaping: Keeping existing trees; east side is very narrow. Need for access prevents landscaping around the building. Duffy: Area in front of retaining wall? Nash: Will be a two-to-one fill slope with plantings.

Chair Morley asked for public comment. Heather Brayboy of Lebanon High School asked about the function of the wetlands; Mr. Nash explained.

Matt Brown moved that the Lebanon Planning Board grants waivers as requested for PKG Real Estate, LLC, #PB2007-07, as described above (Sections 5.1.N, 6.2.B, 6.2.D, 6.2.E, 6.5.C.2, 6.5.D.3, 7.3.C). Seconded by Robert Jacobs. The motion passed 8-0.

Amber Morrill of Lebanon High School asked if opening the car wash to the public would be preferable. Mr. Nash said that would require more staff and would increase liability. Ms. Brayboy asked which light fixtures would be relocated, and Mr. Nash identified them.

Hearing no more comment, **Chair Morley closed the Public Hearing.**

Matt Brown moved that the Lebanon Planning Board approves the application of PKG Real Estate, LLC for an Amendment to an Approved Site Plan per Section 9.3 of the Site Plan Review Regulations for construction of an 8,366-square-foot addition, and the installation of an unpaved vehicle storage area at Gerrish Honda, 369 Miracle Mile, Tax Map 103, Lot 11, Lebanon, NH, in the GC zone, #PB2007-07, as shown on plans titled "Gerrish Honda Site Plan Amendment" drawn by Advanced Geomatics & Design, dated February 26, 2007, project #06-004, including any and all supplemental submissions, and testimony provided during the public hearing, with the following conditions:

- 1. Retaining walls shall be engineered and accompanied by appropriate soils reports prior to the issuance of a building permit.**
- 2. The applicant shall work with the City Engineer and Planning Office to coordinate the drainage improvements proposed for the subject property with the existing and proposed drainage improvements on the Bridgman's Furniture and AutoZone properties.**
- 3. The applicant shall maintain emergency access around all sides of the building at all times, and parking shall be prohibited along the western side of the car wash facility.**

MEMORANDUM

TO: New Hampshire Group, LLC
c/o Mr. Stefan Huba
887B Central Avenue
Dover, NH 03820

FROM: Mr. Jeffrey S. Dirk, P.E.*, PTOE, FITE
Managing Partner *and*
Mr. Daniel LaCivita
Transportation Engineer
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
(978) 269-6830
jdirk@rdva.com



**Professional Engineer in CT, MA, ME, NH, RI and VA*

DATE: February 6, 2023

RE: 9612

SUBJECT: Traffic Impact Study
Proposed Restaurant/Charity Gaming Center – 369 Miracle Mile (NH Route 4)
Lebanon, New Hampshire

Vanasse & Associates, Inc. (VAI) has conducted a Traffic Impact Study (TIS) in order to determine the potential impacts on the transportation infrastructure associated with the proposed relocation of the Lebanon Poker Room and Casino from its current location at 45 Hanover Street in Lebanon, New Hampshire, to 369 Miracle Mile in Lebanon (hereafter referred to as the “Project”). This study has been completed in accordance with the New Hampshire Department of Transportation (NHDOT) standards for the preparation of a TIS, and evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using empirical trip rates derived from a similarly operating charitable gaming center, the Project is expected to generate approximately 1,038 vehicle trips on an average weekday (two-way volume over the operational day of the Project), with approximately 76 vehicle trips expected during the Friday evening peak-hour and 54 vehicle trips expected during the Saturday evening peak hour;
2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of movements at the study area intersections shown to continue to operate at a level-of-service (LOS) of D or better with the addition of Project-related traffic, where and LOS of “D” or better is generally defined as “acceptable” traffic operations;
3. Similar to other unsignalized driveways and side streets along the Miracle Mile corridor, all movements exiting the Project site driveway during the Saturday evening peak-hour were shown to operate at capacity (i.e., LOS “E”); however, the resulting residual vehicle queue (up to three (3) vehicles) can be contained within the Project site without impeding access, circulation or the movement of vehicles, pedestrians or bicyclists along Miracle Mile. All movements along

Miracle Mile approaching the Project site driveway were shown to operate at LOS A with negligible vehicle queuing predicted; and

4. Lines of sight at the intersection of Miracle Mile at the Project site driveway were found to exceed the recommended minimum distance for the intersection to operate in a safe and efficient manner based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations defined herein.

The following details our assessment of the Project.

PROJECT DESCRIPTION

The Project will entail the relocation of the Lebanon Poker Room and Casino, a charitable gaming center that is currently located at 45 Lebanon Street in Lebanon, New Hampshire, to 369 Miracle Mile (NH Route 4) in Lebanon. The Project site encompasses approximately 3.3± acres of land that is bounded by Miracle Mile and commercial properties to the north; Interstate 89 (I-89) to the south; and commercial properties to the east and west. The Project site is currently occupied by an 18,695± square foot (sf), one-story commercial building (formerly the Upper Valley Honda dealership) and associated parking area and appurtenances that will be renovated to accommodate the Project. Figure 1 depicts the Project site location in relation to the existing roadway network.

Access to the Project site will be provided by way of a full-access driveway that will intersect the south side of Miracle Mile at the approximate location of the existing driveway that serves the Project site. On-site parking will be provided for 94 vehicles, which exceeds the parking requirements for a similar use (Other Commercial) as specified in Section 607.1, *Table of Minimum Off-Street Parking Requirements*, of the City of Lebanon Zoning Ordinance.¹

STUDY METHODOLOGY

This study was prepared in consultation with the City of Lebanon and NHDOT; was performed in accordance with the NHDOT guidelines for the preparation of Traffic Impact Studies (TISs) and the standards of the Traffic Engineering and Transportation Planning Professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage of the study involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics, pedestrian and bicycle facilities, and public transportation services; observations of traffic flow; and the collection of daily and peak-period traffic counts.

In the second stage of the study, future conditions on the transportation system were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future demands on the transportation system that are expected due to growth independent of the Project. In accordance with NHDOT guidelines for the preparation of TISs, four future conditions were evaluated: 1) 2024 No-Build conditions *without* the Project; 2) 2024 Opening-Year Build conditions *with* the Project; 3) 2034 No-Build

¹One (1) space per 600 sf of gross floor area is required for a commercial use not defined within the Table (Other Commercial), or 32 spaces for the Project.



Figure 1

Site Location Map



conditions *without* the Project; and 4) 2034 Build conditions (ten-year projection from opening-year) *with* the Project. The analyses conducted in stage two of the study identify existing or projected future roadway capacity and traffic safety issues.

The third stage of the study presents and evaluates measures to address roadway and intersection capacity issues and safety concerns, if any, identified in stages one and two of the study.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in January 2023. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Miracle Mile and the following specific intersections: Miracle Mile and Mechanic Street at Poverty Lane and the Timken Aerospace driveway; and Miracle Mile at the Project site and Exxon Mobil driveways.

The following describes the study area roadway and intersections.

Roadway

Miracle Mile (NH Route 4)

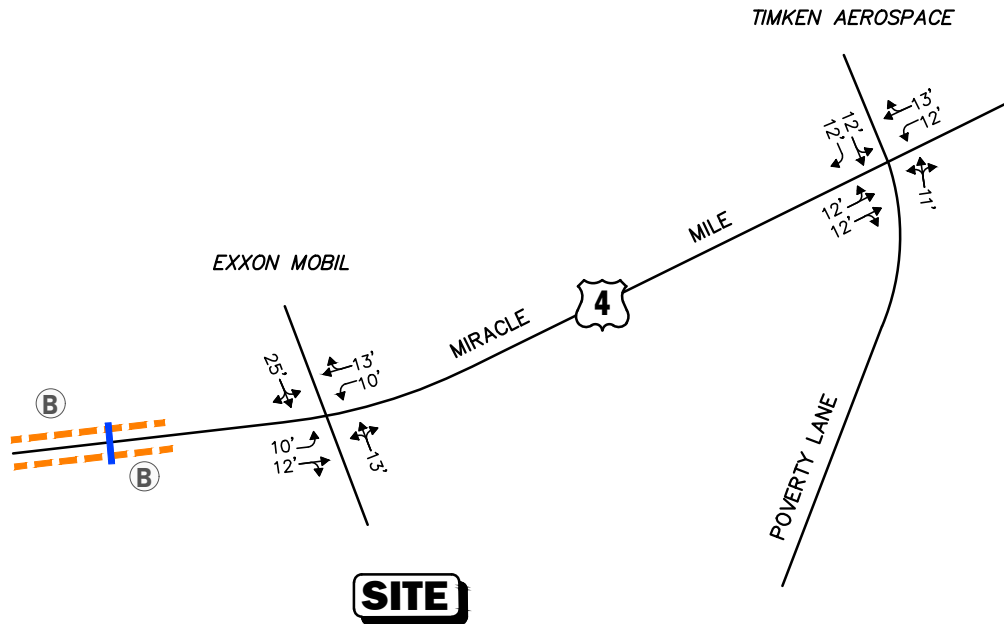
- Two-lane, Tier 5, Class IV urban minor arterial roadway under City jurisdiction;
- Traverses the study area in a general east-west direction, providing a full-access interchange to I-89 to the east of the Project site;
- Provides two 12- to 13-foot-wide travel lanes separated by a 10-foot-wide two-way left-turn lane (TWLTL) with 5 to 8-foot-wide marked shoulders provided in the vicinity of the Project site and additional turn lanes provided at major intersections;
- Sidewalks are provided along both sides of Miracle Mile approximately 500 feet west of the Project site driveway;
- Illumination is provided intermittently by way of streetlights mounted on wood poles;
- The posted speed limit in the vicinity of the Project site is 30 miles per hour (mph);
- Land use within the study area consists of the Project site, commercial properties, and areas of open and wooded space.

Intersections

Table 1 and Figure 2 summarize the existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersection as observed in January 2023.

Legend:

- Ⓢ Signalized Intersection
- Ⓤ Unsignalized Intersection
- Ⓑ Bus Stop
- Sidewalk
- Crosswalk
- xx' Lane Use and Travel Lane Width



Not To Scale

Figure 2

**Existing Intersection Lane use,
Travel Lane Width, and
Pedestrian Facilities**



Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Miracle Mile/ Mechanic St./ Poverty Ln./ Timken Aerospace	TS	1 general-purpose travel lane provide on Poverty Ln. approach, 1 left-turn/through lane and 1 right-turn lane provided on Timken Aerospace driveway approach, 2 general-purpose travel lanes provided on Miracle Mile approach, and 1 left-turn lane and 1 through/right-turn lane provided on Mechanic St. approach	Yes; 1 to 5 feet on Miracle Mile and Mechanic St.	No	Yes; 5-foot shoulders provided on Miracle Mile ^b
Miracle Mile/ Exxon Mobil and Project Site Driveways	S	1 general-purpose travel lane provided on all approaches with a two-way left-turn lane provided along Miracle Mile	Yes; 5 to 7 feet on Miracle Mile	No	Yes; 5-foot shoulders provided on Miracle Mile ^b

^aTS = traffic signal control, S = STOP-sign control.

^bBicycle lane pavement markings were observed on Google© imagery but were not present at the time of the field inventories.

Existing Traffic Volumes

In order to determine existing traffic-volume demands and flow patterns within the study area, turning movement counts (TMCs) and vehicle classification counts were completed in January 2023. The TMCs were conducted during the Friday evening (6:00 to 8:00 PM) peak period on January 13th, 2023 and during the Saturday evening peak period (4:00 to 8:00 PM) on January 14th, 2023. These time periods were selected for analysis purposes as they are representative of the peak traffic-volume hours of the Project.

Traffic Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, 2019 peak-hour and average daily traffic count data were reviewed for NHDOT count station No. 02253025, which is located on NH Route 120 south of the Hanover town line, in Lebanon. Based on a review of this data, it was determined that traffic volumes for the month of January are approximately 14.0 percent below peak-month (October) conditions. As such, the January traffic volumes were adjusted upward by 14.0 percent to be representative of peak-month conditions in accordance with NHDOT standards.

In order to account for the impact on traffic volumes and trip patterns resulting from the COVID-19 pandemic, traffic-volume data collected at NHDOT Continuous Count Station 02253025 was reviewed. At the time of the publication of this assessment, traffic volume data was available for a limited period in January 2023 (January 1st through 3rd). As such, traffic volume data collected on Tuesday, January 3, 2023 (the first business day after the New Year holiday) was compared to data collected at the same station on January 2, 2019 (also the first business day after the New Year holiday). Based on this pre- and post-COVID-19 traffic-volume comparison, it was determined that the January 2023 traffic volumes collected on similar days are approximately 15 percent below the conditions that existed prior to the COVID-19

pandemic. As such, the January 2023 traffic counts that were collected as a part of this assessment were adjusted upward by an additional 15 percent to be representative of conditions that existed prior to the COVID 19 pandemic.²

The 2023 Existing peak-month peak-hour traffic volumes are summarized in Table 2, with the Friday evening and Saturday evening peak-month peak-hour traffic volumes graphically depicted on Figure 3. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from the aforementioned figures.

Table 2
2023 EXISTING PEAK-MONTH TRAFFIC VOLUMES

Location/Peak Hour	VPH ^a	Directional Distribution ^b
<i>Miracle Mile, west of 369 Miracle Mile Dwy:</i>	--	--
Friday Evening (6:00 – 7:00 PM)	981	52.7% EB
Saturday Evening (4:00 – 5:00 PM)	1,194	50.8% EB

^aVehicles per hour.

^bPercent traveling in peak direction.

EB = eastbound.

As can be seen in Table 2, Miracle Mile in the vicinity of the Project site was found to accommodate approximately 981 vehicles per hour (vph) during the Friday evening peak hour and 1,194 vph during the Saturday evening peak-hour.

Pedestrian and Bicycle Facilities

As detailed on Figure 2, sidewalks are provided along both sides of Miracle Mile to the west of the Project site at the Advance Transit Red Route bus stop at Miracle Mile Plaza (discussion follows), with a mid-block crosswalk and accompanying Rectangular Rapid Flashing Beacon (RRFB) provided for crossing Miracle Mile at the bus stop. Within the study area, 5-foot wide marked shoulders are provided along Miracle Mile that included bicycle lane pavement markings that were observed to be removed or faded at the time that the field inventories were performed in January 2023. In addition, Mechanic Street generally provides sufficient width, to accommodate bicycle travel in a shared traveled-way configuration (i.e., bicyclists and motor vehicles sharing the traveled-way).³

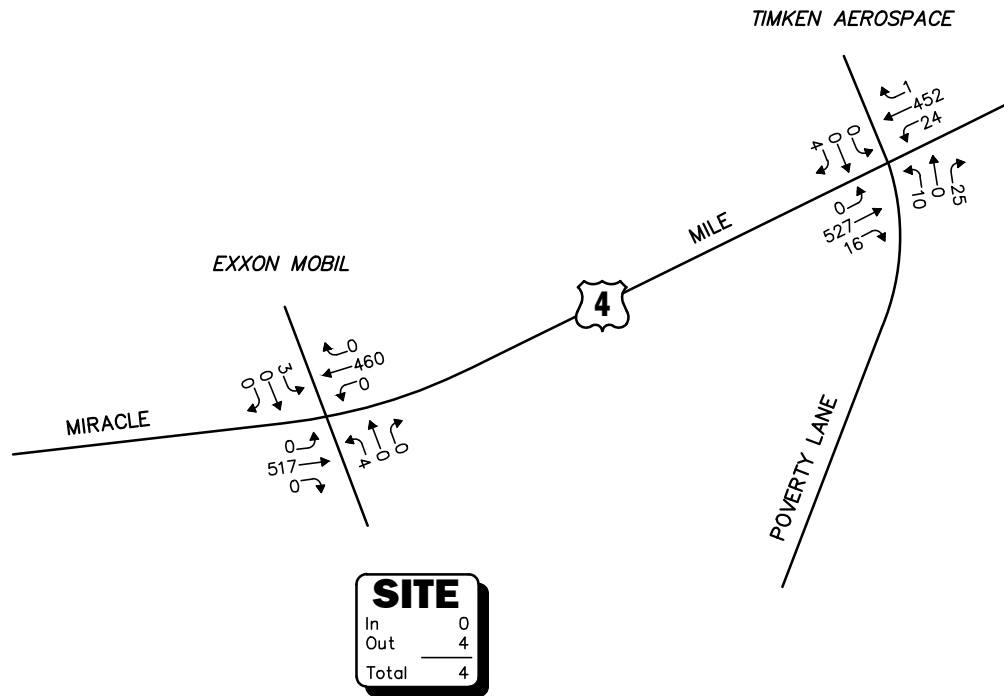
Spot Speed Measurements

Vehicle travel speed measurements were performed on Miracle Mile in the vicinity of the Project site using a radar speed recording device on Sunday, January 15, 2023 and were conducted between 10:00 and 11:00 AM under fair weather conditions. A total of 50 speed measurements were collected in both the eastbound and westbound directions, the results of which are summarized in Table 3.

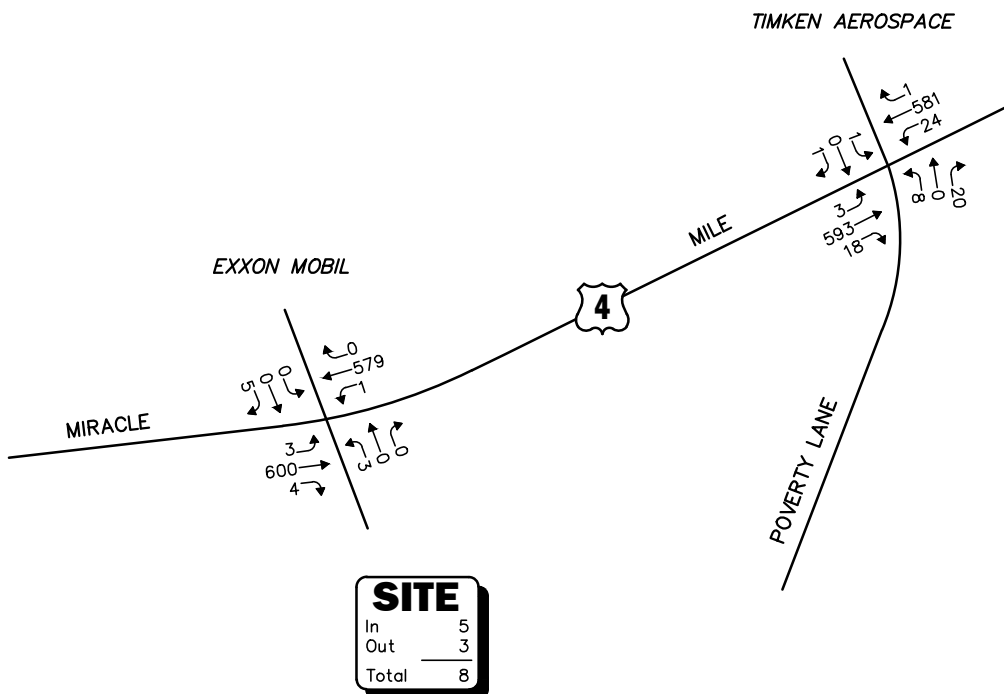
²A similar review of December 2022 vs. December 2019 traffic volumes was also completed for the same count station and indicated an adjustment of 14 percent in order to account for the impacts of the COVID-19 pandemic.

³A minimum combined travel lane and paved shoulder width of 14 feet is required to support bicycle travel in a shared traveled-way condition.

FRIDAY EVENING PEAK HOUR



SATURDAY EVENING PEAK HOUR



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 3



2023 Existing
Peak-Month
Peak-Hour Traffic Volumes

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Miracle Mile	
	Eastbound	Westbound
Mean Travel Speed (mph)	32	34
85 th Percentile Speed (mph)	35	37
Posted Speed Limit (mph)	30	30

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along Miracle Mile in the vicinity of the Project site was found to be 32 mph in eastbound direction and 34 mph westbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 35 mph in the eastbound direction and 37 mph westbound, which is 5 to 7 mph above the posted speed limit (30 mph) in the vicinity of the Project site. The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances and is often used in establishing posted speed limits.

Public Transportation Services

Public transportation services are provided within the study area by Advance Transit. Advance Transit provides fixed-route bus service along Miracle Mile by way of the Red Route, which provides service between Lebanon City Hall and the Route 12A Shopping Plazas in West Lebanon, with the closest stop to the Project site located in front of the Miracle Mile Plaza, approximately 600 feet to the west of the Project site.

The public transportation schedule and fare information are provided in the Appendix.

Motor Vehicle Crash Data

Motor vehicle crash data for the study area intersections has been requested from the Lebanon Police Department in order to examine motor vehicle crash trends occurring within the study area. The data will be summarized in a supplement to this TIS once the data is received.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the years 2024 and 2034, which reflect the anticipated opening-year of the Project and a ten-year planning horizon from opening-year, respectively, consistent with NHDOT TIS guidelines. The future condition traffic-volume projections incorporate identified specific development projects by others, as well as general background traffic growth as a result of development external to the study area and presently unforeseen projects. Anticipated Project-generated traffic volumes superimposed upon the 2024 and 2034 No-Build traffic volumes reflect the Build conditions with the Project.

Future Traffic Growth

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The City of Lebanon Planning & Development Department was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes along the study roadways and at the study area intersections. Based on this consultation, no developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by NHDOT from permanent count station 02253025 located on NH Route 120 in Lebanon were reviewed in order to determine general traffic growth trends in the area. This data indicates that traffic volumes have fluctuated over the 10-year period between 2009 and 2019, with the average traffic growth rate found to be 0.07 percent. In order to provide a prudent planning condition for the Project, a 0.5 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

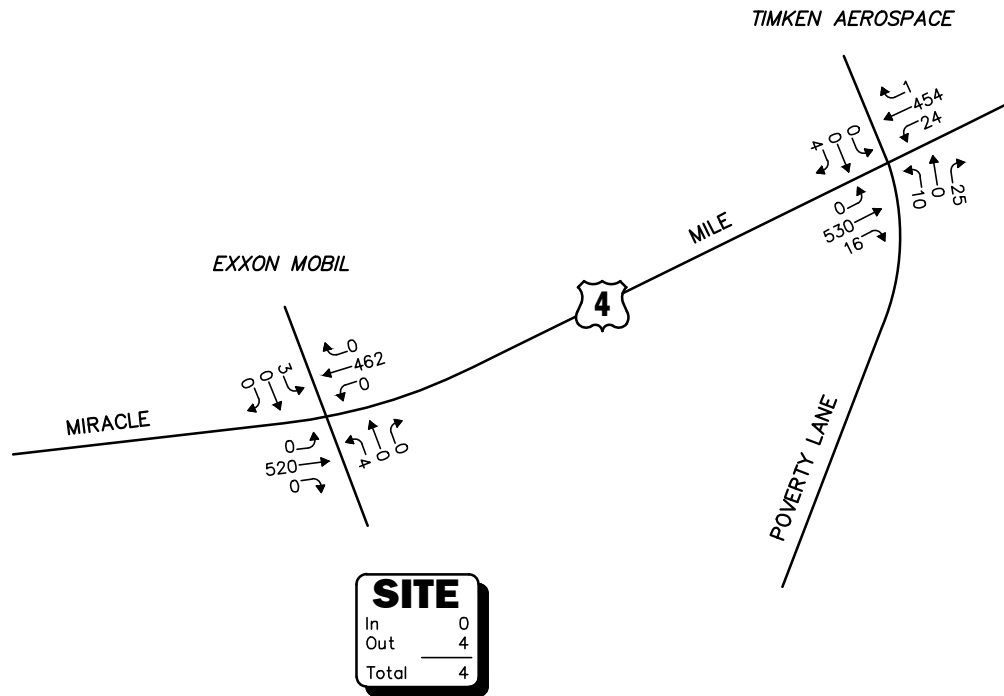
Roadway Improvement Projects

The City of Lebanon and NHDOT were contacted in order to determine if there were any planned roadway improvement projects expected to be completed within the study area. Based on these discussions, no roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

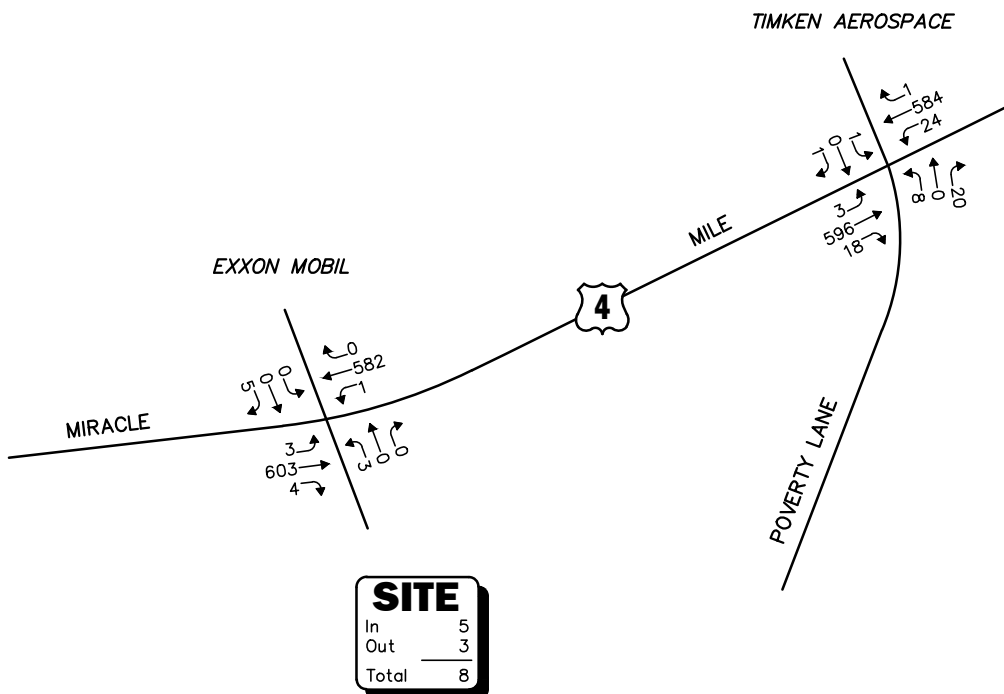
No-Build Traffic Volumes

The 2024 and 2034 No-Build peak-month peak-hour traffic volumes were developed by applying the 0.5 percent per year compounded annual background traffic growth rate to the 2023 Existing peak-month peak-hour traffic volumes. The resulting 2024 No-Build Friday evening and Saturday evening peak-month peak-hour traffic volumes are shown on Figure 4, with the corresponding 2034 No-Build peak-month peak-hour traffic volumes shown on Figure 5.

FRIDAY EVENING PEAK HOUR



SATURDAY EVENING PEAK HOUR



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

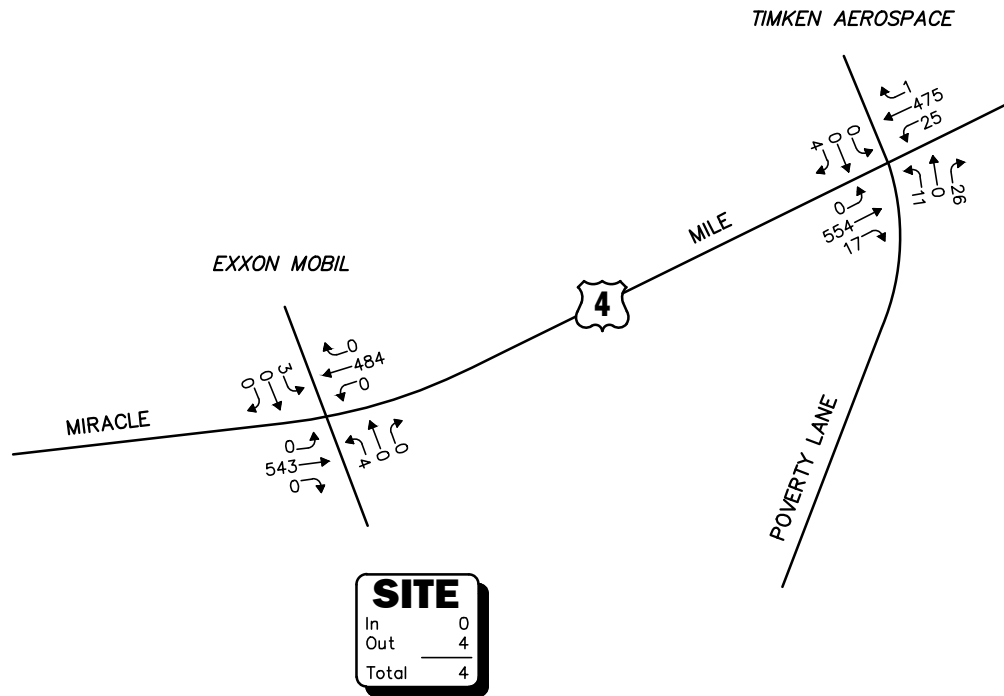
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Figure 4

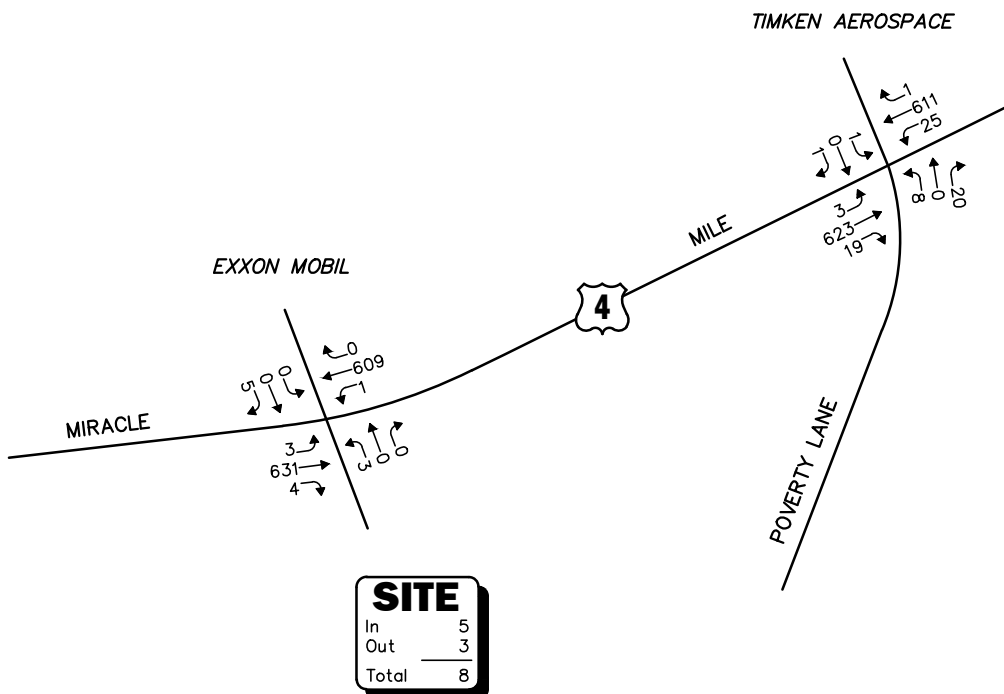


2024 No-Build
Peak-Month
Peak-Hour Traffic Volumes

FRIDAY EVENING PEAK HOUR



SATURDAY EVENING PEAK HOUR



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 5

Project-Generated Traffic

Design year (2024 and 2034) Build traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

As proposed, the Project will entail the relocation of the Lebanon Poker Room and Casino from its current location at 45 Hanover Street to 369 Miracle Mile. The Hanover Street location includes a number of other uses that precluded the ability to obtain meaningful data from which to derive traffic volume projections for the relocated facility. As such, person trip observations were performed and corresponding vehicle trip estimates were provided for the Wonder Casino located at 172 Emerald Street in Keene, New Hampshire (a similarly operated charitable gaming center). The observations were performed during Friday evening (6:00 to 8:00 PM) and Saturday evening (4:00 to 8:00 PM) peak periods in January 2023. These time periods represent the peak patron arrival times for a charitable gaming center. The peak-hour vehicle trip estimates that were provided for the corresponding person trip observations for the Wonder Casino were normalized to a trip rate per gaming position (approximately 100 gaming positions are provided at the Wonder Casino) and then applied to the number of gaming positions that will be provided at the relocated Lebanon Poker Room and Casino (201 gaming positions are proposed). The trip calculations for the average weekday were developed on a proportionate basis using Institute of Transportation Engineers (ITE) Land Use Code (LUC) 473, *Casino*.⁴

Table 4 summarizes the anticipated traffic characteristics of the Project using the above methodology.

Table 4
TRIP-GENERATION SUMMARY

Time Period	Vehicle Trips ^a		
	Entering	Exiting	Total
<i>Average Weekday:</i>	519	519	1,038
<i>Friday Evening Peak-Hour:</i>	40	36	76
<i>Saturday Evening Peak-Hour:</i>	28	26	54

^aBased on observations conducted at Wonder Casino in Keene, NH during the Friday and Saturday evening peak-hour on Friday, January 13, 2023 and on Saturday, January 14, 2023. Average weekday traffic volumes was developed on a proportionate basis using trip rates from ITE LUC 473, *Casino*.

Project-Generated Traffic-Volume Summary

As can be seen in Table 4, using the aforementioned methodology, the Project is expected to generate approximately 1,038 vehicle trips on an average weekday (two-way volume over the operational day of the Project), with approximately 76 vehicle trips (40 vehicles entering and 36 exiting) expected during the Friday evening peak-hour and 54 vehicle trips (28 vehicles entering and 26 exiting) expected during the Saturday evening peak hour.

⁴*Trip Generation*, 11th Edition; Institute of Transportation Engineers; Washington, DC; 2021.

Trip Distribution and Assignment

The directional distribution of generated trips to and from the Project site was determined based on a review of existing traffic patterns within the study area during the selected peak periods, which is consistent with the commercial nature of the proposed use. The general trip distribution for the Project is shown on Figure 6, with the additional traffic expected to be generated by the Project was assigned on the study area roadway network as shown on Figure 7.

Build Traffic Volumes

The 2024 Opening-Year and 2034 Build condition traffic volumes were developed by: i) removing the existing traffic volumes that were observed entering and existing the Project site; and ii) adding the peak-hour Project-generated traffic to the corresponding 2024 and 2034 No-Build peak-month peak-hour traffic volumes. The resulting 2024 Opening-Year Build condition Friday evening and Saturday evening peak-month peak-hour traffic volumes are graphically depicted on Figure 8, with the corresponding 2034 Build condition peak-month peak-hour traffic volumes depicted on Figure 9.

TRAFFIC OPERATIONS ANALYSIS

In order to assess the potential impact of the Project on the roadway network, a detailed traffic operations analysis (motorist delays, vehicle queuing, and level of service) was performed at the study area intersections. Capacity analyses provide an indication of how well transportation facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

In brief, six levels of service are defined for each type of facility. They are given letter designations ranging from A to F, with LOS “A” representing the best operating conditions and LOS “F” representing congested or constrained operations. An LOS of “E” is representative of a transportation facility that is operating at its design capacity with an LOS of “D” generally defined as the limit of “acceptable” traffic operations. Since the level of service of a traffic facility is a function of the flows placed upon it, such a facility may operate at a wide range of levels of service depending on the time of day, day of week, or period of the year. The Synchro® 11 intersection capacity analysis software, which is based on the analysis methodologies and procedures presented in the 2000 *Highway Capacity Manual* (HCM)⁵ for signalized intersections, and the HCM 6th Edition⁶ for unsignalized intersections was used to complete the level-of-service and vehicle queue analyses.

Analysis Results

Level-of-service and vehicle queue analyses were conducted for 2023 Existing, 2024 and 2034 No-Build, and 2024 Opening-Year and 2034 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 5 and 6, with the detailed analysis results presented in the Appendix.

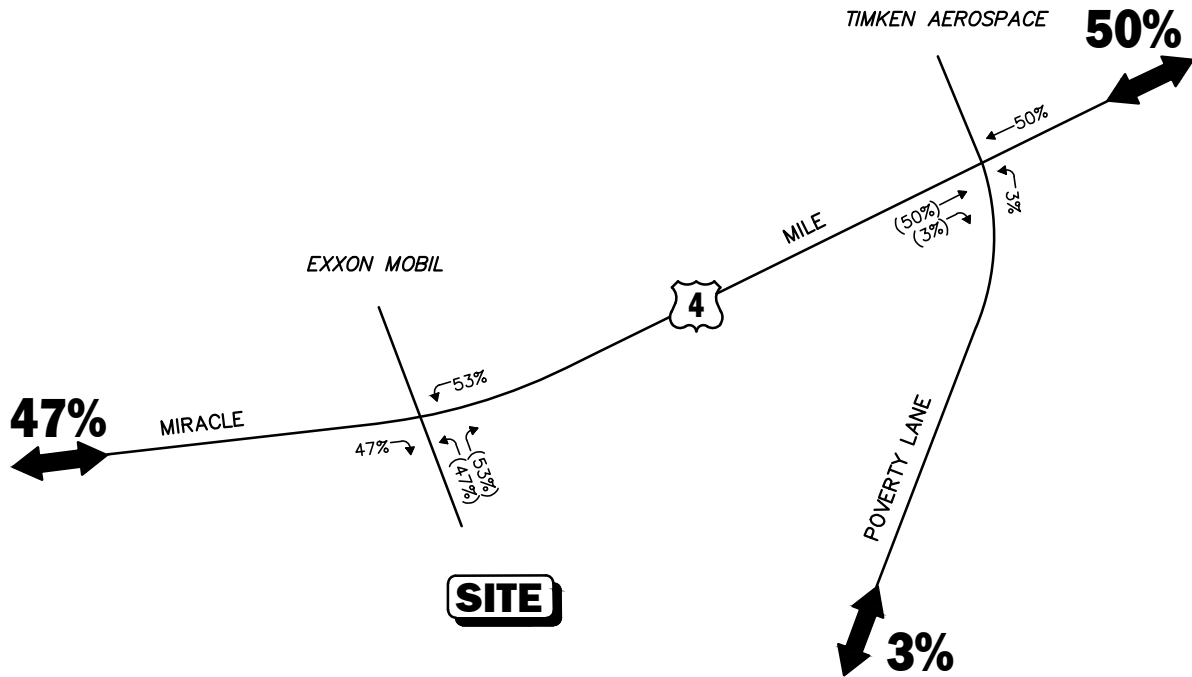
The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, we note that an LOS of “D” or better is generally defined as “acceptable” operating conditions.

⁵*Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2000.

⁶*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2016.

Legend:

XX Entering Trips
(XX) Exiting Trips



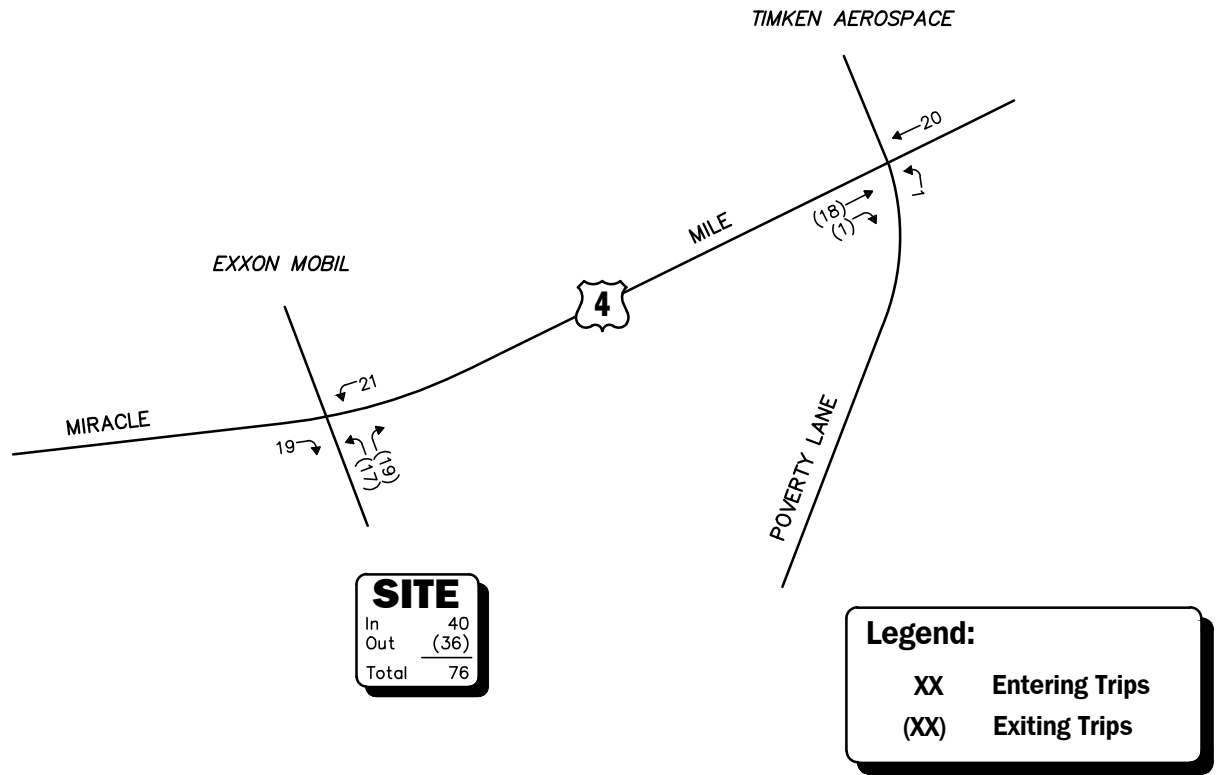
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Figure 6

Trip Distribution Map



FRIDAY EVENING PEAK HOUR



SATURDAY EVENING PEAK HOUR

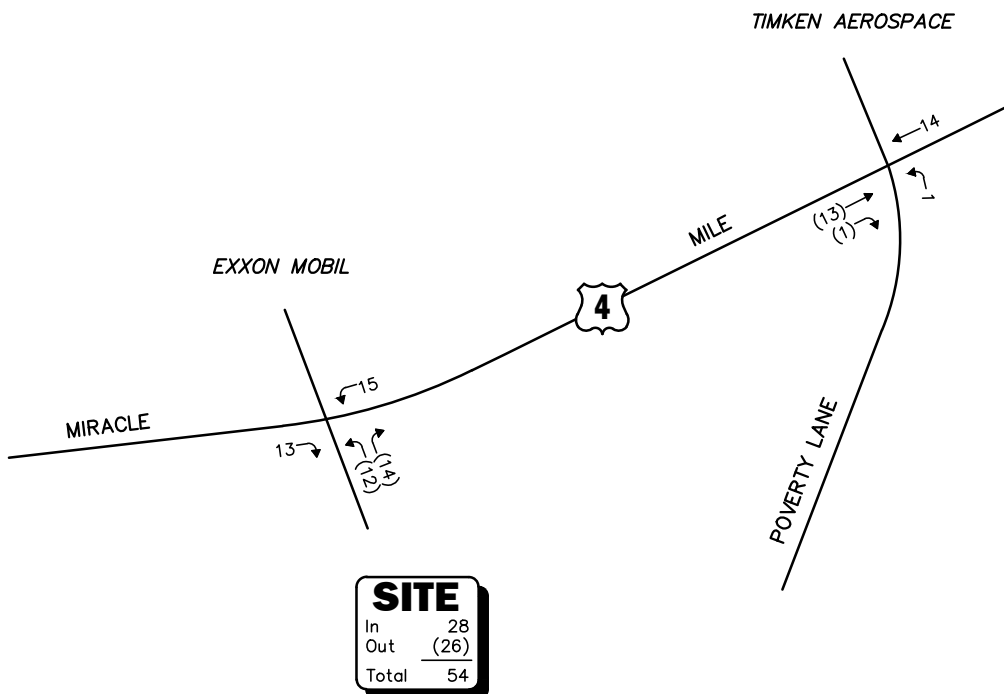
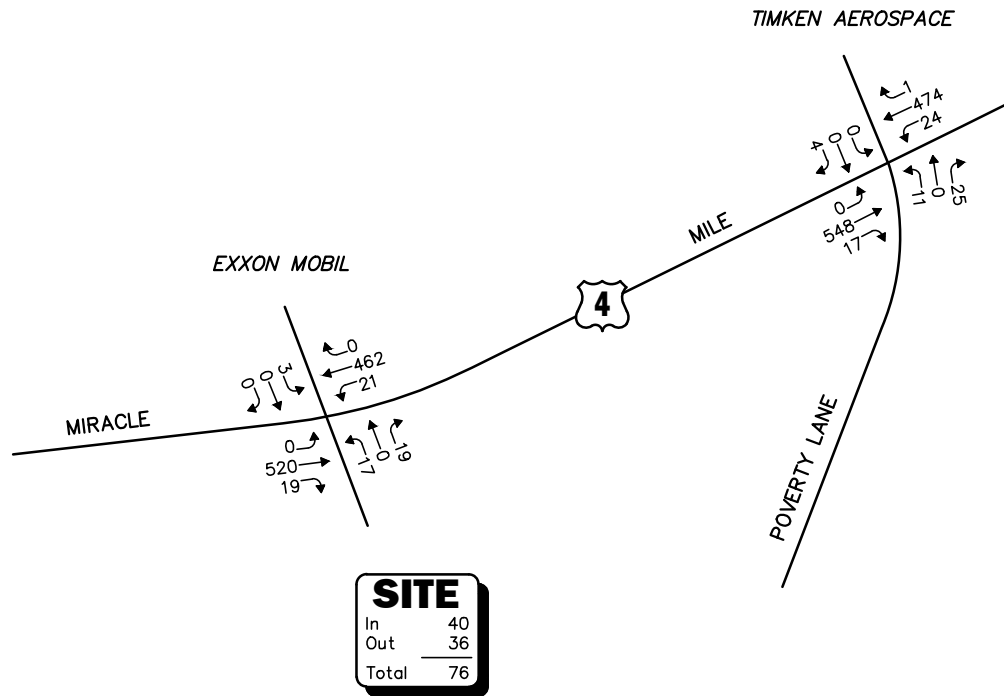


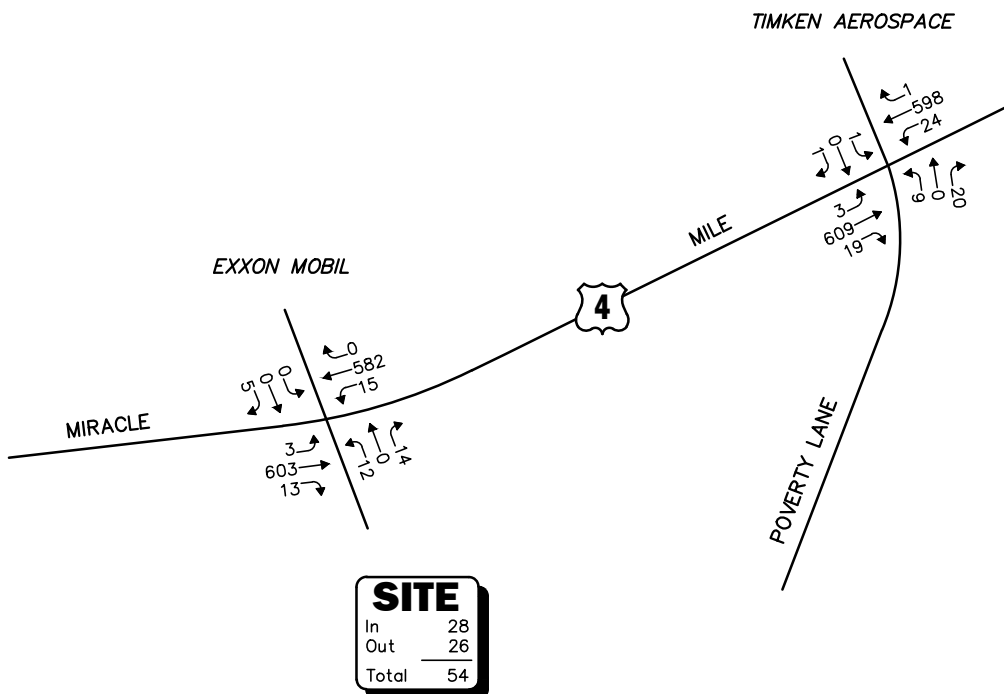
Figure 7

Project-Generated
Peak-Hour Traffic Volumes

FRIDAY EVENING PEAK HOUR



SATURDAY EVENING PEAK HOUR



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

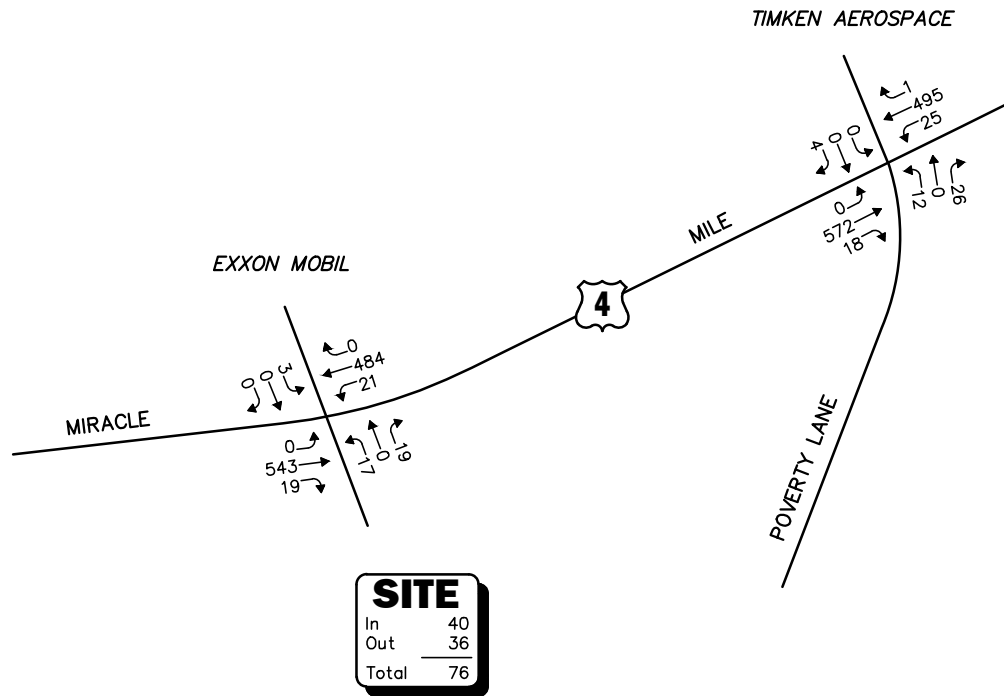
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Figure 8

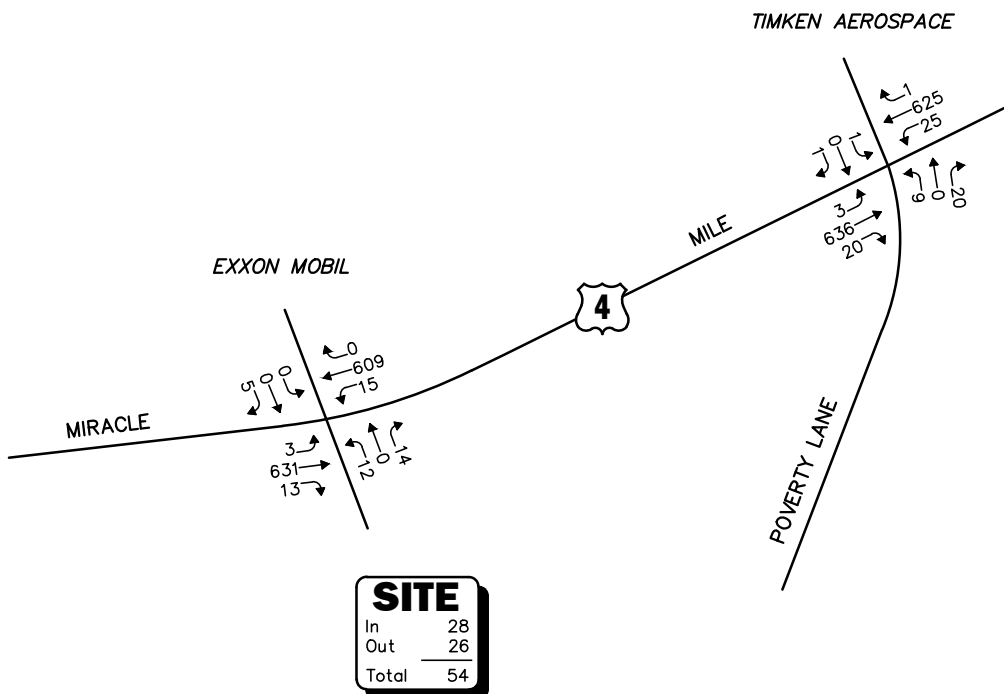


**2024 Build
Peak-Month
Peak-Hour Traffic Volumes**

FRIDAY EVENING PEAK HOUR



SATURDAY EVENING PEAK HOUR



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 9



2034 Build
Peak-Month
Peak-Hour Traffic Volumes

Miracle Mile and Mechanic Street at Poverty Lane and Timken Aerospace

No change in overall level-of-service is predicted to occur over 2024 No-Build conditions with the addition of Project-related traffic (2024 Opening-Year Build conditions), with Project-related impacts generally defined as a predicted increase in average motorist delay of less than 1.0 seconds and in vehicle queuing of up to three (3) vehicles. All movements at the intersection are predicted to continue to operate at LOS B or better with vehicle queues of up to 11 vehicles.

No change in overall level-of-service is predicted to occur over 2034 No-Build conditions with the addition of Project-related traffic (2034 Build conditions), with Project-related impacts generally defined as a predicted increase in average motorist delay of less than 1.0 seconds and in vehicle queuing of up to one (1) vehicle. The Timken Aerospace driveway southbound right-turn movement was shown to experience an increase in average motorist delay of 0.8 seconds during the Friday evening peak-hour that caused a change in level-of-service from LOS B to LOS C. All movements at the intersection were shown to operate at LOS C or better with vehicle queues of up to 12 vehicles.

Miracle Mile at the Project Site and Exxon Mobil Driveways

Under 2024 Opening-Year and 2034 Build conditions, the Project site driveway approach to Miracle Mile was shown to operate at its design capacity (i.e., LOS “E”) during the Saturday evening peak-hour with a residual vehicle queue of up to three (3) vehicles that can be contained within the Project site without inhibiting access or impeding the movements of vehicles, pedestrians or bicyclists along Miracle Mile. All movements along Miracle Mile approaching the Project site driveway were shown to operate at LOS A with negligible vehicle queuing.

SIGHT DISTANCE ASSESSMENT

Sight distance measurements were performed at the intersection of Miracle Mile at the Project site driveway in accordance with American Association of State Highway and Transportation Officials (AASHTO)⁷ requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 7 presents the measured SSD and ISD at the subject intersection.

Table 7
SIGHT DISTANCE MEASUREMENTS^a

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD) ^b	Measured
<i>Miracle Mile at the Project Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Miracle Mile approaching from the east	305	--	650+
Miracle Mile approaching from the west	305	--	650+
<i>Intersection Sight Distance:</i>			
Looking to the east from the Project site driveway	305	475	650+
Looking to the west from the Project site driveway	305	385	650+

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on an approach speed of 40 mph along Miracle Mile.

^bValues shown are the intersection sight distance for a vehicle turning right or left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed. The critical gap for left-turn movements exiting the Project site driveway was increased by 0.5 seconds in order to account for the time to cross the two-way left-turn lane present along Miracle Mile.

As can be seen in Table 7, the available lines of sight to and from the Project site driveway were found to exceed the recommended minimum sight distances to function in a safe (SSD) and efficient (ISD) manner based on a 40 mph approach speed along Miracle Mile, which is above both the measured 85th percentile vehicle travel speed (35/37 mph) and with the posted speed limit (30 mph) in the vicinity of the Project site.

⁷*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

SUMMARY

VAI has completed a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed relocation of the Lebanon Poker Room and Casino from 45 Hanover Street in Lebanon, New Hampshire, to 369 Miracle Mile in Lebanon. This study has been completed in accordance with NHDOT standards for the preparation of a TIS and includes an evaluation of the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using empirical trip rates derived from a similarly operating charitable gaming center, the Project is expected to generate approximately 1,038 vehicle trips on an average weekday (two-way, 24-hour volumes), with approximately 76 vehicle trips expected during the Friday evening peak-hour and 54 vehicle trips expected during the Saturday evening peak hour;
2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of movements at the study area intersections shown to operate at LOS D or better with the addition of Project-related traffic, where and LOS of “D” or better is generally defined as “acceptable” traffic operations;
3. Similar to other unsignalized driveways and side streets along the Miracle Mile corridor, all movements exiting the Project site driveway during the Saturday evening peak-hour were shown to operate at capacity (i.e., LOS “E”); however, the resulting residual vehicle queue (up to three (3) vehicles) can be contained within the Project site without impeding access, circulation or the movement of vehicles, pedestrians or bicyclists along Miracle Mile. All movements along Miracle Mile approaching the Project site driveway were shown to operate at LOS A with negligible vehicle queuing predicted; and
4. Lines of sight at the intersection of Miracle Mile at the Project site driveway were found to exceed the recommended minimum distance for the intersection to operate in a safe and efficient manner based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the recommendations that follow.

RECOMMENDATIONS

Project Access

Access to the Project site will be provided by way of a full-access driveway that will intersect the south side of Miracle Mile at the approximate location of the existing driveway that serves the Project site. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the Site Plan:

- Based on our observations and existing site constraints, the current drive access location should be retained for the following reasons: i) the existing driveway to 369 Miracle Mile is currently aligned with the drive access to 364 Miracle Mile (Exxon Mobil) directly across the roadway; ii) moving the driveway west would create an offset access condition which creates difficulties for crossing

vehicles and introduces additional conflict points for left-turning vehicles; iii) relocating the driveway would require increasing the grade of the driveway, which is already close to the 10 percent maximum recommended slope and would create concerns for customers and emergency personnel accessing the Project site during inclement weather; and iv) moving the driveway would reduce lines of sight to the east due to the vertical curve along Micale Mile. Based on our observations there are no sight distance deficiencies at the current driveway location.

- The Project site driveway will be a minimum of 24 feet in width and designed to accommodate the turning and maneuvering requirements of delivery trucks and the largest anticipated responding emergency vehicle.
- Where perpendicular parking is proposed, the drive aisle behind the parking will be a minimum of 23 feet in order to facilitate parking maneuvers.
- Vehicles exiting the Project site to Miracle Mile will be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed as a part of the Project will conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).⁸
- Appropriate signs (“ONE WAY” and “DO NOT ENTER”) and pavement markings should be provided to regulate and reinforce the one-way traffic flow along the west side of the building.
- Americans with Disabilities Act (ADA) compliant wheelchair ramps will be provided at all pedestrian crossings to be constructed or modified in conjunction with the Project.
- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas will be designed and maintained so as not to restrict lines of sight.
- Snow accumulation (windrows) within sight triangle areas of the Project site driveways will be promptly removed where such accumulations would impede sight lines.

Transportation Demand Management

Public transportation services are provided within the study area and along Miracle Mile by Advance Transit. Advance Transit operates the Red Route bus, which provides service between Lebanon City Hall and the Route 12A Shopping Plazas in West Lebanon, with the closest stop to the Project site located in front of the Miracle Mile Plaza, approximately 600 feet to the west of the Project site.

In an effort to encourage the use of alternative modes of transportation to single-occupancy vehicles (SOVs) by employees of the Project, the following Transportation Demand Management (TDM) measures should be considered for implementation as a part of the Project:

- A transportation coordinator should be designated for the Project to coordinate the elements of the TDM program;
- Coordinate with Advance Transit to establish service to the Project site that corresponds to employee arrival and departure schedules;

⁸*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to employees;
- A “welcome packet” should be provided to new employees detailing available public transportation services, bicycle and walking alternatives, and other commuting options;
- ADA-compliant wheelchair ramps should be provided at all pedestrian crossings that are to be constructed or modified as a part of the Project; and
- Secure bicycle parking should be provided at an appropriate location within the Project site.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

Peer Review City of Lebanon Planning Board

Project Name: Proposed Restaurant/Charity Gaming Center

Location: 369 Miracle Mile (NH Route 4)
Lebanon, NH

Applicant: New Hampshire Group, LLC
c/o Mr. Stefan Huba
887B Central Avenue
Dover, NH

Transportation Engineer: Vanasse & Associates, Inc
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066

Documents Reviewed: Traffic Impact Study - dated February 6, 2023

Review Completed: March 14, 2023

Reviewed By: Jeffrey Santacruce, PE, PTOE

Weston & Sampson has performed a peer review of the submitted traffic Impact Study for the proposed development, "Proposed Restaurant/Charity Gaming Center" located at 369 Miracle Mile in Lebanon, NH. This review has been provided at the request of the City of Lebanon for consideration by the City of Lebanon Planning Board of the submitted application.

TRAFFIC COMMENTS

1. Traffic Impact Study Comments

- a. The Applicant's Engineer indicated this report was completed in compliance with NHDOT standards for the preparation of a TIS, however the NHDOT Bureau Traffic indicated there not such document available at this time. However, it appears that the TIS was completed in conformance with generally accepted engineering practice.

- b. Overall, the proposed study area seems reasonable given the size of the proposed development, however there is some concern on what NHDOT's opinions are on the potential impacts at the Interstate 89 Exit 19 on and off ramps as a result of this project (See below for additional comments related to NHDOT coordination efforts). In addition, there are some questions on trip generation and trip distribution which are outlined below that may change the anticipated volume of site generated traffic at the ramps. Therefore, it is recommended that the city reserve the right to request the Applicant include the study of both the Interstate 89 on and off ramp intersections with Mechanic Street as part of this project if the NHDOT determines it is warranted.
- c. While there is an anticipated increase in through traffic volumes on Miracle Mile as a result of the proposed development, the through traffic volumes and the volume of traffic accessing the driveways along Miracle Mile during the development's peak hour are expected to be lower than what occurs during the roadway peak hour. Since the combined traffic volumes for the off-peak roadway condition and the development's peak hour traffic volumes are anticipated to be less than or equal to the traffic volume on Miracle Mile during the roadway peak hour, it is not anticipated that the increased traffic volumes as a result of the proposed development will have a significant impact on other driveways along the corridor.
- d. The Applicant's Engineer indicated that they spoke with NHDOT about the project. Due to the proximity of the proposed development to the Interstate 89 Exit 19 Interchange it would be helpful to know if the NHDOT had any concerns about the potential impact of the project on the interchange. Therefore, the Applicant's Engineer should provide documentation regarding their discussions with NHDOT for consideration.
- e. That Applicant's Engineer notes within the Pedestrian and Bicycle Facilities section of the study that there is a 5-foot-wide shoulder provided along Miracle Mile within the study area, however on the south side of the roadway approaching the intersection with Poverty Lane the shoulder is less than 5 foot wide. (See picture at right) In addition, under the same section there is a typographic error because the roadway is referred to as Mechanic Street, not Miracle Mile.
- f. The Applicant's Engineer indicates that the peak traffic volume hours of the Proposed Project are Friday evenings from 6-8:00 PM and Saturday evenings from 4-8:00 PM but does not provide any data to back up the selection of these peak hours. Applicant should provide more information to validate the expected peak traffic volume hours of the proposed facility.
- g. Both the NHDOT seasonal and Covid 19 adjustments were applied to the base traffic volumes collected in January 2023. These values seem appropriate for the proposed site.



- h. The traffic counts performed in January 2023 show very little traffic utilizing the Mobil gas station driveway across from the existing site. The low traffic volumes are not what would be expected of a fully operational gas station/convenience store. The Applicant should verify if the station was open or still in business at the time the traffic counts were performed. If the Mobil station was not open at the time the counts were performed, but is still in business, then it's requested the Applicant's Engineer provide a sensitivity analysis for both the No-Build and Build conditions for the Mobil Station and site driveway intersection using estimated trip generation rates for the Mobil station from the ITE Trip Generation manual. This will allow the city to determine what the traffic impact at the intersection would be as a result of the proposed development if the Mobil Station were open.
- i. In order to determine an empirical trip generation rate for this site, the Applicant's Engineer indicated that they counted a similar site Wonder Casino in Keene, NH. The Wonder Casino site in Keene is located in a strip mall style store front and does not have a dedicated parking lot associated for the Casino. As noted in the Appendix, it appears the Applicant's Engineer counted the number of persons entering and exiting the Casino during the noted hours and estimated vehicle trips to determine a vehicle occupancy rate and then an empirical vehicle trip generation rate. However, there is no information provided by the Applicant's Engineer on how the estimated vehicle trips were determined. Since this could affect the empirical trip generation rate for the proposed project, it is recommended that the Applicant's Engineer collect trip generation data from either the Dover, NH or Manchester, NH Casino sites since these locations are more closely aligned with the proposed development because they both have a casino/restaurant use with a dedicated parking lot. This data would be more applicable to the proposed site and would not need to make assumptions on the vehicle trips based on observed patrons entering/exiting the facility.
- j. Based on a review of the current site trip generation it does not appear that the proposed development would meet any of the MUTCD Traffic Signal Warrant requirements. However, if the revised empirical trip generation data collected above significantly increases the proposed site traffic volumes, the Applicant's Engineer should review the MUTCD Traffic Signal Warrants and discuss the results in the report.
- k. The Applicant's Engineer trip distribution was based on the existing travel patterns within the corridor. Given that the proposed casino could have more of a regional or out of state client base, the Engineer should look at adjusting the trip distribution to favor the use of Interstate 89 to get to and from the site.
- l. As noted in the report, the crash data should be collected and analyzed to determine if there are any crash trends along the corridor. If available, this data should include years when the existing site was in operation as an automobile dealership.

- m. We concur with the Applicant's Engineer's sight distance evaluation results showing that both SSD and ISD measurements are above the minimum AASHTO values. The site plan provided in the Appendix of the report shows two sight triangles that need to be maintained clear of obstructions in order to obtain the measure sight lines. Since the sight line looking to the east crosses onto another property not under control of the Applicant, the Applicant shall obtain a sight line easement to ensure this area is maintained free of sight line obstructions.
- n. In the Synchro analysis for all time periods and conditions at the intersection of Miracle Mile & Poverty Lane/Timken Aerospace the eastbound approach lanes are shown as an exclusive left-turn lane and a shared through/right-turn lane when in fact the pavement markings and signal indications show that the eastbound approach lanes are an shared through/left-turn lane and shared through/right-turn lane. Please revise accordingly and update all results tables. In addition, the report does not indicate how the existing traffic signal timing were obtained. Please provide this information for review.
- o. In the Synchro analysis for all time periods and conditions at the intersection of Miracle Mile & Project Site/Exxon Mobile it appears that the Miracle Mile was analyzed with the assumption that there was an exclusive left-turn lane on both the westbound and eastbound approaches when this is in fact a two-way-left-turn. Please revise accordingly and update all results tables.
- p. The Applicant's Engineer notes that there is a transit stop approximately 600 feet west of the site, and recommends that the facility work with the Transit company to provide service to the site however there is no sidewalk connecting the proposed development to this transit stop so there is concern, especially in the winter months that employees will not use this option because they would have to walk on the roadway shoulder. In order to meet the Transportation Management recommendations within the study area it is recommended that the Applicant provide a sidewalk connection along the south side of Miracle Mile and the proposed development which is also in conformance with the City's goals of improving sidewalk connectivity between uses along this corridor.
- q. The Applicant's Engineer notes that the site driveway exit shall be placed under "Stop" sign control and that marked stop lines shall be provided. Please verify that the intent is to install a "Stop" sign and a marked stop line as these items are not shown on the site plan included in the Appendix.

Ref: 9612

April 10, 2023

Mr. Matthew Hall, Chair
Lebanon Planning Board
City of Lebanon
51 North Park Street
Lebanon, NH 03766

Re: Response to Peer Review
Proposed Restaurant/Charity Gaming Center – 369 Miracle Mile (NH Route 4)
Lebanon, New Hampshire

Dear Chair Hall and Members of the Planning Board:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the March 14, 2023 *Peer Review, City of Lebanon Planning Board* memorandum prepared by Weston & Sampson (W&S) concerning their review of the February 6, 2023 *Traffic Impact Study* (the “February 2023 TIS”) that was prepared by VAI in support of the proposed Restaurant/Charity Gaming Center to be located at 369 Miracle Mile (NH Route 4) in Lebanon, New Hampshire (hereafter referred to as the “Project”). Listed below are the comments that were identified by W&S in the subject memorandum followed by our response on behalf of the Project proponent.

Comment a: *The Applicant’s Engineer indicated this report was completed in compliance with NHDOT standards for the preparation of a TIS, however the NHDOT Bureau [of] Traffic indicated [that] there [is] no such document available at this time. However, it appears that the TIS was completed in conformance with generally accepted engineering practice.*

Response: By way of clarification, the February 2023 TIS was performed in accordance with the New Hampshire Department of Transportation (NHDOT) requirements for the preparation of a TIS as defined in Section 6(h) through (l) of the NHDOT Driveway Permit Policy.

Comment b: *Overall, the proposed study area seems reasonable given the size of the proposed development, however there is some concern on what NHDOT’s opinions are on the potential impacts at the Interstate 89 Exit 19 on and off ramps as a result of this project (See below for additional comments related to NHDOT coordination efforts). In addition, there are some questions on trip generation and trip distribution which are outlined below that may change the anticipated volume of site generated traffic at the ramps. Therefore, it is recommended that the city reserve the right to request the Applicant include the study of both the Interstate 89 on and off ramp intersections with Mechanic Street as part of this project if the NHDOT determines it is warranted.*

Response: See responses to comments that follow.

Comment c: *While there is an anticipated increase in through traffic volumes on Miracle Mile as a result of the proposed development, the through traffic volumes and the volume of traffic accessing the driveways along Miracle Mile during the development's peak hour are expected to be lower than what occurs during the roadway peak hour. Since the combined traffic volumes for the off-peak roadway condition and the development's peak hour traffic volumes are anticipated to be less than or equal to the traffic volume on Miracle Mile during the roadway peak hour, it is not anticipated that the increased traffic volumes as a result of the proposed development will have a significant impact on other driveways along the corridor.*

Response: No response required.

Comment d: *The Applicant's Engineer indicated that they spoke with NHDOT about the project. Due to the proximity of the proposed development to the Interstate 89 Exit 19 Interchange it would be helpful to know if the NHDOT had any concerns about the potential impact of the project on the interchange. Therefore, the Applicant's Engineer should provide documentation regarding their discussions with NHDOT for consideration.*

Response: As stated in the February 2023 TIS, VAI consulted with NHDOT, which included a review of information available through NHDOT's *Roads and Projects Viewer* and research of other information available through NHDOT's website. A formal scoping meeting was not held with NHDOT as the Project as currently configured does not require a Driveway Permit from NHDOT.

Comment e: *That Applicant's Engineer notes within the Pedestrian and Bicycle Facilities section of the study that there is a 5-foot-wide shoulder provided along Miracle Mile within the study area, however on the south side of the roadway approaching the intersection with Poverty Lane the shoulder is less than 5 foot wide. (See picture at right) In addition, under the same section there is a typographic error because the roadway is referred to as Mechanic Street, not Miracle Mile.*

Response: Comment noted; no response required.

Comment f: *The Applicant's Engineer indicates that the peak traffic volume hours of the Proposed Project are Friday evenings from 6-8:00 PM and Saturday evenings from 4-8:00 PM but does not provide any data to back up the selection of these peak hours. Applicant should provide more information to validate the expected peak traffic volume hours of the proposed facility.*

Response: The peak hours assessed in the February 2023 TIS were developed based on the Project proponent's experience operating the existing Charity Gaming Center 45 Hanover Street in Lebanon. The peak hours coincide with the scheduling of tournaments and events, which are intended to occur after the traditional workday and in the evening hours.

Comment g: *Both the NHDOT seasonal and Covid 19 adjustments were applied to the base traffic volumes collected in January 2023. These values seem appropriate for the proposed site.*

Response: No response required.



Comment h: *The traffic counts performed in January 2023 show very little traffic utilizing the Mobil gas station driveway across from the existing site. The low traffic volumes are not what would be expected of a fully operational gas station/convenience store. The Applicant should verify if the station was open or still in business at the time the traffic counts were performed. If the Mobil station was not open at the time the counts were performed, but is still in business, then it's requested the Applicant's Engineer provide a sensitivity analysis for both the No-Build and Build conditions for the Mobil Station and site driveway intersection using estimated trip generation rates for the Mobil station from the ITE Trip Generation manual. This will allow the city to determine what the traffic impact at the intersection would be as a result of the proposed development if the Mobil Station were open.*

Response: It was confirmed by our subconsultant, Stephen G. Pernaw & Company, that the Mobil fueling facility was operational during the time periods the traffic counts that form the basis of the February 2023 TIS were collected.

Comment i: *In order to determine an empirical trip generation rate for this site, the Applicant's Engineer indicated that they counted a similar site Wonder Casino in Keene, NH. The Wonder Casino site in Keene is located in a strip mall style storefront and does not have a dedicated parking lot associated for the Casino. As noted in the Appendix, it appears the Applicant's Engineer counted the number of persons entering and exiting the Casino during the noted hours and estimated vehicle trips to determine a vehicle occupancy rate and then an empirical vehicle trip generation rate. However, there is no information provided by the Applicant's Engineer on how the estimated vehicle trips were determined. Since this could affect the empirical trip generation rate for the proposed project, it is recommended that the Applicant's Engineer collect trip generation data from either the Dover, NH or Manchester, NH Casino sites since these locations are more closely aligned with the proposed development because they both have a casino/restaurant use with a dedicated parking lot. This data would be more applicable to the proposed site and would not need to make assumptions on the vehicle trips based on observed patrons entering/exiting the facility.*

Response: The estimated vehicle trips, and subsequent vehicle occupancy ratios, were developed in conjunction with the person counts conducted at the Wonder Casino. The vehicle trip estimates were developed from observations that were conducted simultaneously with the person counts.

The Wonder Casino in Keene was selected as a representative or comparative facility given that it operates most similarly to the Project in terms of size and the number games provided. Both the Dover and Manchester Filotimo Casino's are larger in floor area when compared to either the Project or Wonder Casino and include areas for DraftKings Sportsbook betting, a use not proposed within the Project. Keene (23,000± inhabitants) is also the closest to Lebanon (15,000± inhabitants) in population when compared to either Dover (33,000± inhabitants) or Manchester (115,500± inhabitants).

Obtaining empirical vehicle counts at the Filotimo Casino & Restaurant facilities would require that similar assumptions be made concerning vehicle occupancy ratios as they both share possible parking with other uses. The Dover location shares a parking lot with a bowling alley (Dover Bowl) and bingo facility (Dover Bingo), and the Manchester



location lies within a strip mall area, and shares parking with an urgent care facility (Concentra Urgent Care) and a restaurant (South Side Tavern).

Comment j: *Based on a review of the current site trip generation it does not appear that the proposed development would meet any of the MUTCD Traffic Signal Warrant requirements. However, if the revised empirical trip generation data collected above significantly increases the proposed site traffic volumes, the Applicant's Engineer should review the MUTCD Traffic Signal Warrants and discuss the results in the report.*

Response: See response to Comment i. Further, the operating hours of the facility would not produce 8 to 12 hours of exiting traffic volumes on an average weekday that would be of a level that would meet the warrants specified in the MUTCD for the installation of a traffic control signal.

Comment k: *The Applicant's Engineer [stated that the] trip distribution was based on the existing travel patterns within the corridor. Given that the proposed casino could have more of a regional or out of state client base, the Engineer should look at adjusting the trip distribution to favor the use of Interstate 89 to get to and from the site.*

Response: The majority of the clients are expected to be local and, as such, the Project is not expected to have a significant regional impact. To the extent that a larger percentage of trips are oriented to/from I-89, the center left-turn lane accommodation along Miracle Mile at the Project site driveway can accommodate the traffic volume variation as evidenced by the traffic operations analysis which indicated left-turn movements from Miracle Mile entering the Project site operated with delays of up to 9.0 seconds with no residual vehicle queuing. Further, the traffic signal at the Miracle Mile/Mechanic Street/Poverty Lane intersection has reserve capacity to accommodate potential traffic volume fluctuations as well, with the overall intersection operating at a level-of-service (LOS) A and all movements operating with a volume-to-capacity-ratio below 1.00 (defined as capacity).

Comment l: *As noted in the report, the crash data should be collected and analyzed to determine if there are any crash trends along the corridor. If available, this data should include years when the existing site was in operation as an automobile dealership.*

Response: The crash data for the most recent five-year period (2019 through 2023, inclusive) has been requested from the Lebanon Police Department.

Comment m: *We concur with the Applicant's Engineer's sight distance evaluation results showing that both SSD and ISD measurements are above the minimum AASHTO values. The site plan provided in the Appendix of the report shows two sight triangles that need to be maintained clear of obstructions in order to obtain the measure sight lines. Since the sight line looking to the east crosses onto another property not under control of the Applicant, the Applicant shall obtain a sight line easement to ensure this area is maintained free of sight line obstructions.*

Response: A sight triangle plan has been prepared for the Miracle Mile/Project site driveway interaction and is attached. As can be seen on Figure 1, the sight triangles located entirely within the public right-of-way along Miracle Mile and, as such, a sight line easement is not necessary to maintain the required distances for safe operation of the intersection.



Comment n: *In the Synchro analysis for all time periods and conditions at the intersection of Miracle Mile & Poverty Lane/Timken Aerospace the eastbound approach lanes are shown as an exclusive left-turn lane and a shared through/right-turn lane when in fact the pavement markings and signal indications show that the eastbound approach lanes are an shared through/left-turn lane and shared through/right-turn lane. Please revise accordingly and update all results tables. In addition, the report does not indicate how the existing traffic signal timing were obtained. Please provide this information for review.*

Response: The signal timings that were used in the February 2023 TIS were gathered during the field investigation of the study area on January 25, 2023, and are attached for review. The updated Synchro analysis is provided in Table 5R. As can be seen in Table 5R and consistent with the findings of the February 2023 TIS, no changes in level-of-service are predicted to occur for any movement over 2024 and 2034 No-Build conditions, with all movements predicted to operate at LOS B or better. Vehicle queues at the intersection are predicted to increase by up to one (1) vehicle.

Comment o: *In the Synchro analysis for all time periods and conditions at the intersection of Miracle Mile & Project Site/Exxon [Mobil] it appears that the Miracle Mile was analyzed with the assumption that there was an exclusive left-turn lane on both the westbound and eastbound approaches when this is in fact a two-way-left-turn. Please revise accordingly and update all results tables.*

Response: The updated Synchro analysis is provided in Table 6R. As can be seen in Table 6R, the analysis results with a two-way left-turn lane are generally similar to or better than the results that were presented in the February 2023 TIS.

Comment p: *The Applicant's Engineer notes that there is a transit stop approximately 600 feet west of the site, and recommends that the facility work with the Transit company to provide service to the site however there is no sidewalk connecting the proposed development to this transit stop so there is concern, especially in the winter months that employees will not use this option because they would have to walk on the roadway shoulder. In order to meet the Transportation Management recommendations within the study area it is recommended that the Applicant provide a sidewalk connection along the south side of Miracle Mile and the proposed development which is also in conformance with the City's goals of improving sidewalk connectivity between uses along this corridor.*

Response: There is an existing paved swale along the Project site frontage on Miracle Mile that precludes the practical installation of a sidewalk without significant engineering intervention and at a cost that is not commensurate with the impact of the Project on the transportation infrastructure. As such, the Project proponent will coordinate with Advance Transit to assess the feasibility of establishing transit service to the Project site.

Comment q: *The Applicant's Engineer notes that the site driveway exit shall be placed under "Stop" sign control and that marked stop lines shall be provided. Please verify that the intent is to install a "Stop" sign and a marked stop line as these items are not shown on the site plan included in the Appendix.*



Mr. Matthew Hall, Chair
Lebanon Planning Board
April 10, 2023
Page 6 of 6

Response: The Site Plan has been updated to show the installation of a STOP-sign and STOP-line on the approach to Miracle Mile and will be provided by others under separate cover.

We trust that this information is responsive to the comments that were identified in the subject memorandum prepared by W&S. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

Professional Engineer in CT, MA, ME, NH, RI, and VA

JSD/dcl

Attachments

Peer Review City of Lebanon Planning Board

Project Name: Proposed Restaurant/Charity Gaming Center

Location: 369 Miracle Mile (NH Route 4)
Lebanon, NH

Applicant: New Hampshire Group, LLC
c/o Mr. Stefan Huba
887B Central Avenue
Dover, NH

Transportation Engineer: Vanasse & Associates, Inc
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066

Documents Reviewed: Response to Comments Letter dated April 10, 2023

Review Completed: April 27, 2023

Reviewed By: Jeffrey Santacruce, PE, PTOE

Weston & Sampson has performed a peer review of the submitted Comment Response Letter dated April 10, 2023 for the proposed development, "Proposed Restaurant/Charity Gaming Center" located at 369 Miracle Mile in Lebanon, NH. This review has been provided at the request of the City of Lebanon for consideration by the City of Lebanon Planning Board of the submitted application.

TRAFFIC COMMENTS

1. Traffic Impact Study Comments

Comment a: *The Applicant's Engineer indicated this report was completed in compliance with NHDOT standards for the preparation of a TIS, however the NHDOT Bureau Traffic indicated there is no such document available at this time. However, it appears that the TIS was completed in conformance with generally accepted engineering practice.*

Applicant Response a: By way of clarification, the February 2023 TIS was performed in accordance with the New Hampshire Department of Transportation (NHDOT) requirements for the preparation of a TIS as defined in Section 6(h) through (l) of the NHDOT Driveway Permit Policy.

WSE Response a: No further comment.

Comment b: *Overall, the proposed study area seems reasonable given the size of the proposed development, however there is some concern on what NHDOT's opinions are on the potential impacts at the Interstate 89 Exit 19 on and off ramps as a result of this project (See below for additional comments related to NHDOT coordination efforts). In addition, there are some questions on trip generation and trip distribution which are outlined below that may change the anticipated volume of site generated traffic at the ramps. Therefore, it is recommended that the city reserve the right to request the Applicant include the study of both the Interstate 89 on and off ramp intersections with Mechanic Street as part of this project if the NHDOT determines it is warranted.*

Applicant Response b: - See responses to comments that follow.

WSE Response b: Comments noted below as required.

Comment c: *While there is an anticipated increase in through traffic volumes on Miracle Mile as a result of the proposed development, the through traffic volumes and the volume of traffic accessing the driveways along Miracle Mile during the development's peak hour are expected to be lower than what occurs during the roadway peak hour. Since the combined traffic volumes for the off-peak roadway condition and the development's peak hour traffic volumes are anticipated to be less than or equal to the traffic volume on Miracle Mile during the roadway peak hour, it is not anticipated that the increased traffic volumes as a result of the proposed development will have a significant impact on other driveways along the corridor.*

Applicant Response c: No response required.

WSE Response c: No further comment.

Comment d: *The Applicant's Engineer indicated that they spoke with NHDOT about the project. Due to the proximity of the proposed development to the Interstate 89 Exit 19 Interchange it would be helpful to know if the NHDOT had any concerns about the potential impact of the project on the interchange. Therefore, the Applicant's Engineer should provide documentation regarding their discussions with NHDOT for consideration.*

Applicant Response d: As stated in the February 2023 TIS, VAI consulted with NHDOT, which included a review of information available through NHDOT's Roads and Projects Viewer and research of other information available through NHDOT's website. A formal scoping meeting was not held with NHDOT as the Project as currently configured does not require a Driveway Permit from NHDOT.

WSE Response d: A review of the NH Website and Driveway Permit Manual does not constitute a "consultation" with NHDOT as described in the February 2023 TIS. It is anticipated that this facility will

have a greater attendee draw from points south along Interstate 89 including those within Lebanon and from other towns and from Interstate 89 north from Vermont, therefore the Applicant should provide a marketing analysis or similar study to demonstrate the expected draw rates from the community and surrounding region. Based on the results of the data provided in this study, the City shall determine if a conversation with NHDOT is warranted to the potential impacts at the Interstate on/off ramps.

Comment e: *That Applicant's Engineer notes within the Pedestrian and Bicycle Facilities section of the study that there is a 5-foot-wide shoulder provided along Miracle Mile within the study area, however on the south side of the roadway approaching the intersection with Poverty Lane the shoulder is less than 5 foot wide. (See picture at right) In addition, under the same section there is a typographic error because the roadway is referred to as Mechanic Street, not Miracle Mile.*

Applicant Response e: Comment noted; no response required.

WSE Response e: No further comment.

Comment f: *The Applicant's Engineer indicates that the peak traffic volume hours of the Proposed Project are Friday evenings from 6-8:00 PM and Saturday evenings from 4-8:00 PM but does not provide any data to back up the selection of these peak hours. Applicant should provide more information to validate the expected peak traffic volume hours of the proposed facility.*

Applicants Response f: The peak hours assessed in the February 2023 TIS were developed based on the Project proponent's experience operating the existing Charity Gaming Center 45 Hanover Street in Lebanon. The peak hours coincide with the scheduling of tournaments and events, which are intended to occur after the traditional workday and in the evening hours.

WSE Response f: The Applicant should provide further data to justify, based on their experience operating the existing Charity Gaming Center at 45 Hanover Street, the anticipated peak hours of operation for review by the City. This may include data such as average nightly transaction volumes, occupancy data, door counts or other similar data that can provide facility utilization rates over a given time span.

Comment g: *Both the NHDOT seasonal and Covid 19 adjustments were applied to the base traffic volumes collected in January 2023. These values seem appropriate for the proposed site.*

Applicant Response g: No response required.

WSE Response g: No further comment.

Comment h: *The traffic counts performed in January 2023 show very little traffic utilizing the Mobil gas station driveway across from the existing site. The low traffic volumes are not what would be expected of a fully operational gas station/convenience store. The Applicant should verify if the station was open or still in business at the time the traffic counts were performed. If the Mobil station was not open at the time the counts were performed, but is still in business, then it's requested the Applicant's Engineer provide a sensitivity analysis for both the No-Build and Build conditions for the Mobil Station and site driveway*

intersection using estimated trip generation rates for the Mobil station from the ITE Trip Generation manual. This will allow the city to determine what the traffic impact at the intersection would be as a result of the proposed development if the Mobil Station were open.

Applicant Response h: It was confirmed by our subconsultant, Stephen G. Pernaw & Company, that the Mobil fueling facility was operational during the time periods the traffic counts that form the basis of the February 2023 TIS were collected.

WSE Response h: No further comment.

Comment i: *In order to determine an empirical trip generation rate for this site, the Applicant's Engineer indicated that they counted a similar site Wonder Casino in Keene, NH. The Wonder Casino site in Keene is located in a strip mall style store front and does not have a dedicated parking lot associated for the Casino. As noted in the Appendix, it appears the Applicant's Engineer counted the number of persons entering and exiting the Casino during the noted hours and estimated vehicle trips to determine a vehicle occupancy rate and then an empirical vehicle trip generation rate. However, there is no information provided by the Applicant's Engineer on how the estimated vehicle trips were determined. Since this could affect the empirical trip generation rate for the proposed project, it is recommended that the Applicant's Engineer collect trip generation data from either the Dover, NH or Manchester, NH Casino sites since these locations are more closely aligned with the proposed development because they both have a casino/restaurant use with a dedicated parking lot. This data would be more applicable to the proposed site and would not need to make assumptions on the vehicle trips based on observed patrons entering/exiting the facility.*

Applicant Response i: The estimated vehicle trips, and subsequent vehicle occupancy ratios, were developed in conjunction with the person counts conducted at the Wonder Casino. The vehicle trip estimates were developed from observations that were conducted simultaneously with the person counts.

The Wonder Casino in Keene was selected as a representative or comparative facility given that it operates most similarly to the Project in terms of size and the number games provided. Both the Dover and Manchester Filotimo Casino's are larger in floor area when compared to either the Project or Wonder Casino and include areas for DraftKings Sportsbook betting, a use not proposed within the Project. Keene (23,000± inhabitants) is also the closest to Lebanon (15,000± inhabitants) in population when compared to either Dover (33,000± inhabitants) or Manchester (115,500± inhabitants).

Obtaining empirical vehicle counts at the Filotimo Casino & Restaurant facilities would require that similar assumptions be made concerning vehicle occupancy ratios as they both share possible parking with other uses. The Dover location shares a parking lot with a bowling alley (Dover Bowl) and bingo facility (Dover Bingo), and the Manchester location lies within a strip mall area, and shares parking with an urgent care facility (Concentra Urgent Care) and a restaurant (South Side Tavern).

WSE Response: Collecting data from other local sources that are similar in nature for comparison is recommended by ITE rather than using a single source of data. It was also noted that the Applicant did not provide any data from the existing facility they currently operate at 45 Hanover Street in Lebanon that would be relocating to this site. Therefore, the Applicant should provide additional trip information

as originally requested for review to confirm that the anticipated traffic volumes represented in the TIS are acceptable.

Comment j: *Based on a review of the current site trip generation it does not appear that the proposed development would meet any of the MUTCD Traffic Signal Warrant requirements. However, if the revised empirical trip generation data collected above significantly increases the proposed site traffic volumes, the Applicant's Engineer should review the MUTCD Traffic Signal Warrants and discuss the results in the report.*

Applicant Response j: See Response to Comment i. Further, the operating hours of the facility would not produce 8 to 12 hours of exiting traffic volumes on an average weekday that would be of a level that would meet the warrants specified in the MUTCD for the installation of a traffic control signal.

WSE Response j: It is unclear why the Applicant Response indicates to see Comment I since it does not relate to hours of operation. However as noted under WSE Response f above, the Applicant should provide additional data to corroborate the proposed peak hours of operation.

Comment k: *The Applicant's Engineer trip distribution was based on the existing travel patterns within the corridor. Given that the proposed casino could have more of a regional or out of state client base, the Engineer should look at adjusting the trip distribution to favor the use of Interstate 89 to get to and from the site.*

Applicant Response k: The majority of the clients are expected to be local and, as such, the Project is not expected to have a significant regional impact. To the extent that a larger percentage of trips are oriented to/from I-89, the center left-turn lane accommodation along Miracle Mile at the Project site driveway can accommodate the traffic volume variation as evidenced by the traffic operations analysis which indicated left-turn movements from Miracle Mile entering the Project site operated with delays of up to 9.0 seconds with no residual vehicle queuing. Further, the traffic signal at the Miracle Mile/Mechanic Street/Poverty Lane intersection has reserve capacity to accommodate potential traffic volume fluctuations as well, with the overall intersection operating at a level-of-service (LOS) A and all movements operating with a volume-to-capacity-ratio below 1.00 (defined as capacity).

WSE Response k: See WSE Response d above.

Comment l: *As noted in the report, the crash data should be collected and analyzed to determine if there are any crash trends along the corridor. If available, this data should include years when the existing site was in operation as an automobile dealership.*

Applicant Response l: The crash data for the most recent five-year period (2019 through 2023, inclusive) has been requested from the Lebanon Police Department.

WSE Response l: Data will be reviewed when provided.

Comment m: *We concur with the Applicant's Engineer's sight distance evaluation results showing that both SSD and ISD measurements are above the minimum AASHTO values. The site plan provided in the*

Appendix of the report shows two sight triangles that need to be maintained clear of obstructions in order to obtain the measure sight lines. Since the sight line looking to the east crosses onto another property not under control of the Applicant, the Applicant should obtain a sight line easement to ensure this area is maintained free of sight line obstructions.

Applicant Response m: A sight triangle plan has been prepared for the Miracle Mile/Project site driveway interaction and is attached. As can be seen on Figure 1, the sight triangles located entirely within the public right-of-way along Miracle Mile and, as such, a sight line easement is not necessary to maintain the required distances for safe operation of the intersection.

WSE Response m: While we agree that the sight distance plan provided meets the minimum requirements per AASHTO guidelines, the placement of the proposed “Stop” bar appears to conflict with traffic making a right turn into the existing gas station. In other words, it appears that traffic entering the gas station may be required to cross the stop bar in order to enter the site, especially when there is a vehicle waiting to exit the gas station driveway. This movement could result in an increased crash potential at this location. Therefore, it is recommended that the proposed stop bar be pulled back and better delineation between the two driveways provided to reduce the chance of this conflict.

Comment n: *In the Synchro analysis for all time periods and conditions at the intersection of Miracle Mile & Poverty Lane/Timken Aerospace the eastbound approach lanes are shown as an exclusive left-turn lane and a shared through/right-turn lane when in fact the pavement markings and signal indications show that the eastbound approach lanes are an shared through/left-turn lane and shared through/right-turn lane. Please revise accordingly and update all results tables. In addition, the report does not indicate how the existing traffic signal timing were obtained. Please provide this information for review.*

Applicant Response n: The signal timings that were used in the February 2023 TIS were gathered during the field investigation of the study area on January 25, 2023, and are attached for review. The updated Synchro analysis is provided in Table 5R. As can be seen in Table 5R and consistent with the findings of the February 2023 TIS, no changes in level-of-service are predicted to occur for any movement over 2024 and 2034 No-Build conditions, with all movements predicted to operate at LOS B or better. Vehicle queues at the intersection are predicted to increase by up to one (1) vehicle.

WSE Response n: There is concern with the accuracy of the existing traffic signal timings because there is no physical evidence (cameras, loops, radar units, or pull boxes) that would indicate that this location is operating as a fully actuated traffic signal as noted in the TIS. In addition, the diagrams provided do not appear to provide more a max for phase 2 so it is unclear how the overall cycle length was determined. Either provide additional data justifying the use of the existing signal timings in the TIS or coordinate with the City to gain access to the traffic signal cabinet to obtain the existing traffic signal timings and verify that the traffic signal is fully actuated. Based on the results of this information it may be necessary to update the analysis with the TIS.

Comment o: *In the Synchro analysis for all time periods and conditions at the intersection of Miracle Mile & Project Site/Exxon Mobile it appears that the Miracle Mile was analyzed with the assumption that there was an exclusive left-turn lane on both the westbound and eastbound approaches when this is in fact a two-way-left-turn. Please revise accordingly and update all results tables.*

Applicant Response o: The updated Synchro analysis is provided in Table 6R. As can be seen in Table 6R, the analysis results with a two-way left-turn lane are generally similar to or better than the results that were presented in the February 2023 TIS

WSE Response o: No further comment at this time, however, should trip generation rates or trip distribution patterns change as a result of other comments above, then updated data should be provided for review.

Comment p: *The Applicant's Engineer notes that there is a transit stop approximately 600 feet west of the site, and recommends that the facility work with the Transit company to provide service to the site however there is no sidewalk connecting the proposed development to this transit stop so there is concern, especially in the winter months that employees will not use this option because they would have to walk on the roadway shoulder. In order to meet the Transportation Management recommendations within the study area it is recommended that the Applicant provide a sidewalk connection along the south side of Miracle Mile and the proposed development which is also in conformance with the City's goals of improving sidewalk connectivity between uses along this corridor.*

Applicant Response p: There is an existing paved swale along the Project site frontage on Miracle Mile that precludes the practical installation of a sidewalk without significant engineering intervention and at a cost that is not commensurate with the impact of the Project on the transportation infrastructure. As such, the Project proponent will coordinate with Advance Transit to assess the feasibility of establishing transit service to the Project site.

WSE Response p: The Applicant should provide a concept plan and cost estimate to the city for review to justify that the requested sidewalk connection is not feasible as noted above.

Comment q: *The Applicant's Engineer notes that the site driveway exit shall be placed under "Stop" sign control and that marked stop lines shall be provided. Please verify that the intent is to install a "Stop" sign and a marked stop line as these items are not shown on the site plan included in the Appendix.*

Applicant Response q: The Site Plan has been updated to show the installation of a STOP-sign and STOP-line on the approach to Miracle Mile and will be provided by others under separate cover.

WSE Response q: The updated site plan was not provided for review, however, please see Comment m above with regards to the proposed stop bar location shown on the sight distance plan that was provided.

April 12, 2023

Brian Vincent, PE
City of Lebanon DPW
193 Dartmouth College Highway
Lebanon, NH 03766

**Re: 369 Miracle Mile
Charity Gaming/Restaurant
Lebanon, NH
Subject parcel 103-11
GC Zone
Site Plan Review – Stormwater Management**

Dear Brian,

On behalf of NH Group, LLC, we have prepared this memorandum as requested in your email dated March 28, 2023. The discussions below summarize the data, methodology and analysis used to design improvements to the existing stormwater management system at 369 Miracle Mile in accordance with section 6.6G.

Introduction

The existing 3.38-acre property contains a 25,227-sf former auto dealership. The lot is primarily hardscape with approx. 2.3 acres of impervious surfaces. A public utility and power line easement encompasses the entire west leg of the subject lot and is surfaced with gravel. The width of this easement is 125 ft. in total and therefore spans the entire width of the west leg. The future lot owner, NH Group, LLC plans to redevelop the site as a combination restaurant and charity gaming center. The existing building will be reduced to a total floor area of 18,375 sq. ft. and the interior of the building will be renovated to accommodate the new use.

Drainage is managed through a series of catch basins and underground piping. There is an existing vortechs treatment unit at the far west end of the site which treats approximately 5 acres which is composed of 1.7 acres of site impervious with the remainder containing runoff from lot 103-9 and drainage from the I-89 right of way. Approx. 70% of the 5-acre area discharging to the vortechs unit is impervious. There is a parallel 24" pipe running on the south side of the west leg of the site. This pipe conveys additional runoff from the I-89 right of way and discharges separately from the vortechs unit to the wet area to the far west of the site. The vortechs unit is a hydrodynamic separator (HDS) by Contech Engineered Solutions (Contech). The unit was installed around 2007 and has a maximum capacity of approximately 11.3 ft³/s.

Methodology

Stormwater analysis was conducted using HydroCAD Version 10.20-2g to compute the post-construction conditions for the 2-year, 10-year and 50-year 24-hour storms. This program uses the TR-20 stormwater calculation method. The HDS was modeled based on the shop drawings provided by Contech, which are included at the end of the report.

Results

The following table shows the results of the post-development HydroCAD analysis. Pre-development analysis was not considered since there is an overall reduction in site imperviousness by approx. 1,200 sf. Therefore, post-development runoff is assumed to be slightly less than the pre-development condition. The table below summarizes flowrates to the HDS.

	2-yr Storm	2-yr Storm	10-yr Storm	10-yr Storm	50-yr Storm	50-yr Storm
	cfs	cf	cfs	cf	cfs	cf
POI-1 (vortechs)	7.26	19,886	13.08	35,105	16.03	56,692

Based on the flow summary the HDS reaches capacity just under the 10-year storm event at which point flows would overtop the catch basin grate which could lead to a release of contaminants floating behind the oil baffle.

Recommendations

Based on the above results we have designed a bypass manhole on the inlet pipe just upgradient of the HDS unit. This additional structure will allow the unit to continue to function in higher flow events and avoids potential releases of contaminants if the catch basin grate overtops. During any high flowrate events stormwater flows exceeding capacity would be redirected to the 24" discharge line.

Additional stormwater Best Management Practices (BMPs) have also been included in the design to create some treatment redundancy within the stormwater management system. These additional BMPs consist of a proposed rain garden to treat approximately 4,500 sf of pavement along the north side of the building and 4' deep sumps and stormwater hoods to be installed on all new catch basins except for structure D5 located at the northwest building corner. D5 is 11' deep and adding a 4' sump to this structure is impractical. These additional BMPs will improve overall system contaminant removal efficiency and reduce sediment load to the HDS. The HDS should continue to be inspected and serviced biannually to maintain the best performance possible from the unit.

Conclusions

Based on the above recommendations and analysis this project complies with section 6.6G.2.b since approximately 70% of redeveloped site impervious is treated to the Maximum Extent Practicable (MEP) and with redundancy in most of the site subareas through a combination of the BMPs described above.

Sincerely,
ENGINEERING VENTURES, PC



Adam Morse, PE (NH#15614)
Project Manager

GRANITE
STATE
ELECTRIC

BRIDGMAN'S
FURNITURE
(RETAIL)

EXCAVATE & REGRADE
EX DITCH FOR UNIFORM
FLOW OVER LANDS OF
PROJECT ONE

Easement for G.S.E. Co.
Poles & Wires
(No New Planting)

ONE CLEAN
PLACE
(CLEANING)

ACCESS
ADDITIONAL
PARKING &
SNOW
STORAGE

MIRACLE MILE (ROUTE 4)

EVANS
(RETAIL)

FUEL
RAMP 12'

NEW
DEALERSHIP
12,165 SF.

EXISTING BUILDING
19,200 SF.

ADDITION
8,600 SF.

PLAN
1"=40'

MAP 20
LOT 12

MAP 20
LOT 10/12-1

3.3 acres
128 SPACES
17 DISPLAY
145 TOTAL

2.48 acres
71 PARKING SPACES
20 FUTURE SPACES
100 STORAGE SPACES

8.5% 25.7% LOT COVERAGE (F.A.R.)

DRAINAGE SYSTEM

- A. Top = 35.5
Inv 15" out = 31.0
- B. Top = 31.8
Inv 15" = 27.3
- C. Top = 29.2
Inv 15" = 24.0
- D. Top = 29.0
Inv 15" in = 22.5
Inv 18" out = 22.25
- E. Top = 27.5
Inv 18" in = 20.5
Inv 24" in and out = 20.0
- F. Top = 23.7
Inv 24" in = 16.0, 15" = 16.5
Inv 24" out = 12.0
- G. Headwall
Inv 24" = 509
- H. Top = 26.8
Inv 15" = 23.0
- I. Top = 23.5
Inv 15" = 19.0
- J. Existing
Top = 26.6
Inv 15" = 22.5

NOTES

1. Boundary Data as Surveyed by Pantel Associates.
2. Landscaping: See separate sheet.

3. a) Parking spaces shown are 10' by 20'. A two foot overhang may be provided on spaces against curbs or pavement edges.
- * b) Spaces designated by an asterisk may be fenced for car storage and rearranged as required.

SITE PLAN LEGEND

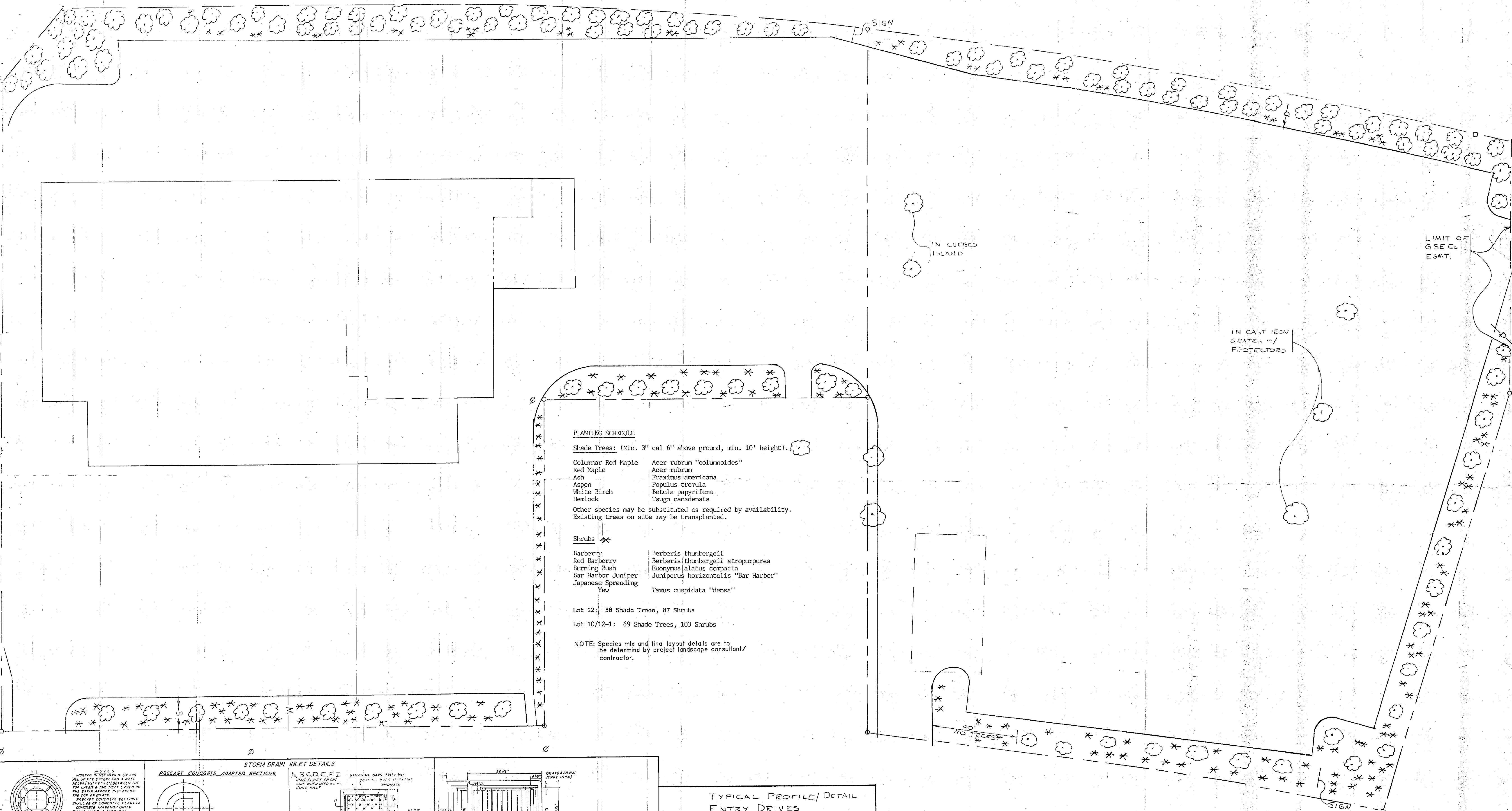
- 26 --- EXISTING GRADE
- 30 --- PROPOSED GRADE
- D --- DRAIN, STORM
- S --- SEWER, SANITARY
- W --- WATER
- SW --- STORM WATER INLET
- FH --- FIRE HYDRANT
- SLD --- SHIELDED LUMINAIRE, SEE CAT. CUT
- EX --- EXISTING
- TYP --- TYPICAL
- R --- RADIUS OF RETURN
- A --- ONE WAY ARROW

PANTEL ASSOCIATES
Consulting Engineers
1 Main St., 6031 795-4371

SITE PLAN
OVERALL DEVELOPMENT PLAN
LOCATION:
MIRACLE MILE
Tax Map 20 Lots 10, 12-1, 12
LEBANON, NH
Prepared for Record Owner:
Project One Realty Associates, Inc.
MARCH 5, 1987

JOHN F. HAMER (GERRISH CORPORATION)
33 Erskine Ct. 351 Miracle Mile - Rt. 4
Mahwah, NJ 07430

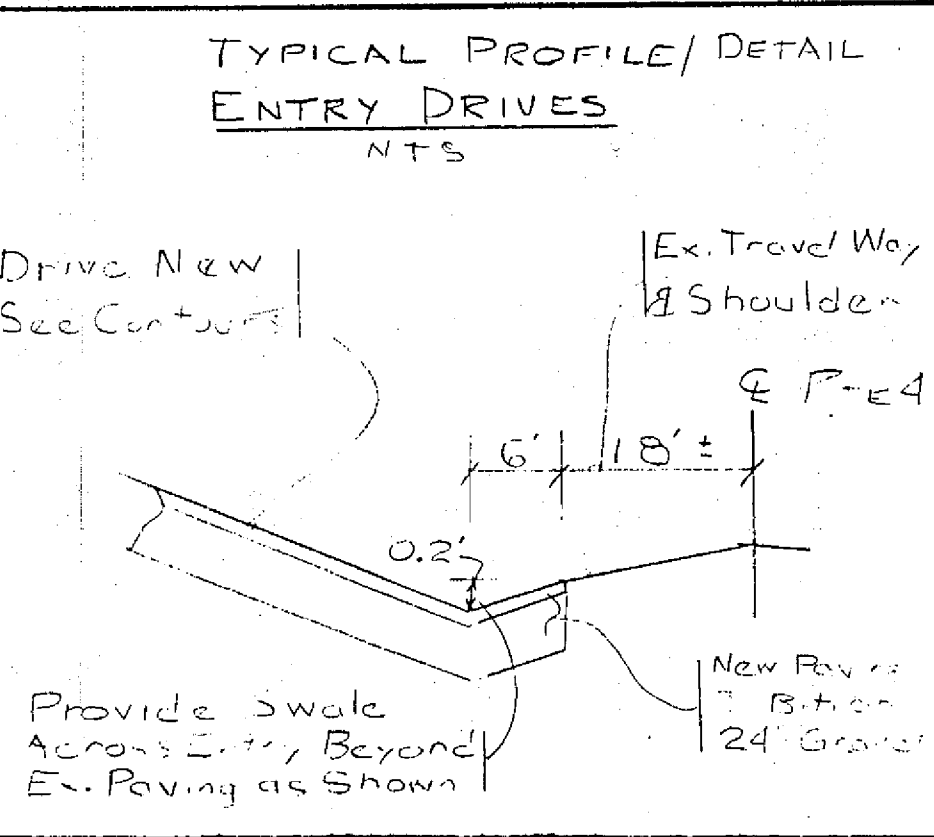
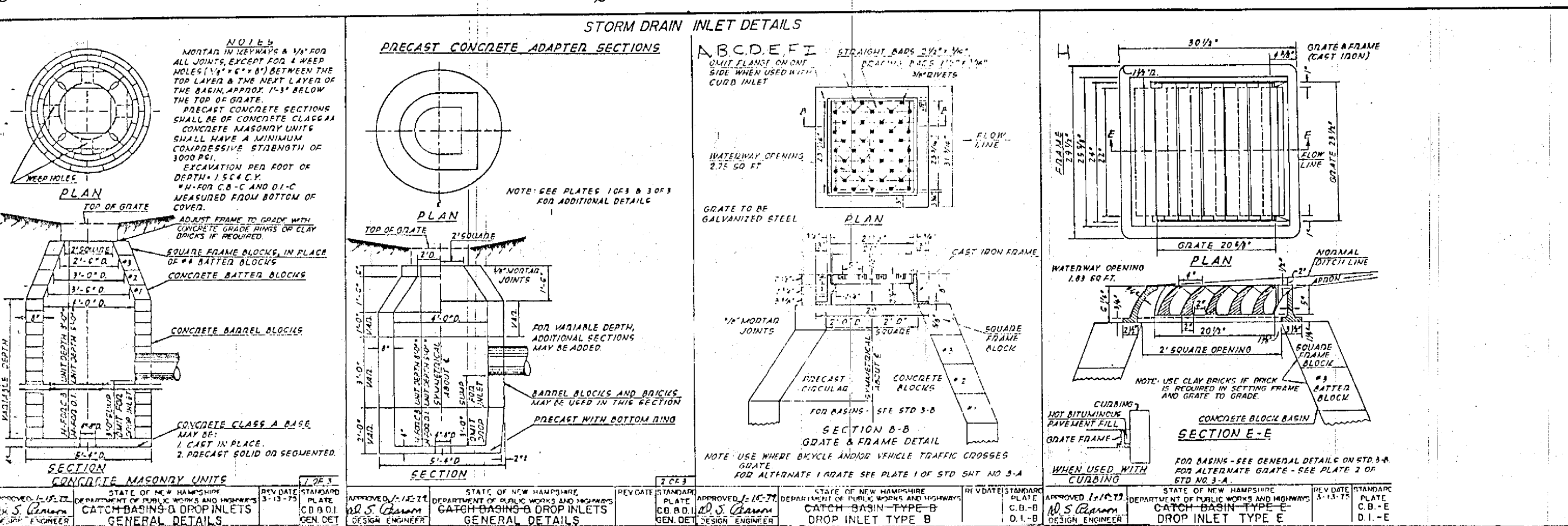
MAP: New- 103-9
Old- 20-10
PLANS - A1



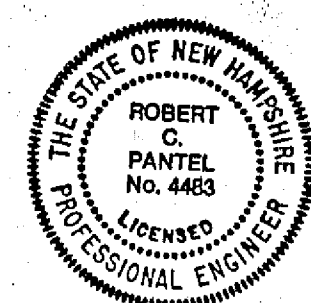
- PLANTING SCHEDULE**
- Shade Trees: (Min. 3" cal 6" above ground, min. 10' height).
- | | |
|--------------------|---------------------------|
| Columnar Red Maple | Acer rubrum "columnoides" |
| Red Maple | Acer rubrum |
| Ash | Fraxinus americana |
| Aspen | Populus tremula |
| White Birch | Betula papyrifera |
| Hemlock | Tsuga canadensis |
- Other species may be substituted as required by availability.
Existing trees on site may be transplanted.
- Shrubs ***
- | | |
|------------------------|-------------------------------------|
| Barberry | Berberis thunbergii |
| Red Barberry | Berberis thunbergii atropurpurea |
| Burning Bush | Euonymus alatus compacta |
| Bar Harbor Juniper | Juniperus horizontalis "Bar Harbor" |
| Japanese Spreading Yew | Taxus cuspidata "densa" |

Lot 12: 58 Shade Trees, 87 Shrubs
Lot 10/12-1: 69 Shade Trees, 103 Shrubs

NOTE: Species mix and final layout details are to be determined by project landscape consultant/contractor.



SCALE 1"=20'



PANTELL ASSOCIATES
Consulting Engineers & Land Surveyors
1 Main St.,
Lebanon, NH 03768-0352
(603) 795-4971

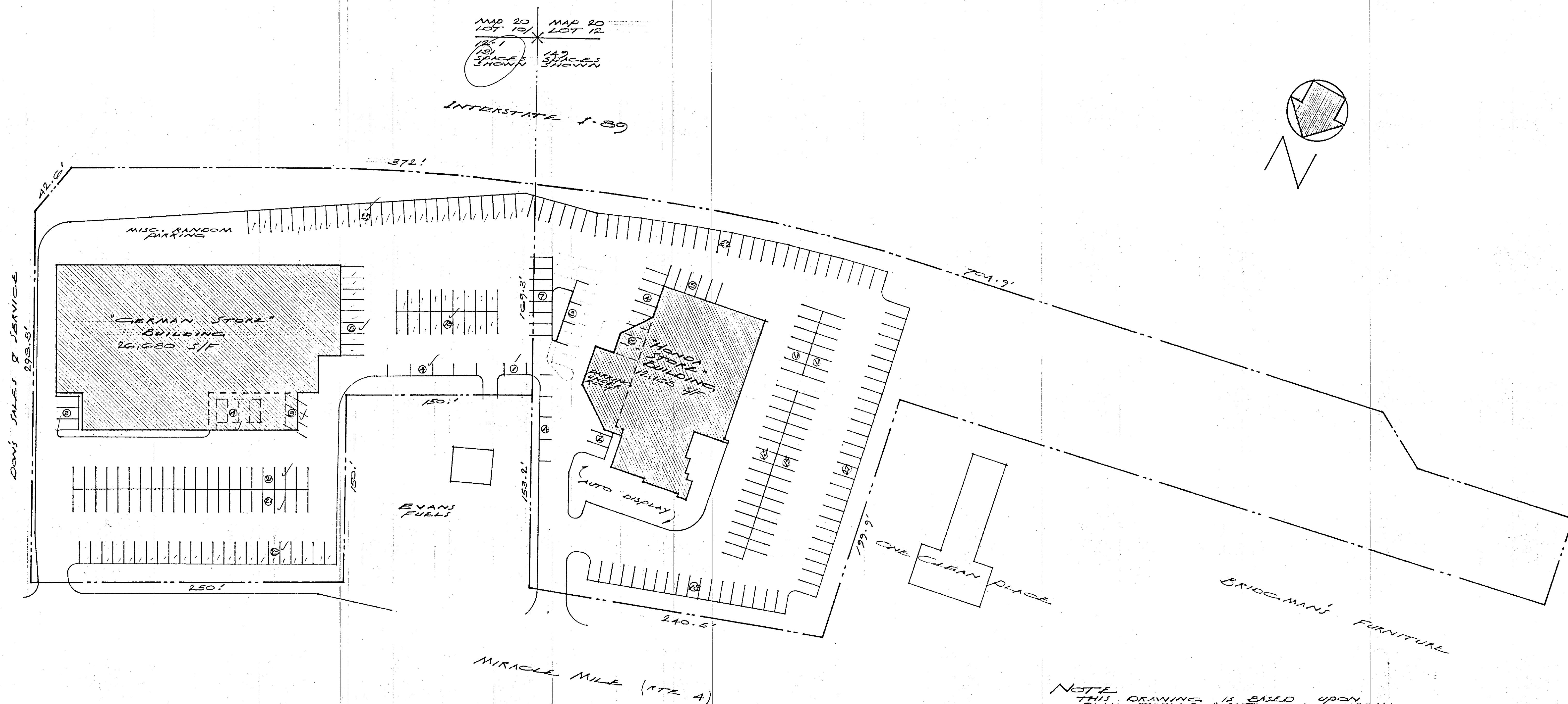
SITE PLAN
LANDSCAPING & DETAILS

LOCATION:
MIRACLE MILE
Tax Map 20 Lots 10, 12-1, 12
LEBANON, NH

PREPARED FOR RECORD OWNER:
PROJECT ONE REALTY ASSOCIATES

APRIL 18, 1987

JN 471

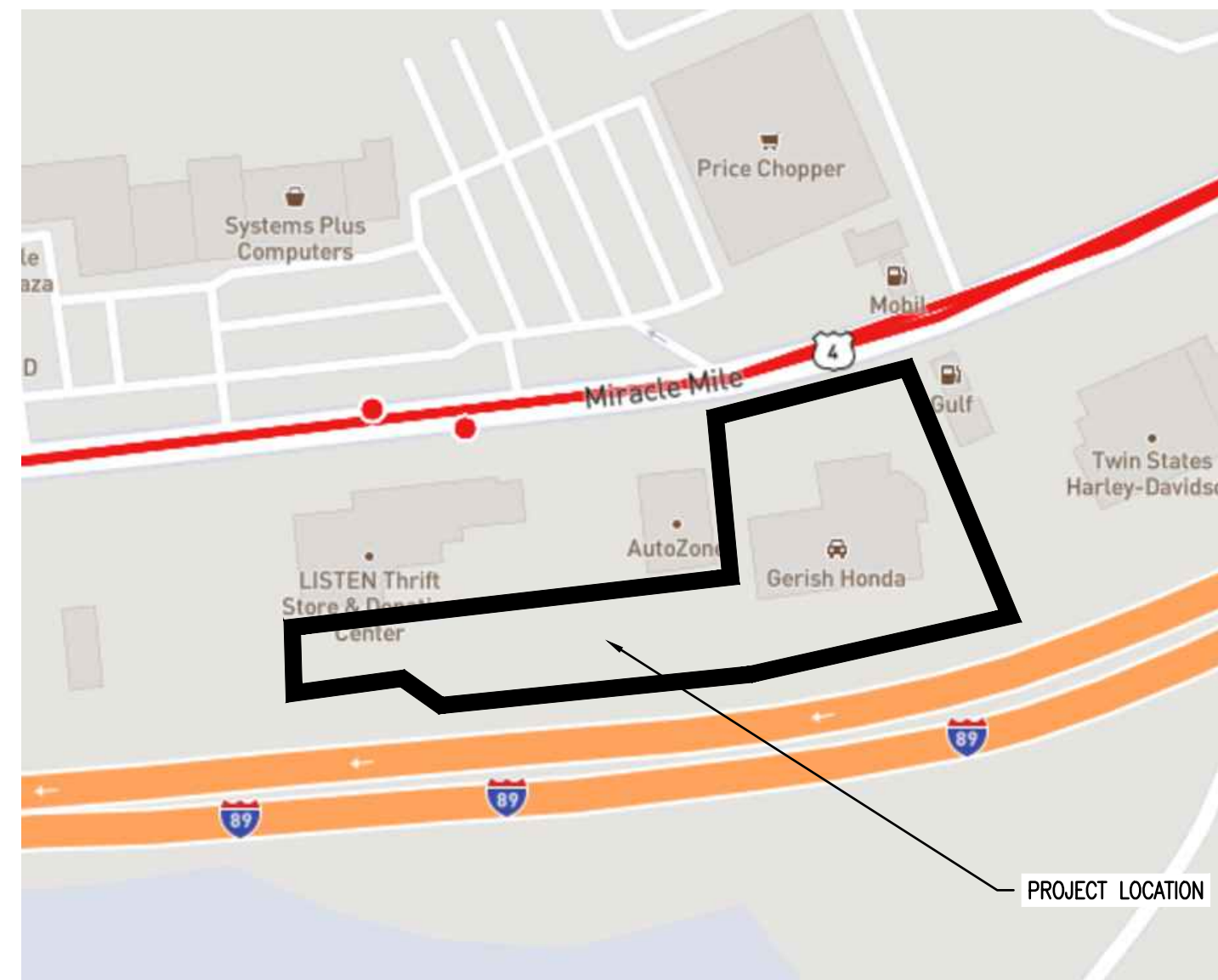
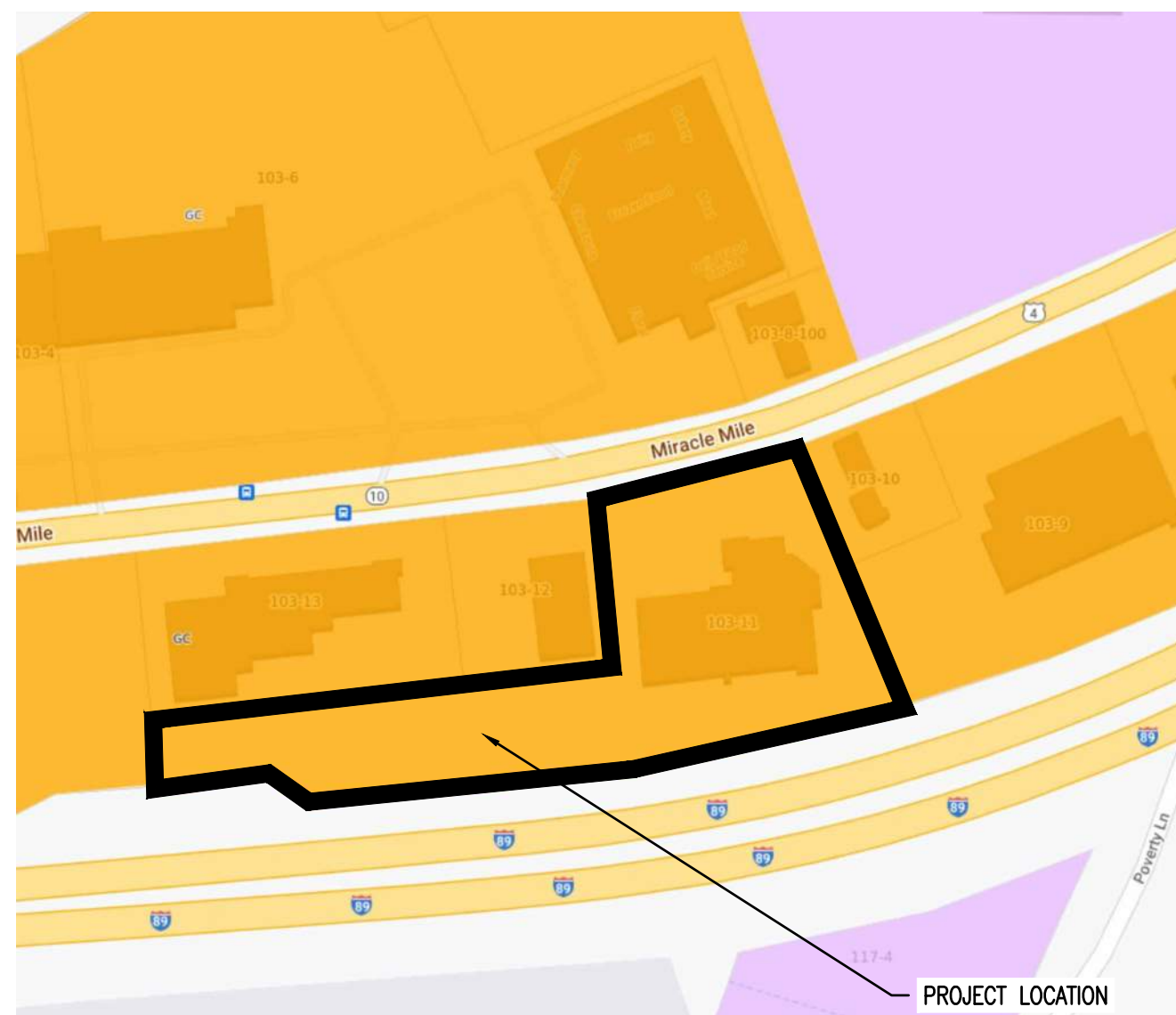


• PARKING PLAN •
ONE: 1" = 40'

PROPERTY OF
JOHN F. HEUER
LEDANON, NEW HAMPSHIRE
FRANK J. DARRETT JR. ARCHITECT
ELY, VERMONT

JUNE 16, 1994

369 MIRACLE MILE

TAX MAP
1" = 200'

3/20/2023
369 Miracle Mile
NH Group, LLC
Lebanon Zoning Regulations

TABLE OF CONTENTS

SHEET	TITLE	CONSULTANT	PAGE NO.
C0.0	COVER SHEET	ENGINEERING VENTURES	(1 OF 15)
C0.1	LEGEND AND NOTES	ENGINEERING VENTURES	(2 OF 15)
C1.2	EXISTING CONDITIONS PLAN	VIVE LIBRE GEOMATICS	(3 OF 15)
C1.3	DEMOLITION PLAN	ENGINEERING VENTURES	(4 OF 15)
C2.0	EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLAN	ENGINEERING VENTURES	(5 OF 15)
C2.1	SITE GRADING DRAINAGE AND UTILITY PLAN	ENGINEERING VENTURES	(6 OF 15)
C2.2	SITE LAYOUT PLAN	ENGINEERING VENTURES	(7 OF 15)
C2.3	WB-67 VEHICLE TURNING PLAN	ENGINEERING VENTURES	(8 OF 15)
C3.1	SITE DETAILS	ENGINEERING VENTURES	(9 OF 15)
C3.2	SITE DETAILS	ENGINEERING VENTURES	(10 OF 15)
C3.3	STORMWATER DETAILS	ENGINEERING VENTURES	(11 OF 15)
C3.4	EPSC DETAILS	ENGINEERING VENTURES	(12 OF 15)
L-1	LANDSCAPE PLAN	MARA LANDSCAPE DESIGN	(13 OF 15)
L-2	LANDSCAPE DETAILS	MARA LANDSCAPE DESIGN	(14 OF 15)
PH1	PHOTOMETRIC PLAN	EXPOSURE, INC.	(15 OF 15)

CONSULTANTS

CIVIL ENGINEERING
ENGINEERING VENTURES, PC
85 MECHANIC STREET, SUITE E2-3
LEBANON, NH 03766
(603) 442-9333

LAND SURVEYOR
VIVE LIBRE GEOMATICS
PO BOX 1093
LEBANON, NH 03766
(603) 727-4222

LANDSCAPE ARCHITECT/SITE LIGHTING
MARA LANDSCAPE DESIGN
16 MYTLE AVE.
NEWBURYPORT, MA 01950
(978) 471-8103

ARCHITECT
SOSH ARCHITECTS
1020 ATLANTIC AVE.
ATLANTIC CITY, NJ 08401
(609) 345-5222

SUBJECT PROPERTY

LOT 103-11
369 MIRACLE MILE
LEBANON, NH 03766

OWNER/APPLICANT

OWNER
369 MIRACLE MILE, LLC
63 RALPH LEHMAN DR.
WHITE RIVER JUNCTION, VT
05001

APPLICANT
STEFAN HUBA
NEW HAMPSHIRE GROUP, LLC
887B CENTRAL AVE.
DOVER, NH 03820
StefanHuba@p2e.COM

C0.0

LEGEND

EXISTING FEATURES		PROPOSED FEATURES
	CLEAN OUT	
	MANHOLE	
	CATCH BASIN	
	STORM MANHOLE	
	BOLLARD	
	HEADWALL	
	FLARED END SECTION	
	STONE APRON	
	GATE VALVE	
	HYDRANT	
	WATER SHUT OFF	
	UTILITY POWER POLE	
	SIGN	
	SPOT ELEVATION	+100.5
	HANDICAP SYMBOL	
	POND	
	TREELINE	
	CONTOUR	
	SWALE	
	STONE WALL	
	SUBJECT PROPERTY LINE	
	OFF SITE PROPERTY LINE	
	SOIL BOUNDARY	
	EDGE OF PAVEMENT	
	EDGE OF GRAVEL	
	SANITARY SEWER LINE	
	STORM LINE	
	WATER LINE	
	OVERHEAD ELECTRIC	
	UNDERGROUND ELECTRIC	
	UNDERGROUND COMM.	
	GAS LINE	
	SETBACK	
	WETLANDS DELINEATED	
	WETLANDS APPROX.	
	FENCE (BARBED WIRE)	
	FENCE (CHAIN LINK)	
	FENCE (WOODEN)	
	UNDER DRAIN	
	ROOF DRAIN	
	FOUNDATION DRAIN	
	OFFSITE WETLANDS	
	CONCRETE	
	ASPHALT PAVEMENT	
	BUILDING	
	RETAINING WALL	
	GRAVEL SURFACE	

NOTE: NOT ALL OF THE SYMBOLS, LINE TYPES AND SURFACE HATCHING INDICATED IN THE LEGEND APPEAR ON THE PLANS.

GENERAL NOTES

- EXACT OBJECT LOCATIONS MAY DIFFER FROM THAT AS SHOWN, AND ADDITIONAL SUB-SURFACE AND SURFACE UTILITIES AND STRUCTURES MAY EXIST. THE CONTRACTOR IS TO PROCEED WITH GREAT CARE IN EXECUTING ANY WORK AND TO CALL DIG SAFE 72 HOURS PRIOR TO ANY DIGGING, DRILLING OR BLASTING.
- THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY CONDITIONS THAT VARY FROM THOSE SHOWN ON THE PLANS. THE CONTRACTOR'S WORK SHALL NOT VARY FROM THE PLANS WITHOUT THE EXPRESSED APPROVAL FROM THE ENGINEER.
- THE CONTRACTOR IS INSTRUCTED TO COOPERATE WITH ANY AND ALL OTHER CONTRACTORS PERFORMING WORK ON THIS JOB SITE DURING THE PERFORMANCE OF THIS CONTRACT.
- THE CONTRACTOR SHALL RESTORE LAWNS, DRIVEWAYS, CULVERTS, SIGNS AND OTHER PUBLIC OR PRIVATE PROPERTY DAMAGED OR REMOVED TO EXISTING CONDITIONS OR BETTER AS DETERMINED BY THE ENGINEER. ANY DAMAGED TREES, SHRUBS AND/OR HEDGES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE, UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL COMPLY WITH ALL REQUIRED PERMITS.
- THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING, AND INCURRING THE COST OF ALL REQUIRED PERMITS, INSPECTIONS, AND CERTIFICATES.
- THE CONTRACTOR WILL PROTECT EXISTING PROPERTY LINE MONUMENTATION. ANY MONUMENTATION DISTURBED OR DESTROYED, AS JUDGED BY THE ENGINEER OR OWNER SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE UNDER THE SUPERVISION OF A NEW HAMPSHIRE STATE LICENSED LAND SURVEYOR.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE ALL PLAN SHEETS AND SPECIFICATIONS, AND COORDINATE WORK WITH ALL CONTRACTS FOR THE SITE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT EXPLORATORY TEST PITS AS MAY BE REQUIRED TO DETERMINE UNDERGROUND CONDITIONS.
- ALL TRENCH EXCAVATION AND ANY REQUIRED SHEETING AND SHORING SHALL BE DONE IN ACCORDANCE WITH THE LATEST OSHA REGULATIONS FOR CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING AND THE MAINTENANCE OF SURFACE DRAINAGE DURING THE COURSE OF WORK.
- MAINTAIN FLOW FOR ALL EXISTING UTILITIES, UNLESS NOTED OTHERWISE.
- CONTRACTOR TO GRADE ALL AREAS ON THE SITE TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND IMPERVIOUS SURFACES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL FIELD LAYOUT.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER INSTALLATION, MONITORING, MAINTENANCE AND REMOVAL OF ALL TEMPORARY EROSION CONTROL MEASURES AND TAKING PRECAUTIONARY STEPS TO AVOID ANY SEDIMENT TRANSFER TO NEIGHBORING SITES OR WATERS OF THE STATE.

LANDSCAPE NOTES

- ALL NEW PLANT MATERIAL SHALL BE NURSERY-GROWN STOCK.
- AT THE TIME OF PLANTING, ALL DECIDUOUS TREES SHALL BE A MINIMUM 2.5 TO 3 INCHES IN CALIPER, MEASURED 6 INCHES ABOVE THE FINISH GRADE LEVEL; ALL EVERGREEN TREES SHALL BE A MINIMUM OF 6 TO 7 FEET IN HEIGHT.
- AT THE TIME OF PLANTING, ALL SHRUBS, WHETHER DECIDUOUS OR EVERGREEN, SHALL BE 24 TO 30 INCHES IN HEIGHT AND/OR 18 TO 24 INCHES IN SPREAD.
- GRADED AREAS SHALL BE VEGETATED TO INSURE EROSION CONTROL BY SEEDING, MULCHING, AND FERTILIZING. DISTURBED AREAS SHALL BE PLANTED WITH SUITABLE PLANT MATERIALS.
- GRADING SHALL NOT EXCEED A RATIO OF 3 HORIZONTAL TO 1 VERTICAL WITHOUT SPECIAL EROSION CONTROL MEASURES. NETTING OR SIMILAR MATERIAL SHALL BE PROVIDED ON SLOPES WITH A RATIO GREATER THAN 3:1 WHILE GROUND COVER IS BEING ESTABLISHED.
- THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPING, TO INCLUDE GRASS AND MULCH, IN GOOD, HEALTHY CONDITION SO AS TO PRESENT A NEAT AND ORDERLY APPEARANCE. THE PROPERTY OWNER SHALL REPLACE ANY UNHEALTHY OR DEAD PLANT MATERIALS IN CONFORMANCE WITH THE LANDSCAPE PLAN APPROVED BY THE BOARD AS PART OF THE SITE PLAN.
- ALL PLANTINGS, FENCES, AND WALLS NECESSITATED BY THESE LANDSCAPING AND SCREENING REQUIREMENTS SHALL CONFORM WITH THE STREET INTERSECTION SIGHT-OBSTRUCTION REQUIREMENTS PROVIDED IN SECTION 206 OF THE LEBANON ZONING ORDINANCE. ALL SUCH PLANT MATERIALS MUST BE PRUNED AS NECESSARY TO MAINTAIN COMPLIANCE.
- ENCROACHMENT ON LANDSCAPED AREAS AFTER THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE STORAGE, DISPLAY, OR PARKING OF MOTOR VEHICLES, BOATS, MOBILE HOMES, TRAILERS, OR CONSTRUCTION EQUIPMENT WITHIN LANDSCAPED AREAS, BUFFERS, OR SCREENS, SHOWN AS SUCH ON THE APPROVED LANDSCAPE PLAN, IS EXPRESSLY PROHIBITED AND A VIOLATION OF THE NOTICE OF ACTION.

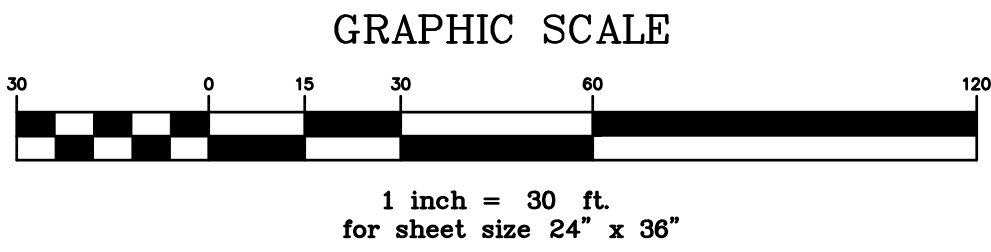
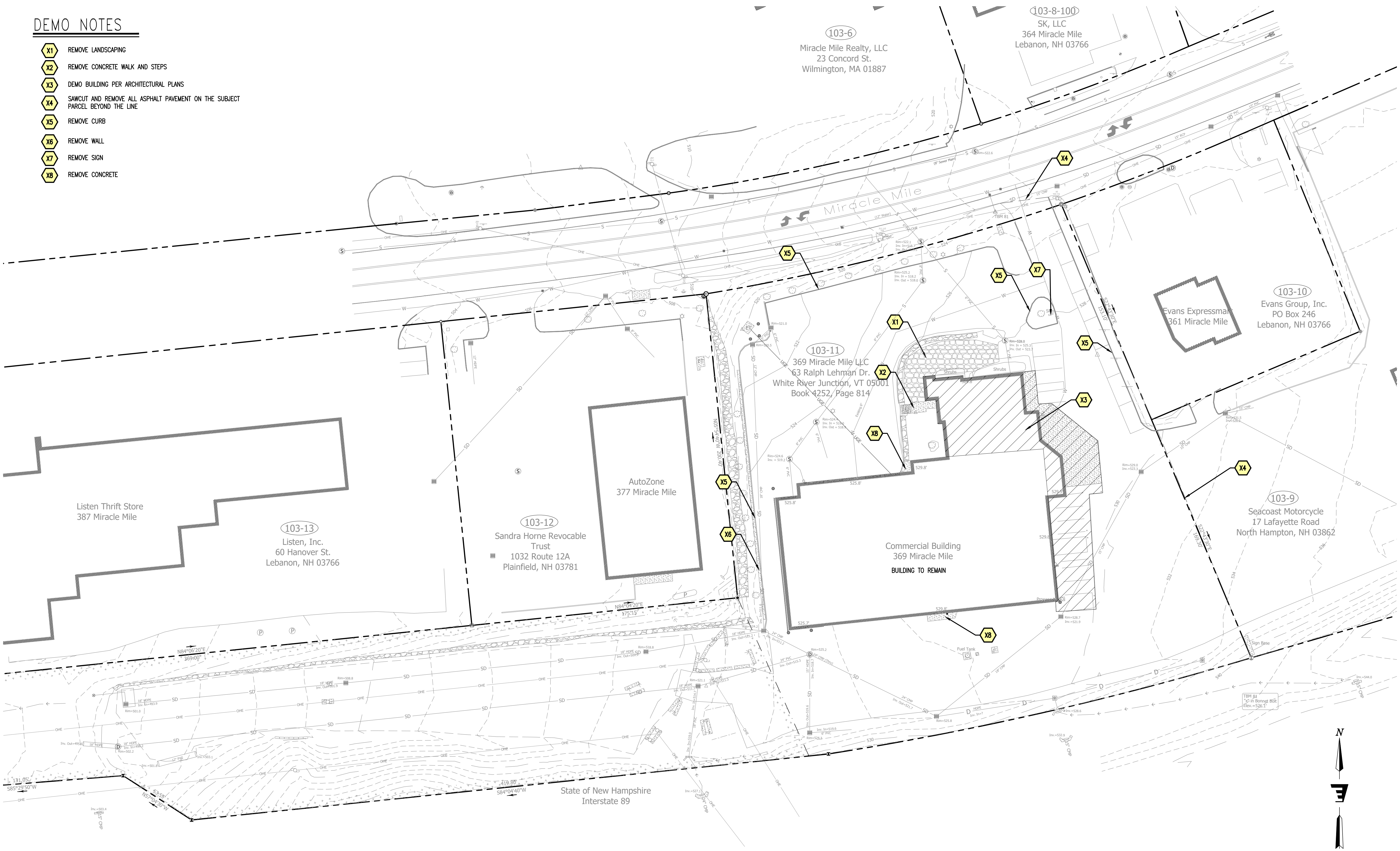
EPA 2022 CONSTRUCTION GENERAL PERMIT

- THIS PROJECT IS SUBJECT TO AN EPA 2022 CONSTRUCTION GENERAL PERMIT (CGP).
- CONTRACTOR SHALL PREPARE A SWPPP AND NOI IN ACCORDANCE WITH THE EPA 2022 CGP.
- CONTRACTOR SHALL FUNCTION AS AND MEET ALL REQUIREMENTS FOR ELIGIBILITY AS AN OPERATOR AS DEFINED BY THE CGP.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER INSTALLATION, MONITORING, MAINTENANCE, AND REMOVAL OF ALL TEMPORARY EROSION CONTROL MEASURES AND TAKING PRECAUTIONARY STEPS TO AVOID ANY SEDIMENT TRANSFER TO NEIGHBORING SITES OR WATERS OF THE STATE AS REQUIRED BY THE SUBMITTED SWPPP AND THE CGP.

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Description	
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Stefan Huba New Hampshire Group, LLC 887B Central Ave. Dover, NH 03820	
Sheet Title: LEGEND AND NOTES	Project Title: 369 Miracle Mile Restaurant/Charity Gaming Center Lebanon, Grafton County, New Hampshire
EV Project #	22506
Drawn By:	AM
Checked By:	AM
Scale:	AS NOTED
Date:	1/23/2023
C0.1	

DEMO NOTES

- X1
- REMOVE LANDSCAPING
- X2
- REMOVE CONCRETE WALK AND STEPS
- X3
- DEMO BUILDING PER ARCHITECTURAL PLANS
- X4
- SAWCUT AND REMOVE ALL ASPHALT PAVEMENT ON THE SUBJECT PARCEL BEYOND THE LINE
- X5
- REMOVE CURB
- X6
- REMOVE WALL
- X7
- REMOVE SIGN
- X8
- REMOVE CONCRETE



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 Dover, NH 03820

Demolition Plan 369 Miracle Mile Restaurant/Charity Gaming Center Lebanon, Grafton County, New Hampshire	EV Project # 22506 Drawn By: AM Checked By: KW Scale: 1" = 30' Date: 1/23/2023
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C1.2

Page 130 of 254

CONSTRUCTION SEQUENCE

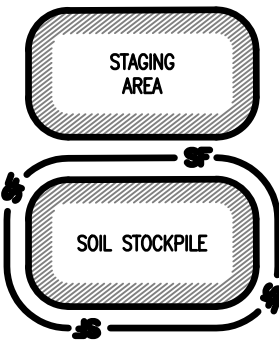
1. CONTRACTOR TO COORDINATE STOCKPILE AND STAGING AREAS WITH THE OWNER.
2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL HOST A PRECONSTRUCTION MEETING WITH OWNER, ENGINEER, CITY PLANNING, POLICE, FIRE, AND PUBLIC WORKS STAFF.
3. PRIOR TO ANY OTHER WORK, SILT FENCES SHALL BE INSTALLED GENERALLY 10 FEET FROM THE BASE OF THE FILL SLOPES, OR AS SHOWN ON THE EROSION CONTROL PLAN. THESE SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE PROJECT SITE HAS BEEN STABILIZED. SEDIMENT SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN IT BECOMES 6 INCHES DEEP AT THE FENCE. THE SILT FENCE WILL BE REPAIRED AS NECESSARY TO MAINTAIN A PROPER SEDIMENT BARRIER.
4. INSTALL TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT.
5. INSTALL INLET PROTECTION ON EXISTING CATCH BASINS AFFECTED DURING CONSTRUCTION.
6. ROUGH GRADE AND STOCKPILE TOPSOIL SURROUNDED BY SILT FENCE.
7. CLEAR AND GRUB, REMOVE LOOSE PAVING/DEMO PAVING AS REQUIRED AND HAUL OFF SITE USING EXISTING PARKING AREA AS STAGING.
8. DEMO REQUIRED PORTIONS OF THE BUILDING, BUILDING RENNOVATIONS TO OCCUR PARALLEL WITH SITE WORK.
9. INSTALL GREASE TRAP
10. INSTALL STORMWATER PIPING AND STRUCTURES
11. INSTALL LIGHT POLES AND ELECTRICAL CONDUITS
12. BACKFILL AND SUBGRADE PREP FOR NEW PAVING AND SIDEWALK AREA
13. PAVE BASE COURSE
14. COMPLETE FINAL GRADING OF SITE. PLACE TOPSOIL AND PERMANENTLY VEGETATE, LANDSCAPE, AND MULCH.
15. STABILIZE EXPOSED SLOPES AND SOILS AS SOON AS GRADED, REPAIR AND REESTABLISH ALL DISTURBED VEGETATED/LAWN AREAS, AND MAINTAIN UNTIL ADEQUATELY VEGETATED.
16. PAVE WEARING COURSE.
17. AFTER THE SITE IS APPROVED BY THE ENGINEER AS ADEQUATELY STABILIZED, REMOVE ALL TEMPORARY BMPs.
18. ANTICIPATED FINAL COMPLETION DATE WINTER 2024.

EROSION CONTROL LEGEND

EROSION PREVENTION AND SEDIMENT CONTROL STRATEGY
THE FOLLOWING TECHNIQUES WILL BE UTILIZED AS PART OF A SEDIMENT AND EROSION CONTROL PROGRAM. THE SEDIMENT AND EROSION CONTROL PROGRAM WILL BE IMPLEMENTED IN STAGES. CERTAIN ITEMS FROM ONE STAGE WILL LIKELY OVERLAP OR TAKE PLACE CONCURRENTLY WITH ITEMS FROM OTHER STAGES. HAY PRODUCTS SHALL NOT BE USED.

TEMPORARY INLET PROTECTION – STONE COLLARS AND/OR INLET SOCKS. INSTALL AS INDICATED ON PLANS. STONE TO BE REMOVED AND REPLACED WITH CLEAN STONE WHEN SEDIMENT IS $\leq 1/2$ DEPTH OF STONE. REMOVE ALL SEDIMENT COLLECTED IN STRUCTURE OR SOCK AS SOON AS POSSIBLE.

TEMPORARY STABILIZED CONSTRUCTION ENTRANCE
THIS STRUCTURAL MEASURE IS A STABILIZED PAD OF AGGREGATE UNDERLAIN WITH FILTER FABRIC LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY, SIDEWALK, OR PARKING AREA. THE PURPOSE OF A STABILIZED CONSTRUCTION ENTRANCE IS TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY OR STREETS. THIS WILL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE PROJECT SITE HAS BEEN PERMANENTLY STABILIZED. ONCE REMOVED, THE IMPACTED AREA SHALL BE SEEDED AND MULCHED.



TEMPORARY STAGING AND WASTE AREAS (APPROXIMATE)
THESE ARE APPROVED LOCATIONS WHERE NON-SOIL, NON-ERODIBLE MATERIALS MAY BE STORED. SOILS SHALL NOT BE STORED IN THESE AREAS.

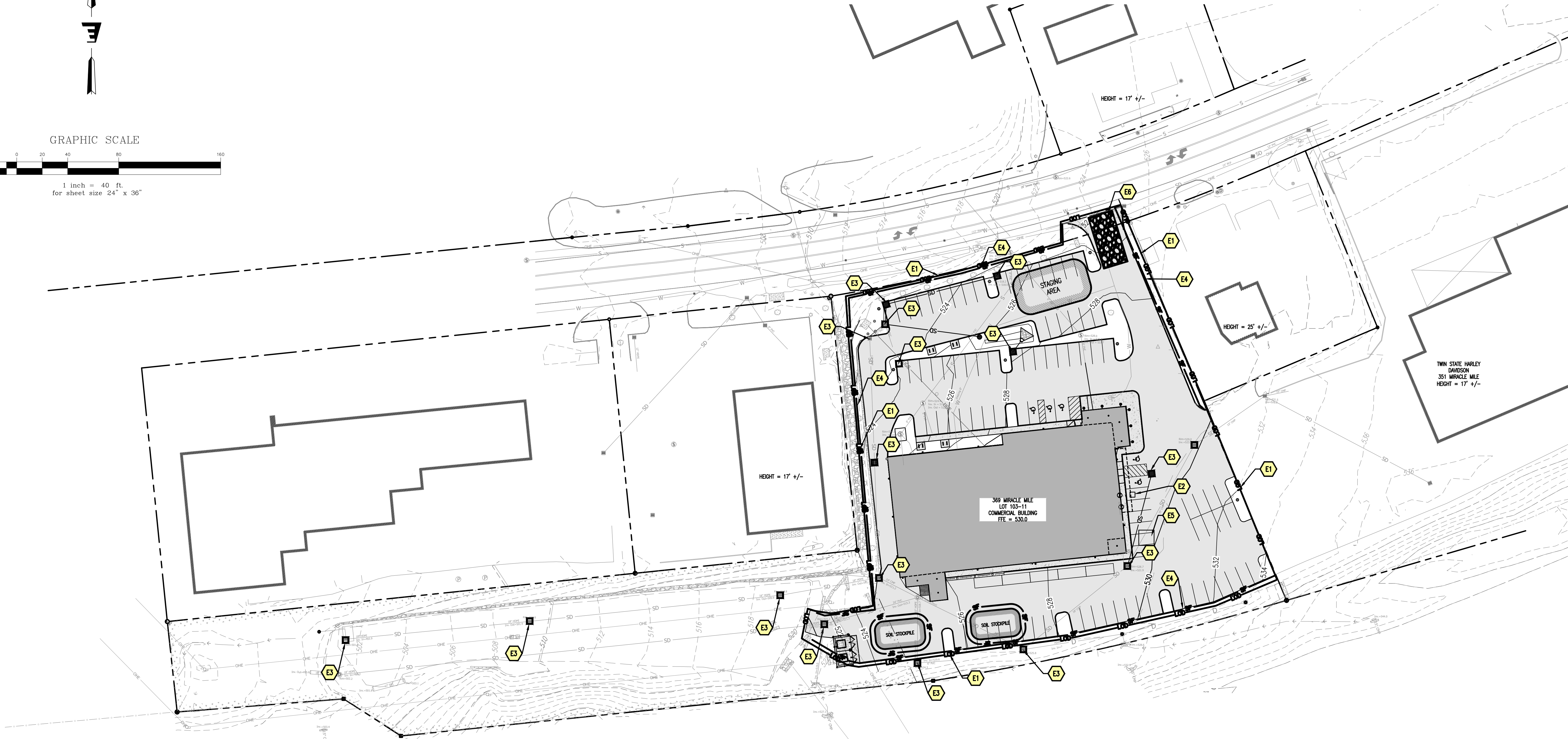
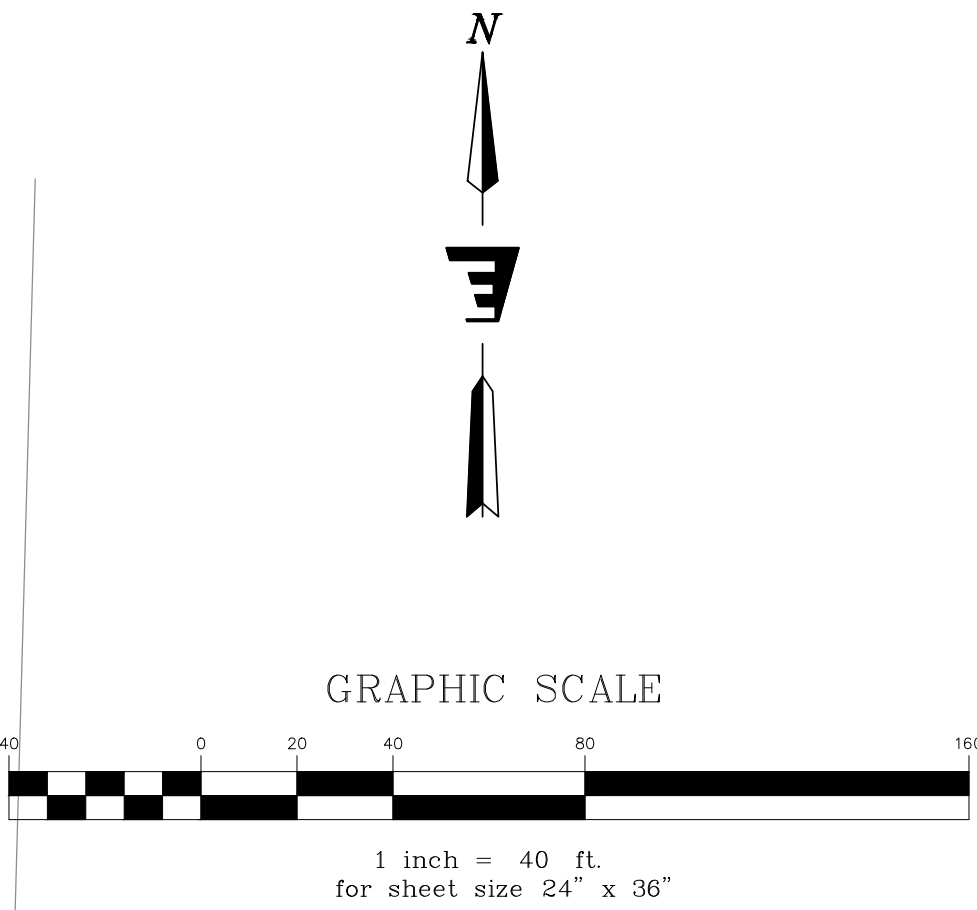
TEMPORARY SOIL STOCKPILE AREAS (APPROXIMATE)
THESE ARE APPROVED LOCATIONS WHERE TOPSOIL AND OTHER SOIL MATERIALS MAY BE STORED. THESE STOCKPILES WILL BE PROTECTED FROM EROSION BY A NUMBER OF METHODS, INCLUDING INSTALLING SILT FENCING AROUND THE DOWN GRADIENT PERIMETER OF THE STOCKPILE AND SEEDING AND MULCHING THE STOCKPILE WHEN NOT IN USE FOR MORE THAN FIVE DAYS.

TEMPORARY SILT FENCING
THIS STRUCTURAL MEASURE IS A TEMPORARY BARRIER OF GEOTEXTILE FABRIC USED TO INTERCEPT SEDIMENT LADEN RUNOFF FROM SMALL DRAINAGE AREAS OF DISTURBED SOIL. IT IS INSTALLED ALONG THE PERIMETER OF IMPACTED AREAS AND ALONG THE BASE OF THE FILL SLOPES. ADDITIONALLY, WHEN DESIGNATED ALONG THE LIMITS OF DISTURBANCE, INSTALL CONSTRUCTION FENCE BEHIND THE SILT FENCE. SILT FENCING IS EFFECTIVE IN REDUCING STORMWATER RUNOFF VELOCITIES, ASSIST IN THE DEPOSITION OF TRANSPORTED SEDIMENT LOAD AND PREVENT EROSION OF SOILS ONTO ADJACENT AREAS. THESE WILL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE PROJECT SITE HAS BEEN PERMANENTLY STABILIZED.

LIMITS OF DISTURBANCE
THE CONTRACTOR SHALL CONTAIN ANY EARTH MOVING ACTIVITIES WITHIN THE DESIGNATED LIMITS SHOWN ON THIS PLAN. THE ENGINEER SHALL REVIEW THE SITE TO MAKE ANY ADJUSTMENTS TO ACCOUNT FOR ENVIRONMENTALLY SENSITIVE AREAS, SPECIMEN TREES AND SPECIAL AREAS OF CONCERN.

STORMWATER POLUTION PREVENTION NOTES

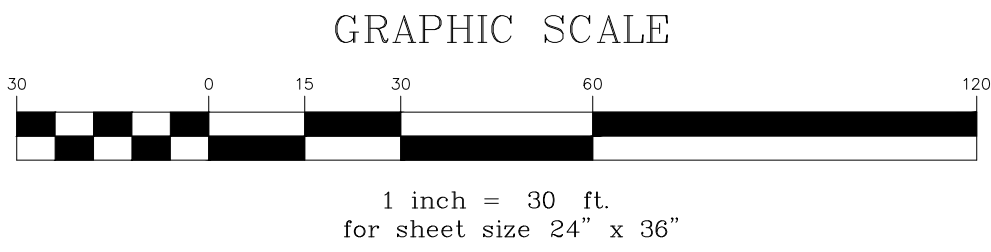
- E1 LIMIT OF DISTURBANCE
- E2 PORTABLE SANITATION FACILITIES, TO BE STAKED DOWN AND SECURED
- E3 INLET PROTECTION (TYP.)
- E4 SILT FENCE
- E5 CONCRETE WASHOUT
- E6 STABILIZED CONSTRUCTION ENTRANCE



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Sheet Title: EROSION PREVENTION AND SEDIMENT CONTROL PLAN	Project Title: 369 Miracle Mile Restaurant/Charity Gaming Center Lebanon, Grafton County, New Hampshire
EV Project # 22506	Drawn By: DC
Checked By: AM	Scale: 1" = 40'
Date: 1/23/2023	
C1.3	

SITE NOTES

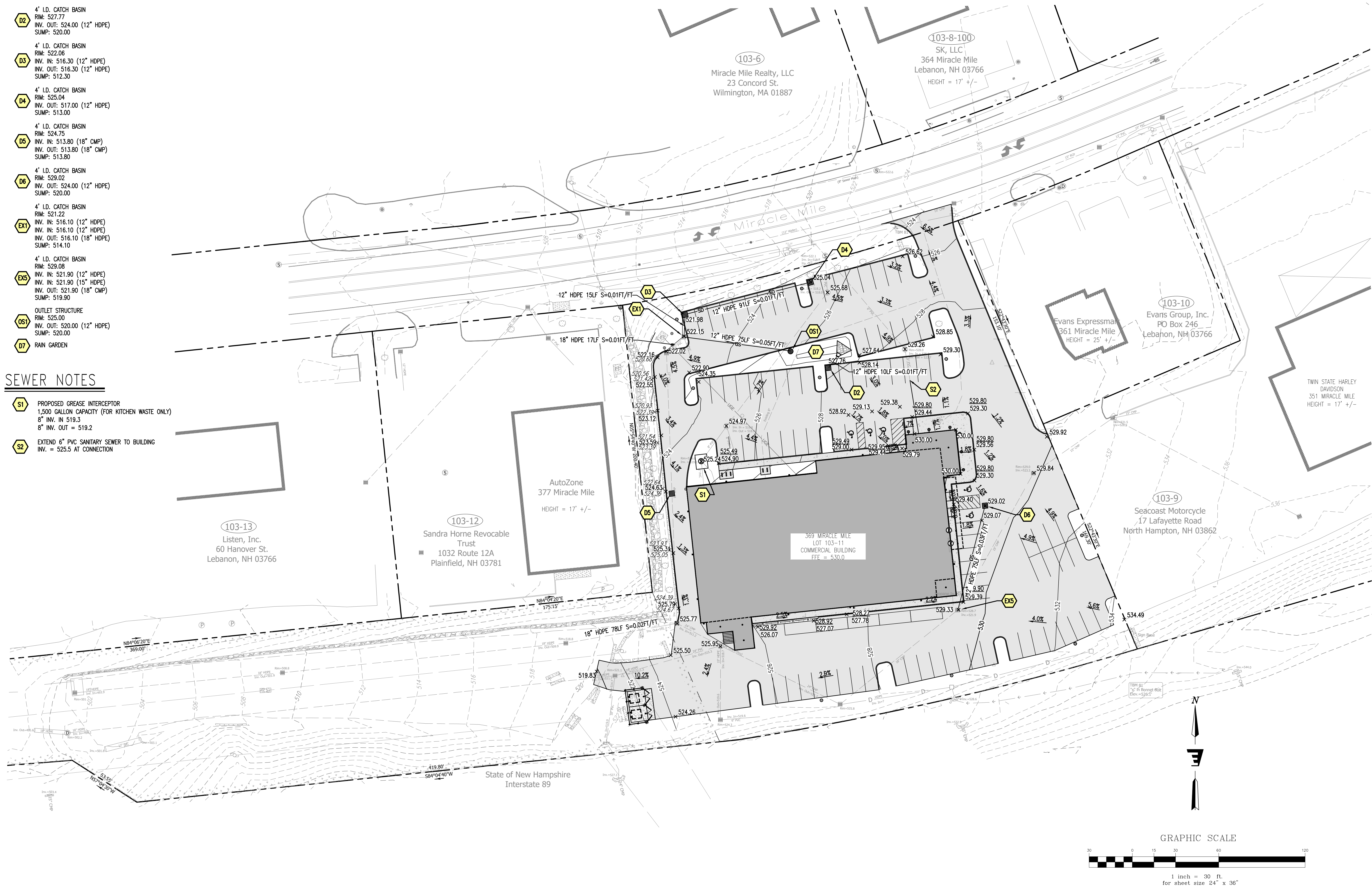
- C1 WOOD GUIDE RAIL
- C2 REPAIR AND ADJUST HEIGHT/LENGTH OF MASONRY WALL AS REQUIRED TO ACHIEVE GRADES
- C5 GRANITE CURBING (TYP.)
- C6 5' WIDE CONCRETE SIDEWALK OR AS NOTED (TYP.)
- C7 ASPHALT PARKING AND DRIVE ACCESS
- C8 ADA PARKING SPACES
- C12 STAIRS
- C13 BIKE PARKING
- C14 LIGHT FIXTURE (TYP.)
- C15 RAISE CURBING AS REQUIRED TO MATCH NEW GRADES
- C16 RED-ROCK WALL WITH PEDESTRIAN RAILING
- C17 TRUCK AND EMERGENCY VEHICLE TURNING EASEMENT FOR THE BENEFIT OF LOT 103-11 FROM LOT 103-9
- C18 NO ACCESS SIGNAGE, EMERGENCY AND UTILITY/MAINTENANCE PERSONNEL ONLY
- C19 SNOW STORAGE
- C20 DUMPSTER ENCLOSURE
- C21 DIRECTION OF TRAVEL (TYP.)
- C22 VISION TRIANGLE (TYP.)
- C23 LOADING DOCK
- C24 TRUCK TURNAROUND AND LOADING AREA
- C25 WALL MOUNTED VEHICLE CHARGERS (TYP.)
- C26 24" WIDE WHITE ALKYD ENAMEL PAINTED STOP BAR AND STOP SIGN



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NO. 1	REVISED PARKING COUNT AND ADDITIONAL STORMWATER DETAILS 3/20/2023
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Stefan Huba New Hampshire Group, LLC 887B Central Ave. Dover, NH 03820	
Site Layout Plan	369 Miracle Mile Restaurant/Charity Gaming Center Lebanon, Grafton County, New Hampshire
Sheet Title:	EV Project # 22506
Project Title:	Drawn By: AM
	Checked By: KW
	Scale: 1" = 30'
	Date: 3/1/2023
C2.0	

- D2** 4' I.D. CATCH BASIN
RIM: 527.77
INV. OUT: 524.00 (12" HDPE)
SUMP: 520.00
- D3** 4' I.D. CATCH BASIN
RIM: 522.06
INV. IN: 516.30 (12" HDPE)
INV. OUT: 516.30 (12" HDPE)
SUMP: 512.30
- D4** 4' I.D. CATCH BASIN
RIM: 525.04
INV. OUT: 517.00 (12" HDPE)
SUMP: 513.00
- D5** 4' I.D. CATCH BASIN
RIM: 524.75
INV. IN: 513.80 (18" CMP)
INV. OUT: 513.80 (18" CMP)
SUMP: 513.80
- D6** 4' I.D. CATCH BASIN
RIM: 529.02
INV. OUT: 524.00 (12" HDPE)
SUMP: 520.00
- EX1** 4' I.D. CATCH BASIN
RIM: 521.22
INV. IN: 516.10 (12" HDPE)
INV. IN: 516.10 (12" HDPE)
INV. OUT: 516.10 (18" HDPE)
SUMP: 514.10
- EX5** 4' I.D. CATCH BASIN
RIM: 529.08
INV. IN: 521.90 (12" HDPE)
INV. IN: 521.90 (15" HDPE)
INV. OUT: 521.90 (18" CMP)
SUMP: 519.90
- DS1** OUTLET STRUCTURE
RIM: 525.00
INV. OUT: 520.00 (12" HDPE)
SUMP: 520.00
- D7** RAIN GARDEN

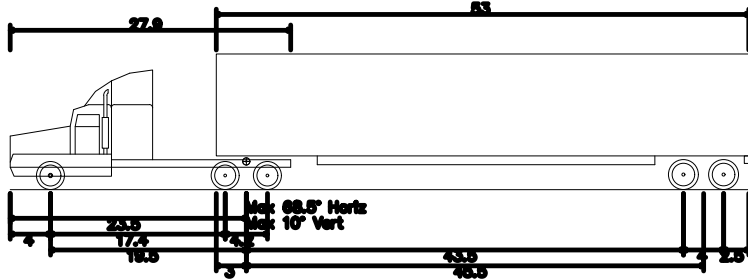
S1	PROPOSED GREASE INTERCEPTOR 1,500 GALLON CAPACITY (FOR KITCHEN WASTE ONLY) 8" INV. IN 519.3 8" INV. OUT = 519.2
S2	EXTEND 6" PVC SANITARY SEWER TO BUILDING INV. = 525.5 AT CONNECTION



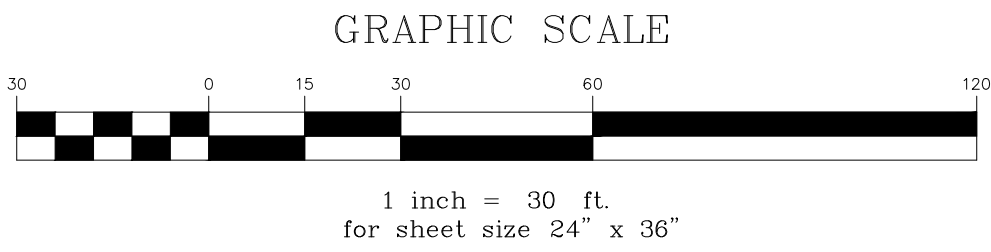
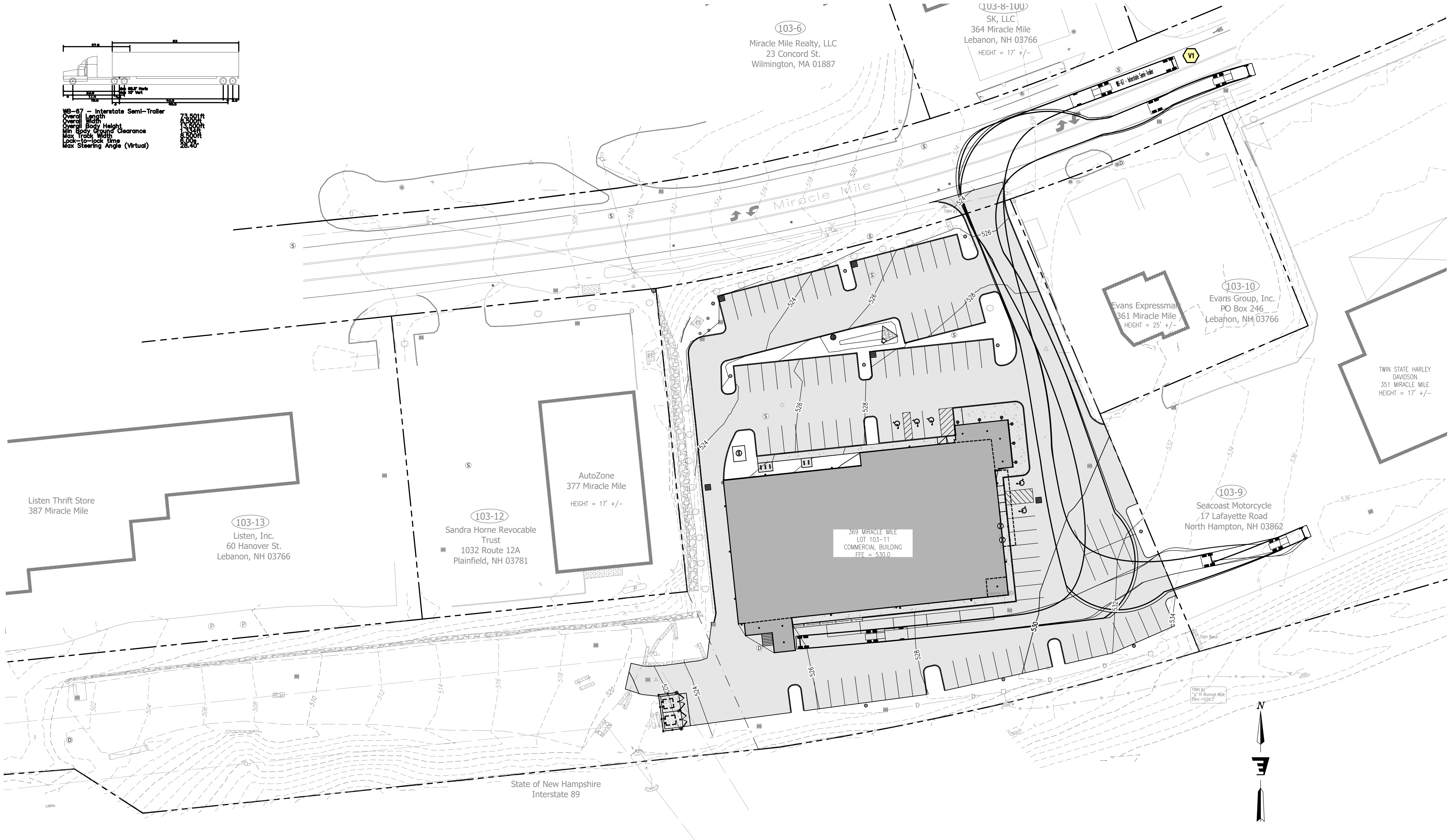
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No.	Description	Date
1	REVISED PAVING COUNT AND ADDITIONAL STORMWATER DETAILS 3/29/2023	
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VEHICLE TURNING NOTES

V1 WB-67 TRACTOR TRAILER TRUCK



WB-67 - Interstate Semi-Trailer
 Overall Length 73.50 ft
 Overall Width 10.00 ft
 Overall Body Height 13.50 ft
 Min. Body Ground Clearance 1.50 ft
 Max. Tractor Width 8.00 ft
 Lock-to-lock time 8.00 sec
 Max Steering Angle (Virtual) 28.40°



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Description	
PROPOSED PARKING COUNT AND ADDITIONAL STORMWATER DETAILS 3/20/2023	
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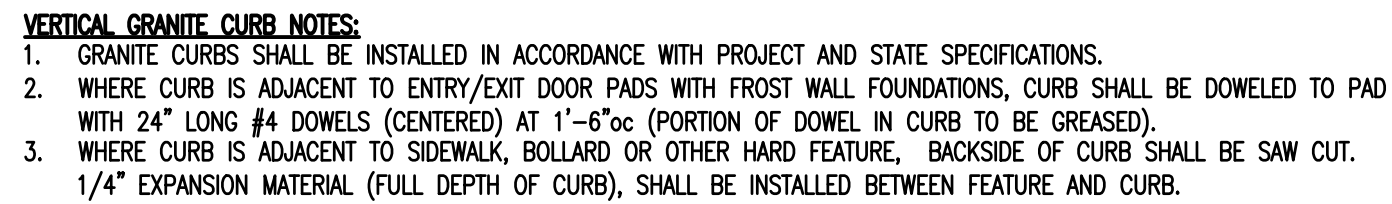
Stefan Huba
 New Hampshire Group, LLC
 887B Central Ave.
 Dover, NH 03820

WB-67 Truck Turning Plan

369 Miracle Mile
 Restaurant/Charity Gaming Center
 Lebanon, Grafton County, New Hampshire

EV Project #	22506
Drawn By:	AM
Checked By:	KW
Scale:	1" = 30'
Date:	1/23/2023

C2.2



GENERAL NOTES:
1. PERFORMANCE HIGHLY DEPENDENT ON INSTALLATION. CONTRACTOR MUST ENSURE MANHOLE GASKET IS UNIFORMLY SEATED AROUND STRUCTURE ADAPTER. EXTRA PRECAUTIONS MUST BE TAKEN TO PREVENT DIFFERENTIAL SETTLEMENT BETWEEN THE PIPE AND MANHOLE.

CONCRETE SIDEWALK NOTES:

1. PLACE A TOLLED JOINT 1/8" WIDE AND AT LEAST 1/3 OF THE DEPTH, TYPICALLY AT INTERVALS MATCHING THE SIDEWALK WIDTH, OR AS NOTED ON PLANS (NOT TO EXCEED 10'-0").
2. PLACE EXPANSION JOINT AS INDICATED ON PLANS, NOT TO EXCEED 20'-0" MAX. EXPANSION JOINTS SHALL BE DOWELED WITH 24" LONG #4 BARS (CENTERED) AT 1'-6" OR LESS (ONE END TO BE GREASED).
3. FINISH SURFACE WITH SMOOTH TROWEL EDGES. TREAT WITH SILANE-SILOXANE OR EQUAL.
4. CAST-IN-PLACE CONCRETE TO BE 4000 psi Concrete, 5%-7% AIR ENTRAINMENT WITH 6x6-w4x4w4 REINFORCING CENTERED IN SIDEWALK.
5. WHERE SIDEWALK IS ADJACENT TO ENTRY/EXIT DOOR PADS WITH FROST WALL FOUNDATIONS, SIDEWALK SHALL BE DOWELED TO PAD WITH 24" LONG #4 DOWELS (CENTERED) AT 1'-6" OR LESS (PORTION OF DOWEL IN SIDEWALK TO BE GREASED).
6. WHERE SIDEWALK IS ADJACENT TO CURB, BOLLARD OR OTHER HARD FEATURE, INSTALL 1/2" EXPANSION MATERIAL (FULL DEPTH OF SIDEWALK), BETWEEN FEATURE AND SIDEWALK.

NOTES:

1. CONCRETE TO BE 4000psi WITH 5-7% AIR ENTRAINMENT.
2. BROOM FINISH WITH SMOOTH TROWELED EDGES. TREAT WITH SILANE-SILOXANE OR EQUIVALENT.
3. CONTROL JOINT SHALL BE A 1/8" WIDE JOINT AT LEAST 1/3 OF THE DEPTH OF THE PAD.

NOTES:

1. ALL SUBBASE MATERIALS SHALL BE PLACED IN 6" LIFTS AND COMPACTED TO 95% MAXIMUM DENSITY ACCORDING TO ASTM D-1557 (MODIFIED PROCTOR).
2. ROAD/PARKING LOT PAVEMENT CROSS SECTION BASED ON VTRANS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ITEM 401, TABLE 2.

2" UNLESS NOTED OTHERWISE

6" (ADJACENT TO SIDEWALKS AND IN LAWN AREAS)

5.00' MIN.

20' MOUNTING HEIGHT

AS REQUIRED TO ACHIEVE SPECIFIED MOUNTING HEIGHT

LIGHT POLE AND ASSOCIATED MOUNTING HARDWARE PER MANUFACTURER'S REQUIREMENTS

LIGHT FIXTURE, SEE LIGHTING SCHEDULE FOR DETAILS

STEEL POLE, SEE LIGHTING SCHEDULE FOR DETAILS

REFER TO LIGHT POLE BASE DETAIL, THIS SHEET

LIGHT POLE BASE, SEE DETAIL, THIS SHEET

NOTES:

1. CONCRETE: 4,000 P.S.I. AFTER 28 DAYS.
2. REINFORCING: (4) - #4'S, 1 @ EACH CORNER.
3. 1" CHAMFER @ TOP EDGE.
4. CONDUIT & ANCHOR BOLTS PLACED AS RE-REQUIRED; PROVIDED BY ELECTRICAL CONTRACTOR.
5. CONCRETE TO HAVE AIR ENTRAINING AGENT.
6. THE PROPOSED EXTERIOR LIGHT POLE EMBEDMENT DEPTH(S) SHALL BE DESIGNED AND DETAILED BY A GEOTECHNICAL ENGINEER.

NOTE:

1. PROPOSED POLES SHALL MEET 140 MPH SUSTAINED WINDS

SIGN KEY:			
MUTCD			
<u>SIGN</u>	<u>DESIGNATIONS</u>	<u>COMMON NAME</u>	<u>SIZE</u>
A	D9-6	HANDICAPPED	24" x 24"
B	D9-6P	VAN ACCESSIBLE (PLAQUE)	18" x 9"
C	R8-3	NO PARKING	18" x 24"

Diagram illustrating the 2-Steel Staple Bicycle Rack in Ground Mounting. The rack is constructed from 2-Steel Staple Bicycle Racks and Galvanized Tubing. It is mounted in the ground, showing the concrete walk and compacted soil. Dimensions include a 3' width for the rack, a 3/8" diameter for the tubing, a 10" height for the rack, and a 3" height for the ground mounting. The ground mounting is secured with a 3/8" anchor rod. The diagram also shows a 10" width for the concrete walk and a 4" height for the compacted soil.

[illegible]

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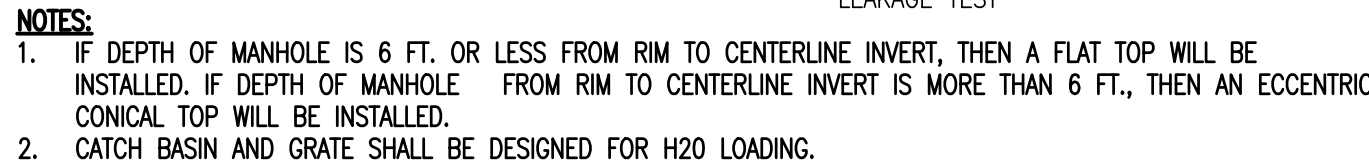
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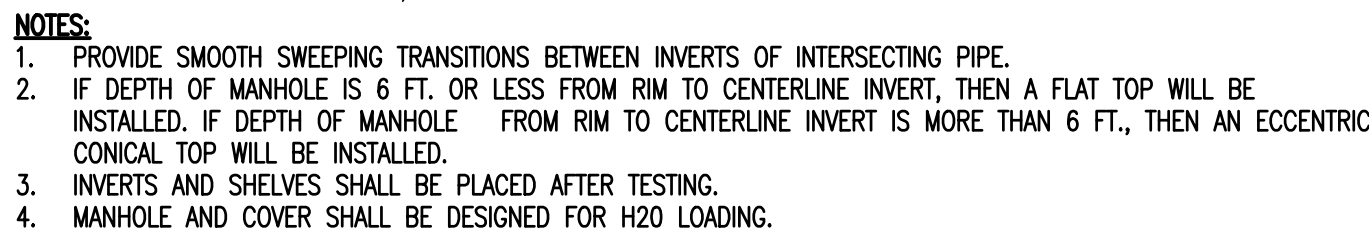
369 Miracle Mile
Restaurant/Charity Gaming Center
Lebanon, Grafton County, New Hampshire

EV Project #	22506
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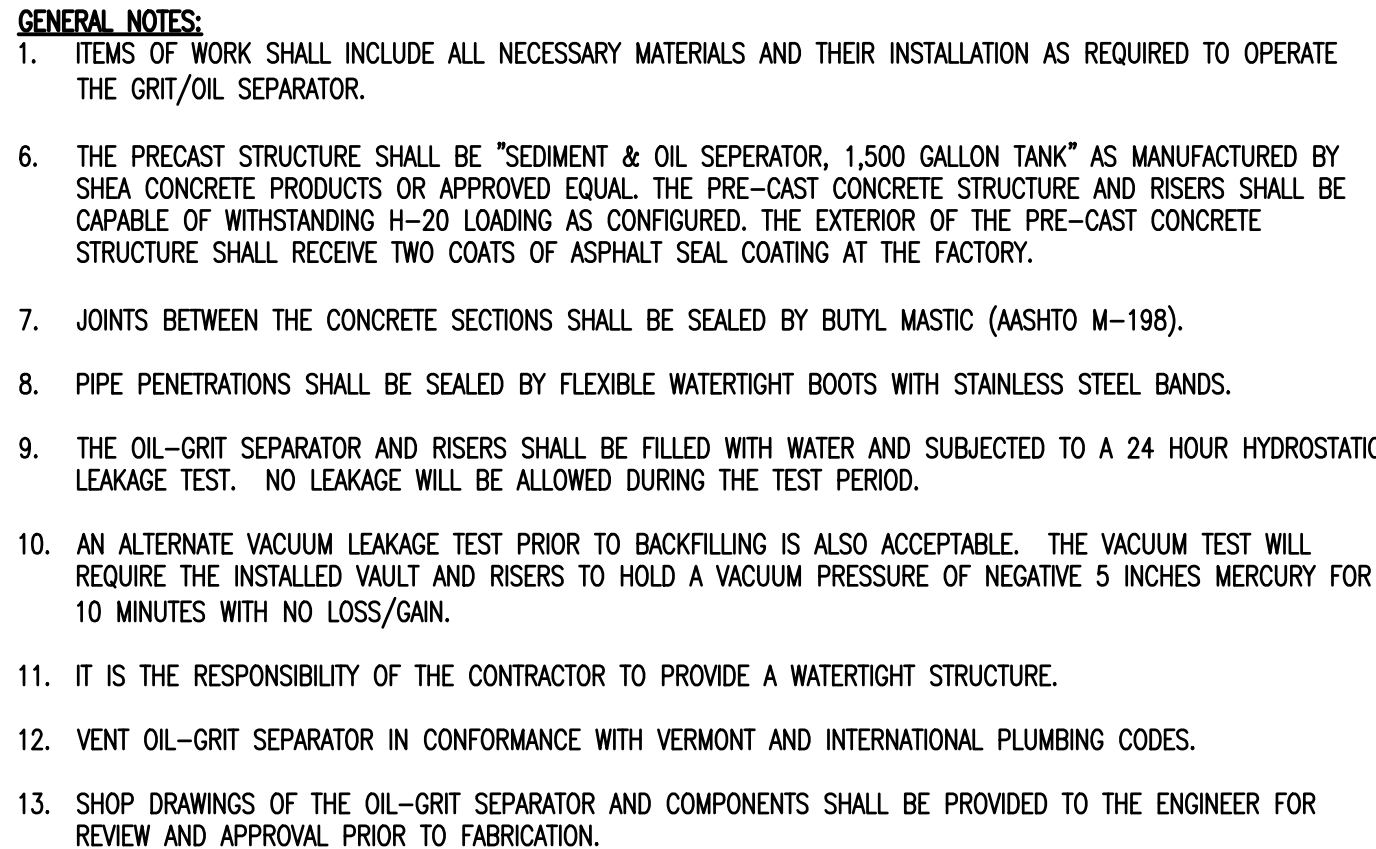
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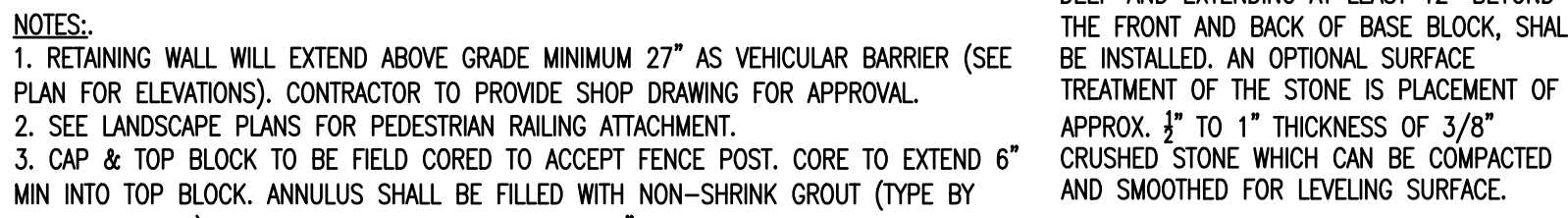
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PRIOR TO THE START OF WORK, A PRE-CONSTRUCTION MEETING WILL BE HELD WITH THE CONTRACTOR, AND PROJECT ENGINEER TO REVIEW PROCEDURES, IDENTIFY RESPONSIBILITIES, UNLESS STATED OTHERWISE, ALL MATERIALS AND METHODS SHALL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF INDUSTRY SPECIFICATIONS.

2. CLEARING AND GRUBBING - SITE TO BE RESTORED TO PRE-CONSTRUCTION CONDITIONS, INCLUDING DRIVEWAYS, STONE WALLS, AND GRASS AREAS. THE DRIVEWAY SUB-GRADE MATERIAL SHALL EXTEND ONE FOOT BEYOND THE EDGE OF PAVING.

3. COMPACTION OF ALL MATERIALS SHALL BE PERFORMED USING VIBRATORY ROLLERS AND WATER IN LIFTS OF NO GREATER THAN TWELVE INCHES. COMPACTION SHALL BE PERFORMED UNTIL THE REQUIRED DENSITY IS ACHIEVED. DENSITY SHALL BE DETERMINED BY ASTM D2922 AND SHALL NOT BE LESS THAN THE REQUIRED AMOUNT AS DETERMINED IN ACCORDANCE WITH ASTM D1557.

4. COMPACTION TESTING SHALL BE PERFORMED FOR EVERY LAYER OF MATERIAL PLACED AND FOR EVERY 1000 SQUARE FEET OF AREA.

5. PAVEMENT SHALL MEET THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AS PUBLISHED BY VIRGINS.

6. PAVEMENT SHALL NOT BE INSTALLED WHEN THE OUTSIDE AIR TEMPERATURE IS BELOW 40 DEGREES FAHRENHEIT, NOR WHEN THE ROAD BASE TEMPERATURE IS BELOW 40 DEGREES FAHRENHEIT. PAVEMENT SHALL NOT FAIL AT 135 DEGREES FAHRENHEIT PRIOR TO THE COMPLETION OF ROLLING. PAVEMENT SHALL NOT BE INSTALLED WHEN THE SUBGRADE IS FROZEN OR THE GRADES ARE INCORRECT.

7. ALL REMAINING DISTURBED AREAS SHALL BE FERTILIZED AND SEEDDED IN ACCORDANCE WITH APPLICABLE STATE SPECIFICATIONS FOR EROSION CONTROL.

8. THE SEEDING OF 10% OR GREATER SLOPES SHALL REQUIRE THE USE OF EROSION CONTROL MATTING.

9. ALL EARTHWORK MATERIALS SHALL BE OBTAINED FROM APPROVED SOURCES. THEY SHALL CONSIST OF SATISFACTORILY GRADED, FREE DRAINING MATERIAL, REASONABLY FREE FROM LOAM, SILT, CLAY AND ORGANIC MATERIAL. EARTHWORK MATERIALS SHALL MEET THE REQUIREMENTS OF THE FOLLOWING TABLES.

A.	SAND BLANKET/BEDDING: NHDOT 209-2.1.1	SIEVE DESIGNATION 2 INCHES 1-1/2 INCHES 1/2 INCH NO. 4 NO. 100 NO. 200	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES 100 90 - 100 70 - 100 60 - 100 0 - 20 0 - 8
B.	3/4" CRUSHED STONE: ASTM C33-03, STONE SIZE #67	SIEVE DESIGNATION 1 INCH 3/4 INCHES 3/8 INCH NO. 4 NO. 8	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES 100 90 - 100 20 - 55 0 - 15 0 - 10
C.	1-1/2" CRUSHED STONE: NHDOT 304.4	SIEVE DESIGNATION 2 INCH 1-1/2 INCH 3/4 INCH 3/8 INCH NO. 4	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES 100 95 - 100 35 - 70 10 - 30 0 - 5
D.	COARSE CRUSHED GRAVEL: NHDOT 304.2	SIEVE DESIGNATION 4 INCHES NO. 4 NO. 100 NO. 200	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES 95 - 100 25 - 50 0 - 12 0 - 6
E.	FINE CRUSHED GRAVEL: NHDOT 304.33	SIEVE DESIGNATION 2 INCHES 1-1/2 INCHES NO. 4 NO. 100 NO. 200	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES 100 90 - 100 30 - 60 0 - 12 0 - 6
F.	GRANULAR BACKFILL: NHDOT 209-2.1.2	SIEVE DESIGNATION 3 INCHES NO. 4 NO. 100 NO. 200	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES 100 45 - 75 0 - 12 0 - 6
G.	TYPE I STONE FOR STONE FILL THE LONGEST DIMENSION OF THE STONE SHALL VARY FROM 1 INCH TO 12 INCHES, AND AT LEAST 50 PERCENT OF THE VOLUME OF THE STONE IN PLACE SHALL HAVE A LEAST DIMENSION OF FOUR INCHES.		
H.	TYPE II STONE FOR STONE FILL THE LONGEST DIMENSION OF THE STONE SHALL VARY FROM TWO INCHES TO 36 INCHES, AND AT LEAST 50 PERCENT OF THE VOLUME OF THE STONE IN PLACE SHALL HAVE A LEAST DIMENSION OF 12 INCHES.		
I.	TOPSOIL SHALL MEET THE FOLLOWING REQUIREMENTS UNLESS OTHERWISE SPECIFICALLY STATED IN THE CONTRACT DOCUMENTS: 1. THE pH OF THE MATERIAL SHALL BE BETWEEN 5.5 AND 7.6. 2. THE ORGANIC CONTENT SHALL BE NOT LESS THAN 2% NOR MORE THAN 20%.		
	3. GRADATION:	SIEVE DESIGNATION 2 INCHES 1 INCH 1/4 INCH NO. 200	PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES 100 85 - 100 65 - 100 20 - 80

THE CONTRACTOR MAY AMEND NATURAL TOPSOIL WITH APPROVED MATERIALS AND BY APPROVED METHODS TO MEET THE ABOVE SPECIFICATIONS.

[illegible]

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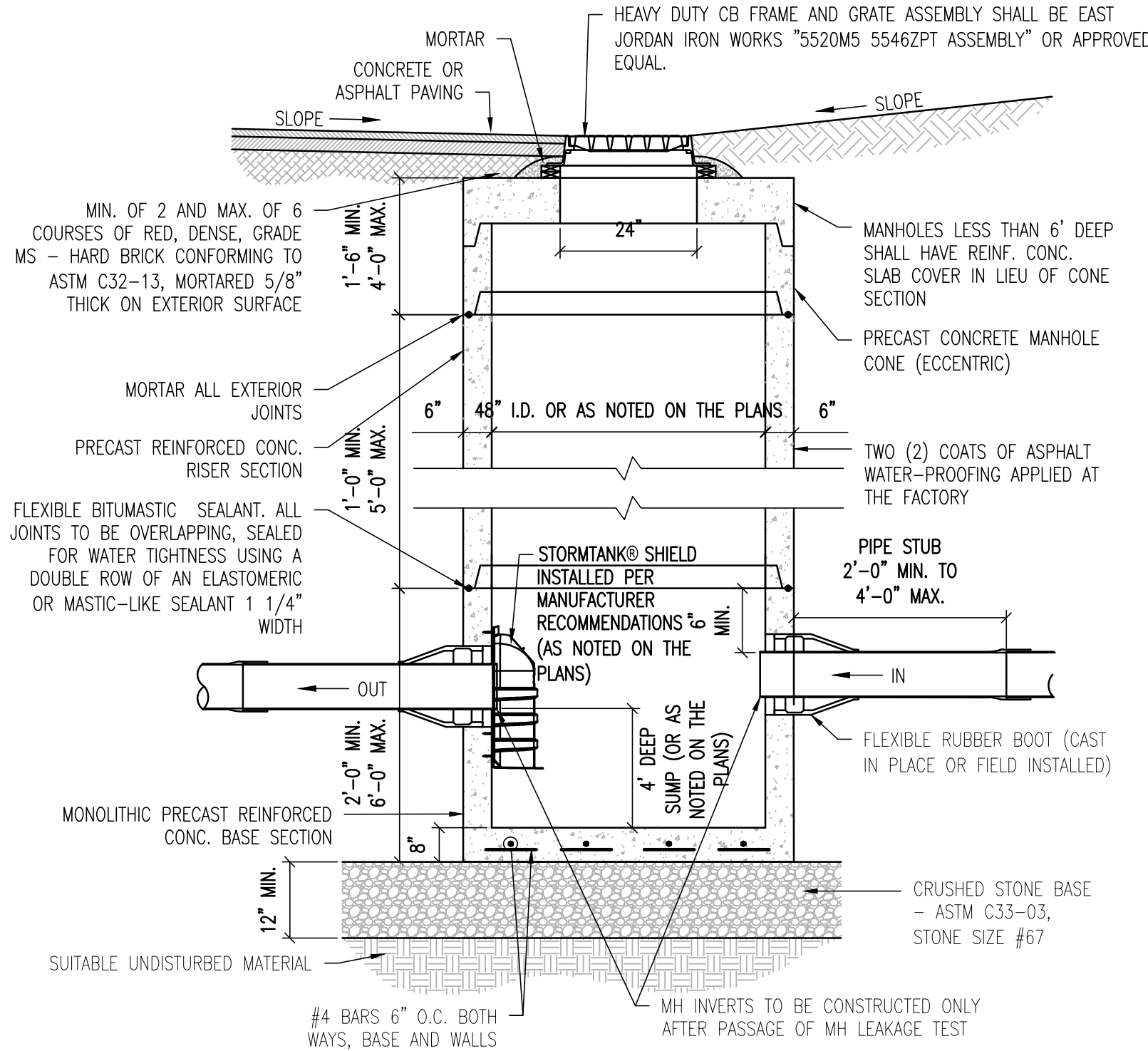
Stefan Huba
New Hampshire Group, LLC

SITE DETAILS

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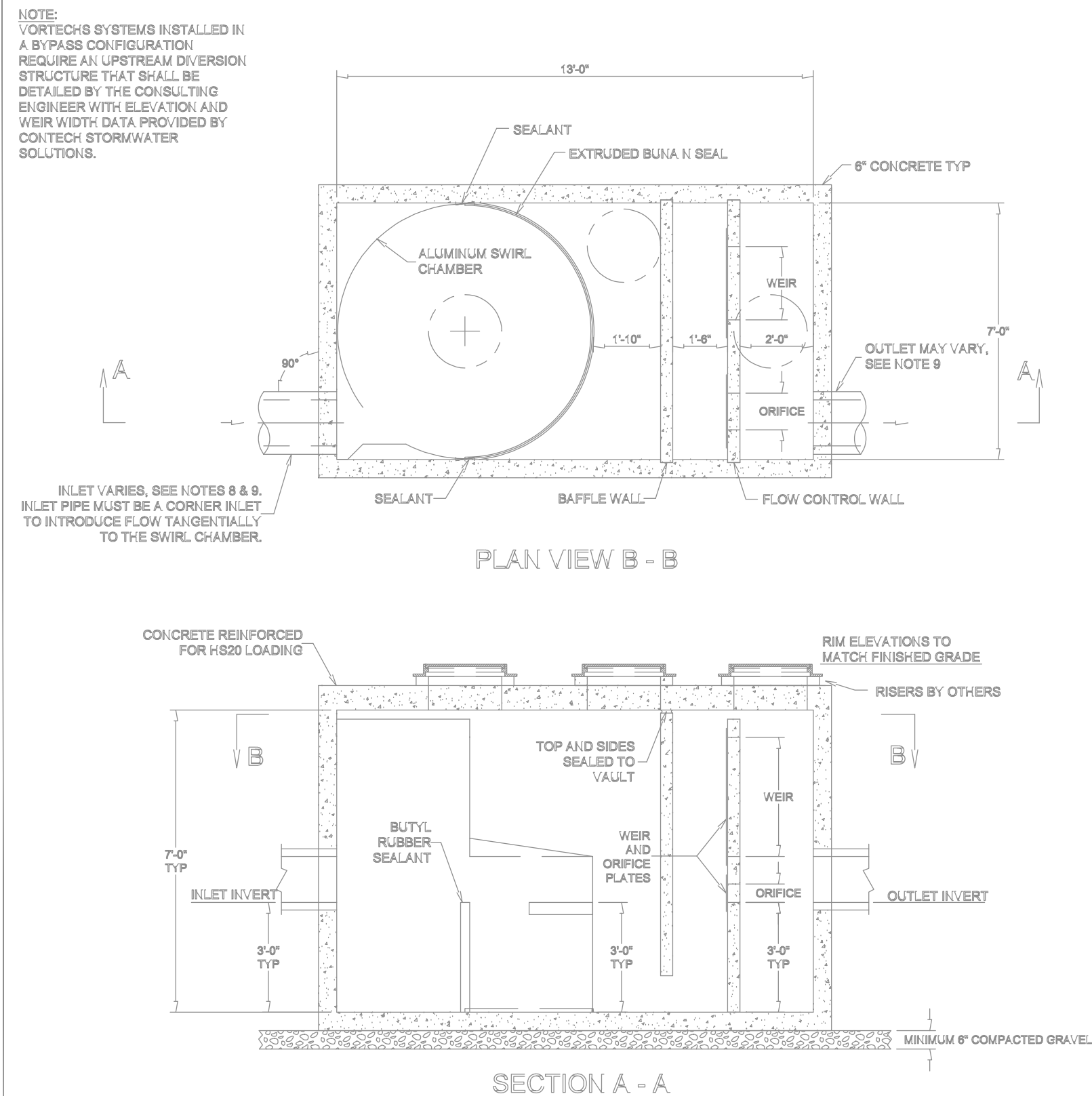


- NOTES:**
1. IF DEPTH OF MANHOLE IS 6 FT. OR LESS FROM RIM TO CENTERLINE INVERT, THEN A FLAT TOP WILL BE INSTALLED. IF DEPTH OF MANHOLE FROM RIM TO CENTERLINE INVERT IS MORE THAN 6 FT., THEN AN ECCENTRIC CONICAL TOP WILL BE INSTALLED.
 2. CATCH BASIN AND GRATE SHALL BE DESIGNED FOR H20 LOADING.

CATCH BASIN

NOT TO SCALE

1



- NOTES:**
1. STORMWATER TREATMENT SYSTEM (SWTS) SHALL HAVE:
PEAK TREATMENT CAPACITY: 8.5 CFS
SEDIMENT STORAGE: 3.28 CU YD
SEDIMENT CHAMBER DIA: 7' MIN.
 2. SWTS SHALL BE CONTAINED IN ONE RECTANGULAR STRUCTURE
 3. SWTS REMOVAL EFFICIENCY SHALL BE DOCUMENTED BASED ON PARTICLE SIZE INCLUDING PEAK TREATMENT CAPACITY
 4. SWTS SHALL RETAIN FLOATABLES AND TRAPPED SEDIMENT UP TO AND INCLUDING PEAK TREATMENT CAPACITY
 5. SWTS INVERTS IN AND OUT ARE TYPICALLY AT THE SAME ELEVATION
 6. SWTS SHALL NOT BE COMPROMISED BY EFFECTS OF DOWNSTREAM TAILWATER
 7. SWTS SHALL HAVE NO INTERNAL COMPONENTS THAT OBSTRUCT MAINTENANCE ACCESS
 8. INLET PIPE MUST BE PERPENDICULAR TO THE STRUCTURE
 9. PIPE ORIENTATION MAY VARY; SEE SITE PLAN FOR SIZE AND LOCATION
 10. PURCHASER SHALL NOT BE RESPONSIBLE FOR ASSEMBLY OF UNIT
 11. MANHOLE FRAMES AND PERFORATED COVERS SUPPLIED WITH SYSTEM, NOT INSTALLED
 12. PURCHASER TO PREPARE EXCAVATION AND PROVIDE CRANE FOR OFF-LOADING AND SETTING AT TIME OF DELIVERY
 13. VORTECHS SYSTEMS BY CONTECH STORMWATER SOLUTIONS; PORTLAND, OR (800)548-4887; SCARBOROUGH, ME (877) 807-8676; LITHIOUJ, MD (888) 740-3318.

PROPRIETARY INFORMATION - NOT TO BE USED FOR CONSTRUCTION PURPOSES



STANDARD DETAIL
STORMWATER TREATMENT SYSTEM
VORTECHS® MODEL 5000

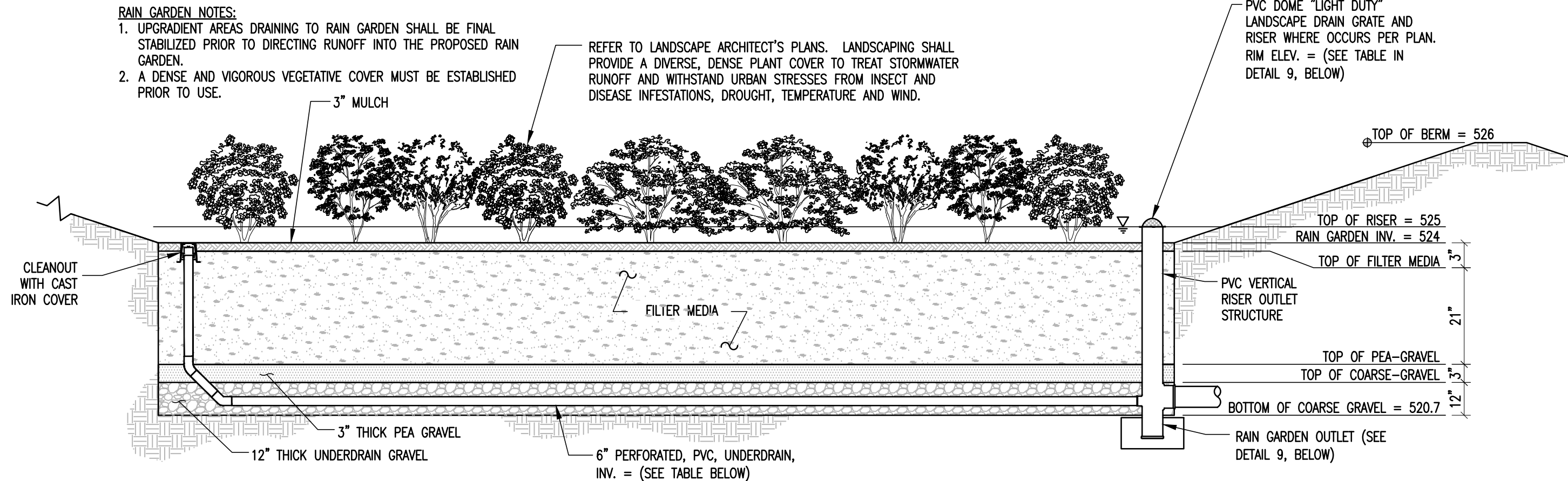
U.S. PATENT No. 8,789,418

DATE: 10/4/06 SCALE: NONE FILE NAME: STDsk DRAWN: JBS CHECKED: NDG

EXISTING WATER QUALITY UNIT

NOT TO SCALE

3



- RAIN GARDEN NOTES:**
1. UPGRADIENT AREAS DRAINING TO RAIN GARDEN SHALL BE FINAL STABILIZED PRIOR TO DIRECTING RUNOFF INTO THE PROPOSED RAIN GARDEN.
 2. A DENSE AND VIGOROUS VEGETATIVE COVER MUST BE ESTABLISHED PRIOR TO USE.
- REFER TO LANDSCAPE ARCHITECT'S PLANS. LANDSCAPING SHALL PROVIDE A DIVERSE, DENSE PLANT COVER TO TREAT STORMWATER RUNOFF AND WITHSTAND URBAN STRESSES FROM INSECT AND DISEASE INFESTATIONS, DROUGHT, TEMPERATURE AND WIND.
- 3" MULCH
- 6" PERFORATED, PVC, UNDERDRAIN, INV. = (SEE TABLE BELOW)

NOTES:

1. DO NOT PLACE THE BIORETENTION SYSTEM INTO SERVICE UNTIL THE BMP HAS BEEN PLANTED AND ITS CONTRIBUTING AREAS HAVE BEEN FULLY STABILIZED.
2. DO NOT DISCHARGE SEDIMENT-LADEN WATERS FROM CONSTRUCTION ACTIVITIES (RUNOFF, WATER FROM EXCAVATIONS) TO THE BIORETENTION AREA DURING ANY STAGE OF CONSTRUCTION.
3. DO NOT TRAFFIC EXPOSED SOIL SURFACE WITH CONSTRUCTION EQUIPMENT. IF FEASIBLE, PERFORM EXCAVATIONS WITH EQUIPMENT POSITIONED OUTSIDE THE LIMITS OF THE INFILTRATION COMPONENTS OF THE SYSTEM.

MATERIAL SPECIFICATIONS					
PARAMETER	SPECIFICATION	PERCENT OF MIXTURE BY VOLUME	SIZE	GRADATION OF MATERIAL	NOTES
FILTER MEDIA [21" DEEP]	BARK MULCH	20% TO 30%	200	<5	BARK MULCH SHALL BE MODERATELY FINE SHREDDED BARK OR WOOD FIBER MULCH, WITH FINES AS INDICATED.
LOAMY COARSE SAND		70% TO 80%	10 20 60 200	85 to 100 70 to 100 15 to 40 8 to 15	USDA SOIL TYPE FOR LOAMY COARSE SAND
MULCH [3" DEEP]	SHREDDED HARDWOOD				AGED 6 MONTHS, MINIMUM
PEA GRAVEL	ASTM C33-03			NO. 8 (3/8" TO #8)	
UNDERDRAIN GRAVEL	ASTM C33-03			NO. 6 (3/4" TO 3/8")	

RAIN GARDEN DETAIL

SCALE: NONE

2

RAIN GARDEN SCHEDULE	RG1	RG2
RAIN GARDEN SURFACE	636.00	627.00
MULCH DEPTH (IN.)	3	3
TOP OF FILTER MEDIA ELEV.	635.75	626.75
FILTER MEDIA DEPTH (IN.)	21	21
TOP OF PEA GRAVEL ELEV.	634.00	625.00
TOP OF COARSE-GRAVEL ELEV.	633.75	624.75
6" PERF., UNDERDRAIN INV.	632.92	623.92
BOT. OF COARSE GRAVEL ELEV.	632.75	623.75

FILTER MEDIA:
THE SOIL SHOULD BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS OR OTHER SIMILAR OBJECTS LARGER THAN TWO INCHES. NO OTHER MATERIALS OR SUBSTANCES SHOULD BE MIXED OR DUMPED WITHIN THE BIORETENTION AREA THAT MAY BE HARMFUL TO PLANT GROWTH, OR PROVE A HINDRANCE TO THE PLANTING OR MAINTENANCE OPERATIONS. THE FILTER MEDIA SHOULD BE FREE OF NOXIOUS WEEDS.
THE FILTER MEDIA SHOULD BE TESTED AND SHOULD MEET THE FOLLOWING CRITERIA:
PH RANGE 5.2 - 7.0
ORGANIC MATTER 1.5 - 4%
MAGNESIUM 35 LB./AC
PHOSPHORUS P205 75 LB./AC
POTASSIUM K20 85 LB./AC
SOLUBLE SALTS NOT TO EXCEED 500 PPM

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Date	
Description	
No.	
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Stefan Huba New Hampshire Group, LLC 887B Central Ave. Dover, NH 03820	
STORMWATER DETAILS	369 Miracle Mile Restaurant/Charity Gaming Center Lebanon, Grafton County, New Hampshire
Sheet Title:	EV Project # 22506
Drawn By:	DC
Checked By:	AM
Scale:	-
Date:	3/20/2023
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EROSION CONTROL NOTES

GENERAL EROSION CONTROL NOTES

- THE "ON-SITE EROSION CONTROL PLAN COORDINATOR" SHALL BE THE GENERAL CONTRACTOR, THIS INDIVIDUAL SHALL BE PRESENT ON-SITE FROM DAY-TO-DAY, AND SHALL BE RESPONSIBLE FOR ENSURING THAT THE EROSION CONTROL MEASURES REQUIRED BY THE EROSION CONTROL PLAN, DETAILS AND NOTES, ARE PROPERLY INSTALLED AND MAINTAINED. THE ONSITE EROSION CONTROL PLAN COORDINATOR SHALL KEEP A WRITTEN RECORD OF INSPECTIONS AND MAINTENANCE OF EROSION CONTROL FEATURES. A COPY OF THESE PLANS AND INSPECTION/MAINTENANCE RECORDS SHALL BE KEPT ONSITE AT ALL TIMES. THE SMALLEST PRACTICAL AREA OF LAND SHALL BE DISTURBED AT ANY ONE TIME DURING DEVELOPMENT, WHEN LAND IS DISTURBED, THE DISTURBANCE SHALL BE KEPT TO THE SHORTEST PRACTICAL DURATION AS APPROVED BY THE OWNER'S REP.
- DUST SHALL BE CONTROLLED WITH WATER DISTRIBUTED BY A TRUCK MOUNTED SPRAY BAR. CALCIUM CHLORIDE (ASHTO M 144) OR SODIUM CHLORIDE (ASHTO M 143) SHALL BE USED AS DIRECTED BY THE OWNER'S REP.
- ALL EROSION AND STORMWATER CONTROL SYSTEMS SHALL BE INSPECTED ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF THE OCCURRENCE OF A STORM EVENT OF 0.5" OR GREATER. NEEDED REPAIRS SHALL BE MADE IMMEDIATELY. SEDIMENT DEPOSITS SHALL BE REMOVED AS THEY ACCUMULATE AND PLACED IN AREAS WHERE FURTHER EROSION IS UNLIKELY. A REPORT, STAMPED BY A QUALIFIED ENGINEER OR A CPESC SPECIALIST, SHALL BE WRITTEN WITHIN 24 HOURS OF EACH INSPECTION THAT:
 - DESCRIBES THE PROGRESS OF THE PROJECT, INCLUDING WHETHER ALL CONDITIONS OF THE PERMIT ARE BEING MET AND, IF NOT, WHICH REQUIREMENTS ARE NOT BEING MET;
 - IF ANY REQUIREMENTS ARE NOT BEING MET, AN EXPLANATION OF THE CORRECTIVE ACTION(S) THAT WILL BE OR ARE BEING TAKEN TO BRING THE PROJECT INTO COMPLIANCE WITH APPLICABLE REQUIREMENTS AND THE DEADLINE BY WHICH SUCH ACTIONS WILL BE COMPLETED; AND
 - INCLUDES PHOTOGRAPHS OF THE SITE THAT ARE REPRESENTATIVE OF THE PROJECT; AND
- RETAIN A COPY OF THE REPORT PREPARED PURSUANT TO (5), ABOVE, ON-SITE FOR REVIEW DURING SITE INSPECTIONS BY FEDERAL, STATE, AND LOCAL OFFICIALS.
- ALL PERIMETER CONTROLS SHALL BE INSTALLED PRIOR TO EARTH MOVING OPERATIONS.
- DETENTION BASINS AND SWALES SHALL BE INSTALLED PRIOR TO ROUGH GRADING THE SITE.
- ALL DITCHES AND SWALES SHALL BE STABILIZED PRIOR TO DIRECTING RUNOFF TO THEM.
- ALL ROADWAYS AND PARKING LOTS SHALL BE STABILIZED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.
- ALL CUT AND FILL SLOPES SHALL BE SEEDED/LOAMED WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.
- AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
 - BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED;
 - A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED;
 - A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED; OR
 - EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
- LOT DISTURBANCE OTHER THAN THAT SHOWN ON THE APPROVED PLANS SHALL NOT COMMENCE UNTIL AFTER THE ROADWAY HAS THE BASE COURSE TO DESIGN ELEVATION AND THE ASSOCIATED DRAINAGE IS COMPLETE AND STABLE.
- THE APPLICANT SHALL NOTIFY IN WRITING DES WETLANDS BUREAU AND THE LEBANON CONSERVATION COMMISSION OF THEIR INTENTION TO COMMENCE CONSTRUCTION NO LESS THAN FIVE (5) BUSINESS DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- APPROPRIATE SILTATION/EROSION/TURBIDITY CONTROLS SHALL BE IN PLACE PRIOR TO CONSTRUCTION, SHALL BE MAINTAINED DURING CONSTRUCTION, AND REMAIN IN PLACE UNTIL THE AREA IS STABILIZED. SILT FENCE(S) MUST BE REMOVED ONCE THE AREA IS STABILIZED.
- DISCHARGE FROM Dewatering OF WORK AREAS SHALL BE TO SEDIMENT BASINS THAT ARE:
 - LOCATED IN UPLANDS;
 - LINED WITH HAY BALES OR OTHER ACCEPTABLE SEDIMENT TRAPPING LINERS;
 - SET BACK AS FAR AS POSSIBLE FROM WETLANDS AND SURFACE WATERS, IN ALL CASES WITH A MINIMUM OF 20 FEET OF UNDISTURBED VEGETATED BUFFER.
- WITHIN THREE DAYS OF FINAL GRADING, ALL EXPOSED SOIL AREAS SHALL BE STABILIZED BY SEEDING AND MULCHING DURING THE GROWING SEASON, OR IF NOT WITHIN THE GROWING SEASON, BY MULCHING WITH TACK OR NETTING AND PINNING ON SLOPES STEEPER THAN 3:1.
- WHERE CONSTRUCTION ACTIVITIES HAVE BEEN TEMPORARILY SUSPENDED WITHIN THE GROWING SEASON, ALL EXPOSED SOIL AREAS SHALL BE STABILIZED WITHIN 14 DAYS BY SEEDING AND MULCHING.
- WHERE CONSTRUCTION ACTIVITIES HAVE BEEN TEMPORARILY SUSPENDED OUTSIDE THE GROWING SEASON, ALL EXPOSED AREAS SHALL BE STABILIZED WITHIN 14 DAYS BY MULCHING AND TACK. SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED BY MATTING AND PINNING.
- PROPER HEADWALLS SHALL BE CONSTRUCTED WITHIN SEVEN DAYS OF CULVERT INSTALLATION.

EROSION CONTROL CONSTRUCTION SEQUENCE:

- THE "ON-SITE EROSION CONTROL PLAN COORDINATOR" SHALL BE THE GENERAL CONTRACTOR, THIS INDIVIDUAL SHALL BE PRESENT ON SITE FROM DAY TO DAY, AND SHALL BE RESPONSIBLE FOR ENSURING THAT THE EROSION CONTROL MEASURES REQUIRED BY THE EROSION CONTROL PLAN, DETAILS AND NOTES, ARE PROPERLY INSTALLED AND MAINTAINED. THE ONSITE EROSION CONTROL PLAN COORDINATOR SHALL KEEP A WRITTEN RECORD OF INSPECTIONS AND MAINTENANCE OF EROSION CONTROL FEATURES. A COPY OF THESE PLANS AND INSPECTION/MAINTENANCE RECORDS SHALL BE KEPT ONSITE AT ALL TIMES. HOLD PRE-CONSTRUCTION CONFERENCE AT LEAST ONE WEEK PRIOR TO STARTING CONSTRUCTION, WITH THE CONTRACTOR, OWNER, AND ENGINEER. THE CONTRACTOR SHALL ESTABLISH ALL EROSION CONTROL MEASURES DELINEATED ON THE PLANS AND ANY ADDITIONAL MEASURES THAT ARE NECESSARY TO MINIMIZE EROSION. THE CONTRACTOR SHALL HAVE EROSION CONTROL MATERIALS AND INSTALLATION EQUIPMENT ON SITE AT ALL TIMES.
- IF POSSIBLE, ALL TEMPORARY EROSION CONTROL MEASURES REQUIRED FOR WORK PROPOSED DURING THE WINTER (BETWEEN OCTOBER 15 AND MAY 1), SHALL BE INSTALLED PRIOR TO OCTOBER 1.
- PRIOR TO ANY OTHER WORK, SILT FENCES SHALL BE INSTALLED GENERALLY 10 FEET FROM THE BASE OF THE FILL SLOPES, OR AS SHOWN ON THE EROSION CONTROL PLAN. THESE SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE PROJECT SITE HAS BEEN STABILIZED. SEDIMENT SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN IT BECOMES 6 INCHES DEEP AT THE FENCE. THE SILT FENCE WILL BE REPAIRED AS NECESSARY TO MAINTAIN A PROPER SEDIMENT BARRIER.
- INSTALL TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT.
- INSTALL INLET PROTECTION ON EXISTING AND NEW CATCH BASINS.
- ROUGH GRADE AND STOCKPILE TOPSOIL SURROUNDED BY SILT FENCE.
- STABILIZE EXPOSED SLOPES AND SOILS AS SOON AS GRADED, AND MAINTAIN UNTIL ADEQUATELY VEGETATED.
- COMPLETE FINAL GRADING OF SITE. PLACE TOPSOIL AND PERMANENTLY VEGETATE, LANDSCAPE, AND MULCH.
- AFTER THE SITE IS APPROVED BY THE ENGINEER AS ADEQUATELY STABILIZED, REMOVE ALL TEMPORARY MEASURES AND INSTALL PERMANENT VEGETATION ON THE DISTURBED AREAS.

TEMPORARY/CONSTRUCTION EROSION CONTROL MEASURES:

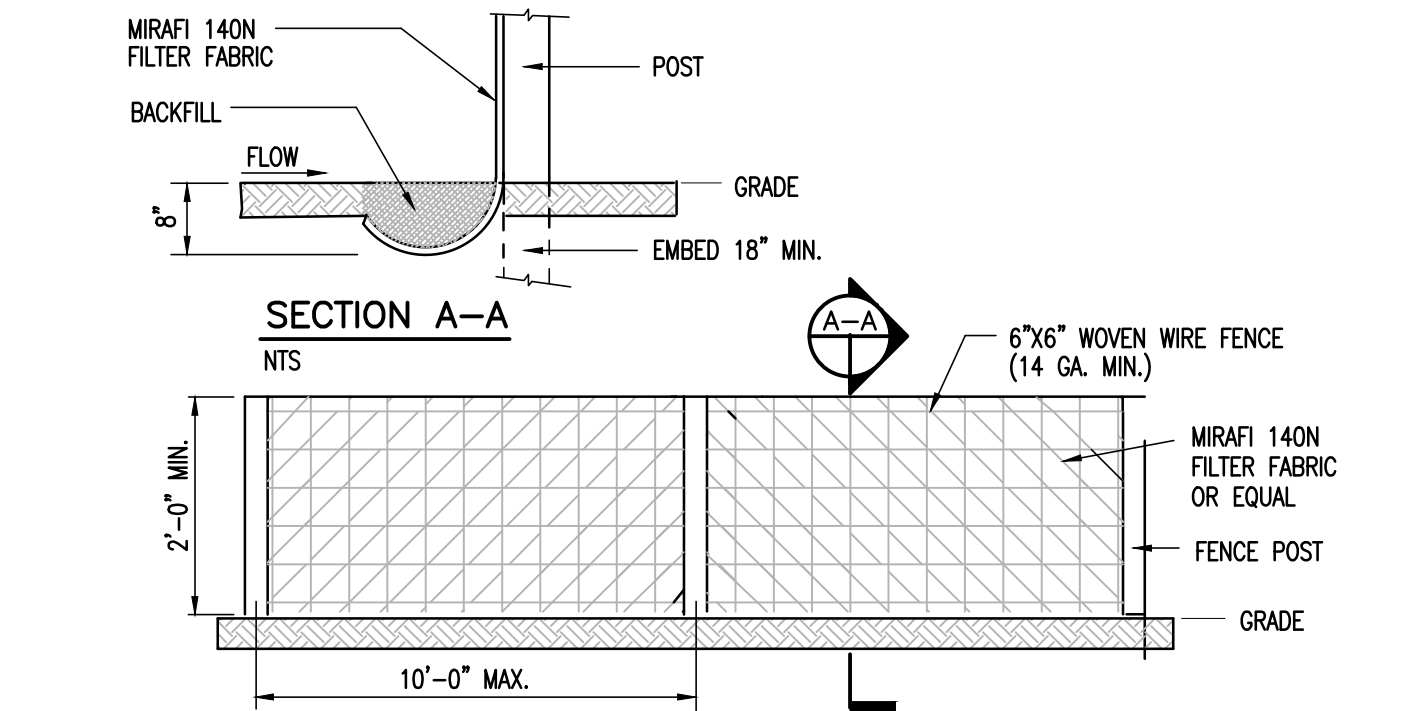
- RUNOFF MUST BE DIRECTED TO TEMPORARY PRACTICES UNTIL STORMWATER BMPs ARE STABILIZED.
- TEMPORARY SEEDING SHALL BE IN ACCORDANCE WITH DETAIL 3, THIS SHEET.
- SILT FENCES SHALL BE INSTALLED GENERALLY 10 FEET FROM THE BASE OF THE FILL SLOPES, OR AS SHOWN ON THE PLANS. THESE SHALL REMAIN IN PLACE UNTIL THE PROJECT SITE HAS BEEN STABILIZED. SEDIMENT SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN IT BECOMES 6 INCHES DEEP AT THE FENCE. THE SILT FENCE WILL BE REPAIRED AS NECESSARY TO MAINTAIN A PROPER SEDIMENT BARRIER.
- INSTALL STONE CHECK DAMS IN GRASS-LINED SWALES 50 FEET ON CENTER TO PREVENT SILT FROM WASHING INTO THE DRAINAGE SYSTEM DURING CONSTRUCTION. SEDIMENT SHALL BE REMOVED FROM BEHIND THE DAMS WHEN IT BECOMES 6 INCHES DEEP. STONE CHECK DAMS SHALL BE REMOVED WHEN VEGETATION IS ESTABLISHED.
- DROP INLET PROTECTION SHALL BE PROVIDED AROUND ALL EXISTING AND PROPOSED CATCH BASINS. PROTECTION SHALL REMAIN UNTIL ALL DISTURBED AREAS ARE STABILIZED. SEDIMENT SHALL BE REMOVED FROM DROP INLET PROTECTION WHEN THE STORAGE CAPACITY HAS BEEN APPROXIMATELY 50% FILLED. GRAVEL WILL BE CLEANED OR REPLACED WHEN IT NO LONGER DRAINS PROPERLY.
- EXCAVATED MATERIAL FROM EARTH EXCAVATION AND DITCH DIGGING SHALL BE DISPOSED OF OFFSITE OR USED FOR PROJECT FILL MATERIAL IF DETERMINED SUITABLE BY THE OWNER'S REPRESENTATIVE.
- STOCKPILED MATERIAL (TOPSOIL, BORROW, ETC.) SHALL HAVE SILT FENCE CONSTRUCTED AROUND THE PERIMETER. THE STOCKPILED MATERIAL SHALL BE SEEDDED AND MULCHED AS SOON AS POSSIBLE TO PREVENT SOIL EROSION AND SEDIMENTATION OFF SITE. LOCATE STOCKPILES ON THE UPHILL SIDE OF DISTURBED AREAS, IF POSSIBLE. DURING WINDY CONDITIONS, STOCKPILED MATERIAL SHALL BE COVERED OR WATERED APPROPRIATELY TO PREVENT WIND EROSION.

PERMANENT EROSION CONTROL MEASURES:

- GRASS LINED SWALES SHALL BE TOP SOILED, SODDED AND FERTILIZED AREAS WHICH EXHIBIT SIGNS OF EROSION SHALL BE RE-SODDED IMMEDIATELY AND MAINTAINED UNTIL SOD HAS PERMANENT HOLD AND IS HEALTHY.
- WHEN CONSTRUCTION IS COMPLETED IN AN AREA, IT SHALL BE IMMEDIATELY TOP SOILED, SEEDDED, FERTILIZED AND MULCHED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTINUED MAINTENANCE OF ALL DISTURBED AREAS, INCLUDING WATERING, UNTIL THE AREA IS INSPECTED AND ACCEPTED BY THE OWNER OR ENGINEER.
- AFTER THE SITE IS STABILIZED, REMOVE ALL TEMPORARY MEASURES AND INSTALL PERMANENT VEGETATION ON THE DISTURBED AREAS.
- RE-SEEDING SHALL BE DONE UNTIL ALL AREAS ARE COMPLETELY COVERED WITH A MATURE STAND OF GRASS. AN AREA SHALL BE CONSIDERED COVERED WHEN THE ENTIRE SURFACE CONTAINS A VERDUROUS STAND OF GRASS. AREAS THAT, IN THE OPINION OF THE ENGINEER, ARE PREDOMINATELY WEEDS SHALL BE PLOWED UP, FINE GRADED, FERTILIZED AND RE-SEEDDED IN THE MANNER SPECIFIED PREVIOUSLY, EXERCISING CAUTION NOT TO CAUSE DAMAGE TO NEW OR EXISTING PLANT MATERIAL.

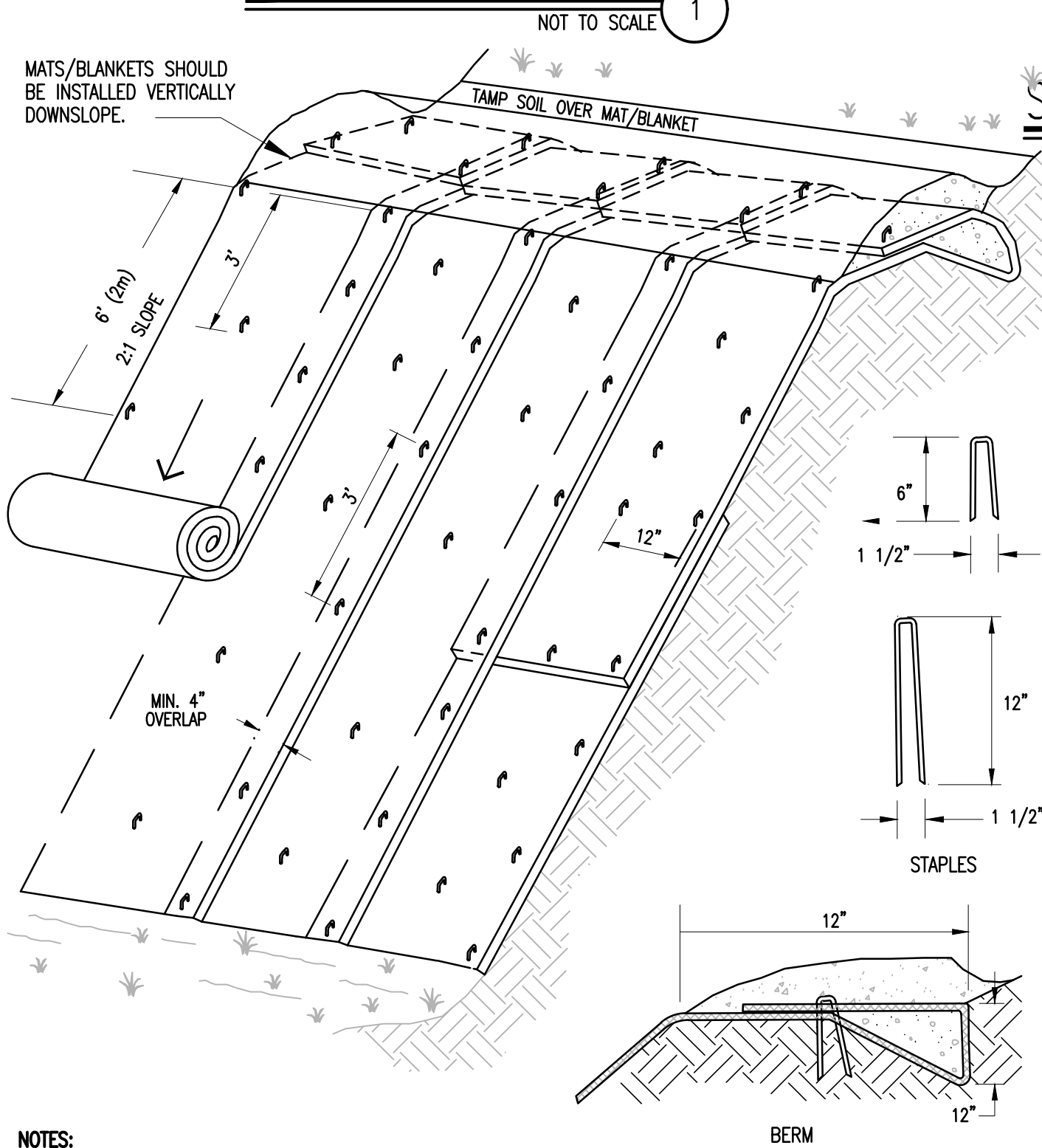
STANDARD WINTER NOTES:

- ALL PROPOSED VEGETATED AREAS THAT DO NOT EXHIBIT A MINIMUM OF 85 PERCENT VEGETATIVE GROWTH BY OCTOBER 15, OR WHICH ARE DISTURBED AFTER OCTOBER 15, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH AND NETTING SHALL NOT OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.
- ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85 PERCENT 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.
- AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3.



- NOTES:**
- SILT FENCE SHALL BE PRE-FABRICATED EROSION CONTROL FENCE BY MIRAFI OR EQUAL, OR CONSTRUCTED IN PLACE AS SPECIFIED HEREIN.
 - CONSTRUCTED IN PLACE SILT FENCE:
 - WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
 - FILTER FABRIC TO BE FASTENED SECURELY TO WOVEN WIRE FENCE TIES SPACED EVERY 24" AT TOP OF MID SECTION.
 - WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY 6", FOLDED AND STAPLED.
 - INSPECTION SHALL BE FREQUENT (MINIMUM ONCE A WEEK AND AFTER EVERY RAINFALL). MAINTENANCE SHALL BE PERFORMED AS NEEDED, AND SEDIMENT REMOVED WHEN "BULGES" DEVELOP IN SILT FENCE.

SILT FENCE DETAIL



- NOTES:**
- SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICKS AND GRASS. MATS/ BLANKETS SHALL HAVE GOOD SOIL CONTACT.
 - APPLY PERMANENT SEEDING BEFORE PLACING BLANKETS.
 - LAY BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL. DO NOT STRETCH.
 - THERE SHALL BE NO PLASTIC, OR MULTI-FILAMENT OR MONOFILAMENT POLYPROPYLENE NETTING OR MESH WITH AN OPENING SIZE OF GREATER THAN 1/8 INCHES MATERIAL UTILIZED (NOT APPLICABLE TO TURF REINFORCEMENT MATS).
 - TURF REINFORCEMENT MATS SHALL BE COVERED WITH SOIL TO PREVENT EXPOSURE OF THE MATS TO THE SURFACE.
 - EROSION FABRIC SHALL BE EC-4Y 100% BIODEGRADABLE COIR MAT AVAILABLE THROUGH EAST COAST EROSION CONTROL OR EQUAL.

EROSION CONTROL BLANKET

SEEDING SPECIFICATION:			
URBAN MIX GRASS SEED: FOR USE IN GRASSED LAWN AREAS AROUND BUILDING AND PARKING; TEMPORARY AND PERMANENT APPLICATIONS			
% BY WEIGHT	LBS. LIVE SEED BY ACRE	TYPE OF SEED	
66.0	40.0	CREEPING RED FESCUE	
33.0	20.0	KENTUCKY BLUEGRASS	
100	60.0 # LIVE SEED / ACRE		
CONSERVATION MIX GRASS SEED- FOR USE IN ALL OTHER AREAS			
% BY WEIGHT	LBS. LIVE SEED PER ACRE	TYPE OF SEED	
50	15.0	SMOOTH BROMEGRASS	
17	5.0	RYEGRASS	
33	10.0	BIRDSFOOT TREFOIL	
100	30.0 # LIVE SEED / ACRE		

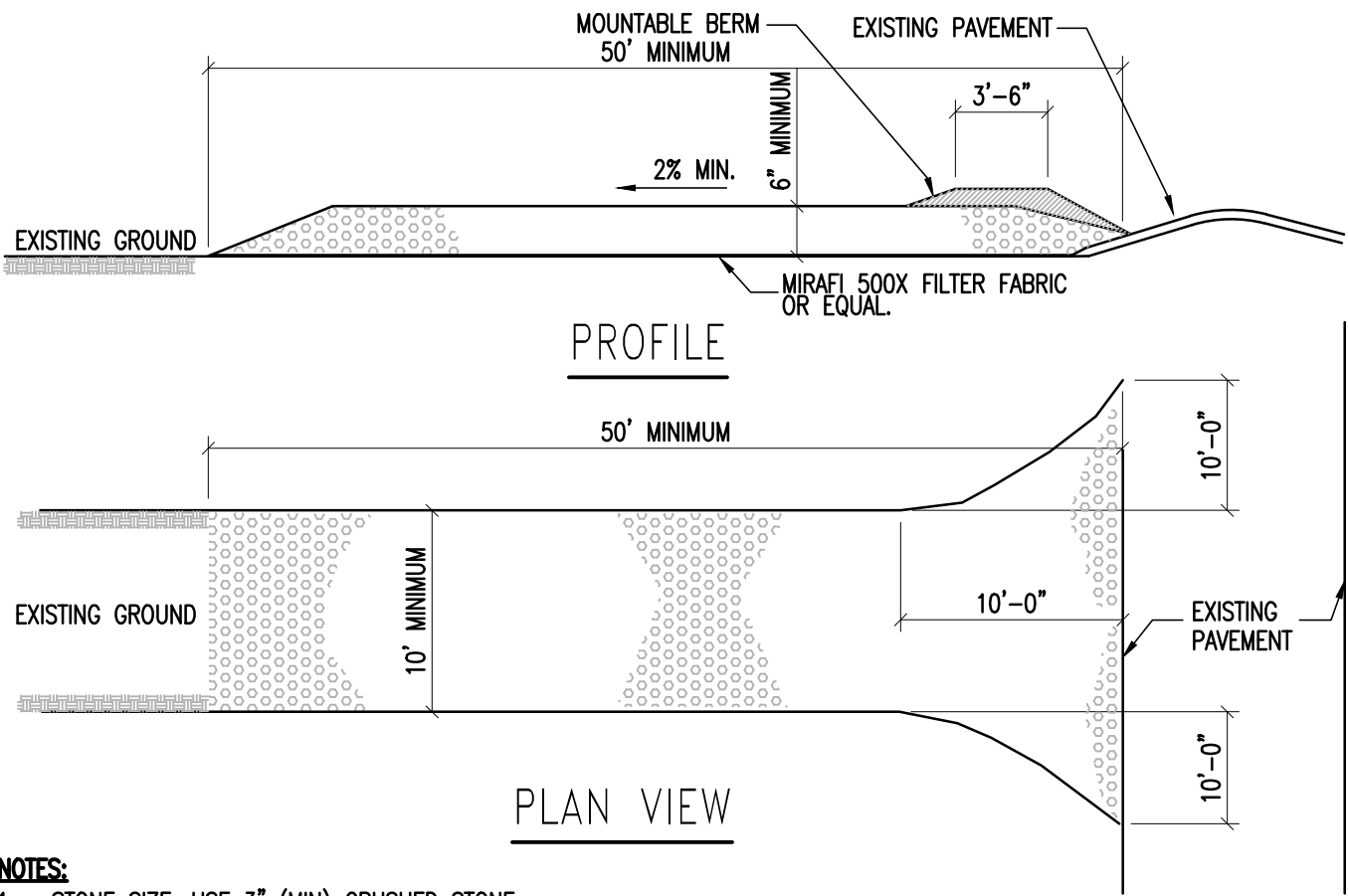
FERTILIZER- 10 LBS. PER 1000S.F.
SPRING SEEDING
FALL SEEDING

LIME- 90 LBS. PER 1000S.F.
DOLOMITIC GROUND LIMESTONE
NOT LESS THAN 85% OF THE TOTAL
CARBONATE

TOP SOIL
4" MINIMUM APPROVED TOPSOIL

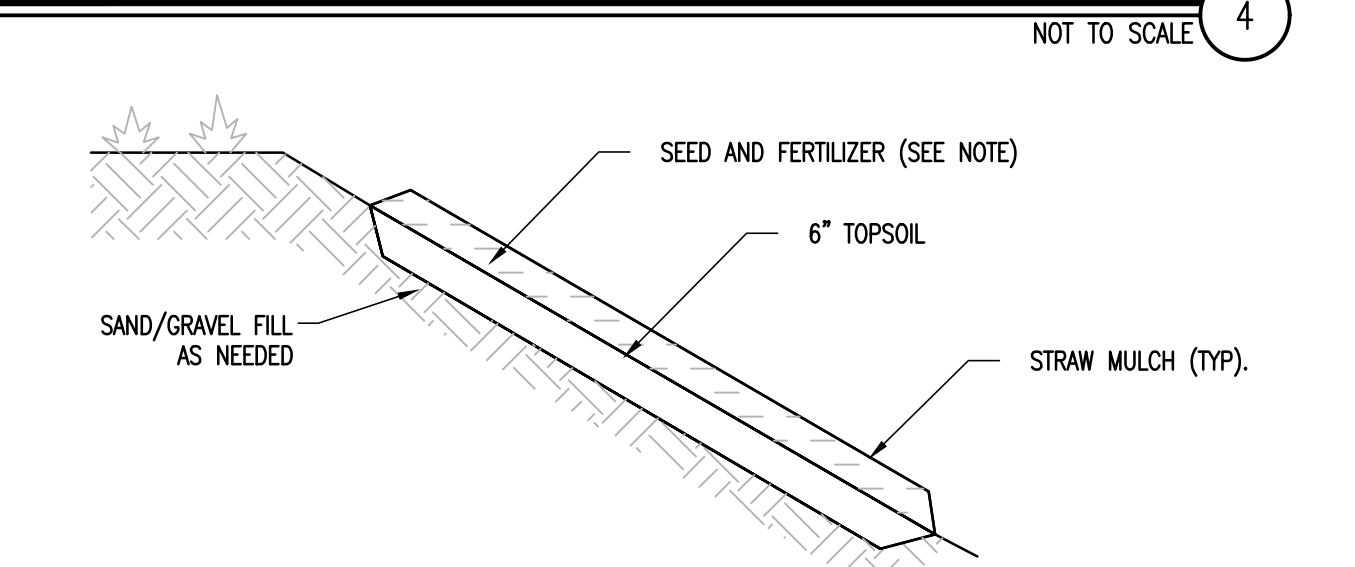
STRAW MULCH- 2 BALES PER 1000S.F.
APPLY BINDER OR NETTING AS NEEDED

SEED SEPCIFICATION



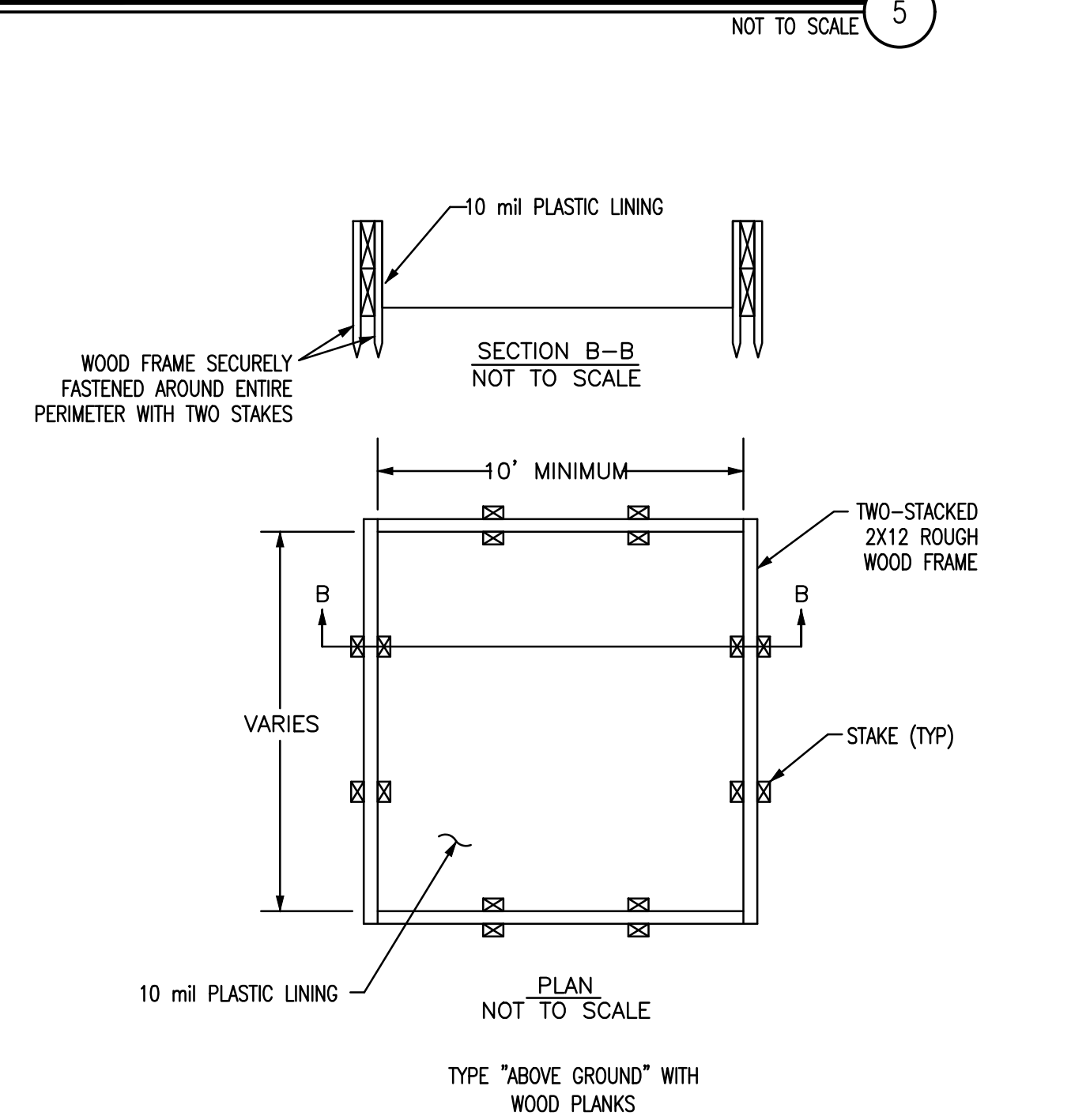
- NOTES:**
- STONE SIZE: USE 3" (MIN) CRUSHED STONE.
 - SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCE SHALL BE PIPED ACROSS THE ENTRANCE.
 - MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND. REPAIR AND/OR CLEANOUT ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
 - PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.
 - WHEELS SHALL BE CLEANED TO REMOVE MUD PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

STABILIZED CONSTRUCTION ENTRANCE DETAIL

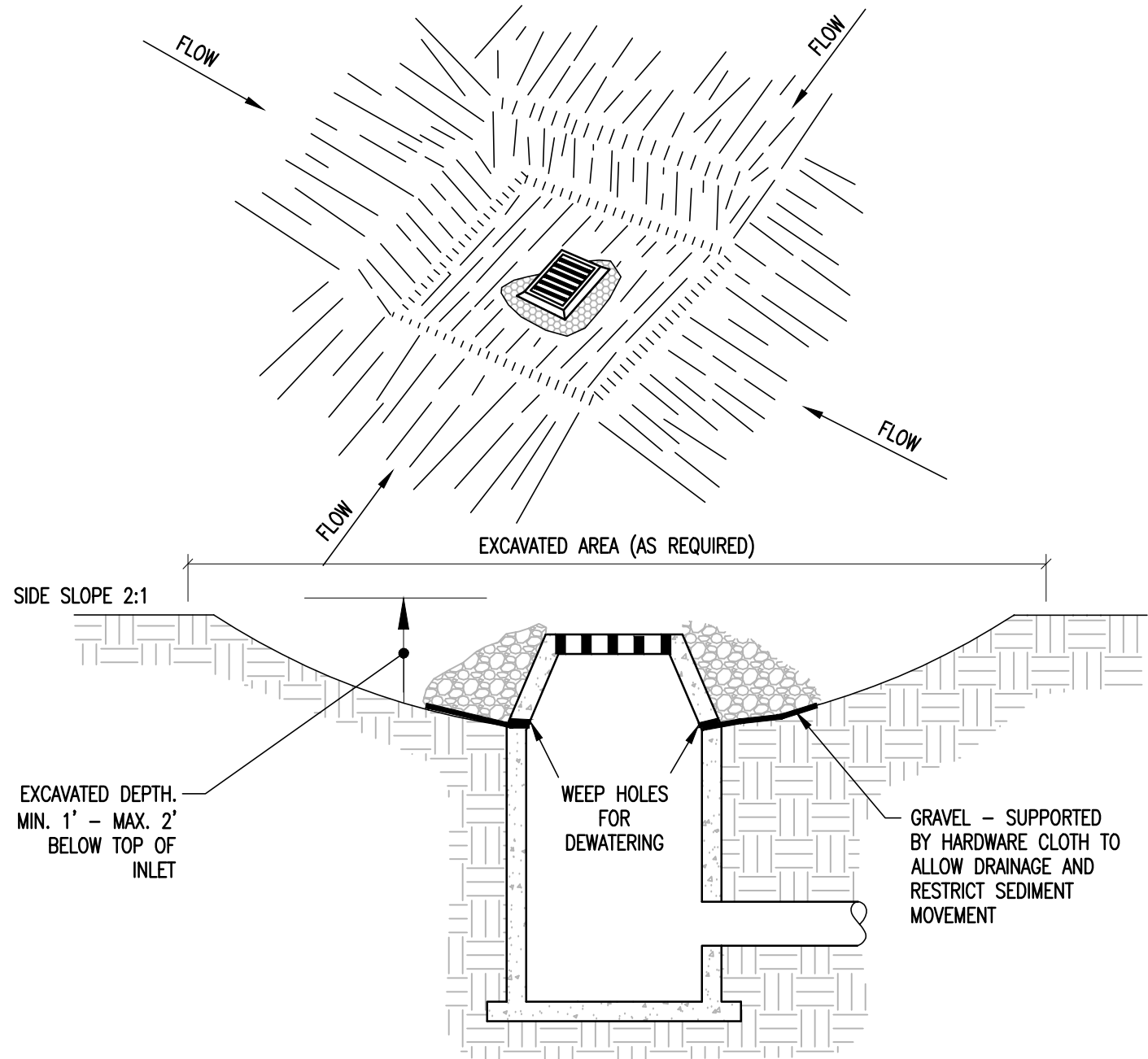


- NOTES:**
- SEEDING AND MULCHING OF DISTURBED AREAS SHALL TAKE PLACE WITHIN 48 HOURS OF FINAL GRADING.
 - MULCH- STRAW MULCH SHALL BE UTILIZED AND SHALL BE APPLIED AT A RATE OF 90-1,000 LBS/1,000 SF. MULCH SHALL NOT BE PLACED ON SLOPES OF GREATER THAN 3:1. SEED IMPREGNATED EROSION CONTROL NETTING SHALL BE USED IN ITS PLACE.
 - SEED: SEEDING SHALL OCCUR AFTER APRIL 15 AND PRIOR TO SEPTEMBER 15TH IN ORDER TO ESTABLISH A STAND OF GRASS PRIOR TO GROUND FREEZING. SEED SHALL BE IN ACCORDANCE WITH SEED SPECIFICATION ON THIS SHEET.
 - COVER SEED WITH 1/4 INCH SOIL UNLESS A HYDROSEEDER IS USED.
 - MULCH ANCHORING: SHALL BE ACCOMPLISHED BY DEGRADABLE MULCH NETTING. USE WHEN SLOPES ARE GREATER THAN 10%.
 - TOPSOIL AND MULCHING NOT TO BE APPLIED IN AREAS OF TRAVEL WAYS.

SEEDDED AND MULCHED AREAS DETAIL

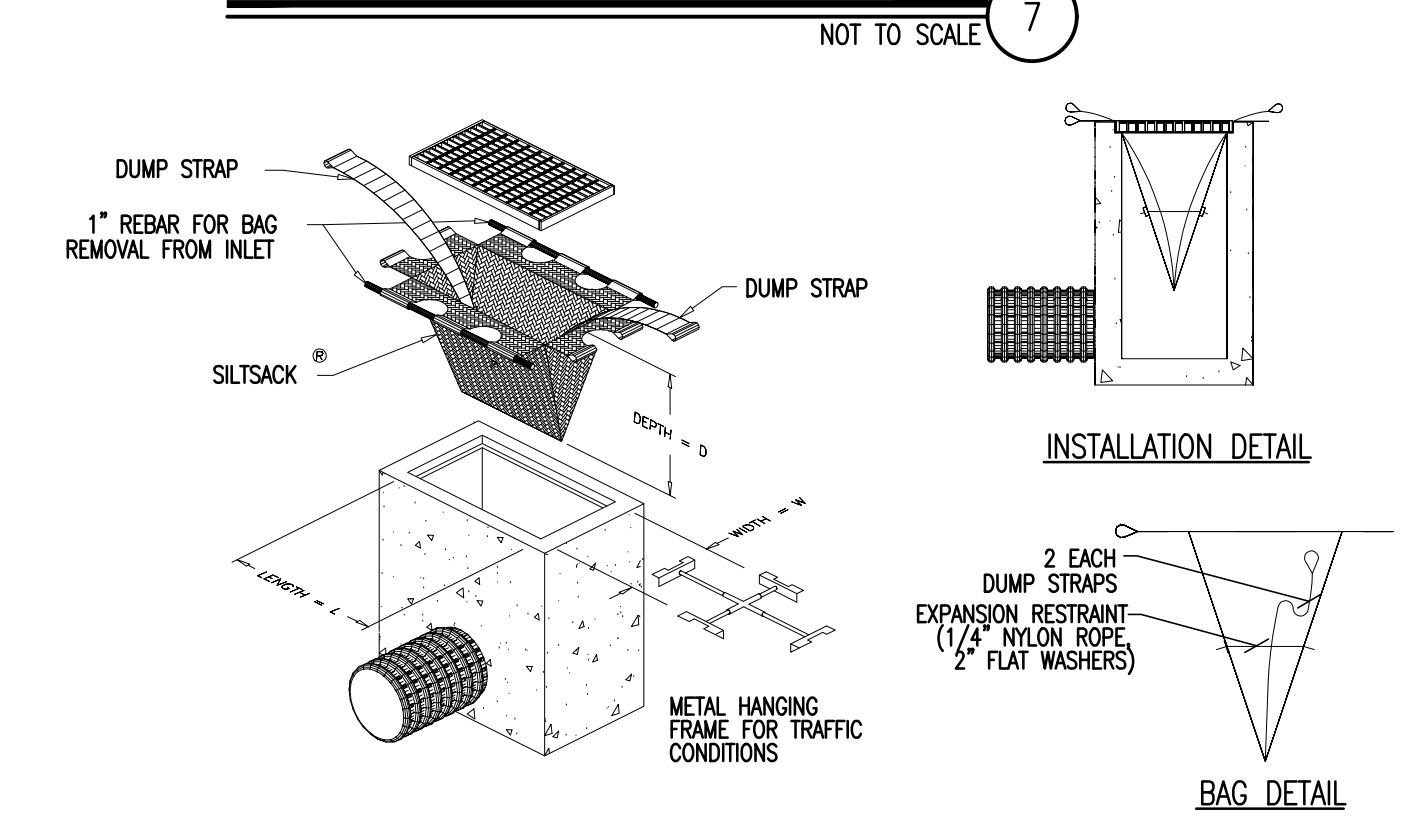


CONCRETE WASHOUT DETAIL



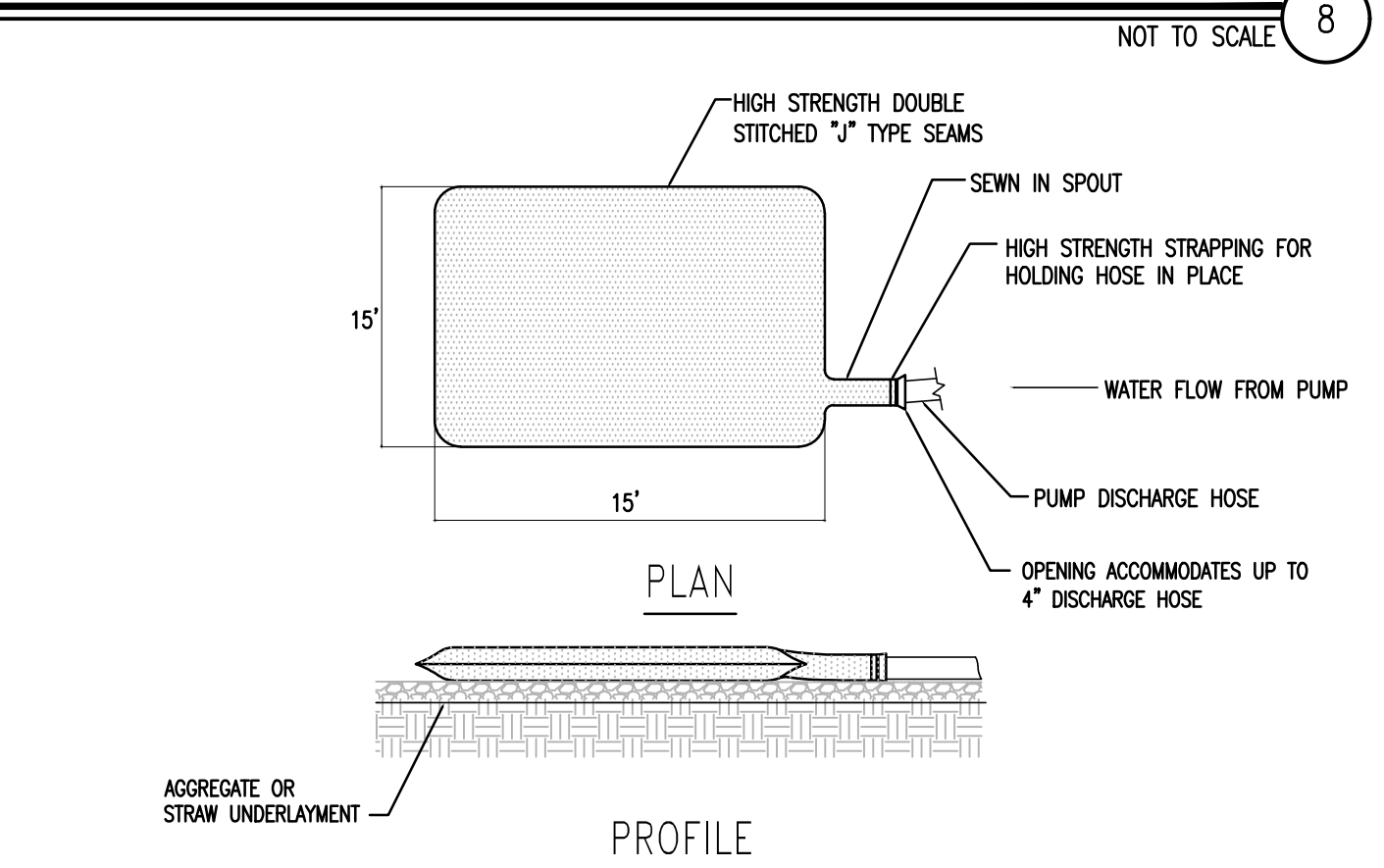
- NOTES:**
- CLEAR THE AREA OF ALL DEBRIS THAT WILL HINDER EXCAVATION.
 - GRADE APPROACH TO THE INLET UNIFORMLY AROUND THE BASIN.
 - WEEP HOLES SHALL BE PROTECTED BY GRAVEL.
 - UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREA, SEAL WEEP HOLES, FILL BASIN WITH STABLE SOIL TO FINAL GRADE, COMPACT IT PROPERLY AND STABILIZE WITH PERMANENT SEEDING.

INLET PROTECTION DETAIL



- NOTES:**
- INLET PROTECTION SHALL BE HI-FLOW SILT SACK BY APC ENVIRONMENTAL.
 - UTILIZE METAL HANGING FRAME IN TRAFFIC AREAS.
 - FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION, CLEANING AND REMOVAL.

INLET PROTECTION - EXISTING STRUCTURE



- NOTES:**
- DEWATERING PUMP SEDIMENT CONTROL SYSTEMS SHALL BE UTILIZED ON THE DISCHARGE OF ALL PROJECT DEWATERING PUMPS.
 - THE PUMPED SEDIMENT CONTROL DEVICE SHALL BE A HEAVY DUTY DIRT BAG SERIES 55 OR APPROVED EQUAL. LIFTING STRAPS SHALL BE INCLUDED WITH THE PUMPED SEDIMENT CONTROL DEVICE FOR REMOVAL WHEN FULL.
 - THE PUMPED SEDIMENT CONTROL DEVICE SHALL BE PLACED SO THAT THE FILTERED DISCHARGE WILL NOT CAUSE EROSION OR FLOODING IN THE DOWN GRADIENT AREAS.
 - HEAVY EQUIPMENT ACCESS TO THE PUMPED SEDIMENT CONTROL DEVICE SITE SHALL BE MAINTAINED FOR REPLACEMENT AND DISPOSAL.

DEWATERING PUMP SEDIMENT CONTORL SYSTEM



Stamp

Date

Description

No.

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www.engineeringventures.com

Stefan Huba
New Hampshire Group, LLC
887B Central Ave.
Dover, NH 03820

369 Miracle Mile
Restaurant/Charity Gaming Center
Lebanon, Grafton County, New Hampshire

Sheet Title:

Project Title:

EV Project #

22506

Drawn By:

DC

Checked By:

AM

Scale:

-

Date:

1/23/2023

C3.3



Plant Legend				
Symbol	Qty	Common Name	Botanical Name	Container
Groundcovers\Evergreen				
	46	Blue Chip Juniper	Juniperus horizontalis 'Blue Chip'	3 Gal.
Groundcovers\Ornamental Grass				
	33	Feather Reed Grass	Calamagrostis acutiflora 'Karl Foerster'	5 Gal.
Herbaceous\Annuals				
	189	White New Guinea Impatiens	White New Guinea Impatiens	1 Gal.
Herbaceous\Perennials				
	120	Daylily	Hemerocallis Red Daylily	3 Gal.
	83	Hosta 'August Moon'	Hosta 'August Moon'	1 Gal.
	117	Hosta 'Patriot' or equal	Hosta 'Patriot'	1 Gal.
	511	King Alfred Daffodil or equal	Narcissus 'King Alfred'	1 Gal.
Shrubs\Deciduous				
	3	Exist. Relocated Spirea	Spiraea x vanhouttei	Full Size
Shrubs\Evergreen				
	18	PJM Rhododendron	Rhododendron catawba 'PJM'	2.5-3' B&B
	27	Emerald Green Arborvitae	Thuja occidentalis 'Smaragd'	6-7' Height
	3	Hicks Yew	Taxus x media 'Hicksii'	5 Gal.
Shrubs\Ferns				
	136	Hayscented Fern	Dennstaedtia punctilobula	1 Gal.
Trees\Deciduous				
	4	Aristocrat Callery Pear	Pyrus calleryana 'Aristocrat'	2.5-3" Cal.
	7	Autumn Brilliance Serviceberry	Amelanchier x grandiflora 'Autumn Brilliance'	6-7' Multi
	4	Cleveland Select Pear	Pyrus calleryana 'Chanticleer'	2.5-3" Cal.
	6	Greenspire Littleleaf Linden	Tilia platyphyllos	2.5-3" Cal.
	2	Honey Locust	Gleditsia triacanthos	2.5-3" Cal.
	5	Pink Profusion Crabapple	Malus 'Profusion'	2.5-3" Cal.
	17	Red Oak	Existing to Remain	Full Size
Trees\Evergreen				
	1	Hinoki False Cypress	Chamaecyparis obtusa 'Crippsii'	8-10' B&B
	1	White Fir	Abies concolor	10-12' B&B

*Per City of Lebanon Req. 6.2.B5: At the time of planting all shrubs whether deciduous or evergreen shall be minimum 24-30" in height or 18-24" in spread. Plantings may be greater as indicated on the plant schedule.

Shade Calculations:		
Total Proposed Paved Parking	30% of Lot to be shaded	Trees to be Provided:
Total Proposed Paved Parking Lot s.f.=49,236	36% of Lot Proposed to be shaded	34 Trees Provided (16 Existing Perimeter, 1 Existing Internal, 17 Proposed Internal)
		47 total Trees Provided 97 total Shrubs Provided 456 total perennials/ferns 33 total Grasses 189 total Annuals 511 total bulbs

Revisions:
1 Per Staff Comments 1/20/2023

Mara landscape design, LLC

16 Myrtle Ave. Newburyport, MA 103 Bank St. Lebanon, NH

978.868.0331 maralandscape@gmail.com

Landscape Plan
Prepared For:
369 Miracle Mile
Charity Gaming Facility
Lebanon Grafton County New Hampshire

Scale:

1/16"=1'

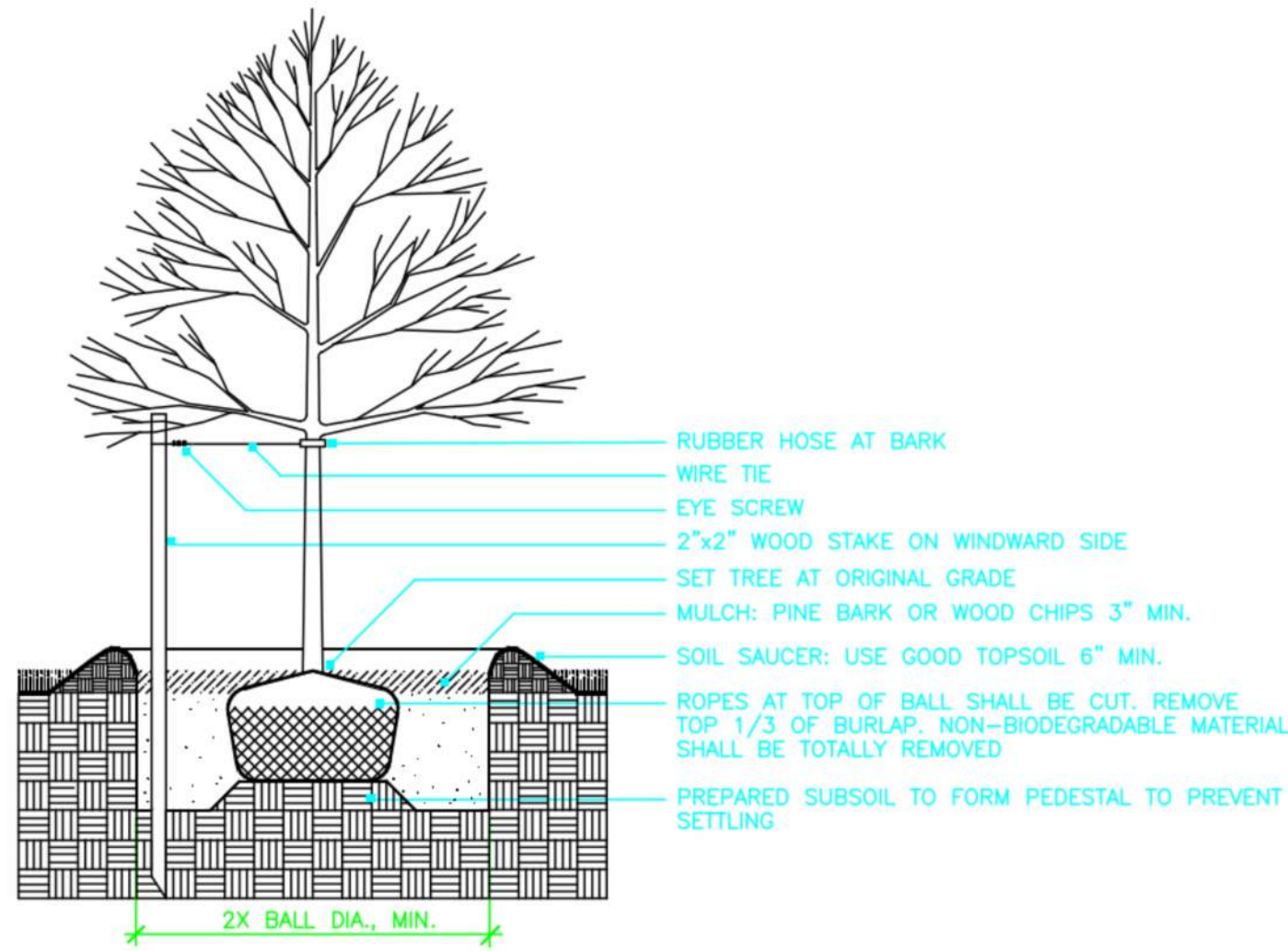
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December 12, 2022

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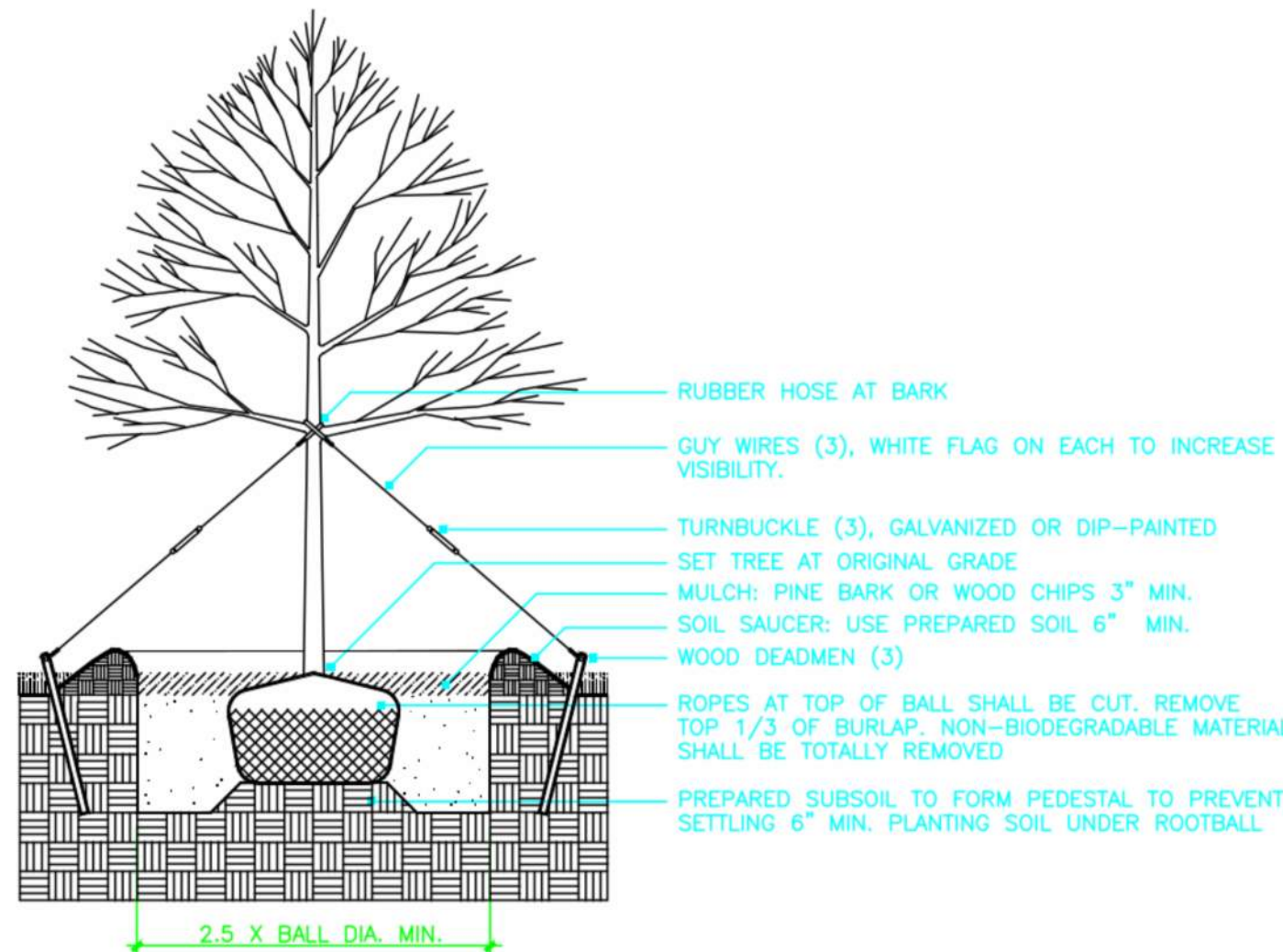
L-1

Page 138 of 234



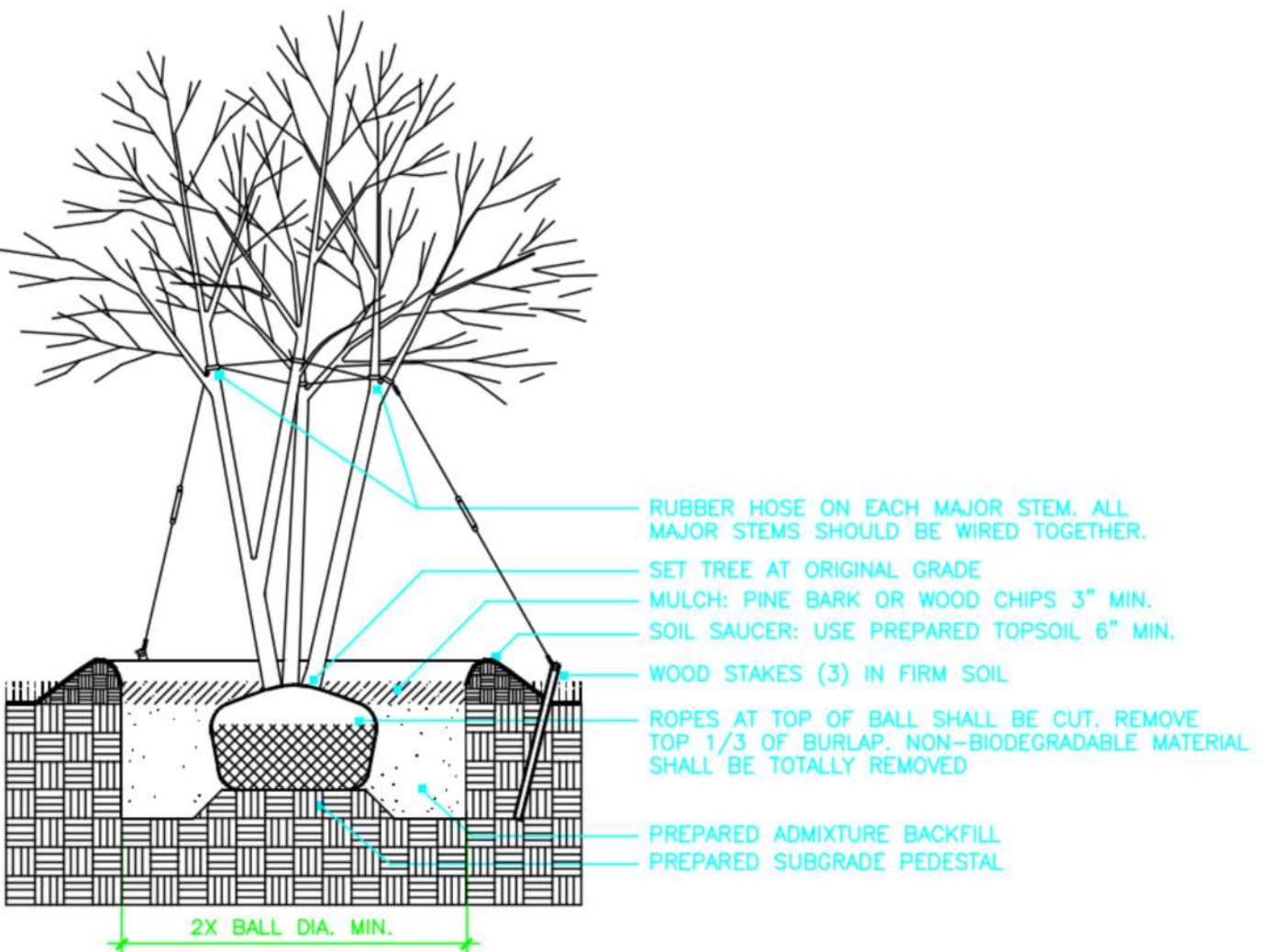
DECIDUOUS TREE PLANTING WITH STAKE AND WIRE TIE

NOT TO SCALE



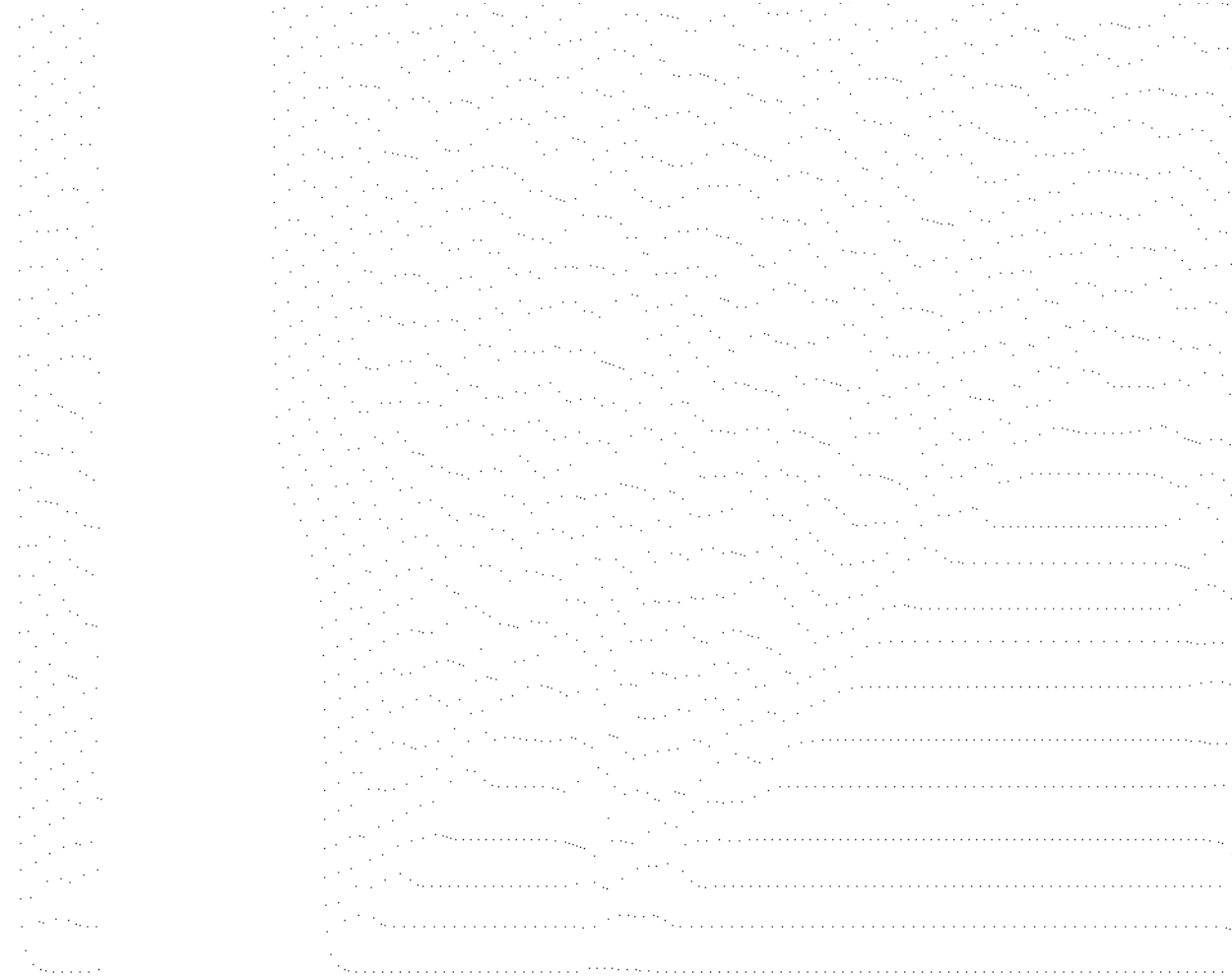
DECIDUOUS TREE PLANTING

NOT TO SCALE



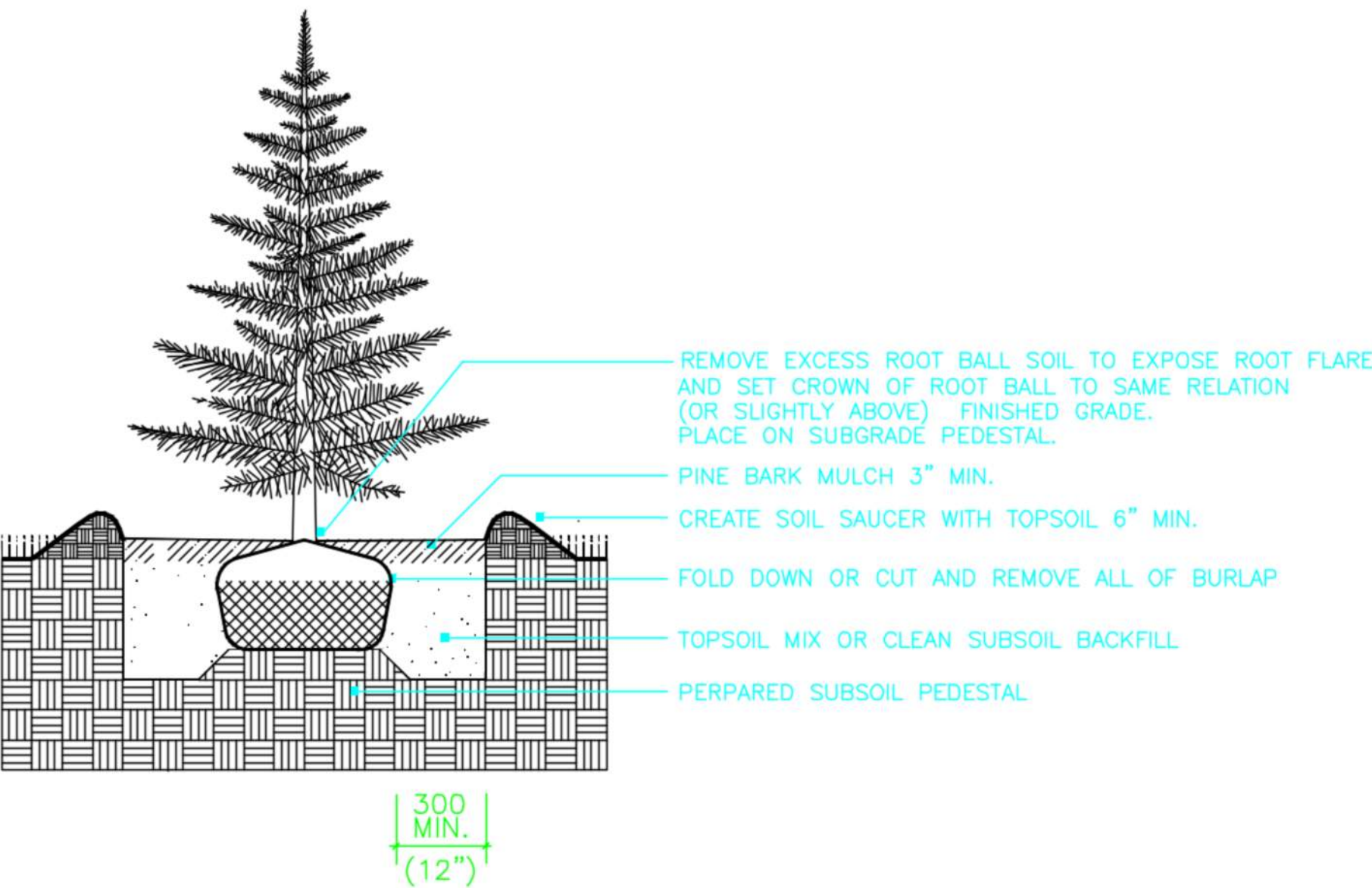
MULTI-STEM TREE PLANTING (WINDY SITES)

NOT TO SCALE



BALL AND BURLAP SHRUB PLANTING

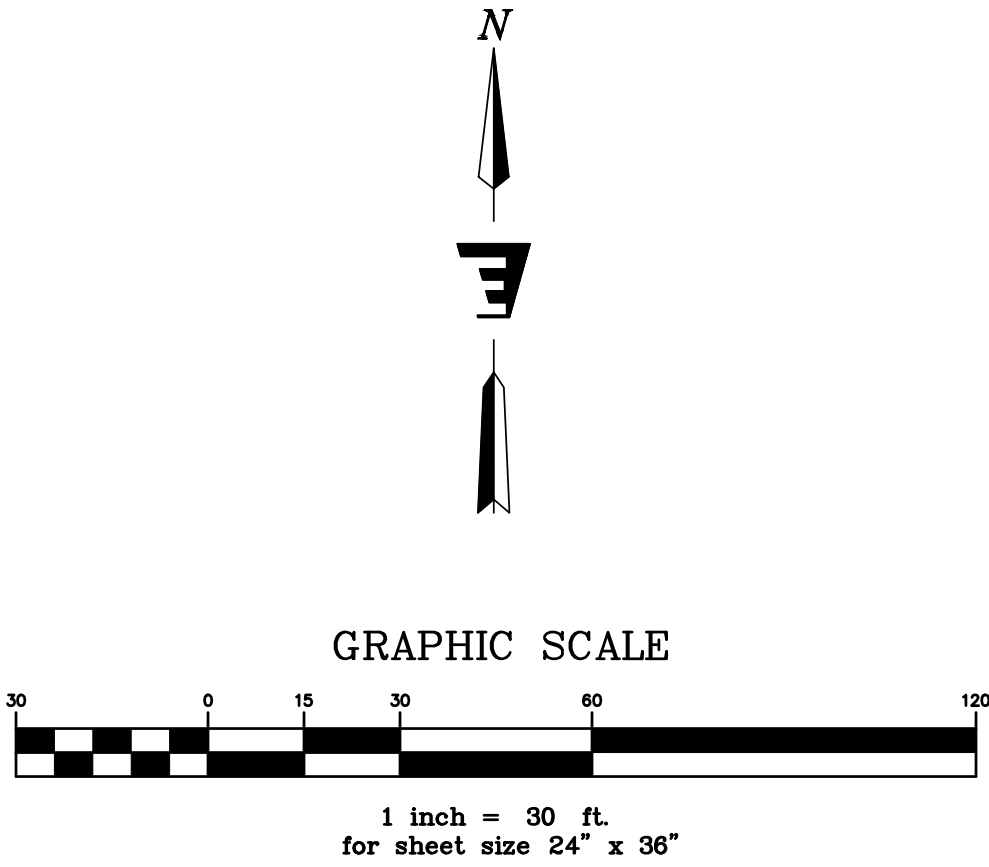
NOT TO SCALE



EVERGREEN TREE PLANTING

GENERAL LANDSCAPE NOTES:

- ALL UTILITIES SHALL BE LOCATED AND MARKED PRIOR TO ANY INSTALLATION. REPORT ANY CONFLICTS BETWEEN UTILITY LOCATIONS AND PROPOSED WORK TO MARA LANDSCAPE DESIGN LLC, TO DETERMINE ANY NECESSARY ADJUSTMENTS PRIOR TO INSTALLATION (REFER TO ENGINEER'S SITE PLAN FOR UTILITY LOCATIONS).
- LANDSCAPE CONTRACTOR SHALL PROVIDE A CERTIFIED SOIL ANALYSIS PRIOR TO EXISTING SOIL CONDITIONS FOR SEEDING AND PLANTINGS.
- ALL PLANTING METHODS WILL BE IN STRICT ACCORDANCE WITH THE LATEST EDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN.
- PER CITY OF LEBANON, NH PLANNING REGULATIONS 6.2 B: ALL SHRUBS SHALL BE 24-30" IN HEIGHT AND/OR 18-24" IN SPREAD.
- ALL CONTAINER PLANTS INCLUDING GRASSES SHALL BE SET AT GRADE OF ORIGINAL GROWING CONDITIONS OR SLIGHTLY HIGHER TO RECEIVE NO MORE THAN 2" OF MULCH.
- PLANT LIST: A COMPLETE LIST OF PLANTS INCLUDING A SCHEDULE OF QUANTITIES, SIZES, TYPES, AND NAMES, IS INCLUDED ON SHEETS L-1. IN THE EVENT OF DISCREPANCIES BETWEEN THE QUANTITIES OF PLANTS IN THE PLANT LIST AND THE DRAWINGS, THE PLAN SHALL GOVERN.
- ALL TREES AND SHRUBS SHALL BE NURSERY GROWN WITHIN A U.S.D.A. PLANT HARDINESS ZONE WHICH IS THE SAME AS, OR COLDER THAN, THE ZONE IN WHICH THE PROJECT IS LOCATED.
- PLANT SUBSTITUTIONS ARE NOT ALLOWED UNLESS APPROVED BY MARA LANDSCAPE DESIGN LLC AND THE CITY OF LEBANON, NH.
- MARA LANDSCAPE DESIGN LLC SHALL RESERVE THE RIGHT TO INSPECT ALL PLANTINGS AT ANY TIME TO INSURE SPECIFICATIONS AND PROCEDURES ARE ADHERED TO.
- BARK MULCH SHALL BE A PINE BARK OR CHIP, OR AGED PINE-HEMLOCK BLEND. DYED MULCHES ARE PROHIBITED.



MAIN PARKING LOT
Illuminance (Fc)
Average = 2.13
Maximum = 4.8
Minimum = 0.6
Avg/Min Ratio = 3.55
Max/Min Ratio = 8.00

MAIN ENTRANCE - UNDER CANOPY
Illuminance (Fc)
Average = 6.88
Maximum = 11.9
Minimum = 2.9
Avg/Min Ratio = 2.37
Max/Min Ratio = 4.10

SIDE AND BACK OF BUILDING
Illuminance (Fc)
Average = 2.57
Maximum = 15.0
Minimum = 0.8
Avg/Min Ratio = 3.21
Max/Min Ratio = 18.75

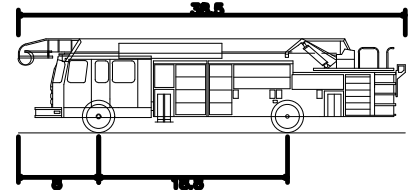
Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	[MANUFAC]	Luminaire Watts	CCT	LAMP TYPE
☉	13	C	Single	LAD8-LED-14L-UNV-DIM-30-WF-R8RL-SF-HAZ / MTD 10.5' AFG IN CANOPY	LSI INDUSTRIES, INC.	13.9	3000K	LED
☉	1	S3	Single	ENM4-SA4-3-LED-10L-30-UNV-DIM-CXX / 4RP-B3-S10G-20-S-CXX-GA (20' AFG)	LSI INDUSTRIES, INC.	77.8	3000K	LED
☉	2	S3H	Single	ENM4-SA4-3-LED-10L-30-UNV-DIM--IL-CXX / 4RP-B3-S10G-20-S-CXX-GA (20' AFG)	LSI INDUSTRIES, INC.	78	3000K	LED
☉	2	S4	Single	ENM4-SA4-FT-LED-10L-30-UNV-DIM-CXX / 4RP-B3-S10G-20-S-CXX-GA (20' AFG)	LSI INDUSTRIES, INC.	77.8	3000K	LED
☉	5	S4H	Single	ENM4-SA4-FT-LED-10L-30-UNV-DIM-IL-CXX / 4RP-B3-S10G-20-S-CXX-GA (20' AFG)	LSI INDUSTRIES, INC.	78	3000K	LED
☐	9	W2	Single	XWS-LED-06L-FTW-UNV-DIM-30-80CRI-CXX / WALL MTD 18' AFG	LSI INDUSTRIES, INC.	52	3000K	LED
☉	6	W4	Single	RD300-17L-UNV-30-FGG6-CXX-LDS96WL - GBA3GWT / WALL MTD 20' AFG	LSI INDUSTRIES, INC.	12.8	3000K	LED
☐	3	W5	Single	E0FLMV3KBZAC/ WALL MTD 18' AFG	NICOR, Inc.	15.8	3000K	LED

Photometrics by Exposure, Inc.

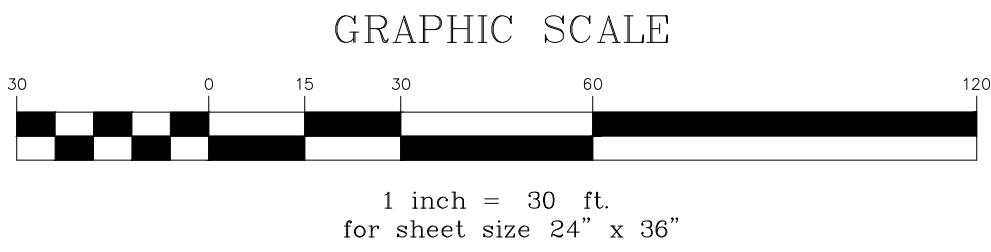
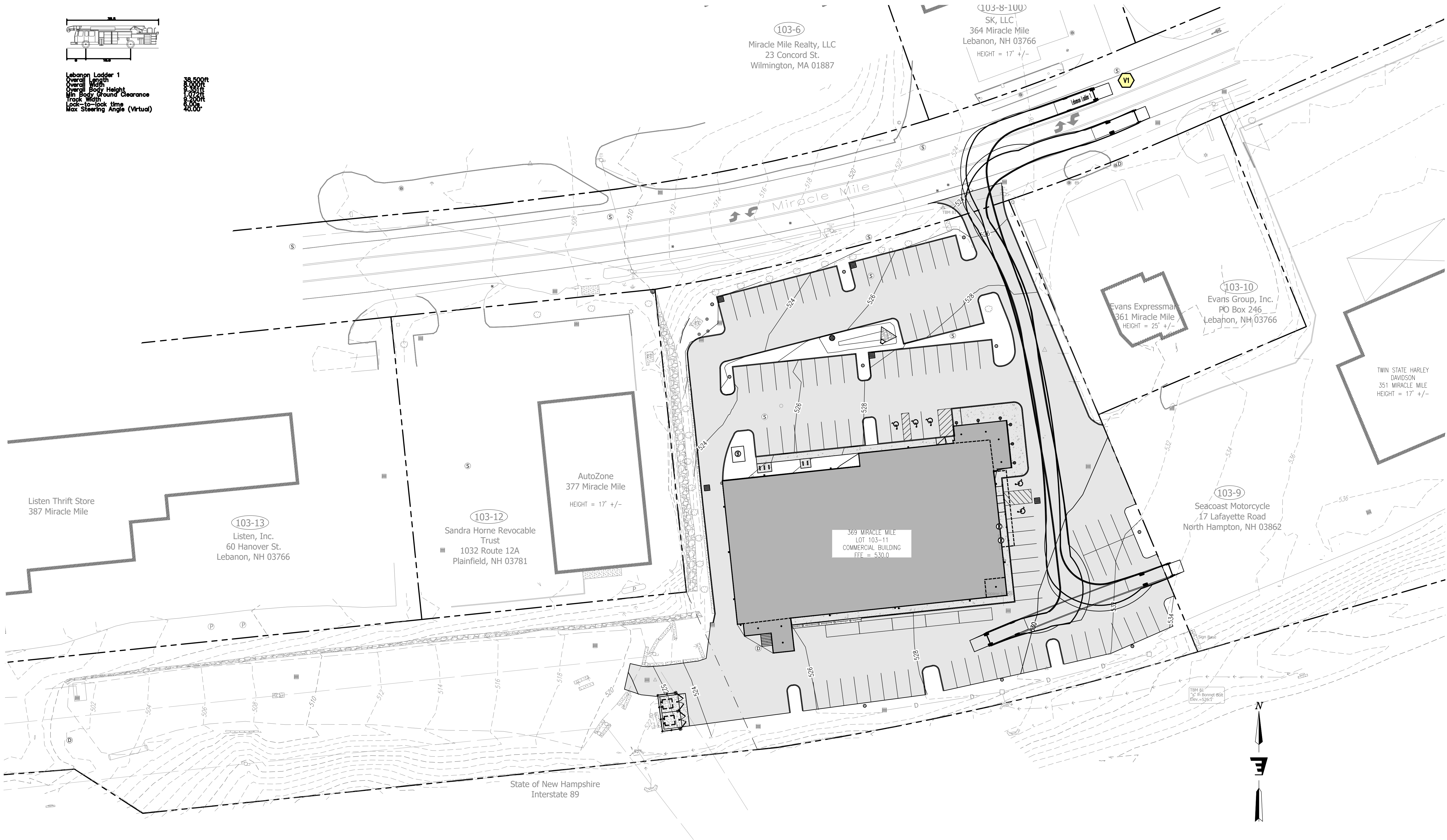
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Description	
No.	
ENGINEERING VENTURES PC 208 Fynn Avenue, Suite 2A, Burlington, VT 05401 • 802-863-6225 85 Mechanic Street, Suite E2-3, Lebanon, NH 03766 • 603-442-9333 414 Union Street, Schenectady, NY 12305 • 518-530-3614 www.engineeringventures.com	
Stefan Huba New Hampshire Group, LLC 887B Central Ave. Dover, NH 03820	
Site Photometric Plan	369 Miracle Mile Restaurant/Charity Gaming Center Lebanon, Grafton County, New Hampshire
EV Project #	22506
Drawn By:	AM
Checked By:	KW
Scale:	1" = 30'
Date:	1/23/2023
PH1	

VEHICLE TURNING NOTES

V1 LEBANON LADDER 1 FIRE TRUCK

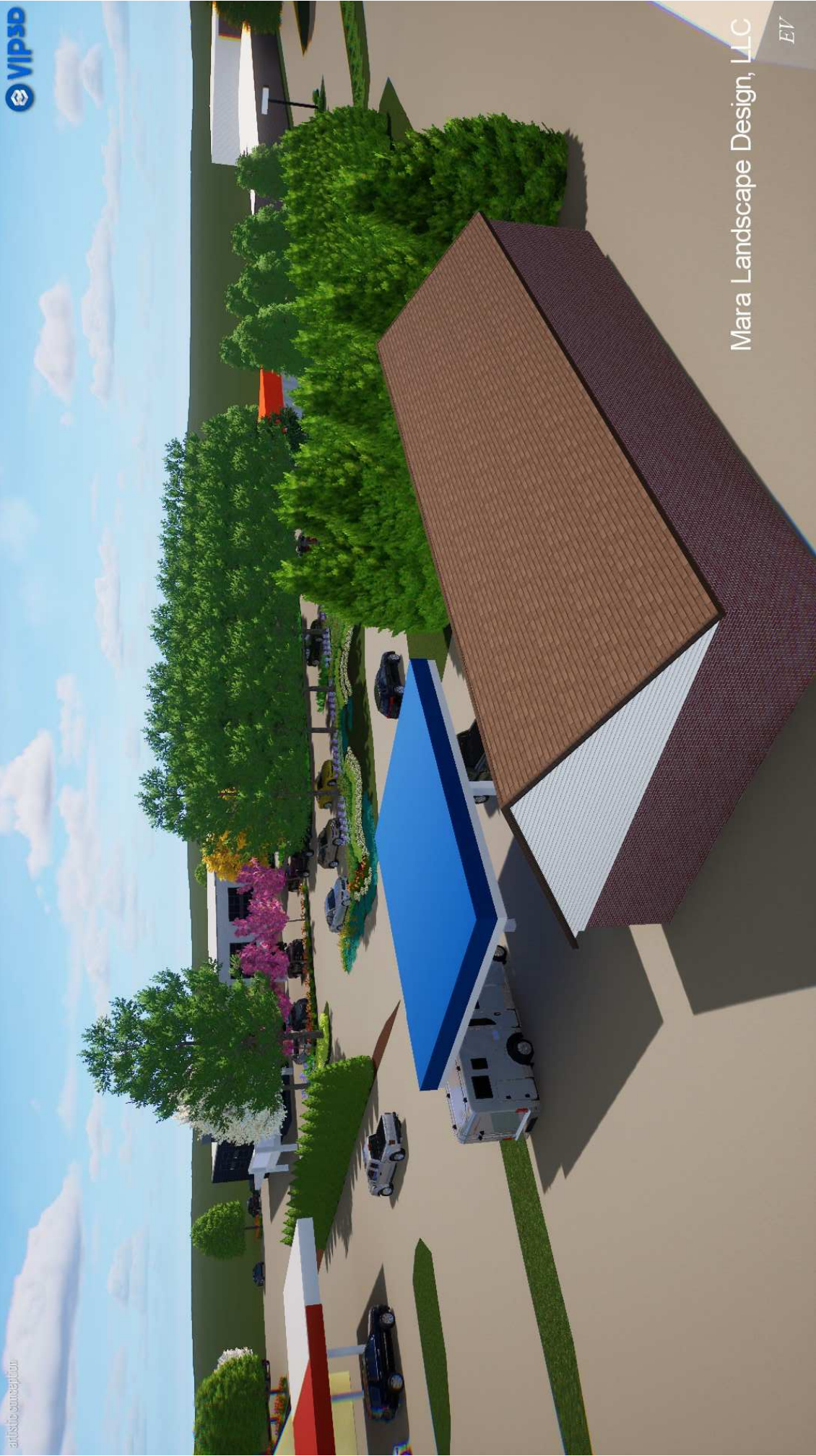


Lebanon Ladder 1
 Overall Length 38.500ft
 Overall Width 8.500ft
 Overall Body Height 11.500ft
 Min Body Ground Clearance 8.500ft
 Track Width 8.500ft
 Lock-to-lock Time 40.00s
 Max Steering Angle (Virtual) 40.00°



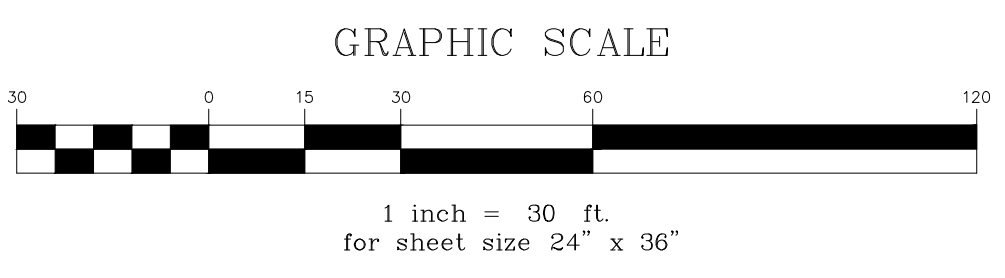
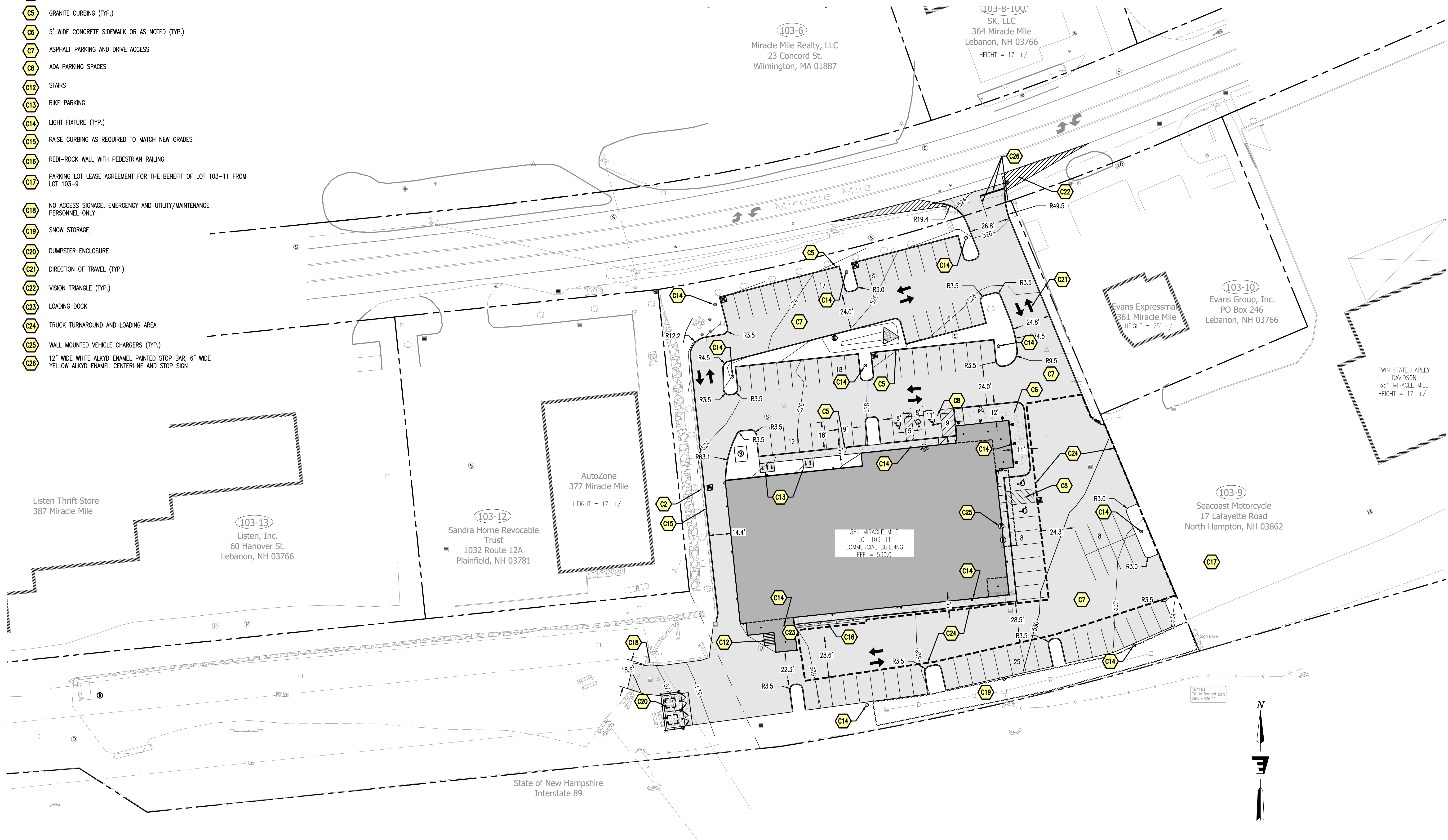
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Stefan Huba New Hampshire Group, LLC 887B Central Ave. Dover, NH 03820	
Fire Turning Plan 369 Miracle Mile Restaurant/Charity Gaming Center Lebanon, Grafton County, New Hampshire	Project Title: 369 Miracle Mile Restaurant/Charity Gaming Center Lebanon, Grafton County, New Hampshire
EV Project # 22506 Drawn By: AM Checked By: KW Scale: 1" = 30' Date: 4/10/2023	Sheet Title: Fire Turning Plan
C2.3	





SITE NOTES

- C1 WOOD GUIDE RAIL
- C2 REPAIR AND ADJUST HEIGHT/LENGTH OF MASONRY WALL AS REQUIRED TO ACHIEVE GRADES
- C5 GRANITE CURBING (TYP.)
- C6 5' WIDE CONCRETE SIDEWALK OR AS NOTED (TYP.)
- C7 ASPHALT PARKING AND DRIVE ACCESS
- C8 ADA PARKING SPACES
- C12 STAIRS
- C13 BIKE PARKING
- C14 LIGHT FIXTURE (TYP.)
- C15 RAISE CURBING AS REQUIRED TO MATCH NEW GRADES
- C16 RED-ROCK WALL WITH PEDESTRIAN RAILING
- C17 PARKING LOT LEASE AGREEMENT FOR THE BENEFIT OF LOT 103-11 FROM LOT 103-9
- C18 NO ACCESS SIGNAGE, EMERGENCY AND UTILITY/MAINTENANCE PERSONNEL ONLY
- C19 SNOW STORAGE
- C20 DUMPSTER ENCLOSURE
- C21 DIRECTION OF TRAVEL (TYP.)
- C22 VISION TRIANGLE (TYP.)
- C23 LOADING DOCK
- C24 TRUCK TURNAROUND AND LOADING AREA
- C25 WALL MOUNTED VEHICLE CHARGERS (TYP.)
- C26 12" WIDE WHITE ALKYD ENAMEL PAINTED STOP BAR, 6" WIDE YELLOW ALKYD ENAMEL CENTERLINE AND STOP SIGN



Stamp	
Date	Description
4/12/2023	BOUTLER AND VORTECH BRYAN

No.	Description
1	BOUTLER AND VORTECH BRYAN

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85 Mechanic Street, Suite E2-3, Lebanon, NH 03766 • 603-442-9333
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www.engineeringventures.com

Stefan Huba
New Hampshire Group, LLC
887B Central Ave.
Dover, NH 03820

Site Layout Plan
369 Miracle Mile
Restaurant/Charity Gaming Center
Lebanon, Grafton County, New Hampshire

EV Project #	22506
Drawn By:	AM
Checked By:	KW
Scale:	1" = 30'
Date:	3/1/2023

C2.0

DRAINAGE SCHEDULE

- D2

4" I.D. CATCH BASIN
RIM: 527.77
INV. OUT: 524.00 (12" HDPE)
SUMP: 520.00
- D3

4" I.D. CATCH BASIN
RIM: 522.06
INV. IN: 516.30 (12" HDPE)
INV. OUT: 516.30 (12" HDPE)
SUMP: 512.30
- D4

4" I.D. CATCH BASIN
RIM: 525.04
INV. OUT: 517.00 (12" HDPE)
SUMP: 513.00
- D5

4" I.D. CATCH BASIN
RIM: 524.75
INV. IN: 513.80 (18" CMP)
INV. OUT: 513.80 (18" CMP)
SUMP: 513.80
- D6

4" I.D. CATCH BASIN
RIM: 529.02
INV. OUT: 524.00 (12" HDPE)
SUMP: 520.00
- D7

4" I.D. BYPASS STRUCTURE
RIM: 501.90
INV. IN: 494.50 (18" HDPE)
INV. OUT: 494.50 (18" HDPE)
INV. OUT: 497.00 (18" HDPE)
SUMP: 494.50
- EX1

4" I.D. CATCH BASIN
RIM: 521.22
INV. IN: 516.10 (12" HDPE)
INV. IN: 516.10 (12" HDPE)
INV. OUT: 516.10 (18" HDPE)
SUMP: 514.10
- EX5

4" I.D. CATCH BASIN
RIM: 529.08
INV. IN: 521.90 (12" HDPE)
INV. IN: 521.90 (15" HDPE)
INV. OUT: 521.90 (18" CMP)
SUMP: 519.90
- EX10

4" I.D. DRAIN MANHOLE
RIM: 498.67
INV. IN: 496.20 (18" HDPE)
INV. IN: 496.20 (18" HDPE)
INV. OUT: 496.20 (18" HDPE)
SUMP: 496.20
- OS1

OUTLET STRUCTURE
RIM: 525.00
INV. OUT: 520.00 (12" HDPE)
SUMP: 520.00
- D8

RAIN GARDEN

SEWER NOTES

- S1

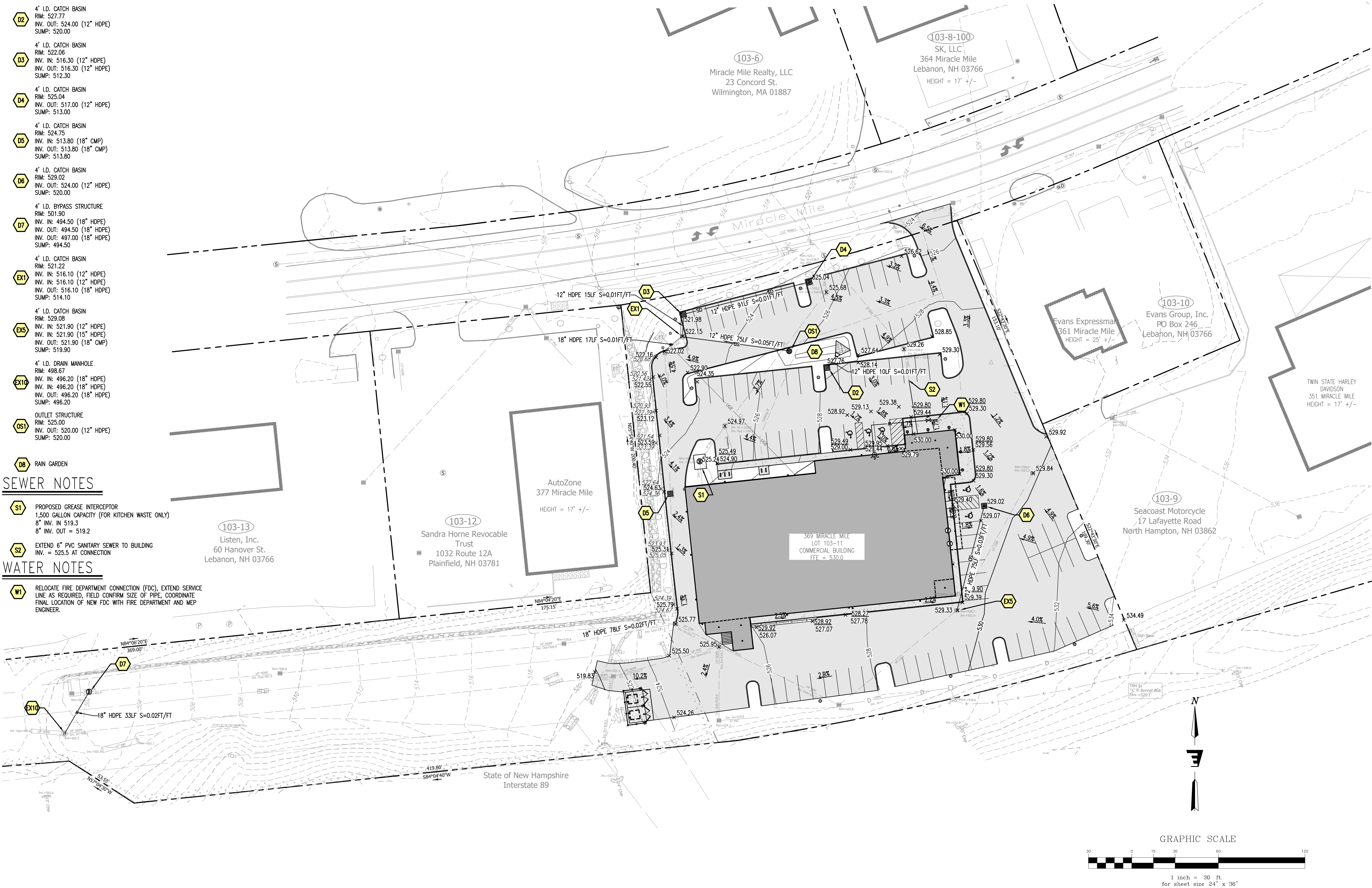
PROPOSED GREASE INTERCEPTOR
1,500 GALLON CAPACITY (FOR KITCHEN WASTE ONLY)
8" INV. IN 519.3
8" INV. OUT = 519.2
- S2

EXTEND 6" PVC SANITARY SEWER TO BUILDING
INV. = 525.5 AT CONNECTION

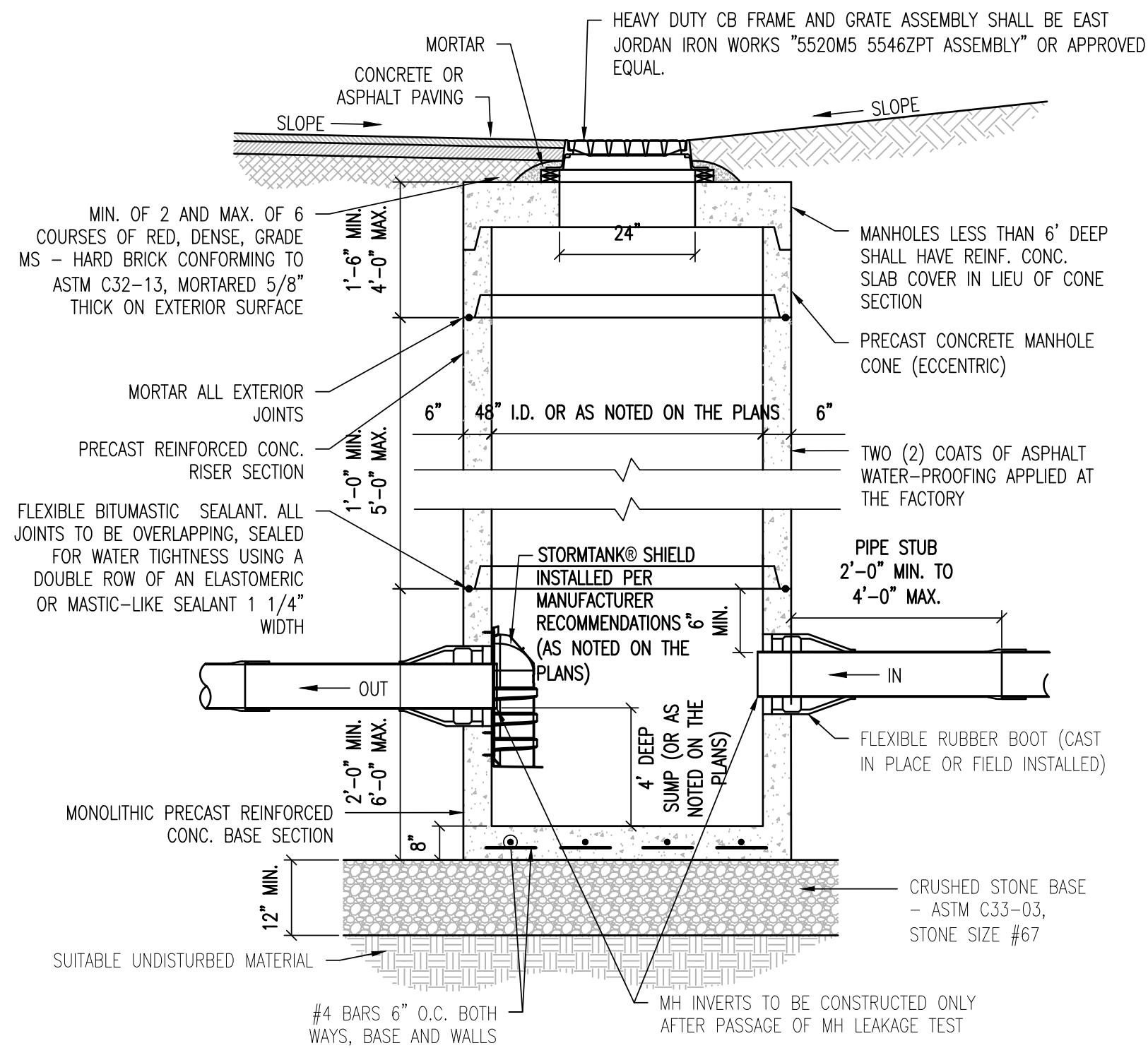
WATER NOTES

- W1

RELOCATE FIRE DEPARTMENT CONNECTION (FDC), EXTEND SERVICE
LINE AS REQUIRED, FIELD CONFIRM SIZE OF PIPE, COORDINATE
FINAL LOCATION OF NEW FDC WITH FIRE DEPARTMENT AND MEP
ENGINEER.



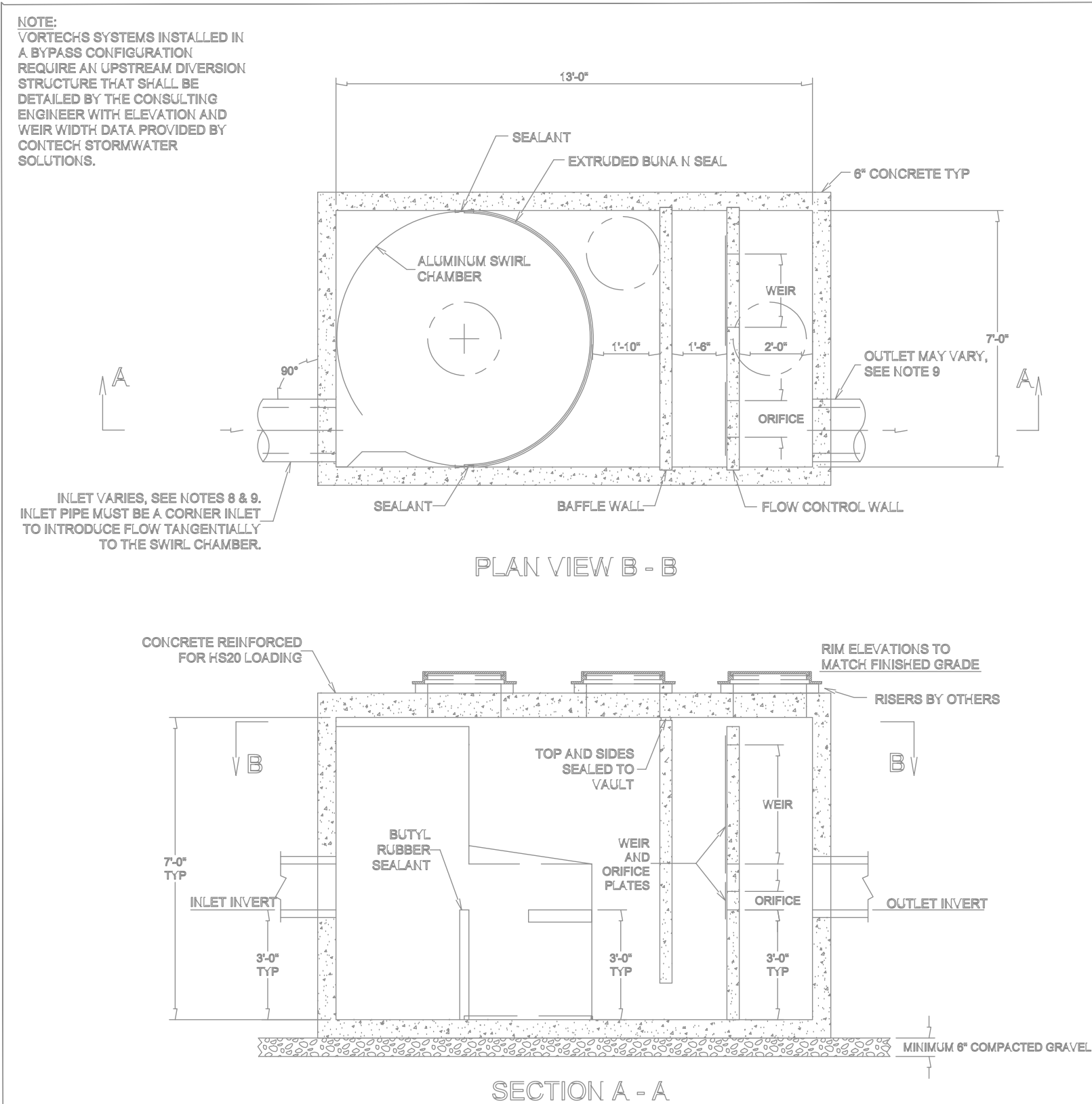
Stamp		Date		Description		No.	
				BROTHER AND VORTECH PRESS 4/12/2023		1	
</							



- NOTES:**
1. IF DEPTH OF MANHOLE IS 6 FT. OR LESS FROM RIM TO CENTERLINE INVERT, THEN A FLAT TOP WILL BE INSTALLED. IF DEPTH OF MANHOLE FROM RIM TO CENTERLINE INVERT IS MORE THAN 6 FT., THEN AN ECCENTRIC CONICAL TOP WILL BE INSTALLED.
 2. CATCH BASIN AND GRATE SHALL BE DESIGNED FOR H2O LOADING.

CATCH BASIN

NOT TO SCALE



- NOTES:
1. STORMWATER TREATMENT SYSTEM (SWTS) SHALL HAVE:
PEAK TREATMENT CAPACITY: 1.8 CFS
SEDIMENT STORAGE: 32 CU YD
SEDIMENT CHAMBER SHALL BE ONE SECTION
 2. SWTS SHALL BE CONSTRUCTED IN A RECTANGULAR STRUCTURE
 3. SWTS REMOVAL EFFICIENCY SHALL BE DETERMINED BASED ON PARTICLE SIZE
 4. SWTS SHALL BE DESIGNED TO HANDLE UNWANTED DEBRIS AND LOGS INCLUDING PEAK TREATMENT CAPACITY
 5. SWTS INVERTS IN AND OUT ARE TYPICALLY AT THE SAME ELEVATION
 6. SWTS SHALL NOT BE COMPROMISED BY EFFECTS OF DOWNSTREAM TAILWATER
 7. SWTS SHALL HAVE NO INTERNAL COMPONENTS THAT OBSTRUCT MAINTENANCE ACCESS
 8. PIPE ORIENTATION MUST BE PERPENDICULAR TO THE STRUCTURE
 9. PIPE ORIENTATION MUST BE PERPENDICULAR TO THE STRUCTURE LOCATION
 10. PURCHASER SHALL NOT BE RESPONSIBLE FOR ASSEMBLY OF UNIT
 11. MANHOLE FRAMES AND PEXAVATION COVERS SUPPLIED WITH SYSTEM, NOT INSTALLED
 12. PURCHASER TO PREPARE EXCAVATION AND PROVIDE CURE FOR OFF-LOADING AND SETTING AT TIME OF DELIVERY
 13. CONTACT SYSTEMS BY CONTACT STORMWATER SOLUTIONS, INC. (800) 446-6867; SCARBOROUGH, ME (207) 907-8676; LITCHFIELD, CT (203) 740-3136.

PROPRIETARY INFORMATION - NOT TO BE USED FOR CONSTRUCTION PURPOSES

This CADD file is for the purpose of specifying stormwater treatment equipment to be furnished by CONTECH Stormwater Solutions and may only be transferred to other documents exactly as provided by CONTECH Stormwater Solutions. This block information, including the CONTECH Stormwater Solutions logo and the Vortices Stormwater Treatment System designation and patent number, may be deleted if necessary. Revisions to any part of this CADD file without prior coordination with CONTECH Stormwater Solutions shall be considered unauthorized use of proprietary information.



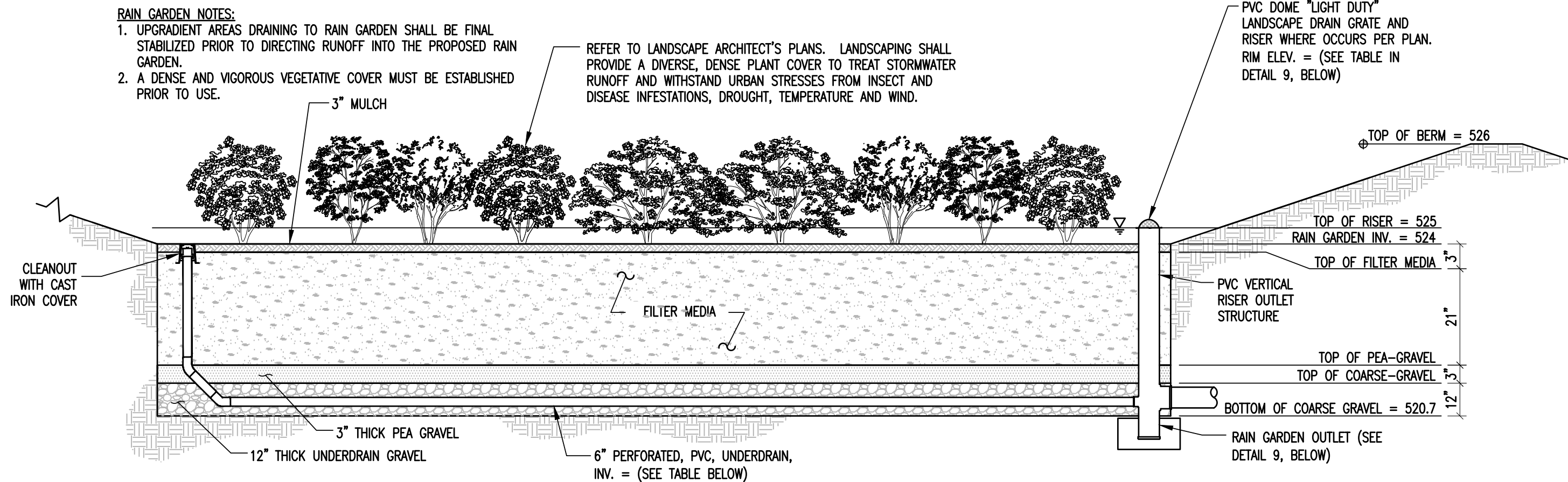
STANDARD DETAIL
STORMWATER TREATMENT SYSTEM
VORTECHS® MODEL 5000

U.S. PATENT No. 5,759,415

DATE: 10/4/08	SCALE: NONE	FILE NAME: STD5k	DRAWN: JBS	CHECKED: NDG
---------------	-------------	------------------	------------	--------------

EXISTING WATER QUALITY UNIT

NOT TO SCALE



- NOTES:**
1. DO NOT PLACE THE BIORETENTION SYSTEM INTO SERVICE UNTIL THE BMP HAS BEEN PLANTED AND ITS CONTRIBUTING AREAS HAVE BEEN FULLY STABILIZED.
 2. DO NOT DISCHARGE SEDIMENT-LADEN WATERS FROM CONSTRUCTION ACTIVITIES (RUNOFF, WATER FROM EXCAVATIONS) TO THE BIORETENTION AREA DURING ANY STAGE OF CONSTRUCTION.
 3. DO NOT TRAFFIC EXPOSED SOIL SURFACE WITH CONSTRUCTION EQUIPMENT. IF FEASIBLE, PERFORM EXCAVATIONS WITH EQUIPMENT POSITIONED OUTSIDE THE LIMITS OF THE INFILTRATION COMPONENTS OF THE SYSTEM.

MATERIAL SPECIFICATIONS					
PARAMETER	SPECIFICATION		SIZE		NOTES
FILTER MEDIA [21" DEEP]	COMPONENT MATERIAL	PERCENT OF MIXTURE BY VOLUME	GRADATION OF MATERIAL SIEVE NO. % PASSING		BARK MULCH SHALL BE MODERATELY FINE SHREDDED BARK OR WOOD FIBER MULCH, WITH FINES AS INDICATED. USDA SOIL TYPE FOR LOAMY COARSE SAND
	BARK MULCH	20% TO 30%	200	<5	
	LOAMY COARSE SAND	70% TO 80%	10 20 60 200	85 to 100 70 to 100 15 to 40 8 to 15	
MULCH [3" DEEP]	SHREDDED HARDWOOD				AGED 6 MONTHS, MINIMUM
PEA GRAVEL	ASTM C33-03		NO. 8 (3/8" TO #8)		
UNDERDRAIN GRAVEL	ASTM C33-03		NO. 6 (3/4" TO 3/8")		

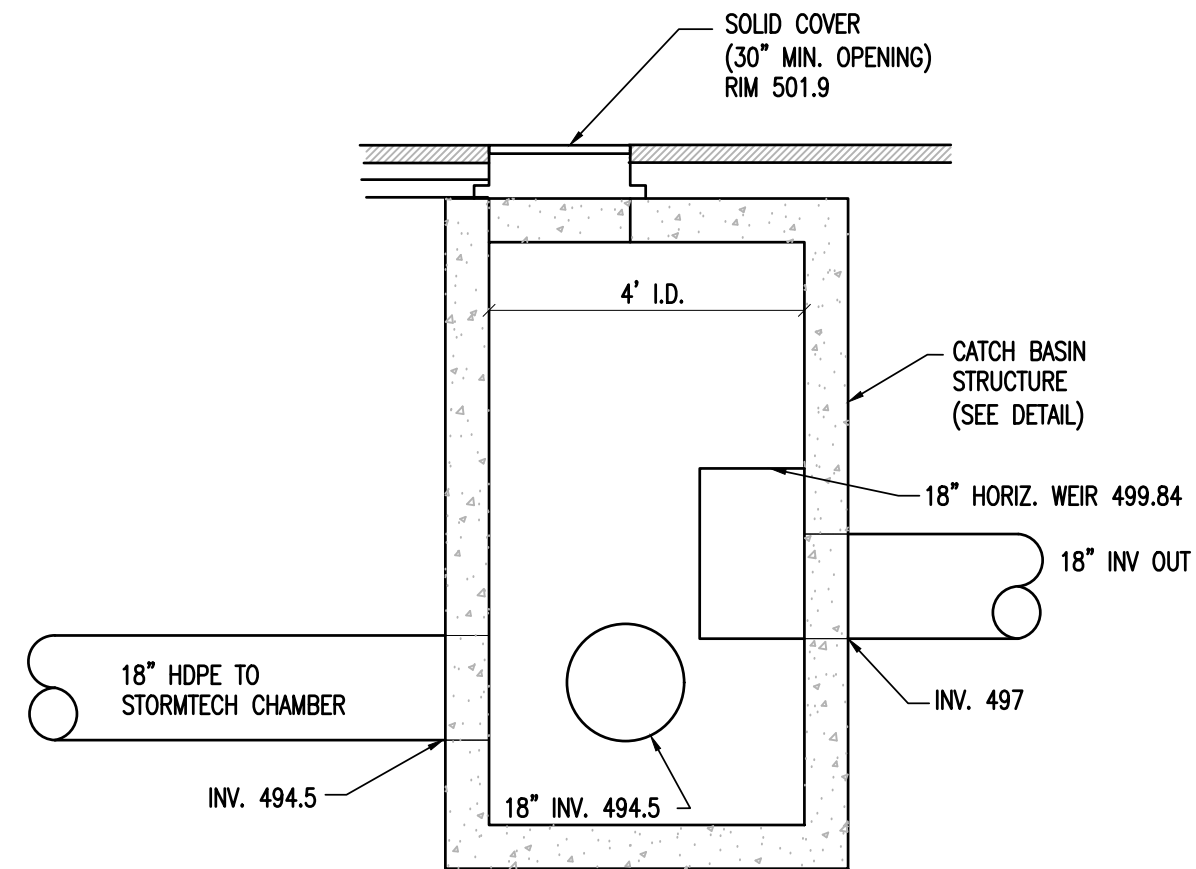
RAIN GARDEN SCHEDULE	RG1	RG2
RAIN GARDEN SURFACE	636.00	627.00
MULCH DEPTH (IN.)	3	3
TOP OF FILTER MEDIA ELEV.	635.75	626.75
FILTER MEDIA DEPTH (IN.)	21	21
TOP OF PEA GRAVEL ELEV.	634.00	625.00
TOP OF COARSE-GRAVEL ELEV.	633.75	624.75
6" PERF., UNDERDRAIN INV.	632.92	623.92
BOT. OF COARSE GRAVEL ELEV.	632.75	623.75

FILTER MEDIA:
THE SOIL SHOULD BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS OR OTHER SIMILAR OBJECTS LARGER THAN TWO INCHES. NO OTHER MATERIALS OR SUBSTANCES SHOULD BE MIXED OR DUMPED WITHIN THE PLANTING AREA THAT MAY BE HARMFUL TO PLANT GROWTH, OR PROVIDE A HURDANCE TO THE PLANTING OR MAINTENANCE OPERATIONS. THE FILTER MEDIA SHOULD BE FREE OF NOXIOUS WEEDS.
THE FILTER MEDIA SHOULD BE TESTED AND SHOULD MEET THE FOLLOWING CRITERIA:

- PH RANGE 5.2 – 7.0
- ORGANIC MATTER 1% – 4%
- MAGNESIUM 35 LB./AC.
- PHOSPHORUS P205 75 LB./AC.
- POTASSIUM K2O 85 LB./AC.
- SOLUBLE SALTS NOT TO EXCEED 500 PPM

RAIN GARDEN DETAIL

SCALE: NONE



BYPASS STRUCTURE (D7)

NOT TO SCALE

Stamp

Date

on

Description

--	--

[illegible]

**ENGINEERING
VENTURES PC**

208 Flynn Avenue, Suite 2A, Burlington, VT 05401 • 802-863-6225
85 Mechanic Street, Suite E2.3, Lebanon, NH 03766 • 603-442-9353
414 Union Street, Schenectady, NY 12305 • 518-630-4614
www.engineeringventures.com

Stefan Huba
New Hampshire Group, LLC
887B Central Ave.

STORMWATER DETAILS

Sheet Title:

EV Project # 22506

Drawn By: DC

Checked By:	AM
-------------	----

Scale: _____

Date: 3/20/2023

C3.2



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

PLANNING BOARD

May 8, 2023 Meeting

Staff Memorandum – PB2023-15-SPR

APPLICATION INFORMATION

Agenda Item: 3.G

Application ID: PB2023-15-SPR

Zoning District:

General Commercial (GC)

Future Land Use Map: General Commercial

Overlay Districts:

- Floodplain District (*both 200 and 206 S Main Street*)
- Riverbank Protection District (*200 S Main Street only – area of proposed development not located in the RPD*)

LEGAL NOTICE

Irving Oil Marketing (applicant), Rancho Lebanon, LLC & Cobalt Prop NH Corp (property owners), 200 South Main Street (Tax Map 114, Lot 5) & 206 South Main Street (Tax Map 115, Lot 1), zoned GC: Request for Site Plan Review to construct a +/- 4,465 sq. ft. convenience store on the site of a closed laundromat at 200 South Main Street and five (5) fuel dispenser islands with an overhead canopy on the site of a closed convenience store at 206 South Main Street, together with shared access and associated site improvements. For the proposed convenience store at 200 South Main Street, the applicant also requests a Conditional Use Permit per Section 607.5 of the Zoning Ordinance to allow off-site parking at 206 South Main Street. PB2023-15-SPR

PLANS AND APPLICATION MATERIALS

This memo will be expanded to delineate the attached application materials prior to the public hearing on May 8, 2023. The expanded memo will be provided to the Planning Board and the applicant and will be posted to the City's website. Additional information provided by the applicant relative to proposed floodproofing materials (6 pages) and traffic volume data (7 pages) is on file at the Planning & Development Department and available upon request.

COMPLETENESS REVIEW

In order to accept jurisdiction and commence review of the applicant's proposal, the Planning Board must first determine that the application is complete. See NH RSA 676:4, I(c)(1) and Section 4.7.C.2 ("Initial Completeness Determination") of the Site Plan Review Regulations.

Section 4.7.C.2 ("Initial Completeness Determination") of the Site Plan Review Regulations provides as follows:

- a. The Planning & Development Department shall review the application for completeness pursuant to the requirements of Section 4.7.A and Section 5.1. If the Planning & Development Department finds that the application is complete, or lacks only those items or documents for which waiver requests have been submitted, then the Planning & Development Department shall make a preliminary determination of whether the waiver requests meet the standards of Section 7.2 of these Regulations, and if so, then the Planning & Development Department shall recommend to the Board acceptance of the application for review.

STAFF MEMORANDUM

PB2023-15-SPR
200 & 206 South Main St
Agenda Item 3.G
May 8, 2023 PB Mtg
Page 2 of 2

- b. If the Planning & Development Department finds that the application is not complete or that one or more of the waiver requests do not meet the standards of Section 7.2, the Planning & Development Department shall so advise the Applicant, who can elect to complete the missing submission requirements.

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. Aerial view of development site.

**STAFF COMMENTS**

This memo will be expanded to provide comments and proposed conditions of approval prior to the public hearing on May 8, 2023. The expanded memo will be provided to the Planning Board and the applicant and will be posted to the City's website.

Attachments

cc: Irving Oil Marketing
Rancho Lebanon, LLC
Cobalt Prop NH Corp
Nicole Duquette, PE, Greenman-Pedersen, Inc.
File

**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: Cobalt Prop. NH Corp/Irving Oil Marketing TEL.#: 506-343-1996

MAILING ADDRESS: P.O. Box 837, Calais, ME 04619

E-MAIL ADDRESS: jennifer.daigle@irvingoil.com

CO-APPLICANT, AGENT, OR LESSEE:

NAME: Nicole Duquette, PE c/o Greenman-Pedersen, Inc. TEL.#: 603-374-7906

MAILING ADDRESS: 44 Stiles Road, Suite One, Salem, NH 03079

E-MAIL ADDRESS: nduquette@gpinet.com

PROJECT LOCATION:

TAX MAP #: 115 LOT#: 1 PLOT #: ZONE: General Commercial

STREET ADDRESS OF PROJECT: 206 South Main Street

IS THIS PROPERTY LOCATED IN THE: **WETLANDS** ☐ YES ☒ NO **HISTORIC DISTRICT** ☐ YES ☒ NO
FLOOD PLAIN ☒ YES ☐ NO A portion of the site is within the flood plain

SCOPE OF PROJECT:

Demolish the existing commercial buildings and redevelop the site with a new Retail Motor Fuel Outlet that includes a new 4,465 sf convenience store and 5 multi-product dispensers (10 fueling locations).

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: _____

SIGNATURE BLOCK:

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 April 10, 2023, unless I personally request, in writing, that the Board delay its determination of completeness to a later date.

PROPERTY OWNER: Nicole Duquette **Greenman-Pedersen, Inc.** on behalf of owners DATE: 3/9/23

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: See attached authorization letters DATE: 3/9/23

DATE RECEIVED	FILE # (MAP/LOT)	APPLICATION #	FEE - \$ AMOUNT	DATE PAID	VOUCHER #

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: Rancho Lebanon, LLC TEL.#:

MAILING ADDRESS: 476 Broadway Chula, Vista, CA 91910

E-MAIL ADDRESS:

CO-APPLICANT, AGENT, OR LESSEE:

NAME: Nicole Duquette, PE c/o Greenman-Pedersen, Inc. TEL.#: 603-374-7906

MAILING ADDRESS: 44 Stiles Road, Suite One, Salem, NH 03079

E-MAIL ADDRESS: nduquette@gpinet.com

PROJECT LOCATION:

TAX MAP #: 114 LOT#: 5 PLOT #: ZONE: General Commercial

STREET ADDRESS OF PROJECT: 200 South Main Street

IS THIS PROPERTY LOCATED IN THE: **WETLANDS** ☐ YES ☒ NO **HISTORIC DISTRICT** ☐ YES ☒ NO
FLOOD PLAIN ☒ YES ☐ NO A portion of the site is within the flood plain

SCOPE OF PROJECT:

Demolish the existing commercial buildings and redevelop the site with a new Retail Motor Fuel Outlet that includes a new 4,465 sf convenience store and 5 multi-product dispensers (10 fueling locations).

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: _____

SIGNATURE BLOCK:

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 April 10, 2023, unless I personally request, in writing, that the Board delay its determination of completeness to a later date.

PROPERTY OWNER: Nicole Duquette **Greenman-Pedersen, Inc.** on behalf of owners DATE: 3/9/23

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: See attached authorization letters DATE: 3/9/23

DATE RECEIVED	FILE # (MAP/LOT)	APPLICATION #	FEE - \$ AMOUNT	DATE PAID	VOUCHER #

March 9, 2023
Revised April 27, 2021

NEX-2021369.00

Mr. Matthew Hall, Chair
Lebanon Planning Board
51 N Park Street
Lebanon, NH 03766

SUBJECT: Site Plan Application & Waiver Request Letter
Retail Motor Fuel Outlet Redevelopment
206 South Main Street
Map 115 Lot 1 & Map 114 Lot 5

Dear Mr. Hall:

On behalf of our client, Irving Oil Marketing, Inc. (IOM), **Greenman-Pedersen, Inc. (GPI)** is requesting to be placed on the next Planning Board hearing for the redevelopment project located at 206 South Main Street.

IOM is proposing to redevelop Lot 115-1 and a future leased portion of Lot 114-5. In 2008, NH DOT took approximately 1,649 sf of land along the frontage of Lot 115-1 for the widening of NH Route 12A (South Main Street). This made it necessary for IOM to temporarily closedown their existing retail motor fuel outlet as the taking required the removal of the fueling area and the underground storage tanks. Since this time, IOM has continued to work on various concepts for the redevelopment of the site. In order to provide a layout that meets the intent of the City's regulations and provide proper site circulation expected by their customers, IOM has worked with the owners of the abutting lot (Lot 114-5) to obtain the right to utilize the "Laundromat" portion of the lot for the redevelopment. Both the existing convenience store and the laundromat building will be razed as part of the redevelopment.

IOM is proposing to construct a new retail motor fuel outlet consisting of a 4,485 sf± convenience store and a fueling area with 5 fuel dispenser islands (10 fueling locations) with an overhead canopy. The proposed fueling area, underground storage tanks, and dumpster will be located on Lot 115-1 and the proposed convenience store structure will be located on the leased portion of Lot 114-5. Parking spaces will be provided on both lots which will include the potential to add 4 Universal EV Charging Stations in the future. IOM is proposing to maintain the existing driveways on South Main Street. As part of the DOT improvements, a median was added along the site's frontage which limits the access to right in/right out; therefore, the connection to the plaza to the west is proposed to be relocated to gain access to the signalized intersection to the north of the site.

Neither Lot 115-1 nor Lot 114-5 currently have a stormwater treatment system. As part of this redevelopment, GPI will be designing a new stormwater management system capable of stormwater pretreatment and treatment.

It is our opinion that the proposed redevelopment meets the intent of the City's Master Plan for the following reasons:

- Smart Growth Principles:
IOM is planning to redevelop their existing site which is in an area of concentrated commercial development.
- Balance Between Environmental Sustainability & Landowner's Rights
As stated above, IOM is proposing to redevelop the site of two commercial uses. No vacant, vegetated, unused lots will be disturbed as part of this redevelopment.
- Sense of Place

IOM will provide building elevations that will be in characteristic with Lebanon's New England style architecture.

- Environmental Responsibility & Energy Efficiency

As part of the site design, GPI will be proposing a new stormwater management system that provides stormwater mitigation, stormwater pretreatment and stormwater treatment on a site that stormwater management does not exist currently. In addition, IOM is proposing an area to potentially provide 4 Universal EV Charging Stations in the future.

- Intelligent, Coordinated Development, and Transportation

As stated above, the retail motor fuel outlet was previously closed due to a taking from DOT to improve transportation along NH Route 12A (South Main Street). IOM proposes to redevelop the retail motor fuel outlet using the land of the former Laundromat on the abutting lot. As part of this redevelopment, IOM is proposing pedestrian connectivity of the convenience store and the sidewalk along South Main Street along with an outdoor patio area.

- Fiscal Responsibility

IOM is proposing to reduce the commercial entities on site by removing the laundromat which is a higher municipal waste user. In addition, IOM will be able to provide a fresh new commercial site without adding cost for municipal services.

On behalf of IOM, **GPI** is requesting the waivers listed below in accordance with the provisions contained in Article VII of the City of Lebanon's Site Plan Review Regulation. GPI is providing the following information in support of the criteria listed in that section:

Criteria A. Strict conformity would pose an unnecessary hardship to the Applicant and a 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.

Section 6.2.B.1

As stated above, in 2008, NH DOT did a taking of about 8-10 ft along the frontage of Lot 115-1. Since the taking required the removal of the fueling area, canopy and underground storage tanks, IOM was required to close their existing retail motor outlet. With the addition of the lease area on lot 114-5, the width of the property has increased but the depth of the property is still reduced from the taking. Please see pictures of the original site included at the end of this letter.

The existing Laundromat portion of Lot 114-5 currently has limited perimeter landscaping with pavement within 2 ft of the southern property line, within 2 ft of the South Main Street right of way, and within 10 ft of the northern property line. The proposed development will reduce these non-conformities. Within the leased area the perimeter landscaping will conform and, in some areas, exceed the 15 ft width requirement.

The former retail motor fuel outlet site did not have perimeter landscaping along South Main Street and the perimeter landscaping width is limited to about 10-12 feet along the north and south sides of the property.



IOM is requesting to reduce the perimeter landscaping width along the following lot lines:

- Along the shared lot line between the Lease Area on Lot 114-5 and Lot 115-1. Relief is requested per Criteria A. The proposed development encompasses both the Lease Area and Lot 115-1 for the redevelopment of the retail motor fuel outlet. Due to the DOT taking, the Irving retail motor fuel outlet was temporarily closed, as there was no longer enough room to meet City regulations and industry standards. The Lease Area is necessary to redevelop the Irving retail motor fuel outlet. By granting this waiver the Planning Board would be allowing pavement within 15 ft of an internal lot line within the retail motor fuel outlet development.
- Along the frontage of Lot 115-1. Prior to the DOT taking, the landscape buffer along the frontage of Lot 115-1 was non-existing. Relief is requested per Criteria A. A 7-ft island is proposed with the redevelopment of the retail motor fuel outlet which will decrease the existing nonconformity of the site. The intent of the regulation is to increase landscaping along the perimeter of sites which is accomplished with this redevelopment. By allowing this waiver, the Planning Board will be allowing redevelopment on a lot with buildable area that has been reduced once by the NH DOT and a second time with the 15 ft landscape buffer requirement. The Board will also be allowing a non-conforming retail motor fuel outlet to be redevelopment in a manner to reduce the existing nonconformity.

Section 6.2.B.2

IOM is requesting relief from the tree and shrub planting requirements within the perimeter landscape buffer in the following areas:

- Along the southern side of the Lease Area on Lot 114-5. Relief is requested per Criteria B. The existing sewer forcemain servicing the plaza is within the 15 ft buffer, which precludes IOM from planting trees that could potentially harm the forcemain. In its place, 9 6-7 ft high Emerald Sentinel Eastern Red Cedar are proposed along the fence to the NH Route 89 on ramp. Vegetation already exists within the remainder of the landscape buffer along the fence.
- Along the frontage of Lot 115-1. Relief is requested per Criteria A. As stated above, the buildable area within this property was first decreased with the NH DOT taking along South Main Street and then again by the 15 ft landscape buffer requirement. A 7 ft landscape buffer is proposed along the frontage of Lot 115-1 to lessen the existing non-conformity of the site. Trees were not proposed in this landscape area to protect the existing sidewalk along South Main Street and the proposed site improvements. Since the required 2 trees are not proposed in this area, almost 4 times the amount of required shrubs have been proposed within this area to comply with the spirit of the ordinance.
- Along the west perimeter of Lot 115-1. Relief is requested per Criteria A. A above ground infiltration basin is proposed along this property line. Four trees are proposed separating the parking area from the lot line meeting the intent of the regulations; however, they are more than 15 ft from the lot line and can't be counted as landscape buffer plantings.

Section 6.2.B.10

IOM is requesting relief from this section which requires a tree every 40 ft along a street frontage for Lot 115-1. Prior to the DOT taking, the landscape buffer along the frontage of Lot 115-1 was non-existing. Relief is requested per Criteria A. As stated above, the buildable area within this property was first decreased with the NH DOT taking along South Main Street and then again by the 15 ft landscape buffer requirement. A 7 ft landscape buffer is proposed along the frontage of Lot 115-1 to lessen the existing non-conformity of the site. Trees were not proposed in this landscape area to protect the existing sidewalk along South Main Street and the proposed site improvements. Since the required 2 trees are not proposed in this area, almost 4 times the amount of required shrubs have been proposed within this area to comply with the spirit of the ordinance.

Section 6.2.E.1

IOM is requesting relief from this section to allow a reduction in the shaded area percentage. Deciduous shading trees have been provided along the perimeter of the parking for Lot 115-1; however, the parking within the Lease Area on Lot 144-5 is located along the building. It is our professional opinion that the spirit and intent of the ordinance is met as the building will shade 9-10 of the parking spaces during a portion of the day which would increase the shaded area percentage to above 30%.

Section 6.5.E.7

IOM is requesting a waiver to allow 3 parking spaces in front of the building within the Lease Area on Lot 114-5. Relief is requested per Criteria A. The building is proposed to be along the front of the site with the parking to the side and rear of the site; therefore, the intent of the regulations is met. The three parking spaces are an extension of the side parking row and allow patrons a quick route to a sidewalk next to the building.

Section 6.7.B.2

IOM is requesting a waiver per Criteria A to allow an increased light intensity in the following areas:

- Adjacent to the intersection of the shopping plaza driveway and South Main Street. This area of proposed light trespass is adjacent to a street light with two fixtures which already light up this area to much higher light levels than proposed for the site; therefore, protection of adjacent property from light trespass is unnecessary at this corner.



- Along the internal lot line between the Lease Area and Lot 115-1. Since the redevelopment of the retail motor outlet traverses between the two lots, the area along the internal lot line must be lit to provide pedestrian and vehicular safety within the site.

General Waiver

A general waiver is requested from having to satisfy the Site Plan Review Regulations outside the Lease Area of 114-5. Improvements for the redevelopment are only proposed within the 0.64 Acre portion of the 22± Acre lot.

If you have any questions or need additional information, please feel free to contact me by phone at 603-374-7906 or by email to nduquette@gpinet.com

Sincerely,

GREENMAN-PEDERSEN, INC.

Nicole Duquette

Nicole Duquette, P.E., LEED AP
Project Manager

enclosure(s)

cc: Jennifer Daigle, P.Eng., IOM



CITY OF LEBANON - APPLICATION FOR FLOODPLAIN DEVELOPMENT PERMIT

The undersigned hereby makes application for a permit to develop in a Local Regulatory Floodplain or in a Local Regulatory Conveyance Zone. The work to be performed is as described below and in attachments hereto. The undersigned agrees that all such work shall be done in accordance with the requirements of all local, state, and federal regulations.

Irving Retail Motor Fuel Outlet

4/24/23

Project Name

Date

Jennifer Daigle, P.Eng.

506-343-1996

Contact Name

Contact Telephone

Irving Oil Marketing

To be determined

Owner or Developer

Builder/Contractor

P.O. Box 837, Calais, ME 04619

Address

Address

506-343-1996

Telephone

Telephone

Nicole Duquette, P.E. 17179

Matt Cortez

05017

Engineer

License Number

Architect

License Number

GPI, 44 Stiles Rd, Ste. 1, Salem, NH 03079 1525 E. Douglas, Wichita, KS 67211

Address

Address

603-374-7906

316-265-9367

Telephone

Telephone

SITE DATA

- Property Location (Physical Address) 200 & 206 South Main Street
- City of Lebanon Tax Map 114 Lot 5 & Tax Map 115 Lot 1
- FEMA Flood Map Panel Number 33009C0889E Effective Map Date February 20, 2008
- Type of Development (Check All That Apply):
☒ New Construction ☐ Alteration or Repair of Existing Structure ☐ Site Grading
☐ Filling ☐ Excavation ☐ Other—Please describe: _____
- Type of Facility (Check All That Apply):
☐ Residential ☐ Functionally Dependent Facility ☐ Critical Facility
☐ Manufactured Home ☒ Other—Please describe: Commercial
- Description of Development Proposed retail motor fuel outlet redevelopment with a 4,465 sf convenience store and five fuel dispenser islands.
- Structure:
New Structure sq ft 4,465 + Existing Structure sq ft _____ + Improvement sq ft _____ = Total sq ft 4,465
Principal Use Convenience Store Accessory Uses fueling station
- Value of Improvement (Fair Market) \$ _____ Pre-improvement Value of Structure \$ _____
- Is the development located within the Local Regulatory Conveyance Zone? ☐ Yes ☒ No
- Other Permits Required (Check All That Apply):
☐ NHDES Shoreland Permit ☐ NHDES Wetland Permit ☐ NHDES Alteration of Terrain
☐ Other—Please describe: _____

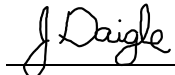
CITY OF LEBANON - APPLICATION FOR FLOODPLAIN DEVELOPMENT PERMIT

ELEVATIONS

* elevation has been translated to the NAVD88 datum

1. Elevation of 100-Year Base Flood Elevation (BFE) at development site: 350.58* feet
2. Elevation of lowest floor of structure (minimum one foot above BFE): 350.60 feet
3. Elevation of all attendant utilities, including all heating and electrical equipment, servicing the structure for floodproofing (minimum one foot above BFE): >351.6 feet
4. Type of flood protection method? ☒ Flood Proofing ☐ Elevating the development
5. Elevation Datum used for determination of BFE: ☐ NGVD 1929 ☒ NAVD 1988
6. Has Compensatory Floodplain Storage been provided for all fill areas? ☐ Yes ☒ No

I certify that the information on this form is true and correct. I understand that false or inaccurate information submitted to the City of Lebanon on which a permit for proceeding with construction work is issued by the City of Lebanon may be the basis for revocation of the permit or assessment of a civil fine or other penalties. I also understand that construction plans submitted to and approved by the City of Lebanon in the form of a permit issued must be followed and adhered to and any deviance there from not approved by the City of Lebanon may also be the basis for a notice of violation, notice of citation and revocation of the of the permit or assessment of a penalty by the City of Lebanon.



Signature of Owner or Developer

4/26/2023

Date

Jennifer Daigle

Printed Name of Owner or Developer

OFFICIAL USE ONLY

PERMIT APPLICATION IS HEREBY:

☐ APPROVED ☐ DENIED

Comments: _____

Signature of Authorizing City Official

Date

Printed Name of Authorizing City Official

Title of Authorizing City Official



City of Lebanon, New Hampshire APPLICATION FOR WAIVERS

Office Use Only

Date Received: _____

File No.: _____

PROJECT INFORMATION

Name of Applicant: Irving Oil Marketing, Inc.

Project Name: Proposed Retail Motor Fuel Outlet Redevelopment

Project Address: 206 South Main Street

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

A waiver is requested from Section 6.2.B.1

See attached waiver request letter.

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

A waiver is requested from Section 6.2.B.2

See attached waiver request letter.

3. Section ____ of the (circle one) Site Plan Review / Subdivision Regulations. A Waiver of this Section meets (circle one) Criteria A / Criteria B because _____
A waiver is requested from Section 6.2.B.10.
See attached waiver request letter.

4. Section ____ of the (circle one) Site Plan Review / Subdivision Regulations. A Waiver of this Section meets (circle one) Criteria A / Criteria B because _____
A waiver is requested from Section 6.2.E.1.
See attached waiver request letter.

5. Section ____ of the (circle one) Site Plan Review / Subdivision Regulations. A Waiver of this Section meets (circle one) Criteria A / Criteria B because _____
A waiver is requested from Section 6.5.E.7
See attached waiver request letter.

6. Section ____ of the (circle one) Site Plan Review / Subdivision Regulations. A Waiver of this Section meets (circle one) Criteria A / Criteria B because _____
A waiver is requested from Section 6.7.B.2.
See attached waiver request letter.

7. Section ____ of the (circle one) Site Plan Review / Subdivision Regulations. A Waiver of this Section meets (circle one) Criteria A / Criteria B because _____
General waiver from having to satisfy the Site Plan Review Regulations outside the portion of the property that is proposed to be developed on lot 114-5.
See attached waiver request letter.

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: Nicole Duquette Date: 4/27/23
(see attached letter of authorization)

CITY OF LEBANON, NH SITE PLAN REVIEW REGULATIONS TECHNICAL CHECKLIST	
PROJECT NAME: Proposed Retail Motor Fuel Outlet Redevelopment	
APPLICANT: Irving Oil Marketing, Inc.	DATE: 3/9/23 rev.4/27/23
GENERAL SUBMISSION REQUIREMENTS:	

All applications to the Planning Board for Site Plan Review must be submitted by 12:00 Noon 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]

NOTE: 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.

CITY OF LEBANON, NH
SITE PLAN REVIEW REGULATIONS
TECHNICAL CHECKLIST & STORMWATER CHECKLIST

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]

**CITY OF LEBANON, NH
SITE PLAN REVIEW REGULATIONS
TECHNICAL CHECKLIST & STORMWATER CHECKLIST**

Plan Requirements	Info. Provided	Waiver Sought
5.1.E(1) - Vicinity sketch showing the location of the site in relation to the surrounding public street system (suggested scale: 1" = 500').	☒	N/A
5.1.E(2) - Names and mailing addresses of the Applicant; the Owner(s) of record of the site; the Owners of abutting properties; and the Holders of any easements, rights of way, or other restrictions, based on the current records of the City Assessor available at City Hall, not more than 5 days before the date of filing of the application.	☒	N/A
5.1.E(3) - Names and business addresses of the 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; b. North arrow; c. Scale of the plan; 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).) e. The following basic site information in <u>TABLE FORM</u> : 1. Zoning designation for subject property; 2. Tax Map and Lot number(s) for subject property; 3. Area of lot; 4. Gross floor area of existing and proposed buildings/additions; 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; 6. Number of existing and proposed short- and long-term bicycle storage spaces; 7. Number of existing and proposed loading spaces; 8. Height of existing and proposed buildings/additions; 9. Number of stories and gross square footage of each; 10. Proposed use; 11. Required and proposed front, side, and rear yard setbacks 12. Maximum allowable lot coverage with existing and proposed calculations; 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 N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A N/A
5.1.E(5) - Current survey certified by a land surveyor licensed in New Hampshire, depicting the perimeter boundaries of the lot(s) of the proposed site, including compass bearings, distances, and lot areas, and depicting the location of any existing improvements on the property and the width and location of any rights-of-way and/or easements on the property.	☒	☐

CITY OF LEBANON, NH
SITE PLAN REVIEW REGULATIONS
TECHNICAL CHECKLIST & STORMWATER CHECKLIST

Plan Requirements (cont.)	Info. Provided	Waiver Sought
5.1.E(6) - Existing and proposed grades, including topographic contours, with spot elevations. Where the grade is less than 20%, the contours shall be at 2-foot intervals; otherwise they shall be at 5-foot intervals. All contours shall be referenced to USGS or FEMA Flood Insurance Rate Map (FIRM) datums, as appropriate. Existing topographic information shall be prepared by a professional engineer registered in New Hampshire or land surveyor licensed in New Hampshire.	☒	☐
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 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. <i>(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.)</i>	☒	☐

CITY OF LEBANON, NH
SITE PLAN REVIEW REGULATIONS
TECHNICAL CHECKLIST & STORMWATER CHECKLIST

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, the portions of any walls or architectural features to be illuminated, 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) - The location and boundaries of any Overlay Districts established pursuant to Article IV of the Zoning Ordinance (including but not limited to the Wetlands Conservation District, Riverbank Protection District, Steep Slopes District, and Floodplain District) and, if applicable, protected shorelands pursuant to the Shoreland Water Quality Protection Act (NH RSA 483-B).	☒	☐
5.1.E(15) - For properties located within the Floodplain District, the 100-year flood elevation, floodway, shoreland protection zone, and flood plain limits shall be identified.	☒	☐
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.	☒	☐
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 shall be provided in accordance with the requirements of Section 6.6.	☒	☐
5.1.E(18) - Section 6.6. Stormwater Management submission requirements.	See Stormwater Checklist	
5.1.E(19) - Plans for snow removal and storage.	☒	☐

CITY OF LEBANON, NH
SITE PLAN REVIEW REGULATIONS
TECHNICAL CHECKLIST & STORMWATER CHECKLIST

Plan Requirements (cont.)	Info. Provided	Waiver Sought
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.	☒	☐
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 to use an alternate scale is granted by the Reviewing Engineer. (NOTE: Ordinarily, only two (2) sets of such construction drawings shall be provided to the Planning and Development Department with the application submission.)	☐ N/A	☐
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.	N/A ☐	☐
5.1.E(24) - Where a fire, emergency equipment, or similar vehicle turnaround area is provided, it must have an adequate turn radius. Provide CAD Autoturn data or a similar basis of design for the turn radius, if requested by Lebanon Fire or Engineering staff. City staff may also ask for this information at any time.	☒	☐
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: Nicole Duquette, P.E., LEED AP
Greenman Pedersen, Inc.

**CITY OF LEBANON, NH
SITE PLAN REVIEW REGULATIONS
TECHNICAL CHECKLIST & STORMWATER CHECKLIST**

CITY OF LEBANON, NH STORMWATER REVIEW REGULATIONS TECHNICAL CHECKLIST	
PROJECT NAME: Proposed Retail Motor Fuel Outlet Redevelopment	
APPLICANT: Irving Oil Marketing, Inc.	DATE: 3/9/23 revised 4/21/23

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]

**CITY OF LEBANON, NH
SITE PLAN REVIEW REGULATIONS
TECHNICAL CHECKLIST & STORMWATER CHECKLIST**

[illegible]

CITY OF LEBANON, NH
SITE PLAN REVIEW REGULATIONS
TECHNICAL CHECKLIST & STORMWATER CHECKLIST

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.	☒ ☒ ☐ N/A ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐
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. <i>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</i>	☒	☐

**CITY OF LEBANON, NH
SITE PLAN REVIEW REGULATIONS
TECHNICAL CHECKLIST & STORMWATER CHECKLIST**

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).	☒	☐
<u>6.6.D</u> - 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.	☐ N/A	☐

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 9/20/2021)

Planning office Use Only:

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

April 27, 2021

NEX-2021369.00

Mr. Matthew Hall, Chair
Lebanon Planning Board
51 N Park Street
Lebanon, NH 03766

SUBJECT: Conditional Use Permit Request
Retail Motor Fuel Outlet Redevelopment
206 South Main Street
Map 115 Lot 1 & Map 114 Lot 5

Dear Mr. Hall:

On behalf of our client, Irving Oil Marketing, Inc. (IOM), **Greenman-Pedersen, Inc. (GPI)** is hereby requesting a Conditional Use Permit from the Planning Board for the following:

- **Article VI Section 607.5.A.** to allow private off-lot parking in the General Commercial District.

IOM is proposing to redevelop Lot 115-1 and a future leased portion of Lot 114-5. In 2008, NH DOT took approximately 1,649 sf of land along the frontage of Lot 115-1 for the widening of NH Route 12A (South Main Street). This made it necessary for IOM to temporarily closedown their existing retail motor fuel outlet as the taking required the removal of the fueling area and the underground storage tanks. Since this time, IOM has continued to work on various concepts for the redevelopment of the site. In order to provide a layout that meets the intent of the City's regulations and provide proper site circulation expected by their customers, IOM has worked with the owners of the abutting lot (Lot 114-5) to obtain the right to utilize the "Laundromat" portion of the lot for the redevelopment. Both the existing convenience store and the laundromat building will be razed as part of the redevelopment. IOM is proposing to construct a new retail motor fuel outlet consisting of a 4,465 sf± convenience store and a fueling area with 5 fuel dispenser islands (10 fueling locations) with an overhead canopy. The proposed fueling area, underground storage tanks, and dumpster will be located on Lot 115-1 and the proposed convenience store structure will be located on the leased portion of Lot 114-5. Parking spaces will be provided on both lots which will include the potential to add 4 Universal EV Charging Stations in the future. IOM is proposing to maintain the existing driveways on South Main Street. As part of the DOT improvements, a median was added along the site's frontage which limits the access to right in/right out; therefore, the connection to the plaza to the west is proposed to be relocated to gain access to the signalized intersection to the north of the site.

This request is made in accordance with the provisions contained in the Application for Conditional Use Permit Support Statement. The proposed retail motor outlet extends between Lot 115-1 which is owned by Irving Oil Marketing and the area that IOM is leasing on 114-5. According to the Table of Minimum Off-Street Parking Requirements, a 4,465 sf convenience store requires a minimum of 23 spaces. Since the convenience store is located within the Lease Area, a Conditional Use Permit is required to allow of-lot parking spaces within IOM's Lot 115-1. GPI is providing the following information in support of the criteria listed in the Application:

- A) Specific Criteria – The Conditional Use Permit is authorized by Article VI, Section 607.5.A of the Zoning Ordinance which requires the applicant to demonstrate that:**

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 District, cannot feasibly be accommodated on-site.**

Eighteen (18) spaces can be accommodated within the Lease Area of Lot 114-5. The remaining 5 spaces will be provided on Lot 115-1, which is owned by Irving Oil Marketing.

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.**

Both the Lease Area and Lot 115-1 are located within the General Commercial District, which allows both convenience stores and gas stations.

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.**

Since the redevelopment of the retail motor fuel outlet extends between both the Lease Area and Lot 115-1, the two areas act as if they are one lot; therefore, the parking is appropriately located. In addition, the site is surrounded by commercial entities so the proposed development is in characteristic with the neighboring properties 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 such parking arrangement will remain as long as the need exists.**

IOM owns the property where the off-lot parking is proposed.

5. **The off-lot parking will not constitute a hazard to traffic or pedestrians.**

The off-lot parking is part of a retail motor fuel outlet redevelopment. Pedestrian and vehicular traffic will not notice that the parking is off-lot.

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.**

Since the proposed retail motor fuel outlet redevelopment has been designed for both the Lease Area and Lot 115-1, there will be adequate vehicular and pedestrian access for the intended use.

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

The conditional use permit is requested for the 10 off-site parking located within the proposed retail motor fuel outlet redevelopment within the Lease Area and Lot 115-1; however, the convenience store is located within the Lease Area and 10 of the provided 28 spaces are within Lot 115-1. No additional public services are required for the "off-lot" parking spaces.

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

No environmental constraints will affect the intended use of the 10 parking spaces.

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

A stormwater system has been designed for the entire development to mitigate for stormwater flows and to treat runoff.

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 onsite or offsite effects.

The proposed retail motor fuel outlet redevelopment is proposed for the Lease Area within Lot 114-5 and Lot 115-1; however, the convenience store and 18 parking spaces are located within the Lease Area and the fueling area and 10 parking spaces are within Lot 115-1. Since 10 of the 28 parking spaces provided for the convenience store are located on Lot 115-1, a conditional use permit is required for off-lot parking. After construction, the neighborhood will not notice that the 10 parking spaces are off-lot parking spaces. A stormwater system has been designed for the redevelopment and erosion & sedimentation control devices will be installed prior to construction.

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 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 proposed retail motor fuel outlet redevelopment is proposed for the Lease Area within Lot 114-5 and Lot 115-1; however, the convenience store and 18 parking spaces are located within the Lease Area and the fueling area and 10 parking spaces are within Lot 115-1. Since 10 of the 28 parking spaces provided for the convenience store are located on Lot 115-1, a conditional use permit is required for off-lot parking. After construction, the neighborhood will not notice that the 10 parking spaces are off-lot parking spaces.

The neighboring properties include shopping plazas, restaurants, gas stations, and other commercial uses; therefore, the character of the neighborhood will not be negatively affected.

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 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 are part of this conditional use permit request.

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 resources in 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 existing site currently consists of a laundromat with associated parking within the Lease Area on lot 114-5 and a former retail motor fuel outlet with a convenience store and gas fueling area. These uses will be razed and replaced with a new retail motor fuel outlet. No wetlands, historic buildings, stonewalls, scenic views, etc. exist on the lot and the redevelopment complies with the City regulations, State Building Codes and FEMA requirements in relation to the floodplain.

If you have any questions or need additional information, please feel free to contact me by phone at 603-374-7906 or by email to nduquette@gpinet.com

Sincerely,

GREENMAN-PEDERSEN, INC.

Nicole Duquette

Nicole Duquette, P.E., LEED AP
Project Manager

enclosure(s)

cc: Jennifer Daigle, P.Eng., IOM
Maria Dolder, Esquire



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) _____, Section(s) _____, 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.

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 _____, Section _____ 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*):

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.

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

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

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

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.

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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.
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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.
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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.
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4/27/2023

City of Lebanon
51 N Park Street
Lebanon, NH
03766

Re: Staff Review comments for PB2023-15 item 6 – Estimated Timetable for Construction

The Irving redevelopment of 200 & 206 South Main Street in West Lebanon, NH is tentatively scheduled for demolition and site preparation in fall/winter of 2023.

Construction and completion of buildings, parking facilities, and other improvements are tentatively scheduled to begin in spring/summer of 2024.

This schedule is subject to receiving permits, availability of contractors and materials, and any unforeseen circumstances.

Best Regards,

A handwritten signature in black ink, appearing to read "J. Daigle".

Jennifer E. Daigle, P.Eng.
Land Development Project Manager



Matthew F. Cortez, AIA, LEED AP BD+C

April 26, 2023

via email

City of Lebanon
Building Department
City Hall
51 N. Park Street
Lebanon, NH 03766

Re: Irving Oil
206 S Main Street
Lebanon, NH 03784

To Whom It May Concern:

The proposed new building for Irving Oil at 206 S. Main Street in Lebanon, New Hampshire is in a FEMA designated 100-year flood plain and is designated as Zone AE on the FEMA Insurance Rate Map. As a result, the Building Flood Elevation (BFE) is at the same level as the proposed top of slab for this location. According to ASCE 24, without flood proofing, the slab should be raised 1'-0" above the BFE. However, ASCE 24, Section 2.5 Slabs-On-Grade and Footings, Table 2-1 Note 2 footnote "d" states that for nonresidential buildings and nonresidential portions of mixed-used buildings, the lowest floor may be allowed below the minimum elevation if the structure meets the dry floodproofing requirements of Section 6.2.

To comply with ASCE 24 Section 6.2, our intent is to dry floodproof the building using the following measures during construction:

1. Apply a "Stego" 15-mil vapor barrier or equivalent (see attached cutsheet) below the slab, footing, and up to the top of the exterior side of the slab.
2. Include a waterproof membrane behind the finish veneer of the exterior walls of the type "Mel-Rol" or equivalent (see attached cutsheet) to be extended below grade to overlap the "Stego" 15-mil vapor barrier at the exterior of the foundation wall.
3. Install moisture-resistant gyp. board up to 4'-0" AFF on the interior walls.
4. Install waterproof masonry wainscot directly to the outside of the perimeter of the structure up to 3'-0".
5. Install Flood Shields "Super Flood Log" or equivalent barriers at all exterior entrances. These barriers can be stored on-site and installed by convenience store employees within a few minutes warning of a flood event. See attached example details for installation at all entrances.
6. Install backflow valves to temporarily block drainpipes if water travels up them the wrong way.

By implementing these measures, we will be able to dry floodproof the building and meet the requirements of ASCE 24 Section 6.2, allowing the lowest floor to be below the minimum elevation.

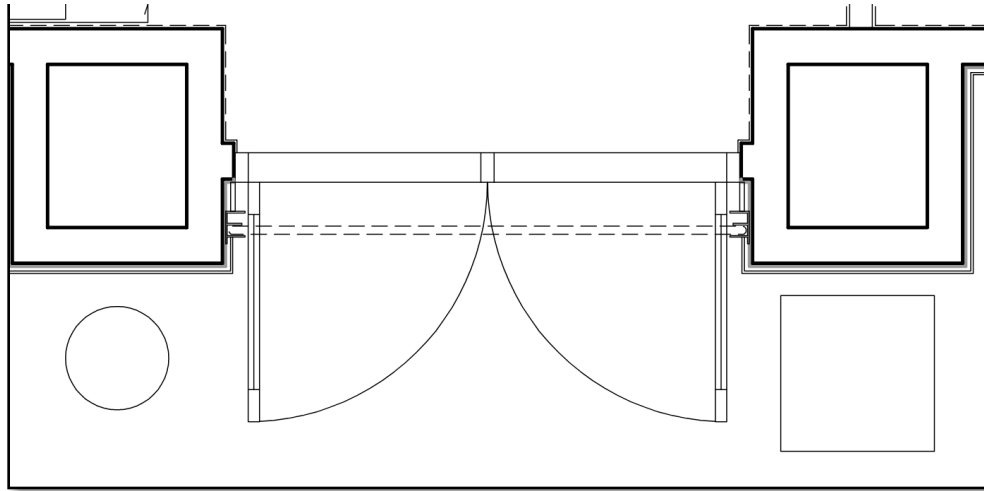


Figure 1 FLOOD SHIELDS PLAN VIEW EXAMPLE

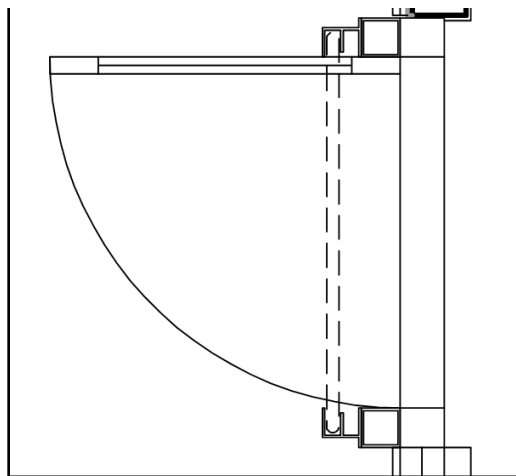


Figure 2 FLOOD SHIELDS SINGLE DOOR PLAN VIEW

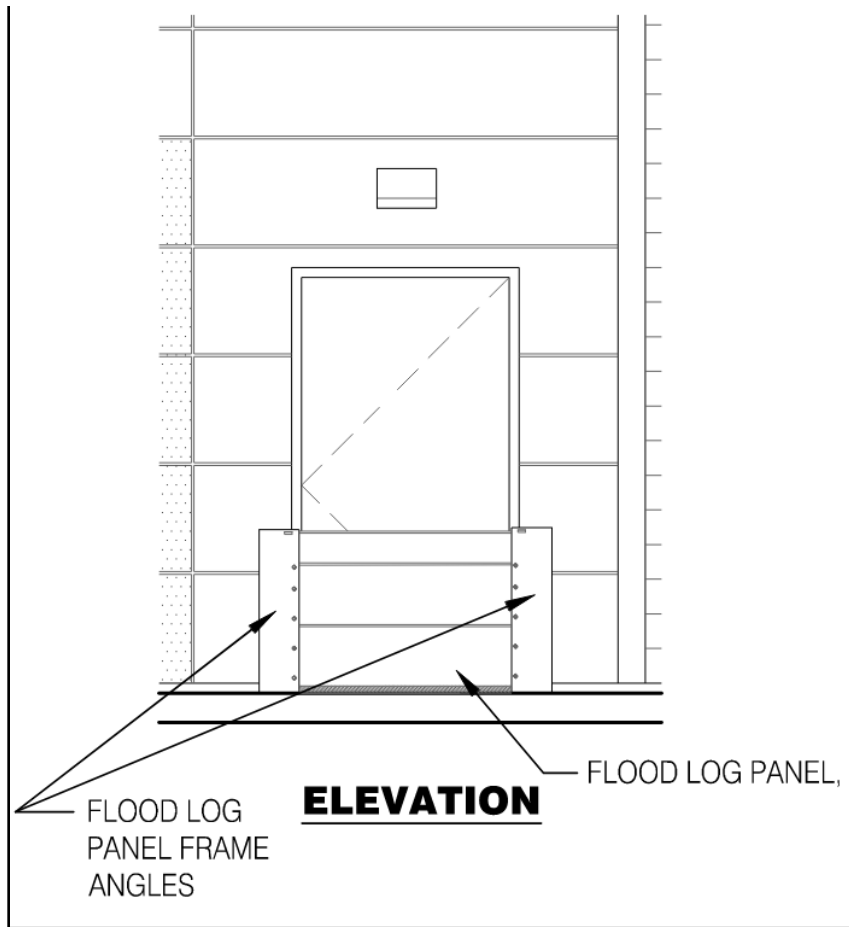


Figure 3 TYPICAL FLOOD SHIELD INSTALLATION ELEVATION

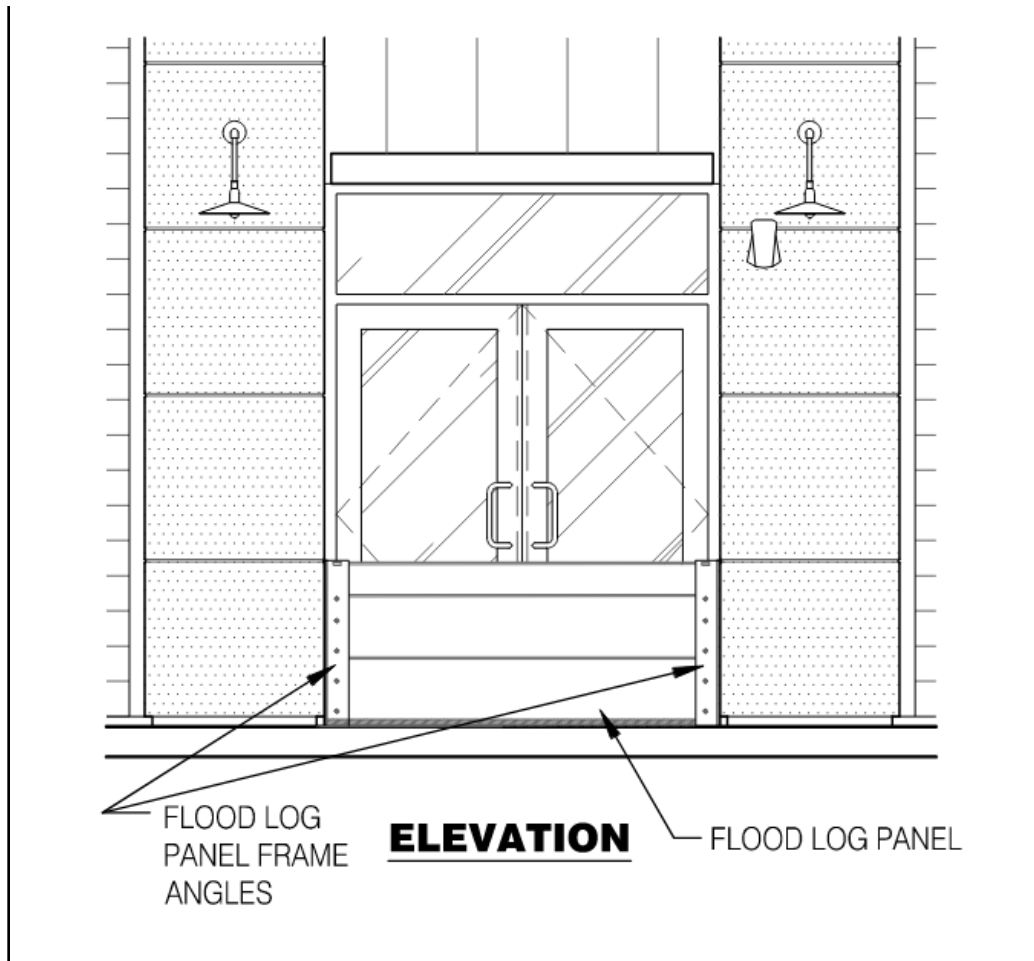


Figure 4 TYPICAL FLOOD SHIELD INSTALLATION AT STOREFRONT DOORS

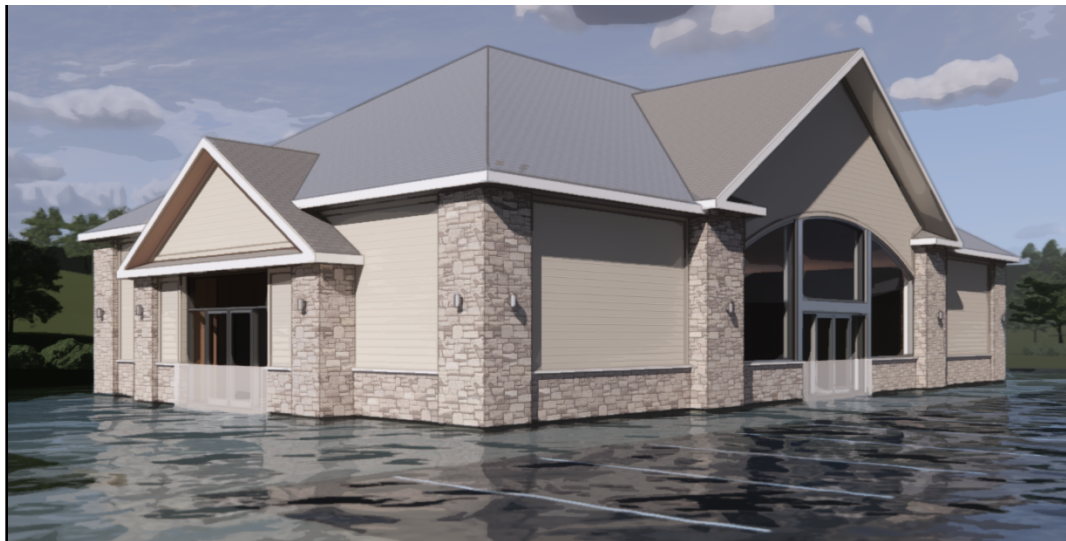
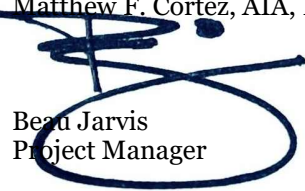


Figure 5 FLOOD SHIELD EXAMPLE RENDERING

City of Lebanon
April 26, 2023
Page 5 of 5

Sincerely,

Matthew F. Cortez, AIA, LEED AP BD+C

A handwritten signature in blue ink, appearing to read 'Beau Jarvis', is written over the printed name. The signature is stylized with a large loop at the end.

Beau Jarvis
Project Manager

BTJ/lp

Enclosures:

Stego-Wrap Vapor-Barrier Data Sheets (2 pages)

Mel-Rol Self-Adhering Waterproofing Membrane Cut Sheets (4 pages)

Preliminary Construction Drawings (4 pages)

c (w/enc.): 22105R23001/Newforma

April 27, 2023

NEX-2021369

Mr. Tim Corwin, AICP
Lebanon Planning & Development Department
51 N Park Street
Lebanon, NH 03766

SUBJECT: Response to City Staff Comments
200 & 206 South Main Street
PB2023-15-SPR

Dear Mr. Corwin:

Greenman-Pedersen, Inc. (GPI) is in receipt of your comments provided by email on April 17, 2023, regarding the review of the above-mentioned application. Our response to comments is as follows:

STAFF COMMENTS (PB2023-15-SPR) - please note that parenthetical references are to Section numbers of the Lebanon Site Plan Review Regulations.

General

- 1) *A floodplain permit for the proposed development should be obtained prior to the Planning Board's review. At a minimum, the applicant will need to demonstrate that the project satisfies the City's floodplain regulations set forth in Chapter 74 of the City Code and the applicable floodplain requirements of the Building Code. Necessary adjustments for floodproofing the building and elevating other structures (as well as compliance with any other applicable floodplain-related requirements) may affect the Site Plan design and application as relates to grading, building materials, etc.*

Response: It is our understanding that the Chapter 74 requires the lowest floor of the building to be at or above the Base Flood Elevation (BFE). The State Building Code 2018 Section 1612.2 that was adopted by NH in July of 2022 allows the lowest floor to be at or below the BFE if floodproofing requirements are met. The BFE in the area of the site is 350.58 (NAVD88) and the floor elevation of the convenience store is proposed at 350.60; therefore, floodproofing is required. A letter from GLMV, the project architect, regarding compliance with floodproofing requirements has been provided with this submittal. In addition, we have included the Application for Floodplain Development Permit.

- 2) *Update scope of project on application form which identifies 6 dispensers and 12 fueling locations (where as site plan shows 5 and 10, respectively).*

Response: Attached to this submittal are the two amended applications for this site.

- 3) *Provide updated Technical Checklist & Stormwater Checklist:*

- a) *On page 3, "N/A" is incorrectly circled with respect to Section 5.1.E.4.e.13 (properties are located within the Floodplain District and are subject to Section 402 of the Zoning Ordinance and Chapter 74 of the City Code)*

Response: The application has been revised.

- b) *On page 4, Section 5.1.E.10 was left unchecked*

Response: The application has been revised.

- c) *On page 5, "N/A" is incorrectly added with respect to Section 5.1.E.15 (requiring plan set to depict boundary of the Floodplain District (see Section 402 of the Zoning Ordinance))*

Response: The application has been revised.

- d) *On page 6, Section 5.1.E.20 was incorrectly marked "N/A". The requirements of Section 5.1.E.20 are applicable to the proposed project.*

Response: The application has been revised.

- e) *On page 6, Section 5.1.G.1 was incorrectly marked "N/A". The requirements of Section 5.1.G.1 are applicable to the proposed project.*

Response: The application has been revised. An estimated construction timetable has been included in this submittal.

- 4) *Provide an updated Application for Waivers to incorporate any additional required or requested waivers.*

Response: Updated Application for waivers and revised narrative are included with this submittal.

- 5) *Identify how the project complies with:*

- a) *Section 6.5.G (groundwater protection).*

Response: This section requires compliance with the rules and regulations of the New Hampshire Division of Water Supply and Pollution Control with regards to groundwater. This entity is the former name of the NHDES Subsurface Systems Bureau. Since the property is serviced by a municipal sewer service, this requirement is not pertinent to this development.

- b) *Section 6.5.D.3: "Provisions shall be made to assure that the proposal is consistent with the need to minimize flood damage. For example, sewer, gas, electrical, and water systems should be elevated and constructed to minimize or eliminate flood damage, and adequate drainage should be provided so as to reduce exposure to flood hazards."*

Response: Provisions have been made to address the needs to minimize flood damage for building utilities as required by the State Building Code, Chapter 74, and FEMA regulations as follows:

- **The water service will be a pressurized pipe so no flood proofing.**
- **The propane tanks have been changed from underground tanks to above ground tanks and moved so that they will be above the base flood elevation. A note has been added to the plan stating the wall penetration for the gas line shall be 1 ft above the BFE.**
- **A sewer manhole has been added to the connection point of the existing service line and a backflow valve is proposed on the proposed service line from the building.**

- c) *Section 6.5.D.4: "Design provisions shall also be made to minimize or eliminate infiltration of floodwaters into new or replacement water supply systems and/or sanitary sewer systems and, conversely, to minimize or eliminate discharges from these systems into floodwaters."*

Response: See response to comment 5)b) above.

- 6) *Provide an estimated timetable for construction and completion of buildings, parking facilities, landscaping, and other required improvements. (5.1.G.1)*

Response: A estimated timetable is included with this submittal.

- 7) *Please remove the sign and graphics plan (Drawing A50) from the plan set – the signage shown on Sheet 4 (Site Plan) is sufficient to demonstrate compliance with the requirements of Section 5.1.E.14. Signs are subject to Section 608 of the Zoning Ordinance and cannot be approved by the Planning Board.*

Response: The Plan has been removed from the set.

- 8) *Please remove truck turn plan from plan set and provide as a separate exhibit.*

Response: The Truck Turn Plan has been removed from the set and will be provided as a separate exhibit.

- 9) *Please note that, as a courtesy, City staff have contacted NH DOT to ask whether they would like to review and comment on the traffic study.*

Response: GPI will be submitting the project to NHDOT Bureau of Planning and Community Assistance.

- 10) *Parking:*

- a) *The minimum required parking needs to be calculated for 200 South Main Street, per Section 5.1.E.4.e.5 (also, there is nothing in the Zoning Ordinance that would allow the parking to be calculated separately for the proposed Irving use). Note that having to calculate the minimum required parking for 200 South Main Street will likely benefit the application since 200 S Main St is most likely non-conforming with respect to the current minimum parking requirements, and a Variance would be required to provide off-street parking at 206 South Main Street in excess of the minimum number of spaces required for 200 S Main Street. A more detailed explanation of this comment can be provided by staff upon request.*

Response: As per discussions, the shopping plaza and the restaurant on Lot 114-5 (200 South Main Street) share parking; however, given its remote location on the lot, the parking within the

proposed Lease Area on Lot 114-5 were solely used by the former laundromat. Therefore, removing the laundromat and the associated parking within the Lease Area will not affect the shopping plaza or restaurant.

A comparison of the existing parking and the proposed parking has been added to the Table of Zoning Regulations. Twenty-two (22) spaces were provided for the laundromat within Lot 114-5. That is almost double the minimum spaces required for the use. The laundromat and the associated parking, as well as, the convenience store and the 11 associated parking spaces within Lot 115-1 will be removed as part of this project.

A minimum of 23 spaces and a maximum of 28 spaces are required for the retail motor outlet proposed within the Lease Area and Lot 115-1. Since the convenience store is proposed solely within the Lease Area, a Conditional Use Permit is requested to provide the required spaces on the two lots – 18 spaces will be provided within the Lease Area and 10 spaces will be provided on Lot 115-1.

- b) Submit a Conditional Use Permit application per Section 607.5.A to allow off-lot parking at 206 S Main Street for the convenience store use at 200 S Main Street.
- Please note the legal notice will need to be amended accordingly, and will need to be readvertised in the Valley News and mailed to abutters (the applicant will be responsible for costs).

Response: A Conditional Use Permit Application is included with this submission.

- 11) In the cover letter dated March 9th, please consider whether the following sentence makes more sense with the following suggested edits: “As part of the DOT improvements, a median was added along the site's frontage which limits the access to right in/right out; therefore, a the connection to the plaza to the west is proposed to be relocated to gain access to the signalized intersection to the north of the site.”

Response: The cover letter has been revised.

- 12) With respect to the waiver that has been requested from the Section 6.2.D landscaping around buildings requirement:

- a) A waiver from Section 6.2.D is not required for the north and east sides of the building per the exception in Section 6.2.D.2 (“As part of the landscape design, functional features (such as patios, entrance walks, and loading areas that cross through the landscaped area to the building) may be permitted if they are necessary for the normal functioning of the building.”)
- b) It is not clear why landscaping cannot be provided on the south and west sides of the building in accordance with the requirements of Section 6.D.1.

Response: The waiver has been eliminated.

- 13) Cross easements for the properties are needed to ensure that the development will function as a single project (e.g. it appears that cross easements will be needed for shared access, parking, dumpster access, stormwater facilities, etc).

- a) Note that the easements will need to be approved by the City and recorded prior to issuance of a building permit.

Response: The easement rights to use the property as being proposed are provided for within the lease agreement.

- 14) Sections 6.2.B and 6.2.E have several subparts. Consequently, the requested waivers from 6.2.B and 6.2.E should be broken out to clarify from which subsections waivers are being requested. For example, there should be a separate waiver request for Section 6.2.B.10 (requiring trees spaced no greater than 40 feet on center to be provided along all street frontages).

- a) Ideally, each waiver request would specify whether it applies to the leased area of 200 South Main Street or to 206 South Main Street or to both.

Response: A revised waiver request application and supplemental letter have been included in this submission.

- 15) The March 9th cover letter and landscape plan indicate that 20.3% shaded area has been provided. However, in connection with the requested waiver from Section 6.2.E (which should be more specifically stated as Section 6.2.E.1), the provided shaded area for the leased area of 200 South Main Street and for 206 South Main Street should be also be calculated separately and provided on the plan set.

Response: The waiver request has been revised. A waiver is required from this section for 200 South Main Street only due to the fact that the parking spaces are proposed along the building frontage.

- 16) *The Site Plan Review Regulations apply to 200 South Main Street as a whole, not just the development site as it has been delineated by the applicant. As a result, the applicant will need to request a general waiver from having to satisfy the Site Plan Review Regulations outside the portion of the property that is proposed to be redeveloped.*

Response: A waiver request has been added.

- 17) *Please be prepared to address questions as to the existence and remediation of any environmental hazards on the site, and the status of any related orders of the NH Hampshire Department of Environmental Services.*

No Response necessary.

- 18) *If possible, please consider providing a color version of the landscape plan as an exhibit to demonstrate more clearly how the site will appear once construction is completed.*

Response: A color rendering of the Site Plan has been included with this submission.

Plan Set Comments

General

- 19) *In accordance with the requirements of Section 6.5.D.7 (Access Management), has any consideration been given to eliminating one of proposed driveways onto South Main Street, or to further restricting traffic movements at those driveways?*

a) *Please clarify why the proposed access management for the property is the most logical and safest choice to benefit the City and the site.*

Response: Per the NHDOT taking along the property frontage, the site is allowed two access points. Because of the NHDOT project, these two access points have been further restricted from full access/egress driveways to right-in/right-out driveways due to the raised median installed along South Main Street adjacent to the site. For sites such as the one proposed, more than half of the site-generated traffic is expected to be pass-by, traffic that is already in the area. Accordingly, many right-in/right-out movements are expected. Gas tanks are provided on different sides of each vehicle. In order to promote better on-site circulation, gasoline stations with two driveways provide optimal operations without vehicles having to back up out of a fueling position space or make awkward maneuvers to leave the site. During peak periods, the two driveways can be used to enter the site depending on which fueling positions are occupied and which side the vehicle's gas tank is on. This helps prevent slow-downs along South Main Street as vehicles enter the site. In addition, having two driveways to leave the site provides less on-site queueing. Since two driveways are allowed for the site and they have already been restricted to right-in/right-out, no further restrictions were investigated.

- 20) *The site plan (Sheet C-2) and landscaping plan (Sheet L-2) are very difficult to read and contain unnecessary and confusing information. Please simplify and provide additional sheets, if needed. See additional comments below.*

Response: The items to be demolished have been removed from these sheets.

- 21) *Add the names and mailing addresses of the owners of all abutting properties. (5.1.E.2)*

Response: This information has been added to the Title Sheet.

- 22) *The plans do not address (or fully address) the following submission requirements set forth in Article V of the Site Plan Review Regulations:*

a) *Section 5.1.E.7 - requiring the plans to indicate the shape, size, height and location of all buildings on the site and within 200 ft of the site*

Response: A Vicinity Sketch sheet has been added to the plan set showing the neighboring building locations and their sizes and heights.

b) *Section 5.1.E.9 – requiring the plans to identify the “The Zoning District, Tax Map and Lot number, and use of abutting properties within 200 feet of the site boundary; the locations 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.”*

Response: The abutting property information can be found on the new Vicinity Sketch sheet, as well as, the location of streets, pedestrian trails, and curb cuts within 200 ft of the project site. The bicycle route along South Main Street can be found on Sheet 3 (L2) Existing Conditions Plan.

- c) Section 5.1.E.10 - add direction of travel throughout the site

Response: Arrows denoting direction of travel have been added to Sheet 5 (L5) Site Plan.

- d) Section 5.1.E.13 – The lighting plan shall must show the proposed location mounting height, fixture type, lamp type, and color correlated temperature (CCT) for all exterior free-standing or building-mounted light fixtures

Response: This information can be found on the Lighting Plans provided within the set. The mounting height of both building mounted fixtures and light pole mounted fixtures is provided in the Luminaire Location Summary and the fixture details provided on the second sheet provide all other required lighting information.

- e) Section 5.1.E.15 – identify the 100-year flood elevation

Response: The Base Flood Elevation can be found on all the plan view sheets. It's shown as elevation 350.58 (NAVD88).

- f) Section 5.1.E.20 - identify "the location of all existing transit routes and transit stops located or passing within 1/4 mile (1,320 feet) of the property."

Response: This has been added to the new Vicinity Sketch.

- g) Section 5.1.G.1 – requiring an estimated timetable for construction and completion of buildings, parking facilities, landscaping, and other required improvements

Response: An estimated timetable for construction has been included with this submission.

- 23) The plans do not address (or fully address) the following the following design requirements set forth in Article VI of the Site Plan Review Regulations:

- a) 6.5.C.1 – "Buildings and building facades, including those in multi-tenant shopping plaza arrangements, must be visually and physically oriented to public ways (including sidewalks) to prioritize convenient pedestrian access and appeal from the right of way."

Response: A door has been added to the façade facing South Main Street. The door will be accessed by the patio that is directly connected to the municipal sidewalk along South Main Street.

- b) 6.5.C.2 – requiring that, that, "At least one primary entrance to the building shall face the public way on which the lot has frontage."

Response: A door has been added to the façade facing South Main Street.

- c) 6.5.D.9 - the property is adjacent to a dedicated transit route and, therefore, the project must demonstrate compliance with Section 6.5.D.9 (transit requirements).

Response: There are bus stops within the Target plaza and Shaw's plaza. The project is adjacent to the Target. In addition, there is a sidewalk along the frontage of the site and crosswalks are provided at the signalized intersection to get from the project site to the bus stop outside of Shaw's.

- d) 6.5.E.7 – prohibiting new parking areas in the front yard

Response: A waiver has been requested for the three parking spaces.

- e) 6.7.B.2 – "The light intensity at adjoining streets or commercial property boundaries shall not exceed 0.5 foot-candles at grade level". The light intensity exceeds the maximum permitted at the northeast corner of 206 South Main Street and along the 200 South Main/206 South Main shared property line.

Response: A waiver has been requested.

- 24) It is not clear how the requirements of Section 6.5.D.6.d (Crossing Safety) are satisfied at the driveway crossings. Please explain.

Response: Crosswalks have been added across the South Main Street curb cuts.

- 25) Please address the requirements of Section 6.5.D.6.e (Connectivity).

Response: A sidewalk is proposed connecting the convenience store to the municipal sidewalks along South Main Street.

- 26) Add the names and mailing addresses of the owners of all abutting properties. (5.1.E.2)

Response: The abutter information can be found on the Title Sheet.

- 27) Add the names and mailing addresses of the Holders of any easements, rights of way, or other restrictions. (5.1.E.2) For example, slope and drainage easements are depicted along the frontage of the properties.

Response: NH DOT is the holder of the easements within the property along South Main Street. This information has been added to the Existing Conditions Plan. The NH DOT mailing address is provided on the coversheet as one of the abutters.

28) *Depict the location of the proposed cross easements referenced in comment 13 above.*

Response: The easement rights to use the property as being proposed are provided for within the lease agreement.

Sheet 1 (Cover Sheet)

29) *Change "Index of Sheets" to "Table of Contents" (Section 5.1.E).*

Response: The label has been changed on the plan

a) *Add consecutive sheet numbers to all sheets and update Table of Contents*

Response: Consecutive sheet numbering can be found on the lower right side of the plan.

30) *Per Section 5.1.E.4, the following information is required on the cover sheet:*

a) *The name of the County in which the development is proposed (5.1.E.4.a)*

Response: The County has been added to the plan.

b) *The information required by Section 5.1.E.4.e (The Table of Zoning Regulations is currently located on Sheet 4 of the plan set), provided separately for each property (200 South Main Street and 206 South Main Street).*

Response: The Table of Zoning Regulations has been copied to the Title Sheet.

31) *Please add the address of both properties (only 206 South Main Street is identified).*

Response: 200 South Main Street has been added.

32) *Update the Table of Zoning Regulations (currently located on Sheet 4 of the plan set) to address the following:*

a) *Identify gross floor area of the existing and proposed buildings (only the footprint is identified) (5.1.E(4)(e)(4))*

b) *Identify actual height of existing and proposed buildings/gas canopy (5.1.E.4.e.8)*

c) *Identify the number of stories and gross square footage of each story of the existing and proposed buildings (5.1.E.4.e.9)*

d) *Identify the proposed use (5.1.E.4.e.10)*

e) *Identify actual proposed setbacks for Tax Map 114, Lot 5 (5.1.E.4.e.11)*

f) *Indicate that the property is located within the Floodplain District and are subject to Section 402 of the Zoning Ordinance and Chapter 74 of the City Code (5.1.E.4.e.13)*

g) *Add a note that with respect to 200 S Main St, the information provided pursuant to Section 5.1.E.4.e is for the leased portion of the site only.*

h) *Remove sign information (not needed or required)*

Response: The items detailed above have been added to the Table.

33) *Provide a parking table in accordance with Section 5.1.E.4.e.5, and for each property as a whole, identify:*

a) *The number of existing off-street parking spaces*

b) *The number of proposed off-street parking spaces*

c) *The number of required (minimum) parking spaces and provide the calculation*

d) *The permitted (maximum) number of parking spaces and provide the calculation*

e) *Add a note with respect to requesting/requiring a Conditional Use Permit per Section 607.5*

Response: Additional parking space information has been added to the table. See responses to Comment #10 above for more information.

Sheet 4 (Site Plan)

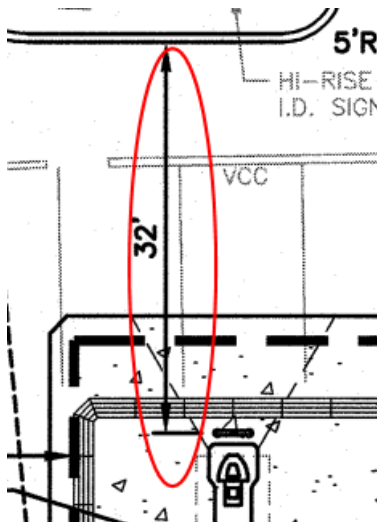
34) *The plat is very difficult to read. For the benefit of the Planning Board members and the site plan review process, please provide a site plan that primarily shows the above-ground proposed physical improvements that is readable and is without any unnecessary or confusing information. More specifically, the site plan sheet should show only surface conditions that are proposed (whether proposed to remain or proposed to be constructed) without contours and without any underground improvements (existing or proposed). The Site Plan should not show any existing conditions that are proposed to change or underground improvements.*

Response: The features to be demolished have been removed from the Site Plan.

35) Please expand the legend and and/or labels that more clearly identify the different lines and markings and remove unnecessary layers - including the existing conditions - to make the plan less confusing and more readable. Examples of the confusing notations on the site plan sheet include the following:

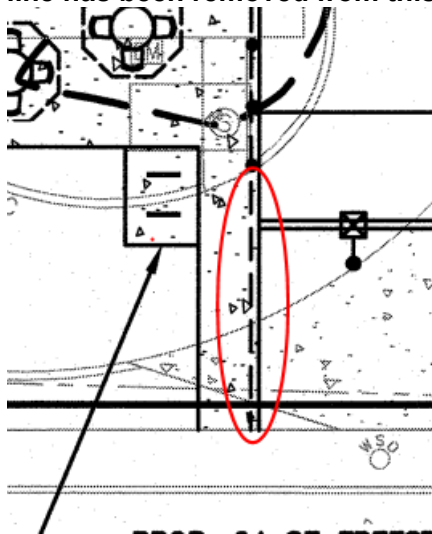
- Why is the width of the drive aisle depicted as extending from the edge of the curb to a spot underneath the canopy?

Response: The dimension provided below are provided to show the distance from the curb to the horseshoe bollard. These dimensions are necessary to show adequate maneuvering spaces between obstructions and for location during construction.



- What does the dashed line circled below represent?

Response: The dashed line represents the curb within the monolithic sidewalk. The dashed line has been removed from this section of the sidewalk.



36) All parking spaces must be a minimum of 9 ft. wide – please adjust width of handicap parking spaces accordingly. (6.5.E.3)

Responses: The accessible spaces have been increased to 9 feet.

37) Add a note that sign locations and specifications are subject to the requirements of Section 608 ("Signs") of the Zoning Ordinance.

Response: A note has been added to the Site Plan.

38) Consider shortening the length of the 7 parking spaces at 206 South Main Street (adjacent to the dumpster) to 16 ft., per Section 6.5.C.3 which provides that where "parking spaces are perpendicular to a landscape

bed, they should measure 16 feet in length on the pavement, with an additional 2 feet of unobstructed overhang into the landscape bed, in order to reduce paved impervious surface area.”

Response: The edge of the curbing is set by the area necessary for the tank mat provided for the underground storage tanks (UST). Accordingly, the curb line cannot be pulled in 2 feet to reduce paved impervious surface area.

- 39) Remove the 3 parking spaces located in front of the proposed building (per Section 6.5.E.7 which, as noted above, prohibits parking in the front yard).

Response: A waiver has been requested.

- 40) Amend Note 19 to identify all requested waivers – at least all waivers requested from any of the Article VI design requirements (currently only 2 waiver requests are identified).

Response: The note has been amended.

Sheet 9 (Landscape Plan)

- 41) The plan is very difficult to read. Please remove unnecessary layers including existing conditions, and provide additional labels to identify what's proposed.

Response: The features to be demolished have been removed from the Site Plan.

- 42) Taking into account underground utilities, consider adding additional trees and shrubbery to the southwestern corner of the leased area of 200 S Main Street, where no landscaping is currently proposed (except to retain two existing trees).

Response: Additional shrubs have been added to this area.

- 43) Provide separate landscaping calculations and separate planting schedules for each property.

Response: The table has been revised to include separate calculations for the lease area on Lot 114-5 and Lot 115-1.

- 44) Indicate how the existing electrical transformer and any other existing or proposed above-ground utilities (transformers, propane tanks, etc.) will be screened as required by Section 6.2.B.8, and provide details. (“Screens at least 5 feet in width shall be provided for service areas and facilities (such as garbage and waste disposal containers, recycling bins, and loading areas; outside storage areas; and electrical and mechanical equipment, such as transformers and compressors.”)

Response: Screening has been provided for utilities. The dumpster enclosure will be screened with a vinyl fence and landscaping and the rooftop units will be screened within the roof.

- 45) Provide required understory trees per Section 6.2.B.2 and update landscape planting schedule and perimeter landscape calculations accordingly (“The perimeter landscaped area shall be planted [...] shall be planted at a minimum with one (1) shade tree plus a mix of shrubs and understory trees totaling at least 5 plants for each 600 square feet[.]” (emphasis added)

Response: The table has been revised to separate the buffers provided along each lot line.

- 46) Provide landscaping along the southern and western sides of the building in accordance with 6.2.D.1.

Response: The building landscaping has been revised.

- 47) Identify percentage of evergreen trees used to meet the 6.2.B perimeter landscaping requirements (max permitted is 25%).

Response: The calculations have been added to the Table.

Sheet ____ (lighting plan)

- 48) Add compliance with the requirements of Section 6.7.D as a plan note

Response: There appears to be a typo in this Section of the regulations. The minimum and maximum foot-candles for a gas station canopy are listed as 1 foot-candle minimum and 5 ft-candle maximum; however, the average illumination level is allowed to be a maximum of 20.0 ft-candles. As shown on the Table provided on the lighting plan, the canopy has an average illumination level of 18.3 ft-candles and a uniformity ratio of 3.75:1 which meet the requirements of Section 6.7.D.

- 49) For each luminaire type, identify the fixture type, lamp type, wattage, and color correlated temperature (CCT). (5.1.E.13)

Response: This information is provided on the second Lighting Plan sheet.

If you have any questions or need additional information, please feel free to contact me by phone at 603-374-7906 or by email to nduquette@gpinet.com .

Sincerely,

GREENMAN-PEDERSEN, INC.

Nicole Duquette

Nicole Duquette, P.E., LEED AP
Project Manager
44 Stiles Road, Salem, NH 03079

enclosure(s)

cc: Jennifer Daigle, IOM
Maria Dolder, Esquire

April 28, 2023

NEX-2021369.00

Mr. William Watson, Administrator
New Hampshire Department of Transportation
Bureau of Planning and Community Assistance
JOM Building – PO Box 483
7 Hazen Drive
Concord, New Hampshire 03302-0483

SUBJECT: Irving Oil
206 South Main Street (NH Route 12A)
West Lebanon, New Hampshire

Dear Mr. Watson:

On behalf of Irving Oil Terminals Inc., **Greenman-Pedersen, Inc.** (GPI) is pleased to submit project information for a proposed retail motor fuel outlet redevelopment at 206 South Main Street (NH Route 12A) in West Lebanon, New Hampshire. The site is currently occupied by a former Irving Oil fueling facility with an adjacent laundromat building. As proposed, the existing structures on the site would be razed and a 4,465 square foot (SF) convenience store including a fuel canopy with five (5) Multi-Product Dispensers (MPDs) having ten (10) vehicle fueling positions (VFPS) would be constructed. Access and egress are proposed to the site via two (2) right-in/right-out driveways on South Main Street and one (1) full access/egress driveway providing access to the adjacent shopping plaza in the rear of the site. The shopping plaza has access to a signalized intersection on South Main Street. The project will be before the Lebanon Planning Board at their meeting to be held on May 8, 2023.

As the development is located on South Main Street (NH Route 12A) and federal funds were used to improve this roadway, project information is being submitted to the NHDOT Bureau of Planning and Community Assistance for review and comment. The traffic impacts are described within the *Traffic Impact and Access Study* (TIAS) prepared for the project. The City has informed us that they reached out to NHDOT, assuming the District Office, and they didn't have any concerns with the project. Enclosed for your information and use in your review are the following documents prepared by GPI:

- Proposed Retail Motor Fuel Outlet Site Redevelopment Plans dated 3/9/2023 with most recent revisions dated 4/27/2023
- Stormwater Management Report dated 3/10/23
- Traffic Impact and Access Study dated 3/8/2023

Should you have any questions, require additional information, or if I can be of any assistance during the review process, please feel free to contact me at (978) 570-2968.

Sincerely,

GREENMAN-PEDERSEN, INC.



Heather L. Monticup, P.E.
Vice President / Director of Land Development
hmonticup@gpinet.com

enclosures (as listed above)
cc: Jennifer Daigle, Irving Oil Terminals Inc. and Nicole Duquette, GPI

TRAFFIC IMPACT AND ACCESS STUDY

RETAIL MOTOR FUEL OUTLET
WEST LEBANON, NEW HAMPSHIRE



181 Ballardvale Street, Suite 202
Wilmington, MA 01887
(978) 570-2999

SUBMITTED TO:

Irving Oil Marketing
PO Box 837
Calais, ME 04619

March 2023

(GPI Project No.: NEX-2021369.00)



***Irving Oil Marketing
Retail Motor Fuel Outlet
Traffic Impact and Access Study
March 8, 2023***

TECHNICAL MEMORANDUM

REF: NEX-2021369.00

DATE: March 8, 2023

TO: Jennifer Daigle, P. Eng.
Irving Oil Marketing
PO Box 837
Calais, ME 04619

FROM: Ms. Heather L. Monticup, P.E., Director of Land Development
Ms. Susannah E. Theriault, P.E., Project Engineer
Ms. Cecilia Donaldson, Assistant Designer

RE: Traffic Impact and Access Study
Retail Motor Fuel Outlet
206 South Main Street (NH Route 12A) – West Lebanon, New Hampshire

INTRODUCTION

Greenman-Pedersen, Inc. (GPI) has prepared this *Traffic Impact and Access Study* (TIAS) for a proposed retail motor fuel outlet redevelopment at 206 South Main Street (NH Route 12A) in West Lebanon, New Hampshire. The site is currently occupied by a former Irving Oil fueling facility with an adjacent laundromat building. As proposed, the existing structures on the site would be razed and a 4,465 square foot (SF) convenience store including a fuel canopy with five (5) Multi-Product Dispensers (MPDs) having ten (10) vehicle fueling positions (VFPS) would be constructed. Access and egress are proposed to the site via two (2) right-in/right-out driveways on South Main Street and one (1) full access/egress driveway providing access to the adjacent shopping plaza in the rear of the site. The shopping plaza has access to a signalized intersection on South Main Street.



FIGURE I

SITE LOCATION MAP

EXISTING CONDITIONS

Study Area

Evaluation of the traffic impacts associated with the proposed project requires an evaluation of existing and projected traffic volumes on the adjacent streets, the volume of traffic expected to be generated by the project, and the impact that this traffic will have on the adjacent streets and nearby intersections. In preparing the TIAS for the proposed site, the following intersections have been analyzed and evaluated:

- South Main Street (NH Route 12A) at Benning Street and Target Plaza Driveway
- South Main Street (NH Route 12A) at Northern Site Driveway
- South Main Street (NH Route 12A) at Southern Site Driveway

South Main Street (NH Route 12A)

South Main Street (NH Route 12A) is under the jurisdiction of the City of Lebanon and is classified as a minor arterial. South Main Street runs in the north/south direction and has a posted speed limit of 30 miles per hour (mph). In the vicinity of the study area, South Main Street generally provides two lanes in each direction with turn lanes at major intersections. Adjacent to the site, directional travel is separated by a raised concrete median. In the vicinity of the project site, a five-foot sidewalk is provided on both sides of the roadway with designated 5.5-foot bicycle lanes and a 5.5-foot shoulder.

South Main Street at Benning Street and Plaza Driveway

Benning Street and the Plaza Driveway intersect South Main Street from the east and west, respectively, to form a four-way intersection. The South Main Street northbound approach consists of designated left- and right-turn lanes and two through lanes. The South Main Street southbound approach consists of a designated left-turn lane, one through lane, and one through/right-turn lane. The Benning Street westbound and Plaza Driveway eastbound approaches consist of a designated left-turn lane, a through lane, and a right-turn lane. There are pedestrian crossings across the north, east and west legs of the intersection. The intersection is signalized and provides protected left-turns on all approaches with concurrent pedestrian phases. A right-turn overlap is provided for the South Main Street northbound right-turn movement. Although right-turn overlaps are also provided for the minor road right-turn movements (Benning Street and Plaza Driveway), U-turns are currently permitted on the mainline (South Main Street), causing conflict. Although this is a safety concern, based on review of the data collection and observations in the field, the U-turns are minor at this intersection and do not appear to be causing an operational issue.

Traffic Volumes

Base traffic conditions within the study area were developed by collecting manual turning movement counts (TMCs) at the signalized intersection of South Main Street/Benning Street/Plaza Driveway on Thursday, October 27, 2022 during the weekday AM peak period (7:00 to 9:00 AM) and weekday PM peak period (4:00 to 6:00 PM), as well as Saturday, October 29, 2022 during the Saturday midday peak period (11:00 AM to 2:00 PM). In addition, automatic traffic recorder (ATR) counts were collected along South Main Street for a 72-hour period from Wednesday October 26, 2022 to Thursday October 27, 2022, and again on Saturday, October 29, 2022 to obtain daily traffic volumes and vehicle travel speeds along the roadway. All traffic-count data are provided in the Appendix.

COVID-19 Adjustment

Due to the COVID-19 pandemic, current traffic volumes may vary from typical historic conditions. In order to determine what additional data adjustment may be required to reflect pre-pandemic traffic conditions, traffic-count data from a NHDOT continuous count station¹ was reviewed. The count station was chosen based on proximity, functional classification, and average daily volume. A comparative analysis was conducted between the full month of October 2019 and October 2022.

The results of this analysis indicate the following upward adjustments in order to reflect pre-pandemic traffic-volume conditions:

- Weekday Daily 1.17
- Weekday AM Peak Hour 1.34
- Weekday PM Peak Hour 1.22
- Saturday Daily 1.11
- Saturday Midday Peak Hour 1.10

Supporting documentation for these results is included in the Appendix.

Seasonal Adjustment

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. Based on NHDOT guidelines for the preparation of a traffic study, existing traffic volumes must represent the peak of the monthly average peak-hour conditions. To determine if the data needed to be adjusted to account for this fluctuation, seasonal adjustment and historical count data provided by NHDOT were reviewed.² This information revealed that October traffic volumes are 5-percent lower than peak-month conditions. Therefore, the traffic counts were upwardly adjusted to reflect peak-month conditions. The NHDOT seasonal adjustment factors are provided in the Appendix.

Table 1 summarizes the existing daily and peak-hour traffic volumes on Daniel Webster Highway, north of the existing site driveway. The 2022 Existing traffic-flow networks for the weekday AM, weekday PM, and Saturday Midday peak hours are shown graphically on Figure 2.

¹ NHDOT Count Station 02253025 – NH 120 1 Mile South of Hanover TL (SB-NB) – Lebanon.

² NHDOT Data Management System; Group 4 (Urban Highways) Averages, 2019.

TABLE 1
Existing Traffic Volume Summary

Location/Time Period	Daily Volume (vpd) ^a	Peak Hour Volume (vph) ^b	K Factor (%) ^c	Directional Distribution ^d
South Main Street (NH Route 12A), south of Benning Street:				
Weekday Daily	25,900			
Weekday AM Peak Hour		1,243	4.8	54% NB
Weekday PM Peak Hour		2,235	8.6	54% SB
Saturday Daily	25,350			
Saturday Midday Peak Hour		2,323	9.2	50% SB

^a In vehicles per day. Based on ATR count collected on October 27, 2022, and October 29, 2022, upward adjusted by 17-percent (COVID-19) for the Weekday, 11-percent (COVID-19) for the Saturday, and 5-percent (seasonal) for both to represent pre-pandemic peak-month conditions.

^b In vehicles per hour. Volumes obtained from Figure 2.

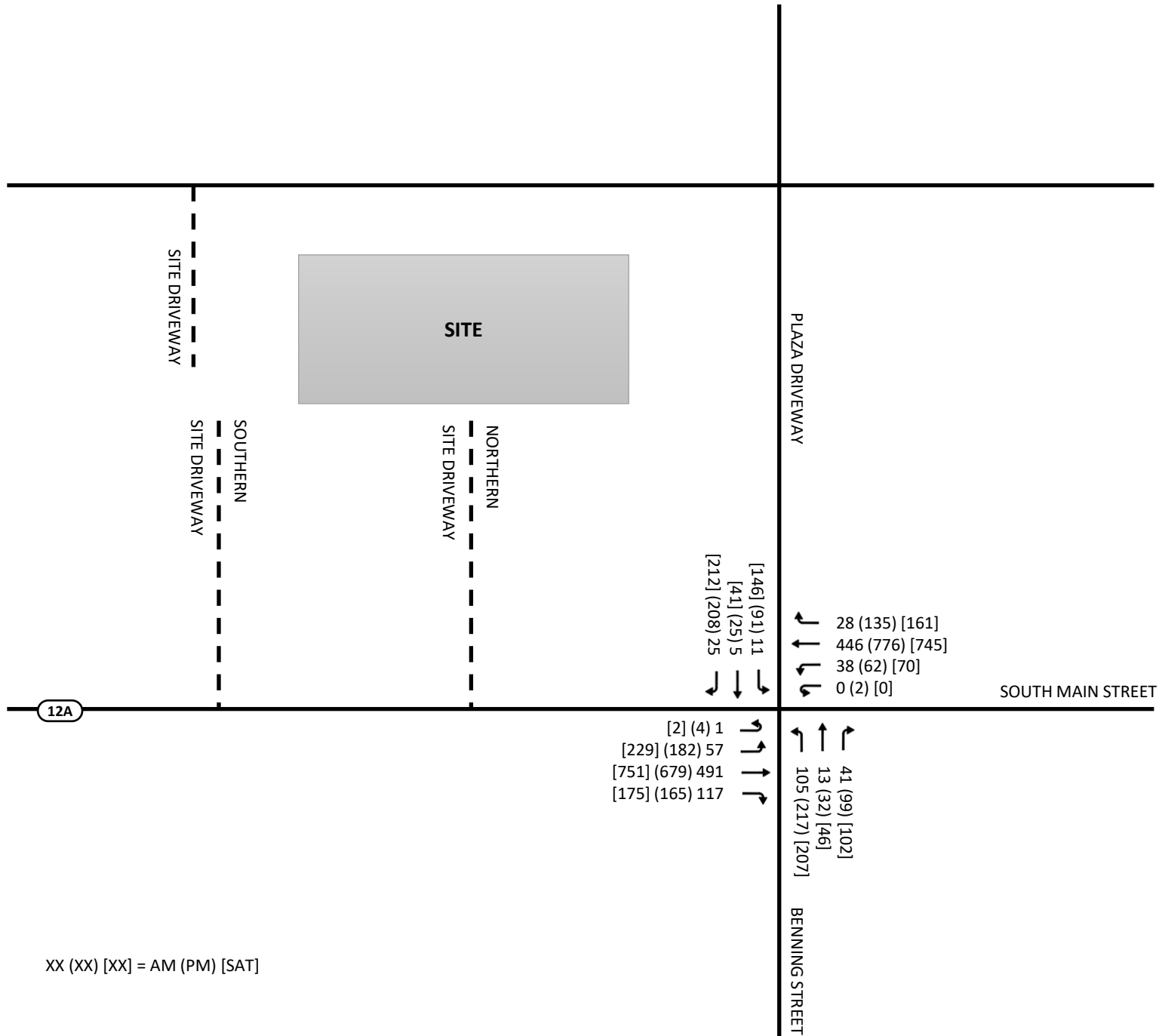
^c Percentage of daily traffic occurring during the peak hour.

^d NB = northbound and SB = southbound. Percentages from volumes on Figure 2.

Collisions

Collision data for the signalized intersection of South Main Street at Benning Street and Target Plaza Driveway were obtained from the NHDOT for the latest complete three years available (2015-2017). Based on NHDOT data, the intersection experienced five (5) collisions during the three-year study period, or an average of 1.67 collisions per year. Two of the crashes resulted in property damage and three in non-fatal injuries. One crash was an angle collision, one rear-end, and three were unknown. None of the collisions occurred during wet or icy conditions and 40% occurred during commuter peaks. Based on the level of detailed reviewed, the crashes at the signalized intersection between 2015 and 2017 do not indicate a pattern correctable by engineering measures.

Collision data was also requested from the Lebanon Police Department. Data was obtained between February 2018 and February 2023, however, the information on the location of the crashes was limited and the information on the type of crashes was not provided. Accordingly, no conclusions could be drawn based on the provided data, and therefore, the data was excluded from this report.



XX (XX) [XX] = AM (PM) [SAT]

Vehicle Speeds

Vehicle speed measurements were conducted along South Main Street via radar as part of the data collected in October 2022. The primary use of this information is explained in the *Sight Distance* section where the speeds are correlated to sight distance measurements taken at the site driveway locations to assure that adequate sight distances exist to provide safe operation. The speed data is provided in the Appendix and the results of the speed measurements are summarized in Table 2.

TABLE 2
Observed Travel Speeds

Location/Direction	Posted Speed Limit ^a	Average Speed ^b	85 th Percentile Speed ^c
South Main Street (NH Route 12A), south of Benning Street:			
<i>Southbound</i>	30	14	20
<i>Northbound</i>	30	14	20

^a In miles per hour (mph).

^b Average speed at which observed vehicles travel.

^c Speed at or below which 85 percent of all observed vehicles travel.

As shown in Table 2, the average and 85th percentile speeds were found to be significantly lower than the posted speed limit of 30 mph on South Main Street, adjacent to the proposed site. The low speeds are a result of the close proximity to the traffic signal.

Sight Distance

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at the proposed right-in/right-out driveways on South Main Street to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO).³ AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported. In addition, the available sight distances were compared with the NHDOT requirement of 400-feet of All-Season Safe Sight Distance.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in its path. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. Stopping sight distance is measured from an eye height of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major road.

³ *A Policy on Geometric Design of Highways and Streets*; American Association of State Highway and Transportation Officials (AASHTO); 2018.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. The use of an object height equal to the driver eye height makes intersection sight distances reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds 3 percent, grade correction factors are applied.

SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. The ISD, however, must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, *“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, in some cases, this may require a major-road vehicle 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.”* Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.

The available SSD and ISD at the proposed site driveways on South Main Street were measured and compared to minimum requirements as established by AASHTO. Based on the posted and observed speeds, the SSD and ISD requirements were calculated. The driveways on South Main Street provide right-in/right-out access only, accordingly, the sight distances were only calculated and measured to the north of the driveways. The sight distance calculations are provided in the Appendix. The required minimum sight distances are compared to the available distances, as shown in Table 3.

TABLE 3
Sight Distance Summary

Location/Direction	Stopping Sight Distance (feet)		Intersection Sight Distance (feet)		
	Measured	Minimum Required ^a	Measured	Minimum Required ^b	Desirable ^c
South Main Street at the Northern Site Driveway: North of driveway (SB)	550+	200	550+	200	290
South Main Street at the Southern Site Driveway: North of driveway (SB)	550+	200	550+	200	290

^a Values based on posted speed limit of 30 mph since the 85th percentile speeds on South Main Street are less than the speed limit.

^b Values based on AASHTO requirements for SSD.

^c Values based on AASHTO requirements for ISD for posted speed limit of 30 mph on South Main Street.

As indicated in Table 3, available sight distances for the proposed site driveways on South Main Street exceed the minimum and desirable SSD and ISD requirements for safe operation. Sight distances were also observed in the field for the proposed site driveway within the Shopping Plaza. Available sight lines are safe for speeds up to 33 mph in the northbound direction and 30 mph in the southbound direction. Based on spot speeds taken in the field, the 85th percentile speed is less than 20 mph in either direction. The speed data is provided in the Appendix.

To ensure that sight lines remain unobstructed, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site driveways be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from South Main Street and the Shopping Plaza roadway so as not to restrict the available sight lines.

FUTURE CONDITIONS

To estimate the impact of site-generated traffic within the study area, existing traffic volumes were projected to the expected opening year (2023) of the project, and to the future year of 2033. These design horizons were chosen to be consistent with NHDOT guidelines for the preparation of a traffic study. Traffic volumes on the roadway network at that time will include existing traffic and new traffic due to normal traffic growth, and traffic related to any significant development by others expected to be completed within the area by the 2023 and 2033 design years. Consideration of these factors resulted in the development of 2023 No-Build and 2033 No-Build traffic volumes, which projects traffic without the proposed project built. The incremental impacts of the proposed project may then be determined by adding site-generated traffic volumes (Build conditions) and making comparisons to the No-Build conditions.

Traffic Growth

To develop the 2023 No-Build and 2033 No-Build forecast volumes, two components of traffic growth were considered. First, an annual growth percentage was determined based on the historical traffic count data obtained from NHDOT.⁴ The historical traffic count data indicate that traffic volumes in the area have been decreasing by 0.37 percent in the period between 2011 and 2019. In order to provide a conservative (worst-case) analysis scenario, a compounded annual traffic growth rate of 1.0 percent per year was assumed to account for general population growth and the traffic generated by smaller area developments. The NHDOT historical traffic volume data is provided in the Appendix.

Second, any traffic that may be generated by planned developments that may add a substantial volume of traffic through the study area during the design horizons was considered. Based on discussions with the City of Lebanon, the following private developments were identified.

- **Rock Ridge Development** – This project consists of constructing the third phase of a 120-unit single family residential development off Old Pine Tree Cemetery Road in Spring 2023. Due to the location of this project in respect to the proposed project site, it is not likely that a significant portion of the residential development traffic will pass the proposed retail motor fuel outlet. Accordingly, any minor increases are assumed in the conservative historical growth rate.
- **River Park Mixed-Use Development** – This project consists of a core area with ten buildings and 11 single family three-bedroom homes in an area of 38 acres. This development will be located off NH Route 10 in West Lebanon with two entrances to the development. Phase 1 of the River Park

⁴ NHDOT Transportation Data Management System.

Development may begin construction this year, 2023. Based on review of the most recent TIAS⁵ prepared for the project, the majority of traffic associated with this project is not expected to pass the proposed retail motor fuel outlet. Accordingly, any minor increases are assumed in the conservative historical growth rate.

Planned Roadway Improvements

Based on the NHDOT Project Information Center (PIC), there are no current roadway improvement projects on South Main Street (NH Route 12A) in the vicinity of the project. Additionally, no projects were identified by the City of Lebanon.

No-Build Conditions

The 2023 No-Build peak-hour traffic volumes were developed by applying a 1.0-percent annual traffic growth rate to the 2022 Existing traffic. The 2033 No-Build peak hour traffic volumes were developed by applying an approximately 11.6-percent compounded annual traffic growth rate (1.0 percent compounded over eleven years) to the 2022 Existing traffic volumes. The 2023 and 2033 No-Build peak-hour traffic volumes are shown graphically on Figure 3 and Figure 4.

⁵ Vanasse Hangen Brustlin, Inc. (VHB); *Updated Traffic Impact Study; River Park Development*, NH Route 10, Lebanon, NH; March 31, 2014.

Trip Generation

The site is currently occupied by a former Irving Oil fueling facility with an adjacent laundromat building, both of which have been closed for over three years. As proposed, the existing structures on the site would be razed and a 4,465 SF convenience store including a fuel canopy with five (5) MPDs having ten (10) VFPS would be constructed.

Traffic to be generated by the proposed development was forecast using trip rates contained in the ITE *Trip Generation, 11th Edition*⁶ for Land Use Code (LUC) 945 (Convenience Store/Gas Station). Two land use subcategories were investigated and compared; VFPS (9-15) and GFA (4-5.5k). Table 4 summarizes the average of the two methodologies and all trip generation calculations are provided in the Appendix. Not all of the vehicle trips expected to be generated by the proposed development represent *new* trips on the study area roadway system. Studies have shown that for developments such as the one proposed, a substantial portion of the site-generated vehicle trips are already present in the adjacent passing stream of traffic. Based on information published in the ITE *Trip Generation Manual*, the average *pass-by* trip percentage is 76 percent during the weekday AM and 75 percent during the weekday PM peak hour for LUC 945 (Convenience Store/Gas Station). The *pass-by* data are provided in the Appendix.

TABLE 4
Trip Generation Summary

Time Period/Direction	Total Trips ^a	Pass-By Trips ^b	New Trips ^c
Weekday Daily	2,850	2,138	712
Weekday AM Peak Hour:			
<i>Enter</i>	131	100	31
<i>Exit</i>	<u>131</u>	<u>100</u>	<u>31</u>
<i>Total</i>	262	200	62
Weekday PM Peak Hour:			
<i>Enter</i>	118	89	29
<i>Exit</i>	<u>118</u>	<u>89</u>	<u>29</u>
<i>Total</i>	236	178	58
Saturday Daily	3,022	2,266	756
Saturday Midday Peak Hour			
<i>Enter</i>	124	92	32
<i>Exit</i>	<u>122</u>	<u>92</u>	<u>30</u>
<i>Total</i>	246	184	62

^a Total Site Generated Trips for ITE LUC 945 (Convenience Store/Gas Station, average of Subcategory 9-15 vfps based on 4.465 ksf and 4-5.5 ksf based on 10 vfps)

^b 76 percent of Total Trips during the weekday AM peak hour and 75 percent of Total Trips during the weekday daily, weekday PM, Saturday daily and Saturday midday peak hours.

^c Total Trips minus Pass-By Trips.

⁶ *Trip Generation, 11th Edition*. Institute of Transportation Engineers; Washington, DC; 2021.

As shown in Table 4, the proposed development is expected to generate 62 *new* vehicle trips (31 entering and 31 exiting) during the weekday AM peak hour, 58 *new* vehicle trips (29 entering and 29 exiting) during the weekday PM peak hour, and 62 *new* vehicle trips (32 entering and 30 exiting) during the Saturday midday peak hour.

It should be noted that the volume of *pass-by* traffic does not reduce the total volume of traffic generated by the development and the external trips will still be realized as turning movements at the site driveways. Due to the high number of pass-by trips expected by the development and the lower traffic volumes on South Main Street during the weekday AM peak hour, the pass-by pulled from South Main Street was limited to 10 percent of the adjacent street traffic. Accordingly, the remaining pass-by trips expected were pulled from Interstate 89 (I-89) as diverted-linked trips.

Trip Distribution

Having estimated project-generated vehicle trips, the next step is to determine the distribution of project traffic and assign these trips to the local roadway network. The directional distribution of site traffic is dependent on expected travel routes to and from the site and existing travel patterns. Accordingly, approximately 55 percent of the site-generated traffic is expected to and from the south along South Main Street and 45 percent is expected to and from the north along South Main Street.

Pass-by trips are expected to be distributed proportionally by prevailing movements adjacent to the site on South Main Street and the Plaza Driveway during the peak hours of analysis. Pass-by trips were not taken from any of the South Main Street northbound movements or any of the Benning Street westbound movements due to the location of the Sunoco Gas Station on the corner of South Main Street/Benning Street and South Main Street being divided by a raised concrete median. The resulting site-generated traffic volumes are depicted graphically in Figures 5 through 7.

Build Traffic Volumes

Based on the traffic generation and distribution estimates for this project, the traffic volumes associated with the proposed development were assigned to the roadway network. The site-generated traffic networks are shown on Figures 5, 6 and 7 for the weekday AM, weekday PM and Saturday midday peak hours, respectively. The site-generated traffic volumes were then added to the No-Build traffic volumes to develop the Build peak-hour traffic-volumes networks. The resulting 2023 and 2033 Build peak-hour flow networks are graphically depicted on Figures 8 and 9.

Traffic Increases

The proposed development will result in increases in traffic within the study area network. As shown on Figures 5, 6, and 7, traffic-volume increases beyond the study area are expected to be in the range of 26 to 110 vehicle trips. These increases represent, on average, one additional vehicle trip approximately every 32 seconds to 2 minutes during the peak hours. It should be noted that the high end of additional trips to the area are associated with trips to and from Interstate-89. Accordingly, they will only be adding traffic to South Main Street for a short stretch of roadway (± 900 feet).

CAPACITY AND QUEUE ANALYSIS

Capacity and queue analyses were conducted at all study area locations under 2022 Existing, 2023 No-Build, 2023 Build, 2033 No-Build, and 2033 Build traffic-volume conditions. The impact of site-generated traffic can be measured by comparing No-Build conditions to Build conditions.

Methodology

The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM)⁷ and is described in the Appendix. HCM 2000 was utilized for the signalized intersection because HCM 6 and HCM 2010 cannot be performed with phasing conflicts (right-turn overlap and permitted U-turns). For signalized intersections, the maximum back of queue during a typical (average) signal cycle and a 95th percentile signal cycle were calculated for each lane group during the peak periods studied. The back of queue is the length of a backup of vehicles from the stop line of a signalized intersection to the last vehicle in the queue that is required to stop, regardless of the signal indication. The length of this queue depends on a number of factors including signal timing, vehicle arrival patterns, and the saturation flow rate. For unsignalized intersections, the 95th percentile queue represents the length of queue of the critical minor-street movement that is not expected to be exceeded 95 percent of the time during the analysis period (typically one hour). In this case, the queue length is a function of the capacity of the movement and the movement's degree of saturation.

Analysis Results

The results of the level-of-service (LOS) and queue analyses are shown in Table 5 (2023 conditions) and Table 6 (2033 conditions) and are discussed below. Capacity and queue analyses were conducted at the study area intersections utilizing *Synchro*⁸ software. The capacity and queue analysis worksheets for all conditions are provided in the Appendix.

South Main Street at Benning Street and Plaza Driveway

As shown in Tables 5 and 6, under existing and future traffic-volume conditions, the intersection of South Main Street at Benning Street and Plaza Driveway operates at an overall LOS C or better, with all movements at LOS D or better, with the exception of the Plaza Driveway eastbound left-turn movement during the Saturday midday peak hour. The Plaza Driveway approach is the busiest during the Saturday midday peak hour, and therefore, any additional traffic to the left-turn movement results in impact to signal operations. Although only 13 vehicle trips are expected to be added to this movement (less than one additional vehicle trip every other signal cycle) during the Saturday midday peak hour, the movement is anticipated to drop from LOS E to LOS F due to an increase in delay of less than 17 seconds on this movement. Accordingly, signal timing adjustments were investigated. If the Plan 3 timings (105 cycle length) that are currently in place during the weekday PM peak hour are implemented during the Saturday midday peak hour, then the Plaza Driveway eastbound left-turn movement is expected to remain at LOS E and the impact at the signal is reduced. The analysis results with the alternative signal programming are presented in Table 7 and 8 for the 2023 and 2033 Saturday midday conditions, respectively.

⁷ *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000.

⁸ *Synchro plus SimTraffic 11*; Trafficware LLC.; Sugar Land, TX; 2019.

South Main Street at Right-In/Right-Out Site Driveways

Adjacent to the site driveways on South Main Street, directional flow along the roadway is separated by a raised concrete median, and therefore, the driveways will operate with right-in/right-out access only. Under the future (Build) condition, the right-turn movements out of the site driveways are expected to operate at optimal levels (LOS A) with minimal delay and queue lengths of one vehicle or less. The volume-to-capacity (v/c) ratios are well below 1.00 indicating there will be adequate capacity to accommodate the anticipated traffic volumes.

CONCLUSIONS

Existing and future conditions in the study area have been described, analyzed, and evaluated with respect to traffic operations and the impact of the proposed development. Conclusions of this effort are presented below.

- The proposed retail motor fuel outlet redevelopment is located at 206 South Main Street (NH Route 12A) in West Lebanon, New Hampshire. The site is currently occupied by a former Irving Oil fueling facility with an adjacent laundromat building. As proposed, the existing structures on the site would be razed and a 4,465 square foot (SF) convenience store including a fuel canopy with five (5) Multi-Product Dispensers (MPDs) having ten (10) vehicle fueling positions (VFPS) would be constructed. Access and egress are proposed to the site via two (2) right-in/right-out driveways on South Main Street and one (1) full access/egress driveway providing access to the adjacent shopping plaza in the rear of the site. The shopping plaza has access to a signalized intersection on South Main Street.
- Available sight distances for the proposed site driveways on South Main Street exceed the minimum and desirable SSD and ISD requirements for safe operation. Sight distances were also observed in the field for the proposed site driveway within the Shopping Plaza. Available sight lines are safe for speeds up to 33 mph in the northbound direction and 30 mph in the southbound direction. Based on spot speeds taken in the field, the 85th percentile speed is less than 20 mph in either direction.

To ensure that sight lines remain unobstructed, it is recommended that any proposed plantings, vegetation, landscaping, and signing along the site driveways be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from South Main Street and the Shopping Plaza roadway so as not to restrict the available sight lines.

- The proposed development is expected to generate 62 *new* vehicle trips (31 entering and 31 exiting) during the weekday AM peak hour, 58 *new* vehicle trips (29 entering and 29 exiting) during the weekday PM peak hour, and 62 *new* vehicle trips (32 entering and 30 exiting) during the Saturday midday peak hour. Traffic-volume increases beyond the study area are expected to be in the range of 26 to 110 vehicle trips. These increases represent, on average, one additional vehicle trip approximately every 32 seconds to 2 minutes during the peak hours. It should be noted that the high end of additional trips to the area are associated with trips to and from Interstate-89. Accordingly, they will only be adding traffic to South Main Street for a short stretch of roadway (± 900 feet).
- Under existing and future traffic-volume conditions, the intersection of South Main Street at Benning Street and Plaza Driveway operates at an overall LOS C or better, with all movements at LOS D or better, with the exception of the Plaza Driveway eastbound left-turn movement during the Saturday midday peak hour. The Plaza Driveway approach is the busiest during the Saturday midday peak hour, and therefore, any additional traffic to the left-turn movement results in impact to signal operations. Although only 13 vehicle trips are expected to be added to this movement (less than one additional vehicle trip every other signal cycle) during the Saturday midday peak hour, the movement is anticipated to drop from LOS E to LOS F due to an increase in delay of less than 17 seconds on this movement. Accordingly, signal timing adjustments were investigated. If the Plan 3 timings (105 cycle length) that are currently in place during the weekday PM peak hour are implemented during the Saturday midday peak hour, then the Plaza Driveway eastbound left-turn movement is expected to remain at LOS E and the impact at the signal is reduced. In summary, it is recommended that the signal timings during the Saturday midday peak period be adjusted to

match the weekday PM peak timings in order to mitigate the additional traffic associated with the proposed retail motor fuel outlet.

- Adjacent to the site driveways on South Main Street, directional flow along the roadway is separated by a raised concrete median, and therefore, the driveways will operate with right-in/right-out access only. Under the future (Build) condition, the right-turn movements out of the site driveways are expected to operate at optimal levels (LOS A) with minimal delay and queue lengths of one vehicle or less. The volume-to-capacity (v/c) ratios are well below 1.00 indicating there will be adequate capacity to accommodate the anticipated traffic volumes. Accordingly, there are no operational concerns at the proposed site driveways on South Main Street.

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TABLE OF CONTENTS

1. TITLE SHEET (L1)
2. VICINITY SKETCH (L2)
3. EXISTING CONDITIONS PLAN (L3)
4. DEMOLITION PLAN (L4)
5. SITE PLAN (L5)
6. GRADING & DRAINAGE PLAN (L6)
7. UTILITY PLAN (L7)
8. EROSION & SEDIMENT CONTROL PLAN (L8)
9. LANDSCAPE PLAN (L9)
10. DETAIL SHEET (L10)
11. DETAIL SHEET (L11)
12. DETAIL SHEET (L12)
13. DETAIL SHEET (L13)
14. DETAIL SHEET (L14)
15. DETAIL SHEET (L15)
- 1 OF 2. LIGHTING PLAN (RL-8685-S1)
- 2 OF 2. LIGHTING DETAILS (RL-8685-S1)
- 1 OF 2. EXTERIOR ELEVATIONS (A-201)
- 2 OF 2. EXTERIOR ELEVATIONS (A-202)
- 1 OF 1. EXTERIOR CANOPY ELEVATIONS (A203)

ABUTTER'S

MAP/LOT #	NAME & ADDRESS
115/1 (SUBJECT PARCEL)	COBALT PROP. NH CORP/ IRVING OIL MARKETING P.O.BOX 868 CALAIS, ME 04619
114/5 (SUBJECT PARCEL)	RANCHO LEBANON, LLC 475 BROADWAY CHULA VISTA, CA 91910
101/1	LEBANON PLAZA ASSOCIATES LLC 170 WORCESTER ROAD, SUITE 204 WELLESLEY, MA 02481
101/2 114/3	CITY OF LEBANON 51 NORTH PARK STREET LEBANON, NH 03766
115/3	STEPHEN & BLANDINA ROJEK P.O. BOX 150 LEBANON, NH 03766
115/4	WEST L. NEWB RAYN, LLC P.O. BOX 2350 ACTON, MA 01720
115/5	MACRO RETAILING, INC. 10365 MOUNT SAVAGE ROAD NW CUMBERLAND, MD 21502
115/17	197 SOUTH MAIN WL, LLC P.O. BOX 430 TALBOT, TN 37877
115/18	REXBO REALTY, INC. 400 CHAPMAN STREET GREENFIELD, MA 01301
I-89	NHDOT P.O. BOX 483 CONCORD, NH 03302
ENGINEER/SURVEYOR	GREENMAN-PEDERSEN, INC. 44 STILES ROAD, SUITE ONE SALEM, NH 03079
ATTORNEY	MARIA T. DOLDER, ESQUIRE HEBERT & DOLDER, PLLC 95 NORTH STATE STREET, SUITE ONE CONCORD, NH 03301

TABLE OF ZONING REGULATIONS - LEBANON, NH

ZONE: GENERAL COMMERCIAL DISTRICT & FLOODPLAIN DISTRICT

DESCRIPTION	REQUIRED	PROVIDED (MAP 115 LOT 1)	PROVIDED (MAP 114 LOT 5)
EXISTING USES	N/A	FORMER GAS STATION/CONV. STORE	LAUNDROMAT (LEASE AREA)
PROPOSED USES	N/A	FUELING AREA	CONVENIENCE STORE (LEASE AREA)
BUILDING GROSS FLOOR AREA	N/A	3,450 SF (CANOPY)	PROPOSED: 4,465 SF EXISTING: 182,408 SF & 2,832 SF
MINIMUM LOT AREA Sq. Ft.	50,000 SF	33,975 SF (EXIST. NON-CONFORMING)	22.14 Ac.± (27,897 SF LEASE AREA)
MINIMUM LOT FRONTAGE	150'	202.26'	114' / 125' (GRANDFATHERED)
MINIMUM FRONT YARD BUILDING SETBACK	40'	40.7'	41.4' (LEASE AREA)
MINIMUM REAR YARD BUILDING SETBACK	20'	37.2'	N/A
MINIMUM SIDE YARD BUILDING SETBACK	20'	21'	22.2' (LEASE AREA)
PARKING SPACE DIMENSIONS	9'x18' (16' ALLOWED WITH 2' OVERHANG)	9'x18'	EXISTING TO REMAIN
EXISTING PARKING SPACES	N/A	11 SPACES	22 SPACES (LEASE AREA)
MINIMUM NUMBER PARKING SPACES	RETAIL C-STORE 1 SPACE PER 200 SF OF GROSS FLOOR AREA 4,465 SF/200 SF = 23 SPACES NUMBER OF PARKING SPACES CANNOT EXCEED MORE THAN 120% OF THE MINIMUM REQUIREMENTS = 28 SPACES	10 SPACES *	18 SPACES (LEASE AREA) *
MAXIMUM BUILDING HEIGHT	45' (UNLESS ABUTS A RESIDENTIAL DISTRICT)	18' (CANOPY)	32'-4" (CONV. STORE), 1 STORY
MAXIMUM BUILDING COVERAGE	30%	CANOPY: 3,450/33,975 = 10.2%	189,705/964,418 = 20%
MINIMUM PERIMETER LANDSCAPING (FRONT, SIDE, REAR)	15' FROM PROPERTY LINES	WAIVER REQ'D FOR FRONT, SIDE & REAR PROPERTY LINE	15' (LEASE AREA)
IMPERVIOUS COVERAGE	N/A	22,368 SF/65.8%	14,135 SF/50.6% (LEASE AREA)
SHORT TERM BICYCLE STORAGE	N/A	-	4 SPACES

* A CONDITIONAL USE PERMIT IS REQUESTED TO ALLOW OFF LOT PARKING SPACES ON LOT 115-1 FOR THE CONVENIENCE STORE ON LOT 114-5

PROPOSED RETAIL MOTOR FUEL OUTLET
SITE REDEVELOPMENT PLANS

for

ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE
GRAFTON COUNTY

Prepared for:

IRVING OIL MARKETING, INC.
190 COMMERCE WAY
PORTSMOUTH, NH 03801



- ☐ SUPERSEDES ALL PREVIOUS ISSUES
- ☐ APPROVED FOR CONSTRUCTION
- ☐ PRELIMINARY-NOT FOR CONSTRUCTION
- ☐ ISSUED TO: _____

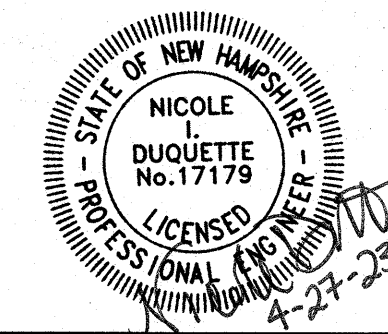
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GPI

Engineering
Design
Planning
Construction Management

603.893.0720GPINET.COM

Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079



IRVING	DRAWN BY: CCC	DESIGNED BY: NID
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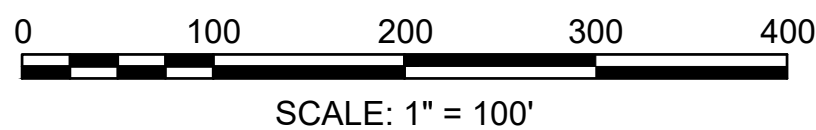
IRVING OIL
190 COMMERCE WAY
PORTSMOUTH, NH 03801

PROJECT:
ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE

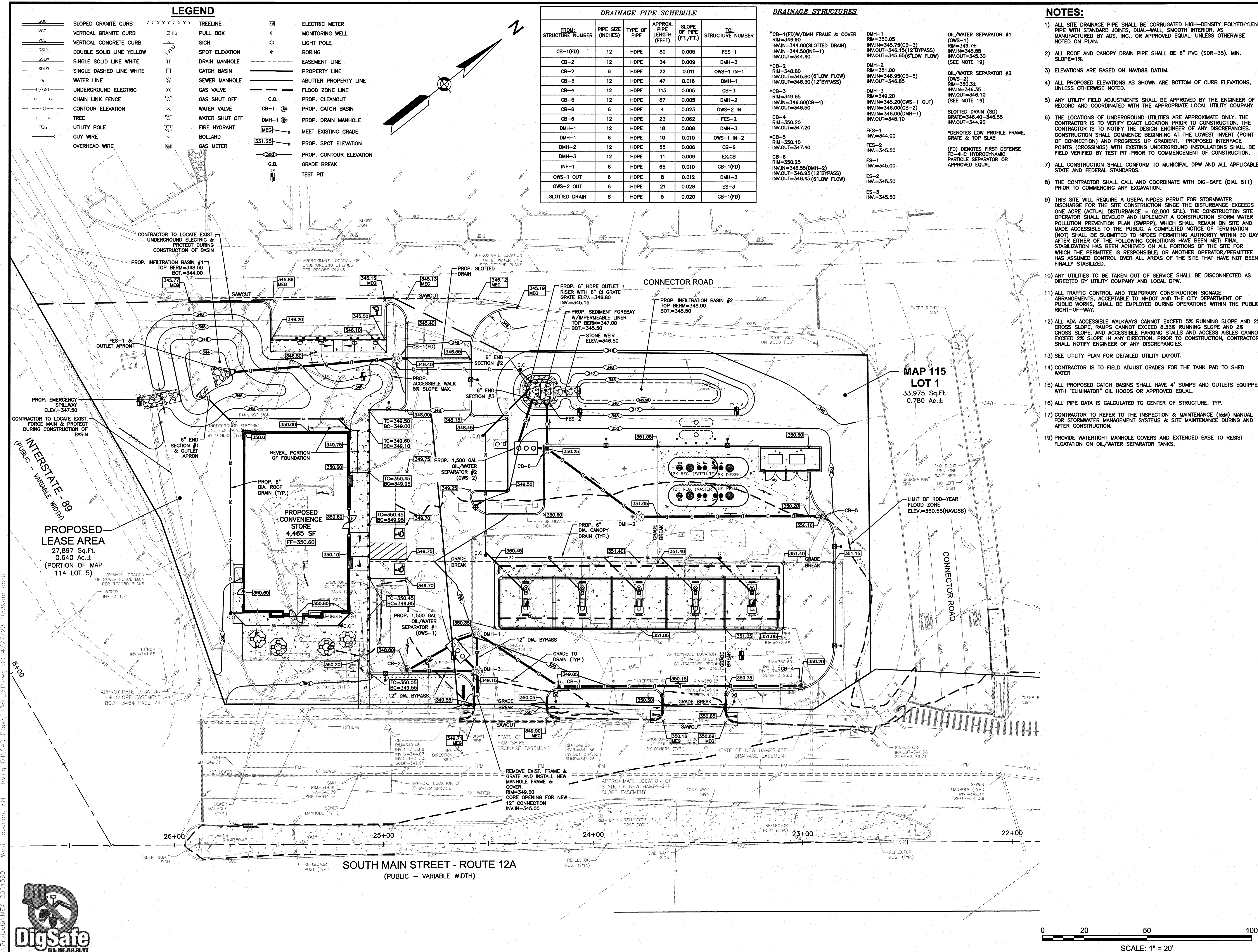
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TITLE SHEET

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NOTES:

- ALL SITE DRAINAGE PIPE SHALL BE CORRUGATED HIGH-DENSITY POLYETHYLENE PIPE WITH STANDARD JOINTS, DUAL-WALL, SMOOTH INTERIOR, AS MANUFACTURED BY ADS, INC., OR APPROVED EQUAL, UNLESS OTHERWISE NOTED ON PLAN.
- ALL ROOF AND CANOPY DRAIN PIPE SHALL BE 6" PVC (SDR-35). MIN. SLOPE=1%.
- ELEVATIONS ARE BASED ON NAVD88 DATUM.
- ALL PROPOSED ELEVATIONS AS SHOWN ARE BOTTOM OF CURB ELEVATIONS, UNLESS OTHERWISE NOTED.
- ANY UTILITY FIELD ADJUSTMENTS SHALL BE APPROVED BY THE ENGINEER OF RECORD AND COORDINATED WITH THE APPROPRIATE LOCAL UTILITY COMPANY.
- THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE ONLY. THE CONTRACTOR IS TO VERIFY EXACT LOCATION PRIOR TO CONSTRUCTION. THE CONTRACTOR IS TO NOTIFY THE DESIGN ENGINEER OF ANY DISCREPANCIES. CONSTRUCTION SHALL COMMENCE BEGINNING AT THE LOWEST INVERT (POINT OF CONNECTION) AND PROGRESS UP GRADIENT. PROPOSED INTERFACE POINTS (CROSSINGS) WITH EXISTING UNDERGROUND INSTALLATIONS SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- ALL CONSTRUCTION SHALL CONFORM TO MUNICIPAL DPW AND ALL APPLICABLE STATE AND FEDERAL STANDARDS.
- THE CONTRACTOR SHALL CALL AND COORDINATE WITH DIG-SAFE (DIAL 811) PRIOR TO COMMENCING ANY EXCAVATION.
- THIS SITE WILL REQUIRE A USEPA NPDES PERMIT FOR STORMWATER DISCHARGE FOR THE SITE CONSTRUCTION SINCE THE DISTURBANCE EXCEEDS ONE ACRE (ACTUAL DISTURBANCE = 62,000 SF±). THE CONSTRUCTION SITE OPERATOR SHALL DEVELOP AND IMPLEMENT A CONSTRUCTION STORM WATER POLLUTION PREVENTION PLAN (SWPPP), WHICH SHALL REMAIN ON SITE AND MADE ACCESSIBLE TO THE PUBLIC. A COMPLETED NOTICE OF TERMINATION (NOT) SHALL BE SUBMITTED TO NPDES PERMITTING AUTHORITY WITHIN 30 DAYS AFTER EITHER OF THE FOLLOWING CONDITIONS HAVE BEEN MET: FINAL STABILIZATION HAS BEEN ACHIEVED ON ALL PORTIONS OF THE SITE FOR WHICH THE PERMITTEE IS RESPONSIBLE; OR ANOTHER OPERATOR/PERMITTEE HAS ASSUMED CONTROL OVER ALL AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- ANY UTILITIES TO BE TAKEN OUT OF SERVICE SHALL BE DISCONNECTED AS DIRECTED BY UTILITY COMPANY AND LOCAL DPW.
- ALL TRAFFIC CONTROL AND TEMPORARY CONSTRUCTION SIGNAGE ARRANGEMENTS, ACCEPTABLE TO NHDOT AND THE CITY DEPARTMENT OF PUBLIC WORKS, SHALL BE EMPLOYED DURING OPERATIONS WITHIN THE PUBLIC RIGHT-OF-WAY.
- ALL ADA ACCESSIBLE WALKWAYS CANNOT EXCEED 5% RUNNING SLOPE AND 2% CROSS SLOPE. RAMP CANNOT EXCEED 8.33% RUNNING SLOPE AND 2% CROSS SLOPE, AND ACCESSIBLE PARKING STALLS AND ACCESS AISLES CANNOT EXCEED 2% SLOPE IN ANY DIRECTION. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES.
- SEE UTILITY PLAN FOR DETAILED UTILITY LAYOUT.
- CONTRACTOR IS TO FIELD ADJUST GRADES FOR THE TANK PAD TO SHED WATER
- ALL PROPOSED CATCH BASINS SHALL HAVE 4" SUMP AND OUTLETS EQUIPPED WITH "ELIMINATOR" OIL HOODS OR APPROVED EQUAL
- ALL PIPE DATA IS CALCULATED TO CENTER OF STRUCTURE, TYP.
- CONTRACTOR TO REFER TO THE INSPECTION & MAINTENANCE (I&M) MANUAL FOR STORMWATER MANAGEMENT SYSTEMS & SITE MAINTENANCE DURING AND AFTER CONSTRUCTION.
- PROVIDE WATERTIGHT MANHOLE COVERS AND EXTENDED BASE TO RESIST FLOATION ON OIL/WATER SEPARATOR TANKS.

LOCATION MAP
(NOT TO SCALE)

REVISIONS

REV	DATE	BY	REVISION
A	4/27/23	NID	MISC. REVISIONS

GPI Engineering Design Planning Construction Management
603.893.0720 GPINET.COM
Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079

IRVING OIL
190 COMMERCE WAY
PORTSMOUTH, NH 03801

GRADING & DRAINAGE PLAN

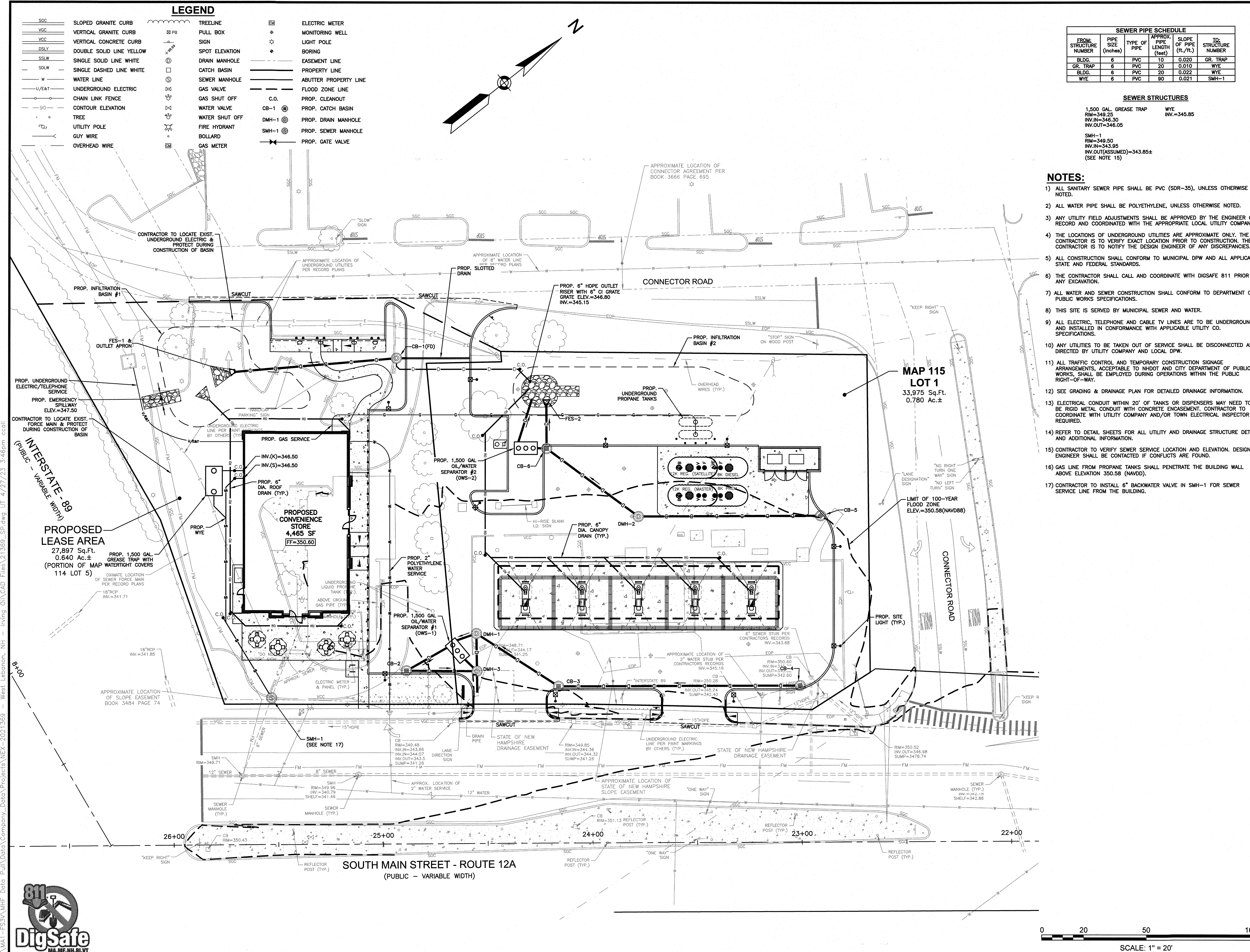
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GPI PROJECT NO. NEX-2021369 SHEET 6 OF 15



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LEGEND

SGC	SLOPED GRANITE CURB	TR	TREELINE	EM	ELECTRIC METER
VGC	VERTICAL GRANITE CURB	PB	PULL BOX	○	MONITORING WELL
VCC	VERTICAL CONCRETE CURB	○	SIGN	☆	LIGHT POLE
DSLW	DOUBLE SOLID LINE YELLOW	○	SPOT ELEVATION	◆	BORING
SSLW	SINGLE SOLID LINE WHITE	○	DRAIN MANHOLE	---	EASEMENT LINE
SOLW	SINGLE DASHED LINE WHITE	○	CATCH BASIN	---	PROPERTY LINE
W	WATER LINE	○	SEWER MANHOLE	---	ABUTTER PROPERTY LINE
U/E&T	UNDERGROUND ELECTRIC	○	GAS VALVE	---	FLOOD ZONE LINE
CLF	CHAIN LINK FENCE	○	GAS SHUT OFF	C.O.	PROP. CLEANOUT
90	CONTOUR ELEVATION	○	WATER VALVE	CB-1	PROP. CATCH BASIN
○	TREE	○	WATER SHUT OFF	DMH-1	PROP. DRAIN MANHOLE
○	UTILITY POLE	○	FIRE HYDRANT	SMH-1	PROP. SEWER MANHOLE
○	GUY WIRE	○	BOLLARD	---	PROP. GATE VALVE
---	OVERHEAD WIRE	○	GAS METER	---	

SEWER PIPE SCHEDULE				
FROM: STRUCTURE NUMBER	PIPE SIZE (Inches)	TYPE OF PIPE	APPROX. SLOPE OF PIPE (ft./ft.)	TO: STRUCTURE NUMBER
BLDG.	6	PVC	0.020	GR. TRAP
GR. TRAP	6	PVC	0.010	WYE
BLDG.	6	PVC	0.022	WYE
WYE	6	PVC	0.021	SMH-1

SEWER STRUCTURES

1,500 GAL. GREASE TRAP WYE INV.=345.85
RIM=349.25
INV.IN=346.30
INV.OUT=346.05
SMH-1
RIM=349.50
INV.IN=343.95
INV.OUT(ASSUMED)=343.85+
(SEE NOTE 15)

NOTES:

- ALL SANITARY SEWER PIPE SHALL BE PVC (SDR-35), UNLESS OTHERWISE NOTED.
- ALL WATER PIPE SHALL BE POLYETHYLENE, UNLESS OTHERWISE NOTED.
- ANY UTILITY FIELD ADJUSTMENTS SHALL BE APPROVED BY THE ENGINEER OF RECORD AND COORDINATED WITH THE APPROPRIATE LOCAL UTILITY COMPANY.
- THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE ONLY. THE CONTRACTOR IS TO VERIFY EXACT LOCATION PRIOR TO CONSTRUCTION. THE CONTRACTOR IS TO NOTIFY THE DESIGN ENGINEER OF ANY DISCREPANCIES.
- ALL CONSTRUCTION SHALL CONFORM TO MUNICIPAL DPW AND ALL APPLICABLE STATE AND FEDERAL STANDARDS.
- THE CONTRACTOR SHALL CALL AND COORDINATE WITH DIGSAFE 811 PRIOR TO ANY EXCAVATION.
- ALL WATER AND SEWER CONSTRUCTION SHALL CONFORM TO DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS.
- THIS SITE IS SERVED BY MUNICIPAL SEWER AND WATER.
- ALL ELECTRIC, TELEPHONE AND CABLE TV LINES ARE TO BE UNDERGROUND AND INSTALLED IN CONFORMANCE WITH APPLICABLE UTILITY CO. SPECIFICATIONS.
- ANY UTILITIES TO BE TAKEN OUT OF SERVICE SHALL BE DISCONNECTED AS DIRECTED BY UTILITY COMPANY AND LOCAL DPW.
- ALL TRAFFIC CONTROL AND TEMPORARY CONSTRUCTION SIGNAGE ARRANGEMENTS, ACCEPTABLE TO NHDOT AND CITY DEPARTMENT OF PUBLIC WORKS, SHALL BE EMPLOYED DURING OPERATIONS WITHIN THE PUBLIC RIGHT-OF-WAY.
- SEE GRADING & DRAINAGE PLAN FOR DETAILED DRAINAGE INFORMATION.
- ELECTRICAL CONDUIT WITHIN 20' OF TANKS OR DISPENSERS MAY NEED TO BE RIGID METAL CONDUIT WITH CONCRETE ENCASUREMENT. CONTRACTOR TO COORDINATE WITH UTILITY COMPANY AND/OR TOWN ELECTRICAL INSPECTOR AS REQUIRED.
- REFER TO DETAIL SHEETS FOR ALL UTILITY AND DRAINAGE STRUCTURE DETAILS AND ADDITIONAL INFORMATION.
- CONTRACTOR TO VERIFY SEWER SERVICE LOCATION AND ELEVATION. DESIGN ENGINEER SHALL BE CONTACTED IF CONFLICTS ARE FOUND.
- GAS LINE FROM PROPANE TANKS SHALL PENETRATE THE BUILDING WALL ABOVE ELEVATION 350.58 (NAVD).D.
- CONTRACTOR TO INSTALL 6" BACKWATER VALVE IN SMH-1 FOR SEWER SERVICE LINE FROM THE BUILDING.

☐ SUPERSEDES ALL PREVIOUS ISSUES
☐ APPROVED FOR CONSTRUCTION
☐ PRELIMINARY--NOT FOR CONSTRUCTION
☐ ISSUED TO: _____
DATE _____

A	4/27/23	NID	MISC. REVISIONS
REV	DATE	BY	REVISION

REVISIONS

Engineering Design Construction Management
603.893.0720 GPINET.COM
Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079

DRAWN BY: CCC	DESIGNED BY: NID
SCALE: 1"=20'	APPROVED BY: FCM
DATE: 3/9/23	PROPERTY NO.:
CAD FILE: 21369_SP	REF-BLK:
PLOTTED:	REF-BLK:

IRVING OIL

190 COMMERCE WAY
PORTSMOUTH, NH 03801

PROJECT: ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE

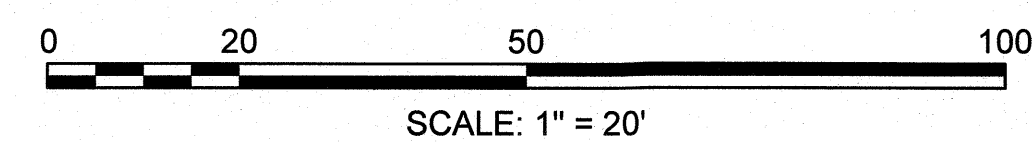
SHEET TITLE: **UTILITY PLAN**

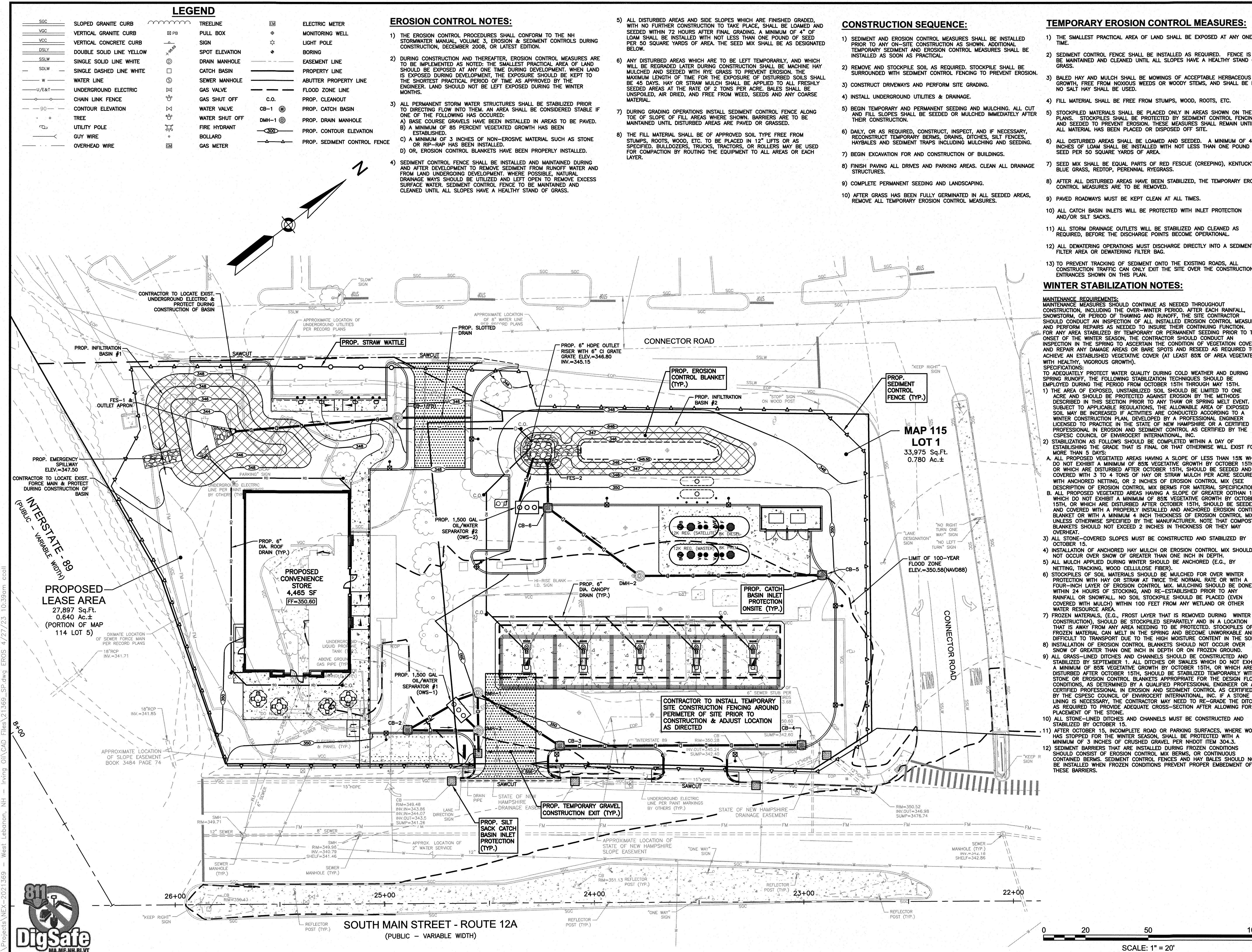
PROJECT: 71288	DRAWING NO: L7	REVISION: A
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GPI PROJECT NO. NEX-2021369 SHEET 7 OF 15

\\NA1-FSSV\WF Data Pull\Data Company_Data\Projects\NEX-2021369 - West Lebanon, NH - Irving Oil\CAD Files\21369_SP.dwg UT 4/27/23 3:46pm ccal





LEGEND

- SGC SLOPED GRANITE CURB
- VGC VERTICAL GRANITE CURB
- VCC VERTICAL CONCRETE CURB
- DSLY DOUBLE SOLID LINE YELLOW
- SSLY SINGLE SOLID LINE WHITE
- SSDW SINGLE DASHED LINE WHITE
- W WATER LINE
- U/E&T UNDERGROUND ELECTRIC
- CLF CHAIN LINK FENCE
- CE CONTOUR ELEVATION
- T TREE
- UP UTILITY POLE
- GUY GUY WIRE
- OW OVERHEAD WIRE
- TR TREELINE
- PB PULL BOX
- SG SIGN
- SE SPOT ELEVATION
- DMH DRAIN MANHOLE
- CB CATCH BASIN
- SMH SEWER MANHOLE
- GV GAS VALVE
- GS GAS SHUT OFF
- WV WATER VALVE
- WS WATER SHUT OFF
- FH FIRE HYDRANT
- B BOLLARD
- GM GAS METER
- EM ELECTRIC METER
- MW MONITORING WELL
- LP LIGHT POLE
- B BORING
- EL EASEMENT LINE
- PL PROPERTY LINE
- APL ABUTTER PROPERTY LINE
- FZL FLOOD ZONE LINE
- C.O. C.O.
- CB-1 PROP. CATCH BASIN
- DMH-1 PROP. DRAIN MANHOLE
- SSC PROP. CLEANOUT
- SSCB PROP. CATCH BASIN
- SSDMH PROP. DRAIN MANHOLE
- SSC.E PROP. CONTOUR ELEVATION
- SSSCF PROP. SEDIMENT CONTROL FENCE

EROSION CONTROL NOTES:

- THE EROSION CONTROL PROCEDURES SHALL CONFORM TO THE NH STORMWATER MANUAL, VOLUME 3, EROSION & SEDIMENT CONTROLS DURING CONSTRUCTION, DECEMBER 2008, OR LATEST EDITION.
- DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED: THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING DEVELOPMENT. WHEN LAND IS EXPOSED DURING DEVELOPMENT, THE EXPOSURE SHOULD BE KEPT TO THE SHORTEST PRACTICAL PERIOD OF TIME AS APPROVED BY THE ENGINEER. LAND SHOULD NOT BE LEFT EXPOSED DURING THE WINTER MONTHS.
- ALL PERMANENT STORM WATER STRUCTURES SHALL BE STABILIZED PRIOR TO DIRECTING FLOW INTO THEM. 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 PERCENT VEGETATED GROWTH HAS BEEN ESTABLISHED.
C) A MINIMUM OF 3 INCHES OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIP-RAP HAS BEEN INSTALLED.
D) OR, EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
- SEDIMENT CONTROL FENCE SHALL BE INSTALLED AND MAINTAINED DURING AND AFTER DEVELOPMENT TO REMOVE SEDIMENT FROM RUNOFF WATER AND FROM LAND UNDERGOING DEVELOPMENT. WHERE POSSIBLE, NATURAL DRAINAGE WAYS SHOULD BE UTILIZED AND LEFT OPEN TO REMOVE EXCESS SURFACE WATER. SEDIMENT CONTROL FENCE TO BE MAINTAINED AND CLEANED UNTIL ALL SLOPES HAVE A HEALTHY STAND OF GRASS.
- ALL DISTURBED AREAS AND SIDE SLOPES WHICH ARE FINISHED GRADED, WITH NO FURTHER CONSTRUCTION TO TAKE PLACE, SHALL BE LOAMED AND SEEDED WITHIN 72 HOURS AFTER FINAL GRADING. A MINIMUM OF 4" OF LOAM SHALL BE INSTALLED WITH NOT LESS THAN ONE POUND OF SEED PER 50 SQUARE YARDS OF AREA. THE SEED MIX SHALL BE AS DESIGNATED BELOW.
- ANY DISTURBED AREAS WHICH ARE TO BE LEFT TEMPORARILY, AND WHICH WILL BE REGRADED LATER DURING CONSTRUCTION SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION. THE MAXIMUM LENGTH OF TIME FOR THE EXPOSURE OF DISTURBED SOILS SHALL BE 45 DAYS. HAY OR STRAW MULCH SHALL BE APPLIED TO ALL FRESHLY SEEDS AREAS AT THE RATE OF 2 TONS PER ACRE. BALES SHALL BE UNPOOLED, AIR DRIED, AND FREE FROM WEED, SEEDS AND ANY COARSE MATERIAL.
- DURING GRADING OPERATIONS INSTALL SEDIMENT CONTROL FENCE ALONG TOE OF SLOPE OF FILL AREAS WHERE SHOWN. BARRIERS ARE TO BE MAINTAINED UNTIL DISTURBED AREAS ARE PAVED OR GRASSED.
- THE FILL MATERIAL SHALL BE OF APPROVED SOIL TYPE FREE FROM STUMPS, ROOTS, WOOD, ETC. TO BE PLACED IN 12" LIFTS OR AS SPECIFIED. BULLDOZERS, TRUCKS, TRACTORS, OR ROLLERS MAY BE USED FOR COMPACTION BY ROUTING THE EQUIPMENT TO ALL AREAS OR EACH LAYER.

CONSTRUCTION SEQUENCE:

- SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY ON-SITE CONSTRUCTION AS SHOWN. ADDITIONAL TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED AS SOON AS PRACTICAL.
- REMOVE AND STOCKPILE SOIL AS REQUIRED. STOCKPILE SHALL BE SURROUNDED WITH SEDIMENT CONTROL FENCING TO PREVENT EROSION.
- CONSTRUCT DRIVEWAYS AND PERFORM SITE GRADING.
- INSTALL UNDERGROUND UTILITIES & DRAINAGE.
- BEGIN TEMPORARY AND PERMANENT SEEDING AND MULCHING. ALL CUT AND FILL SLOPES SHALL BE SEED OR MULCHED IMMEDIATELY AFTER THEIR CONSTRUCTION.
- DAILY, OR AS REQUIRED, CONSTRUCT, INSPECT, AND IF NECESSARY, RECONSTRUCT TEMPORARY BERMS, DRAINS, DITCHES, SILT FENCES, HAYBALES AND SEDIMENT TRAPS INCLUDING MULCHING AND SEEDING.
- BEGIN EXCAVATION FOR AND CONSTRUCTION OF BUILDINGS.
- FINISH PAVING ALL DRIVES AND PARKING AREAS. CLEAN ALL DRAINAGE STRUCTURES.
- COMPLETE PERMANENT SEEDING AND LANDSCAPING.
- AFTER GRASS HAS BEEN FULLY GERMINATED IN ALL SEEDS AREAS, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.

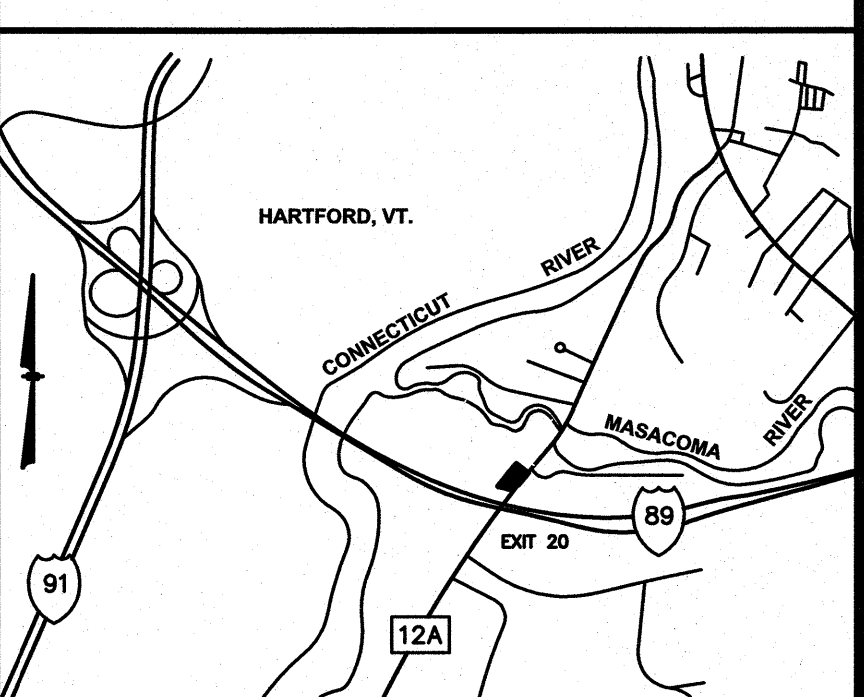
TEMPORARY EROSION CONTROL MEASURES:

- THE SMALLEST PRACTICAL AREA OF LAND SHALL BE EXPOSED AT ANY ONE TIME.
- SEDIMENT CONTROL FENCE SHALL BE INSTALLED AS REQUIRED. FENCE IS TO BE MAINTAINED AND CLEANED UNTIL ALL SLOPES HAVE A HEALTHY STAND OF GRASS.
- BALED HAY AND MULCH SHALL BE MOWINGS OF ACCEPTABLE HERBACEOUS GROWTH, FREE FROM NOXIOUS WEEDS OR WOODY STEMS, AND SHALL BE DRY. NO SALT HAY SHALL BE USED.
- FILL MATERIAL SHALL BE FREE FROM STUMPS, WOOD, ROOTS, ETC.
- STOCKPILED MATERIALS SHALL BE PLACED ONLY IN AREAS SHOWN ON THE PLANS. STOCKPILES SHALL BE PROTECTED BY SEDIMENT CONTROL FENCING AND SEED TO PREVENT EROSION. THESE MEASURES SHALL REMAIN UNTIL ALL MATERIAL HAS BEEN PLACED OR DISPOSED OFF-SITE.
- ALL DISTURBED AREAS SHALL BE LOAMED AND SEED. A MINIMUM OF 4 INCHES OF LOAM SHALL BE INSTALLED WITH NOT LESS THAN ONE POUND OF SEED PER 50 SQUARE YARDS OF AREA.
- SEED MIX SHALL BE EQUAL PARTS OF RED FESCUE (CREEPING), KENTUCKY BLUE GRASS, REDTOP, PERENNIAL RYEGRASS.
- AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED, THE TEMPORARY EROSION CONTROL MEASURES ARE TO BE REMOVED.
- PAVED ROADWAYS MUST BE KEPT CLEAN AT ALL TIMES.
- ALL CATCH BASIN INLETS WILL BE PROTECTED WITH INLET PROTECTION AND/OR SILT SACKS.
- ALL STORM DRAINAGE OUTLETS WILL BE STABILIZED AND CLEANED AS REQUIRED, BEFORE THE DISCHARGE POINTS BECOME OPERATIONAL.
- ALL DEWATERING OPERATIONS MUST DISCHARGE DIRECTLY INTO A SEDIMENT FILTER AREA OR DEWATERING FILTER BAG.
- TO PREVENT TRACKING OF SEDIMENT ONTO THE EXISTING ROADS, ALL CONSTRUCTION TRAFFIC CAN ONLY EXIT THE SITE OVER THE CONSTRUCTION ENTRANCES SHOWN ON THIS PLAN.

WINTER STABILIZATION NOTES:

- MAINTENANCE REQUIREMENTS:
- MAINTENANCE MEASURES SHOULD CONTINUE AS NEEDED THROUGHOUT CONSTRUCTION, INCLUDING THE OVER-WINTER PERIOD. AFTER EACH RAINFALL, SNOWSTORM, OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHOULD CONDUCT AN INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUING FUNCTION. FOR ANY AREA STABILIZED BY TEMPORARY OR PERMANENT SEEDING PRIOR TO THE ONSET OF THE WINTER SEASON, THE CONTRACTOR SHOULD CONDUCT AN INSPECTION IN THE WINTER TO ASCERTAIN THE CONDITION OF VEGETATION COVER, AND REPAIR ANY DAMAGE AREAS OR BARE SPOTS AND RESEED AS REQUIRED TO ACHIEVE AN ESTABLISHED VEGETATIVE COVER (AT LEAST 85% OF AREA VEGETATED WITH HEALTHY, VIGOROUS GROWTH).
- SPECIFICATIONS:
- TO ADEQUATELY PROTECT WATER QUALITY DURING COLD WEATHER AND DURING SPRING RUNOFF, THE FOLLOWING STABILIZATION TECHNIQUES SHOULD BE EMPLOYED DURING THE PERIOD FROM OCTOBER 15TH THROUGH MAY 15TH.
- THE AREA OF EXPOSED, UNSTABILIZED SOIL SHOULD BE LIMITED TO ONE ACRE AND SHOULD BE PROTECTED AGAINST EROSION BY THE METHODS DESCRIBED IN THIS SECTION PRIOR TO ANY THAW OR SPRING MELT EVENT. SUBJECT TO APPLICABLE REGULATIONS, THE ALLOWABLE AREA OF EXPOSED SOIL MAY BE INCREASED IF ACTIVITIES ARE CONDUCTED ACCORDING TO A WINTER CONSTRUCTION PLAN, DEVELOPED BY A PROFESSIONAL ENGINEER LICENSED TO PRACTICE IN THE STATE OF NEW HAMPSHIRE OR A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL AS CERTIFIED BY THE CSPESC COUNCIL OF ENVIROCERT INTERNATIONAL, INC.
 - STABILIZATION AS FOLLOWS SHOULD BE COMPLETED WITHIN A DAY OF ESTABLISHING THE GRADE THAT IS FINAL OR THAT OTHERWISE WILL EXIST FOR MORE THAN 5 DAYS:
A. ALL PROPOSED VEGETATED AREAS HAVING A SLOPE OF LESS THAN 15% WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHOULD BE SEED AND COVERED WITH 3 TO 4 TONS OF HAY OR STRAW MULCH PER ACRE SECURED WITH ANCHORED NETTING, OR 2 INCHES OF EROSION CONTROL MIX (SEE DESCRIPTION OF EROSION CONTROL MIX BERMS FOR MATERIAL SPECIFICATION).
B. ALL PROPOSED VEGETATED AREAS HAVING A SLOPE OF GREATER THAN 15% WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHOULD BE SEED AND COVERED WITH A PROPERLY INSTALLED AND ANCHORED EROSION CONTROL BLANKET OR WITH A MINIMUM 4 INCH THICKNESS OF EROSION CONTROL MIX, UNLESS OTHERWISE SPECIFIED BY THE MANUFACTURER. NOTE THAT COMPOST BLANKETS SHOULD NOT EXCEED 2 INCHES IN THICKNESS OR THEY MAY OVERHEAT.
 - ALL STONE-COVERED SLOPES MUST BE CONSTRUCTED AND STABILIZED BY OCTOBER 15.
 - INSTALLATION OF ANCHORED HAY MULCH OR EROSION CONTROL MIX SHOULD NOT OCCUR OVER SNOW OF GREATER THAN ONE INCH IN DEPTH.
 - ALL MULCH APPLIED DURING WINTER SHOULD BE ANCHORED (E.G., BY NETTING, TRACKING, WOOD CELLULOSE FIBER).
 - STOCKPILES OF SOIL MATERIALS SHOULD BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. MULCHING SHOULD BE DONE WITHIN 24 HOURS OF STOCKING, AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. NO SOIL STOCKPILE SHOULD BE PLACED (EVEN COVERED WITH MULCH) WITHIN 100 FEET FROM ANY WETLAND OR OTHER WATER RESOURCE AREA.
 - FROZEN MATERIALS, (E.G., FROST LAYER THAT IS REMOVED DURING WINTER CONSTRUCTION), SHOULD BE STOCKPILED SEPARATELY AND IN A LOCATION THAT IS AWAY FROM ANY AREA NEEDING TO BE PROTECTED. STOCKPILES OF FROZEN MATERIAL CAN MELT IN THE SPRING AND BECOME UNWORKABLE AND DIFFICULT TO TRANSPORT DUE TO THE HIGH MOISTURE CONTENT IN THE SOIL.
 - INSTALLATION OF EROSION CONTROL BLANKETS SHOULD NOT OCCUR OVER SNOW OF GREATER THAN ONE INCH IN DEPTH OR ON FROZEN GROUND.
 - ALL GRASS-LINED DITCHES AND CHANNELS SHOULD BE CONSTRUCTED AND STABILIZED BY SEPTEMBER 1. ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHOULD BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS, AS DETERMINED BY A QUALIFIED PROFESSIONAL ENGINEER OR A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL AS CERTIFIED BY THE CSPESC COUNCIL OF ENVIROCERT INTERNATIONAL, INC. IF A STONE LINING IS NECESSARY, THE CONTRACTOR MAY NEED TO RE-GRADE THE DITCH AS REQUIRED TO PROVIDE ADEQUATE CROSS-SECTION AFTER ALLOWING FOR PLACEMENT OF THE STONE.
 - ALL STONE-LINED DITCHES AND CHANNELS MUST BE CONSTRUCTED AND STABILIZED BY OCTOBER 15.
 - AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.3.
 - SEDIMENT PROBLEMS THAT ARE ENCOUNTERED DURING FROZEN CONDITIONS SHOULD CONSIST OF EROSION CONTROL MIX BERMS, OR CONTINUOUS CONTAINED BERMS. SEDIMENT CONTROL FENCES AND HAY BALES SHOULD NOT BE INSTALLED WHEN FROZEN CONDITIONS PREVENT PROPER EMBEDMENT OF THESE BARRIERS.

- ☐ SUPERSEDES ALL PREVIOUS ISSUES
- ☐ APPROVED FOR CONSTRUCTION
- ☐ PRELIMINARY-NOT FOR CONSTRUCTION
- ☐ ISSUED TO: _____



LOCATION MAP (NOT TO SCALE)

REVISIONS			
REV	DATE	BY	REVISION
A	4/27/23	NID	MISC. REVISIONS

GPI Engineering
Design
Construction Management
603.893.0720 GPINET.COM
Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079

STATE OF NEW HAMPSHIRE
NICOLE DUQUETTE
No. 17179
LICENSED PROFESSIONAL ENGINEER
4-23-23

DRAWN BY: CCC
SCALE: 1"=20'
DATE: 3/9/23
CAD FILE: 21369_SP
PLOTTER: REF-BLK, REF-BLK, REF-BLK

DESIGNED BY: NID
APPROVED BY: FCM
PROPERTY NO.:
REF-BLK, REF-BLK, REF-BLK

IRVING OIL
190 COMMERCE WAY
PORTSMOUTH, NH 03801

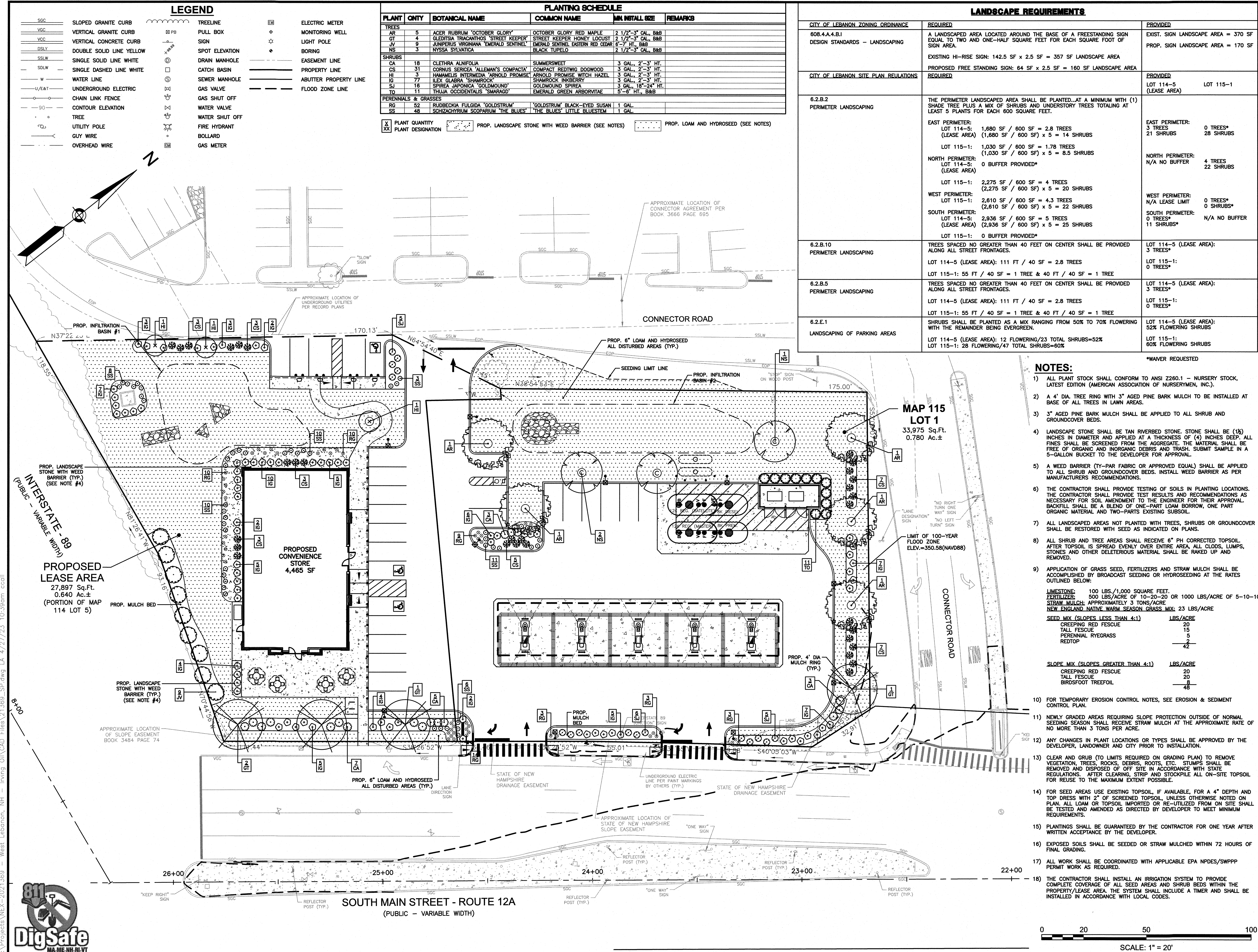
PROJECT: ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE

SHEET TITLE: EROSION & SEDIMENT CONTROL PLAN

PROJECT: 71288	DRAWING NO: L8	REVISION: A
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☐ ISSUED TO: _____ DATE: _____

LOCATION MAP
(NOT TO SCALE)

HARTFORD, VT.
CONNECTICUT RIVER
MASACOMA RIVER
EXIT 20
91
12A

REVISIONS

REV	DATE	BY	MISC. REVISIONS
A	4/27/23	NID	MISC. REVISIONS

GPI Engineering Design Planning Construction Management
603.893.0720 GPINET.COM
Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079

IRVING OIL
190 COMMERCE WAY
PORTSMOUTH, NH 03801

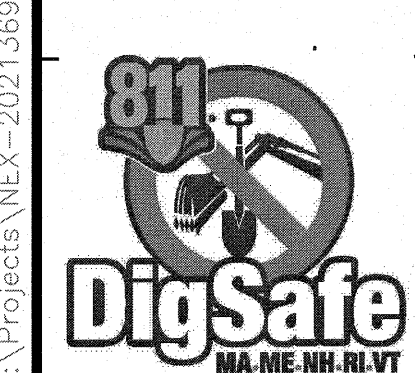
PROJECT: ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE

SHEET TITLE: **LANDSCAPE PLAN**

PROJECT: 71288	DRAWING NO: L9	REVISION: A
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GPI PROJECT NO. NEX-2021369 SHEET 9 OF 15



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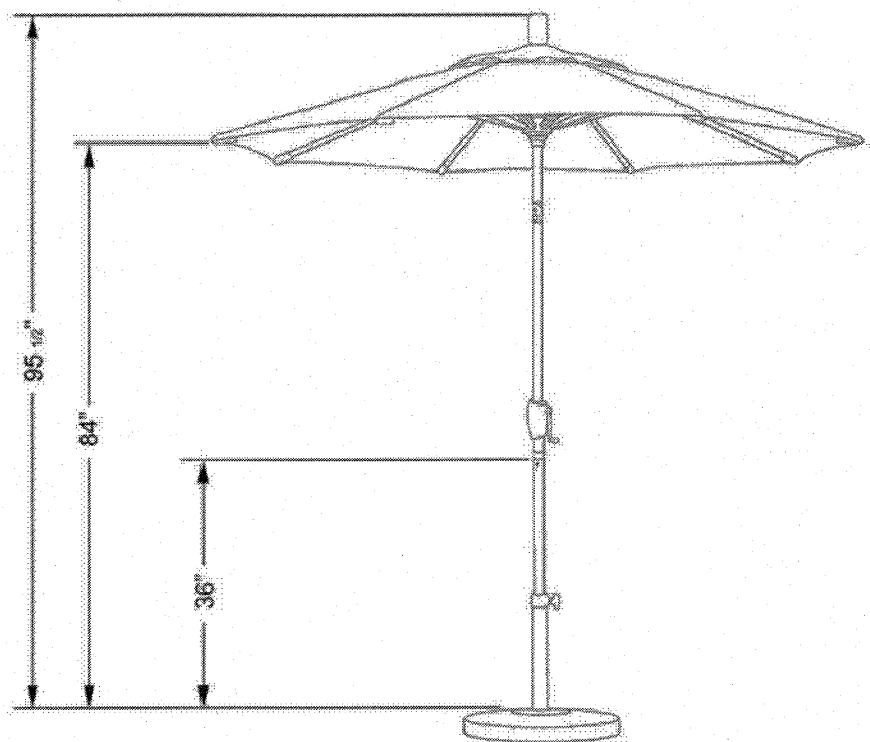


Specifications

SKU	KTB1600W
Model Name	Hex Table
Shape	Hexagon
Seats	6
TableTop Height From Ground	30"
Table Footprint	70.5" l x 72.25" w x 30" h
TableTop Dimensions	46" l x 39.5" w x 30" h
Seat Dimensions	44.25" l x 11.25" w x 17" h
Mount Type	Portable
Weight	215.0

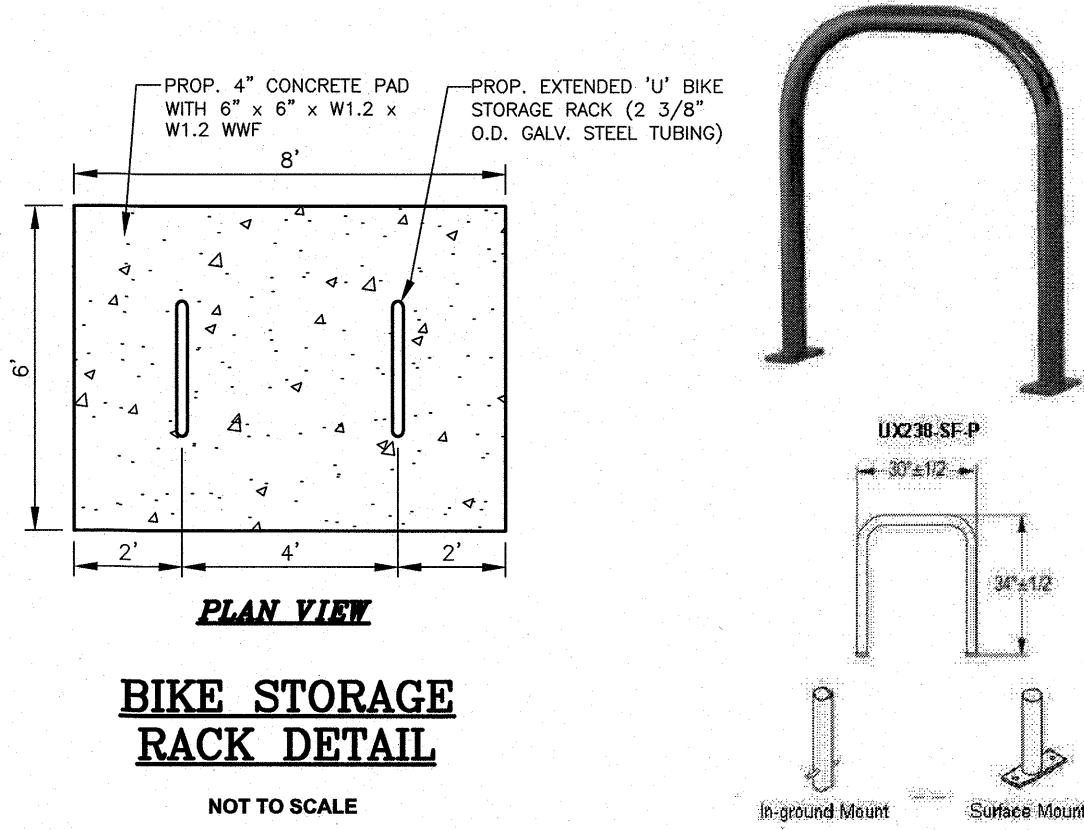
<http://www.barcoproducts.ca/product-collections/1/natural/hex-table-wood-grain-natural>
(OR APPROVED EQUAL)

PICNIC TABLE DETAIL NOT TO SCALE



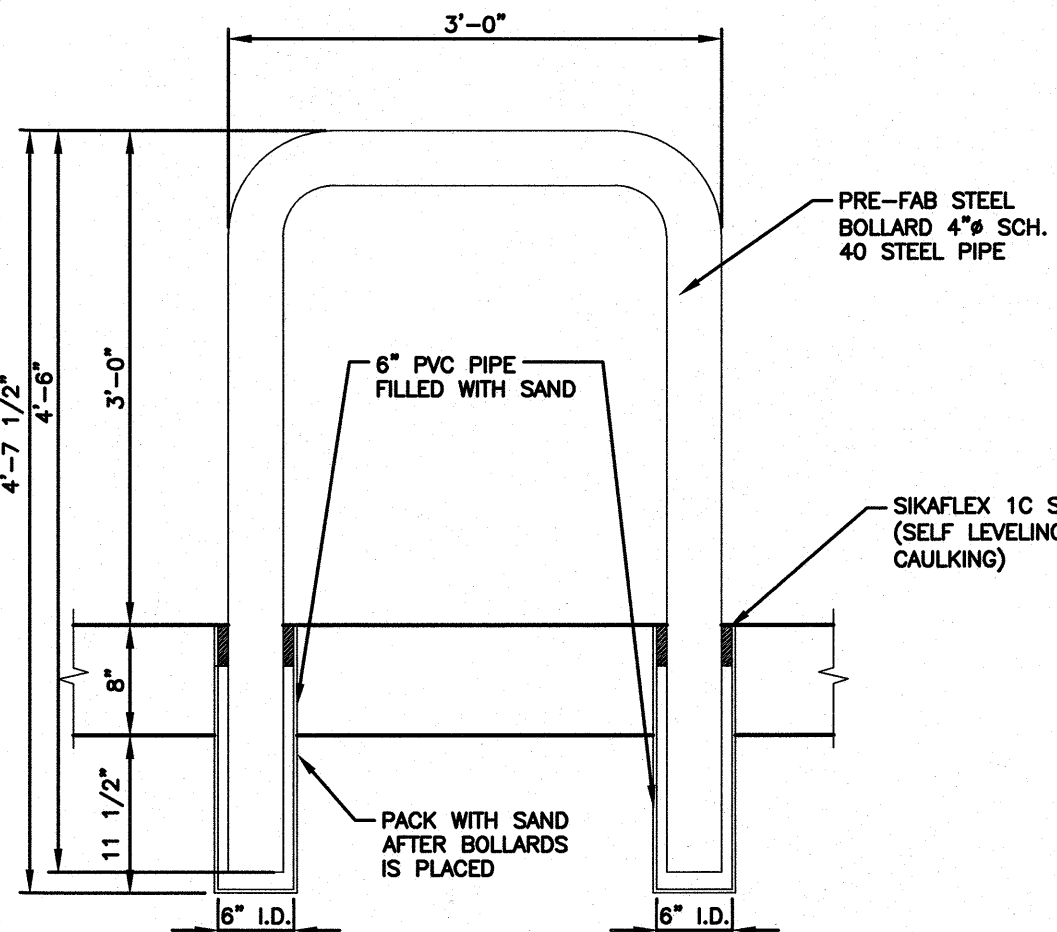
CALIFORNIA UMBRELLA 7.5 FT. PACIFIC TRAIL
SERIES ALUMINUM PATIO UMBRELLA WITH
"PACIFIC BLUE" COLOR PACIFICA FABRIC
(OR APPROVED EQUAL)

PATIO UMBRELLA DETAIL NOT TO SCALE

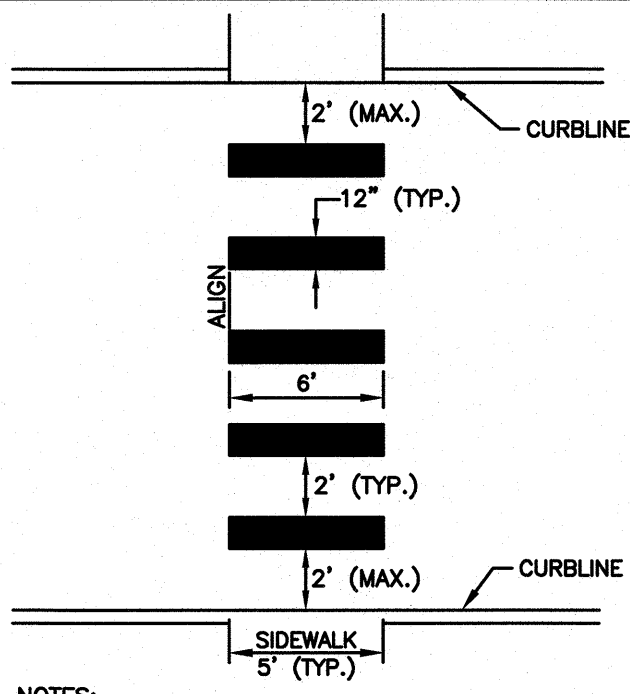


BIKE STORAGE RACK DETAIL NOT TO SCALE

NOTE: ALL ANCHOR BOLTS
SHALL BE STAINLESS STEEL

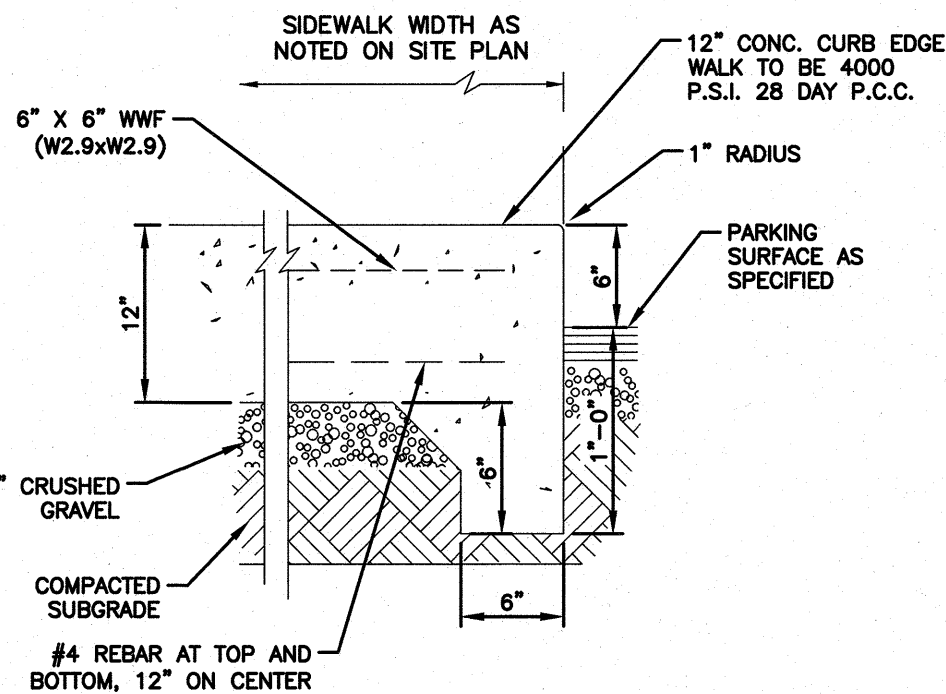


TYPICAL U-SHAPED BOLLARD NOT TO SCALE

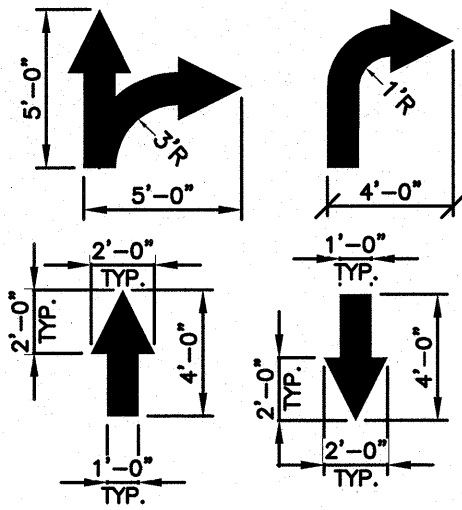


- NOTES:
1. TWELVE INCH (12") LINES SHALL BE APPLIED IN ONE APPLICATION, NO COMBINATION OF LINES (TWO - 6 INCH LINES) WILL BE ACCEPTED.
 2. LONGITUDINAL CROSSWALK LINES TO BE PARALLEL TO CURBLINE
 3. ALL LONGITUDINAL CROSSWALK LINES TO BE THE SAME LENGTH AND PROPERLY ALIGNED.

PEDESTRIAN CROSSWALK NOT TO SCALE

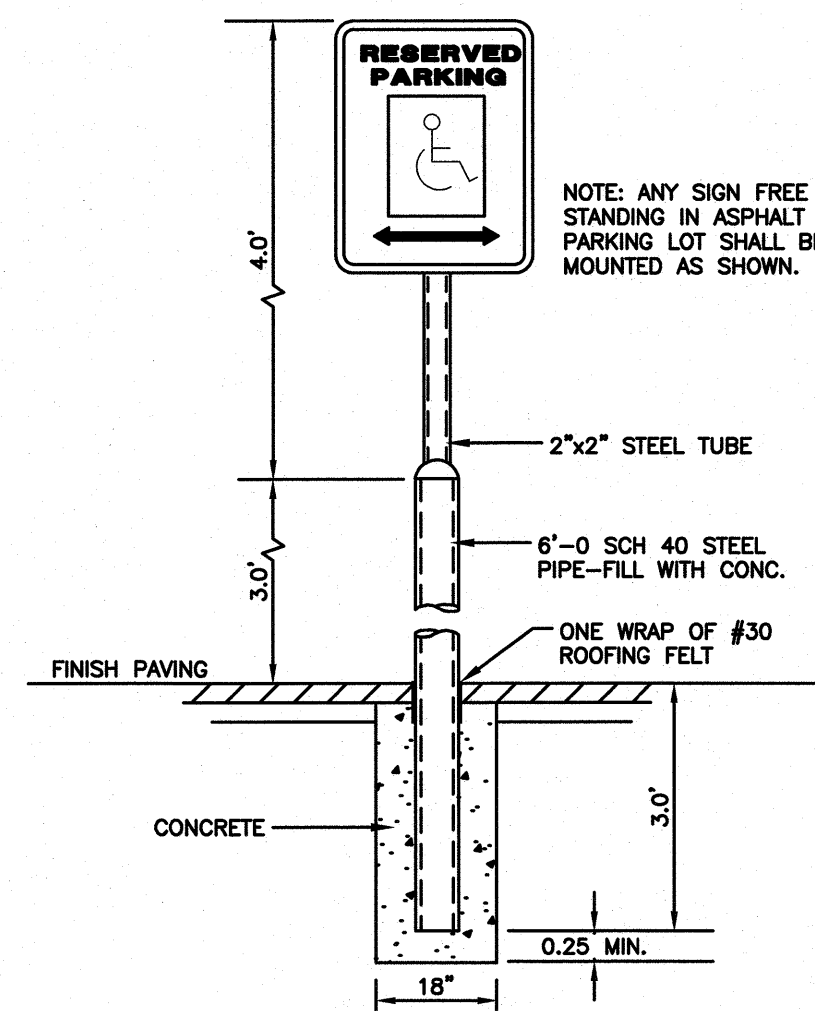


CHARGING STATION SIDEWALK NOT TO SCALE

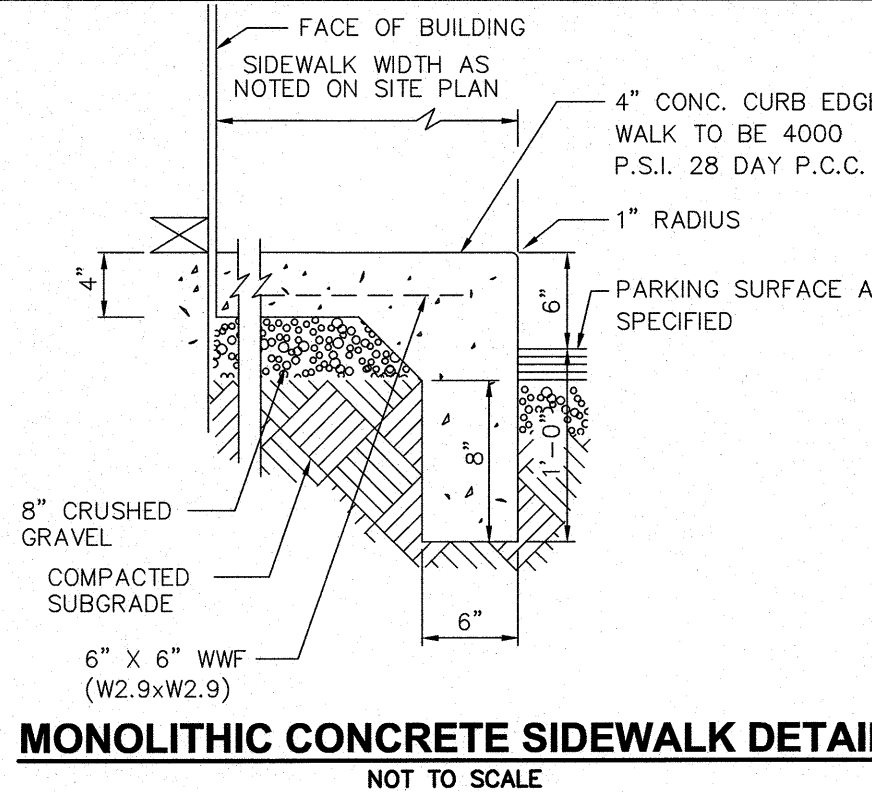


ALL PAVEMENT MARKINGS TO BE
WHITE PAVEMENT PAINT, UNLESS
STATED OTHERWISE.

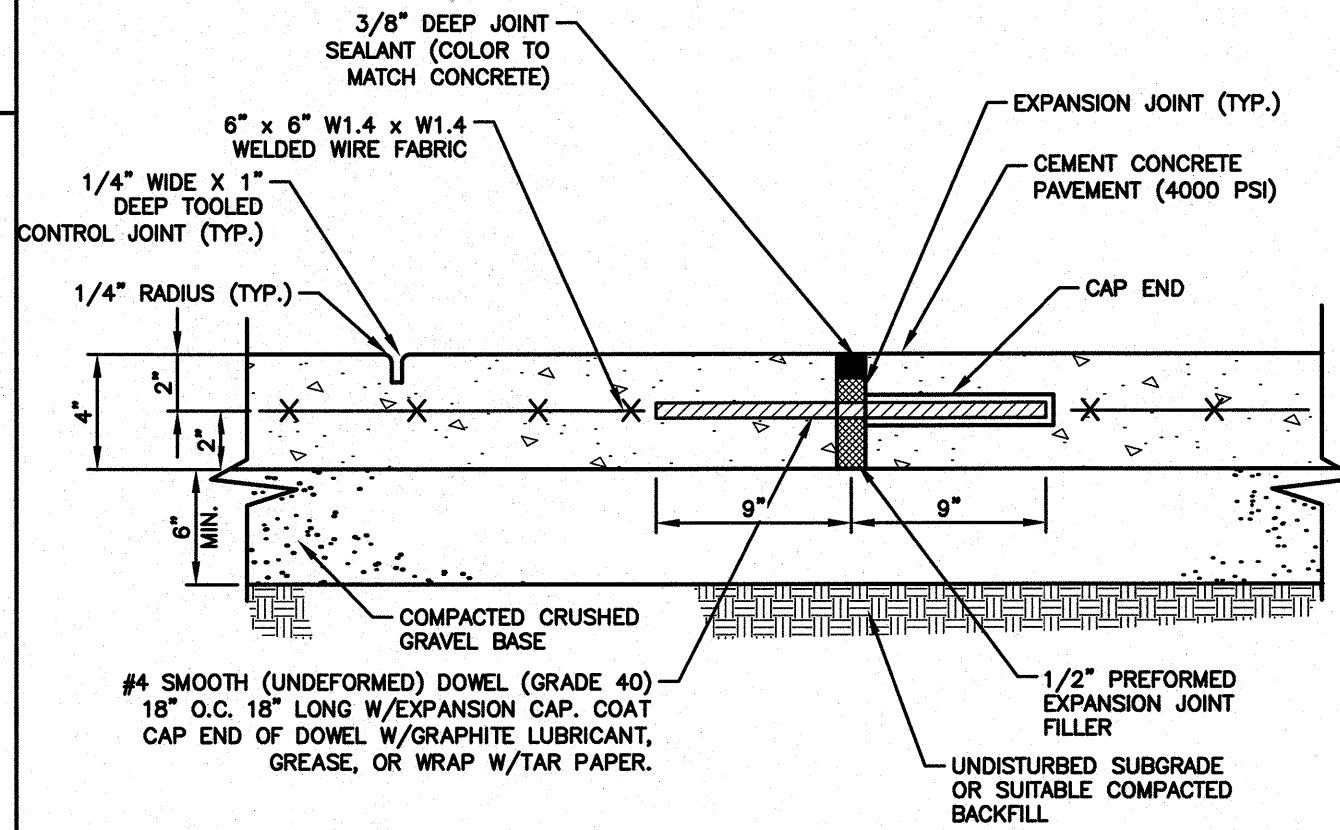
ON-SITE PAVEMENT MARKING NOT TO SCALE



ACCESSIBLE SIGN ON BOLLARD NOT TO SCALE

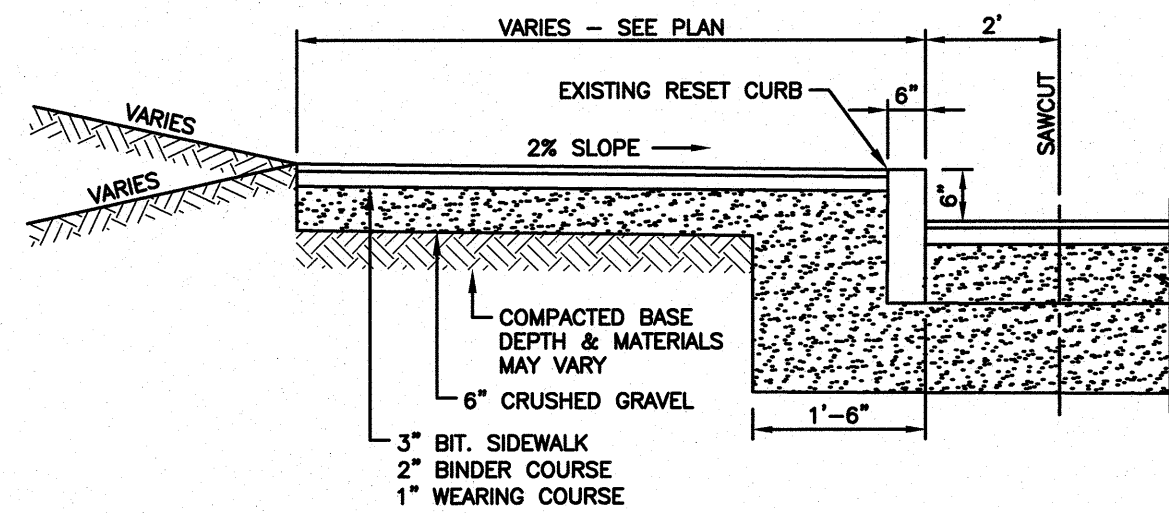


MONOLITHIC CONCRETE SIDEWALK DETAIL NOT TO SCALE

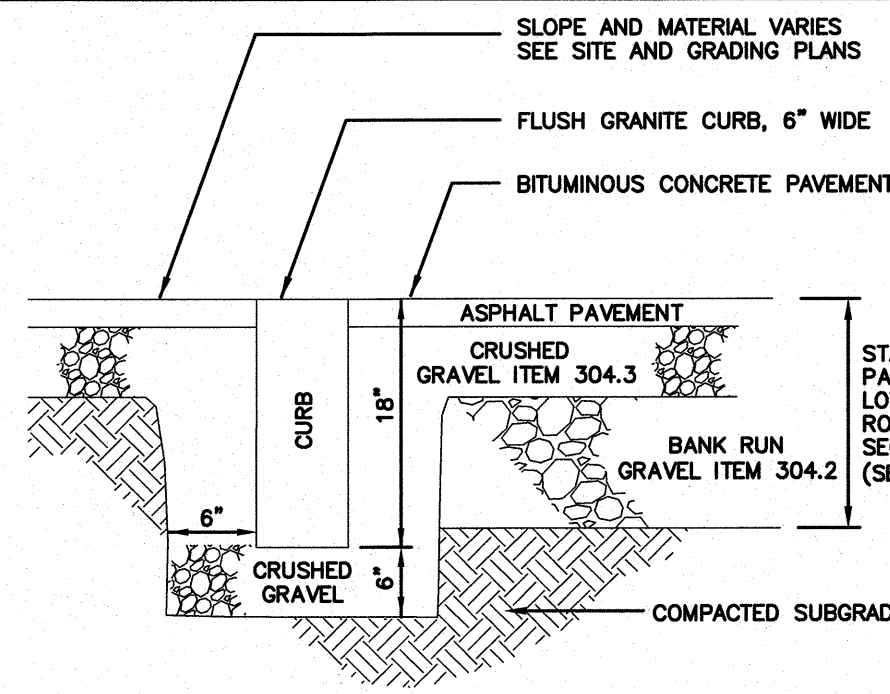


- NOTES:
1. MAINTAIN 2" CLEARANCE (TYP) BETWEEN ALL CONCRETE EDGES AND WIRE FABRIC OR DOWEL.
 2. CONTROL JOINTS TO BE LOCATED 5 FT. ON CENTER.
 3. EXPANSION JOINTS TO BE LOCATED 25 FT. ON CENTER.

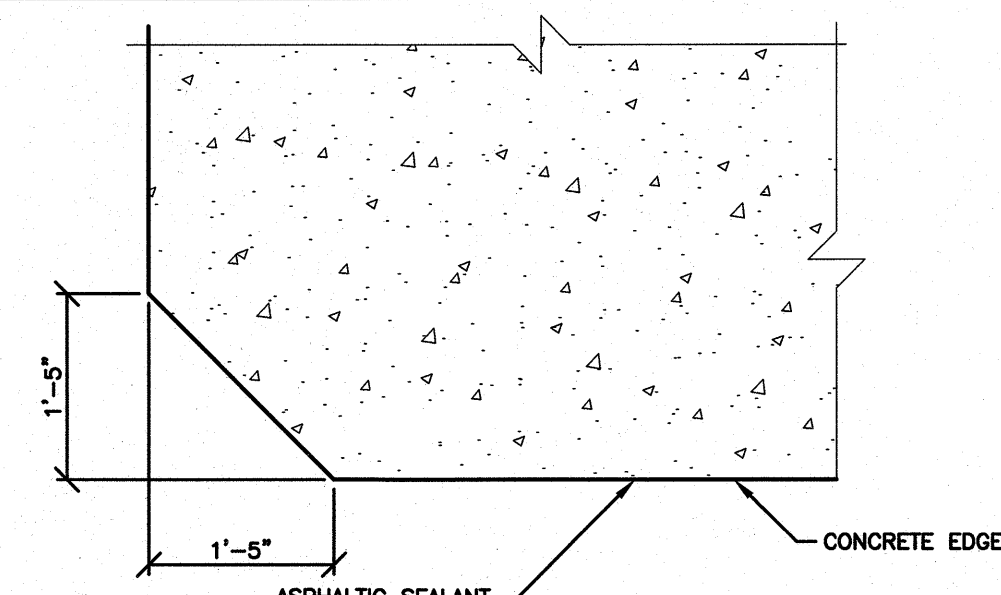
CEMENT CONCRETE SIDEWALK SECTION AND JOINT NOT TO SCALE



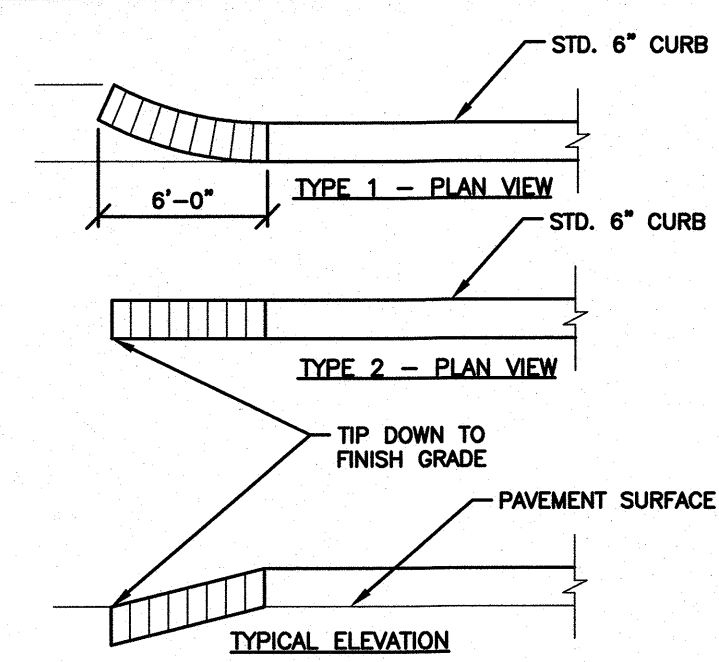
BITUMINOUS CONCRETE SIDEWALK IN R.O.W. NOT TO SCALE



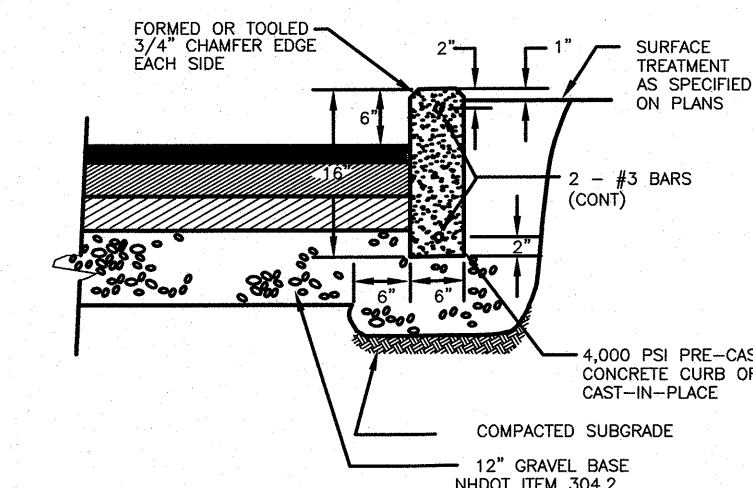
FLUSH GRANITE CURB NOT TO SCALE



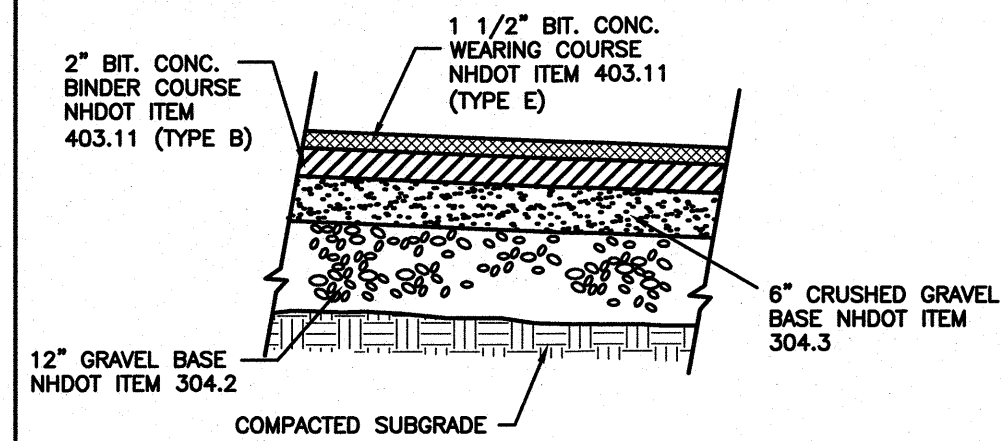
DISPENSER APRON CHAMFER NOT TO SCALE



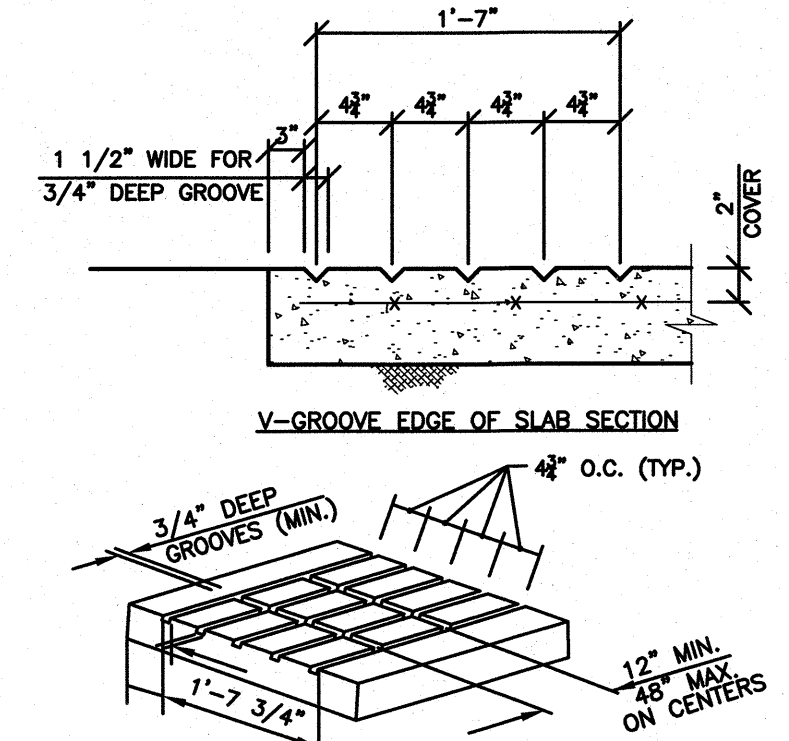
TYPICAL TIP DOWN CURB NOT TO SCALE



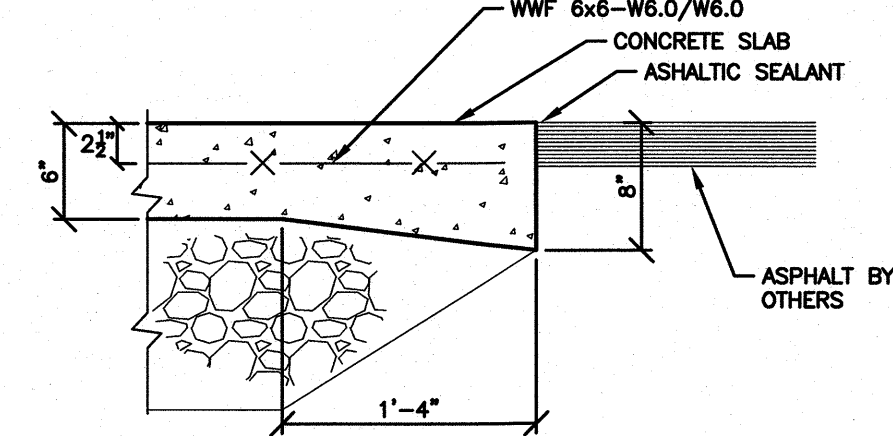
CONCRETE CURB SECTION ON-SITE NOT TO SCALE



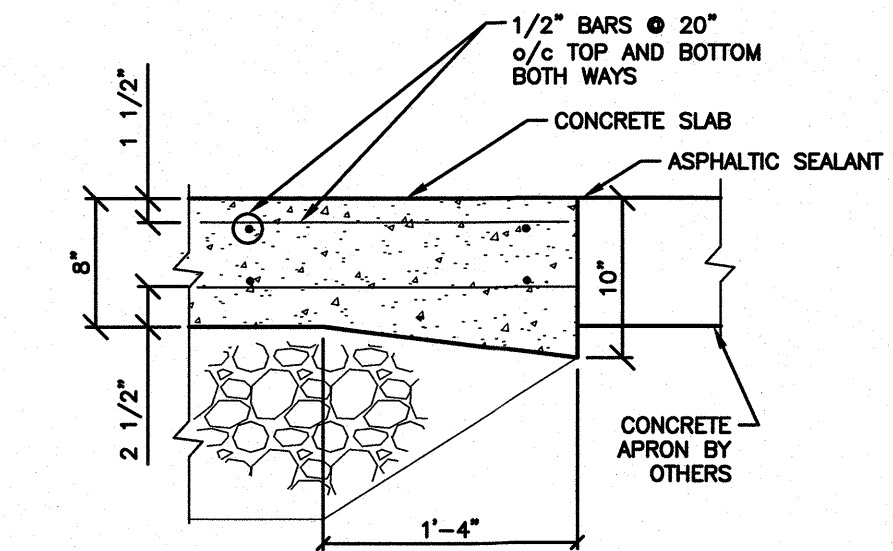
ON-SITE PAVEMENT SECTION NOT TO SCALE



SPILL CONTAINMENT GROOVES NOT TO SCALE



DISPENSER APRON EDGE NOT TO SCALE



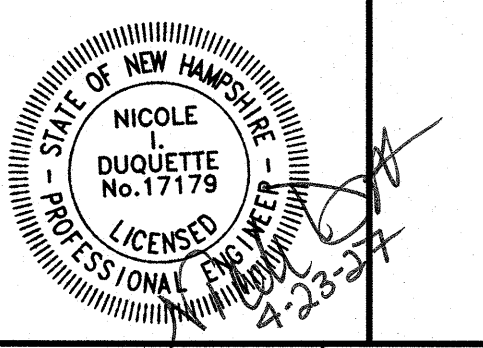
TANK APRON EDGE NOT TO SCALE

- ☐ SUPERSEDES ALL PREVIOUS ISSUES
☐ APPROVED FOR CONSTRUCTION
☐ PRELIMINARY-NOT FOR CONSTRUCTION
☐ ISSUED TO: _____
_____ DATE _____

REV	DATE	BY	MISC. REVISIONS
A	4/27/23	NID	MISC. REVISIONS

REVISIONS

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Planning
Construction Management
603.893.0720 GPINET.COM
Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079



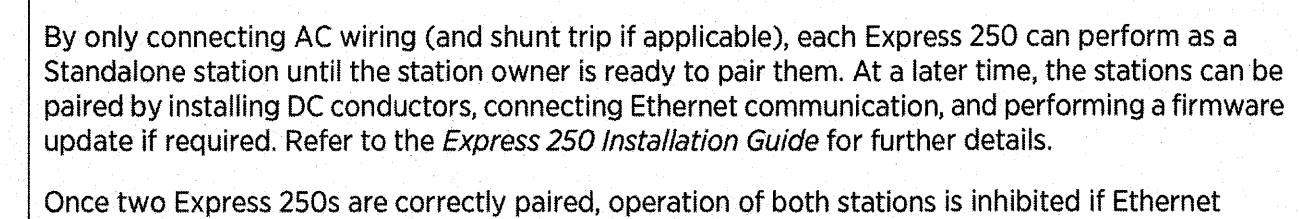
IRVING OIL
190 COMMERCE WAY
PORTSMOUTH, NH 03801

PROJECT:
ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE

DETAIL SHEET

PROJECT:	DRAWING NO:	REVISION:
71288	L10	A

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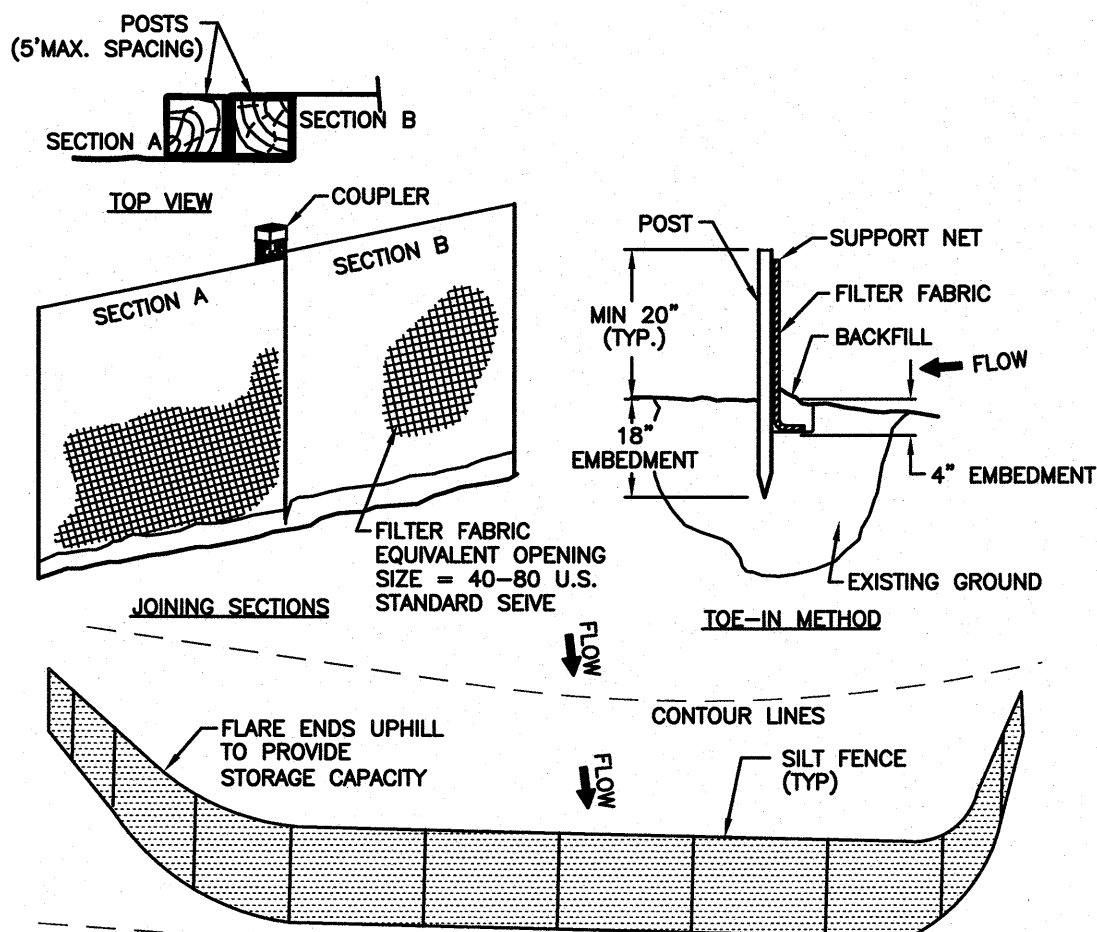
A	4/27/23	ND	MISC. REVISIONS
REV	DATE	BY	REVISION



GPI PROJECT NO. NEX-2021369 SHEET 11 OF 15

TEST PIT LOGS

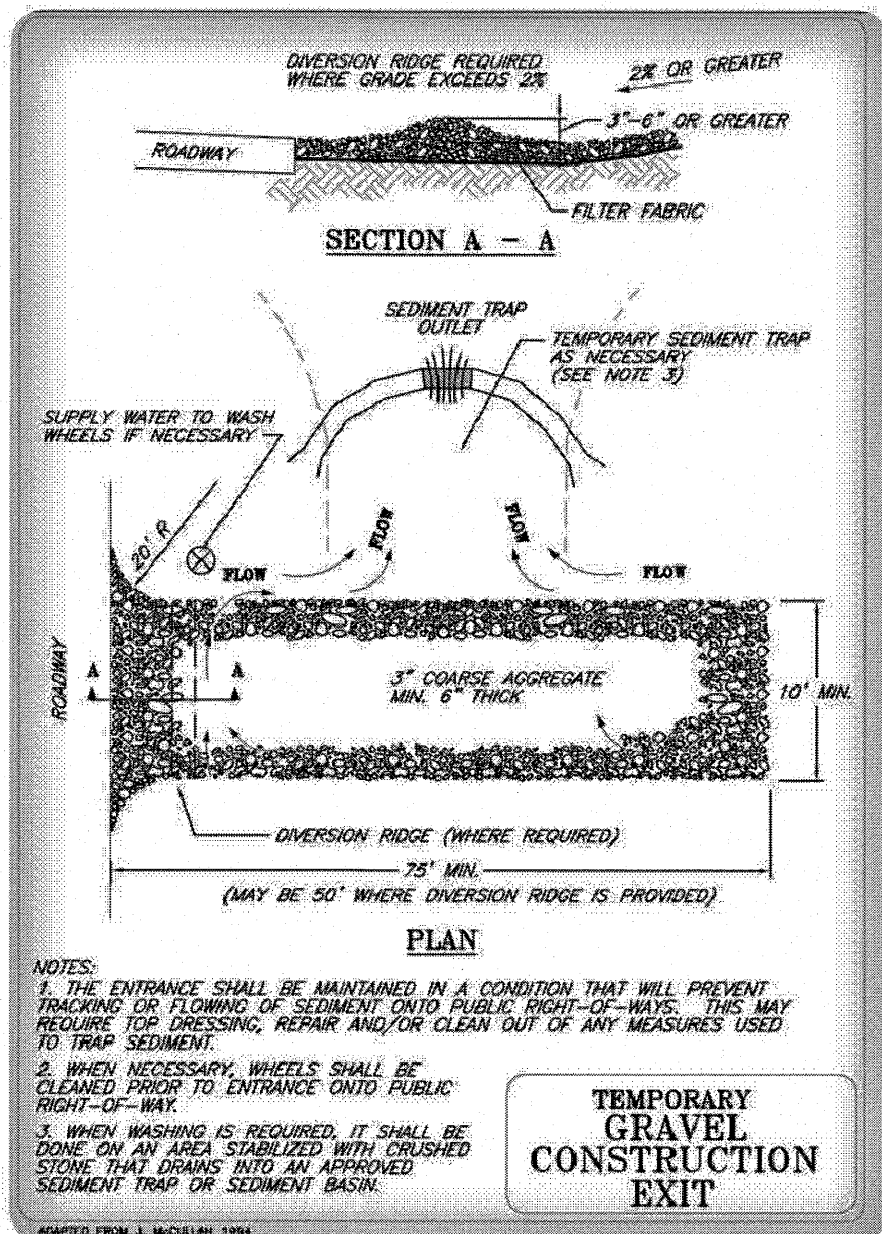
Test Pit No.	2-1	SCS Soil:	Suncook Loamy Fine Sand	Mottles: Quantity/Contrast
ESHW: Refusal:	>99"	Standing Water: Roots:	None	
Depth	0-60"	Soil Texture	Mixed Soils	
Horizon	Fill	Color	Variable	
	60-99"	Consistence	Variable	
			Friable	
Test Pit No.	2-2	SCS Soil:	Suncook Loamy Fine Sand	Mottles: Quantity/Contrast
ESHW: Refusal:	>108"	Standing Water: Roots:	None	
Depth	0-60"	Soil Texture	Mixed Soils	
Horizon	Fill	Color	Variable	
	60-99"	Consistence	Variable	
			Friable	
Test Pit No.	2-3	SCS Soil:	Suncook Loamy Fine Sand	Mottles: Quantity/Contrast
ESHW: Refusal:	>108"	Standing Water: Roots:	None	
Depth	0-40"	Soil Texture	Loamy Sand	
Horizon	Fill	Color	Variable	
	40-108"	Consistence	Variable	
			Friable	
Test Pit No.	2-4	SCS Soil:	Suncook Loamy Fine Sand	Mottles: Quantity/Contrast
ESHW: Refusal:	>99"	Standing Water: Roots:	None	
Depth	0-24"	Soil Texture	Loamy Sand	
Horizon	Fill	Color	Variable	
	24-99"	Consistence	Variable	
			Friable	
Test Pit No.	2-5	SCS Soil:	Suncook Loamy Fine Sand	Mottles: Quantity/Contrast
ESHW: Refusal:	>100"	Standing Water: Roots:	None	
Depth	0-49"	Soil Texture	Loamy Sand	
Horizon	Fill	Color	Variable	
	49-100"	Consistence	Variable	
			Friable	
Test Pit No.	2-6	SCS Soil:	Suncook Loamy Fine Sand	Mottles: Quantity/Contrast
ESHW: Refusal:	>99"	Standing Water: Roots:	None	
Depth	0-3"	Soil Texture	Pavement	
Horizon	Urban Fill	Color	Variable	
	3-99"	Consistence	Variable	



- CRITERIA FOR SILT FENCES:**
- SILT FENCE FILTER CLOTH: THE FABRIC FOR THE SILT FENCE SHALL MEET THE FOLLOWING SPECIFICATIONS:
- | FABRIC PROPERTIES: | MINIMUM ACCEPTABLE VALUES: | TEST METHOD: |
|-----------------------------|----------------------------|--------------|
| GRAB TENSILE STRENGTH (lb) | 90 | ASTM D1682 |
| ELONGATION AT FAILURE (%) | 50 | ASTM D1682 |
| MULLIN BURST STRENGTH (PSI) | 190 | ASTM D3786 |
| PUNCTURE STRENGTH (lb) | 40-80 | ASTM D751 |
| EQUIVALENT OPENING SIZE | 40-80 | US STD SIEVE |
- FENCE POSTS (FOR FABRICATED UNITS) - THE POSTS SHALL BE A MINIMUM OF 3/8 INCHES LONG. WOOD POSTS WILL BE OF SOUND QUALITY HARDWOOD WITH A MINIMUM CROSS SECTIONAL AREA OF 3.0 SQUARE INCHES. STEEL POSTS WILL BE STANDARD T OR U SECTIONS WEIGHING NOT LESS THAN 1 POUND PER LINEAR FOOT. MAXIMUM SPACING SHALL BE 6 LINEAR FEET.
 - WIRE FENCE (FOR FABRICATED UNITS) - WIRE FENCING SHALL BE A MINIMUM 14.5 GAUGE WITH A MAXIMUM 6 INCH MESH OPENING.
 - PREFABRICATED UNITS - PREFABRICATED UNITS MAY BE USED IN LIEU OF THE ABOVE METHOD PROVIDING: (1) THE FILTER CLOTH AND FENCE POSTS MEET THE ABOVE CRITERIA; AND (2) THE UNIT IS INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
- MAINTENANCE:**
- SILT FENCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REPAIRS THAT ARE REQUIRED SHALL BE MADE IMMEDIATELY.
 - IF THE FABRIC ON A SILT FENCE SHOULD DECOMPOSE OR BECOME INEFFECTIVE DURING THE EXPECTED LIFE OF THE FENCE, THE FABRIC SHALL BE REPLACED PROMPTLY.
 - SEDIMENT DEPOSITS SHOULD BE INSPECTED AFTER EVERY STORM EVENT. THE DEPOSITS SHOULD BE REMOVED WHEN THEY REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.
 - SEDIMENT DEPOSITS THAT ARE REMOVED OR LEFT IN PLACE AFTER THE FABRIC HAS BEEN REMOVED SHALL BE GRADED TO CONFORM WITH THE EXISTING TOPOGRAPHY AND VEGETATED.
- CONSTRUCTION SPECIFICATIONS:**
- THE GEOTEXTILE FABRIC SHALL MEET THE DESIGN CRITERIA FOR SILT FENCES.
 - THE FABRIC SHALL BE EMBEDDED A MINIMUM OF 8 INCHES INTO THE GROUND (4" DEEP & 4" WIDE) AND THE SOIL COMPACTED OVER THE EMBEDDED FABRIC.
 - WOVEN WIRE FENCE SHALL BE FASTENED SECURELY TO THE FENCE POSTS WITH WIRE TIES OR STAPLES.
 - FILTER CLOTH SHALL BE FASTENED SECURELY TO THE WOVEN WIRE FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP, MID-SECTION AND BOTTOM.
 - WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY 6 INCHES (24" IS PREFERRED), FOLDED, AND STAPLED.
 - POSTS TO BE SPACED AT A MAXIMUM OF 6' ON CENTER.

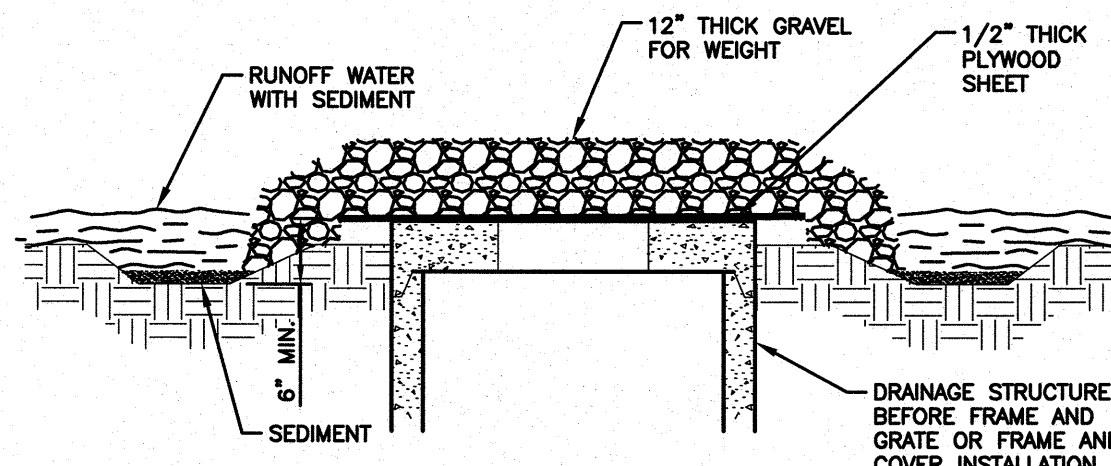
SEDIMENT CONTROL FENCE

NOT TO SCALE



GRAVEL CONSTRUCTION EXIT

NOT TO SCALE

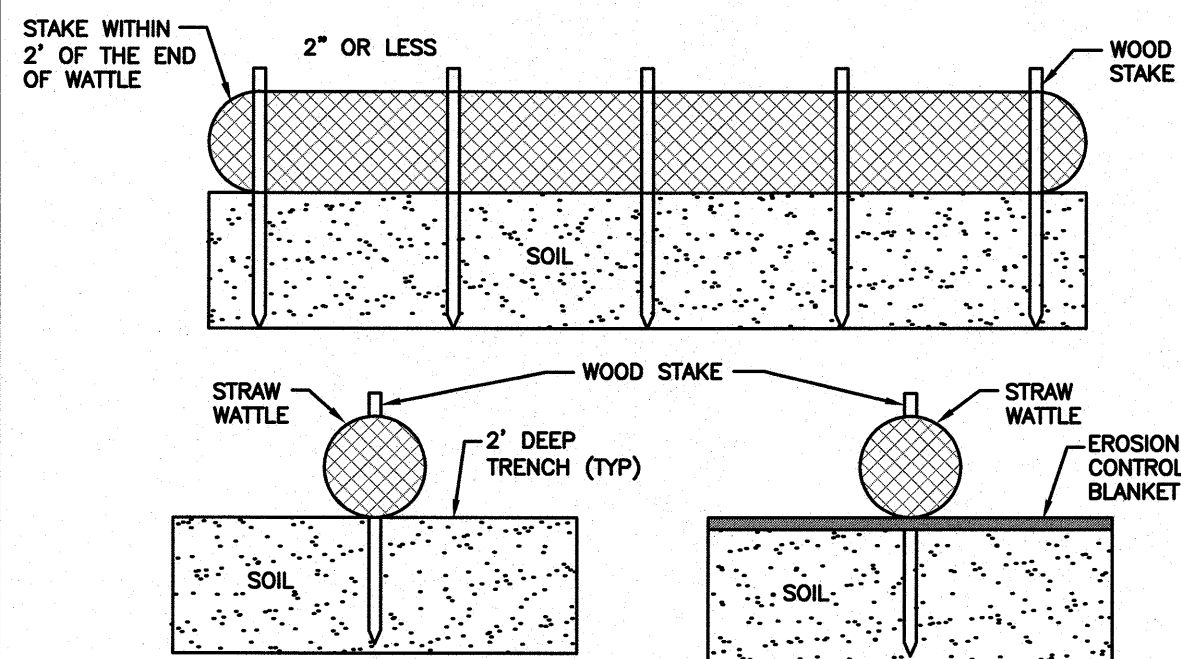


MAINTENANCE

- ALL STRUCTURES SHOULD BE INSPECTED AFTER EVERY RAIN STORM AND REPAIRS MADE AS NECESSARY.
- SEDIMENT SHOULD BE REMOVED FROM THE TRAPPING DEVICES AFTER THE SEDIMENT HAS REACHED A MAXIMUM OF ONE HALF OF THE DEPTH OF THE TRAP. THE SEDIMENT SHOULD BE DISPOSED OF IN A SUITABLE AREA AND PROTECTED FROM EROSION BY EITHER STRUCTURAL OR VEGETATIVE MEANS.
- THE TEMPORARY TRAPS SHOULD BE REMOVED AND THE AREA REPAIRED AS SOON AS THE CONTRIBUTING DRAINAGE AREA TO THE INLET HAS BEEN COMPLETELY STABILIZED.
- ALL STRUCTURES WITH INLET PROTECTION MUST BE CLEANED AT THE END OF CONSTRUCTION AND WHEN THE SITE IS FULLY STABILIZED.

INLET PROTECTION DETAIL - ONSITE

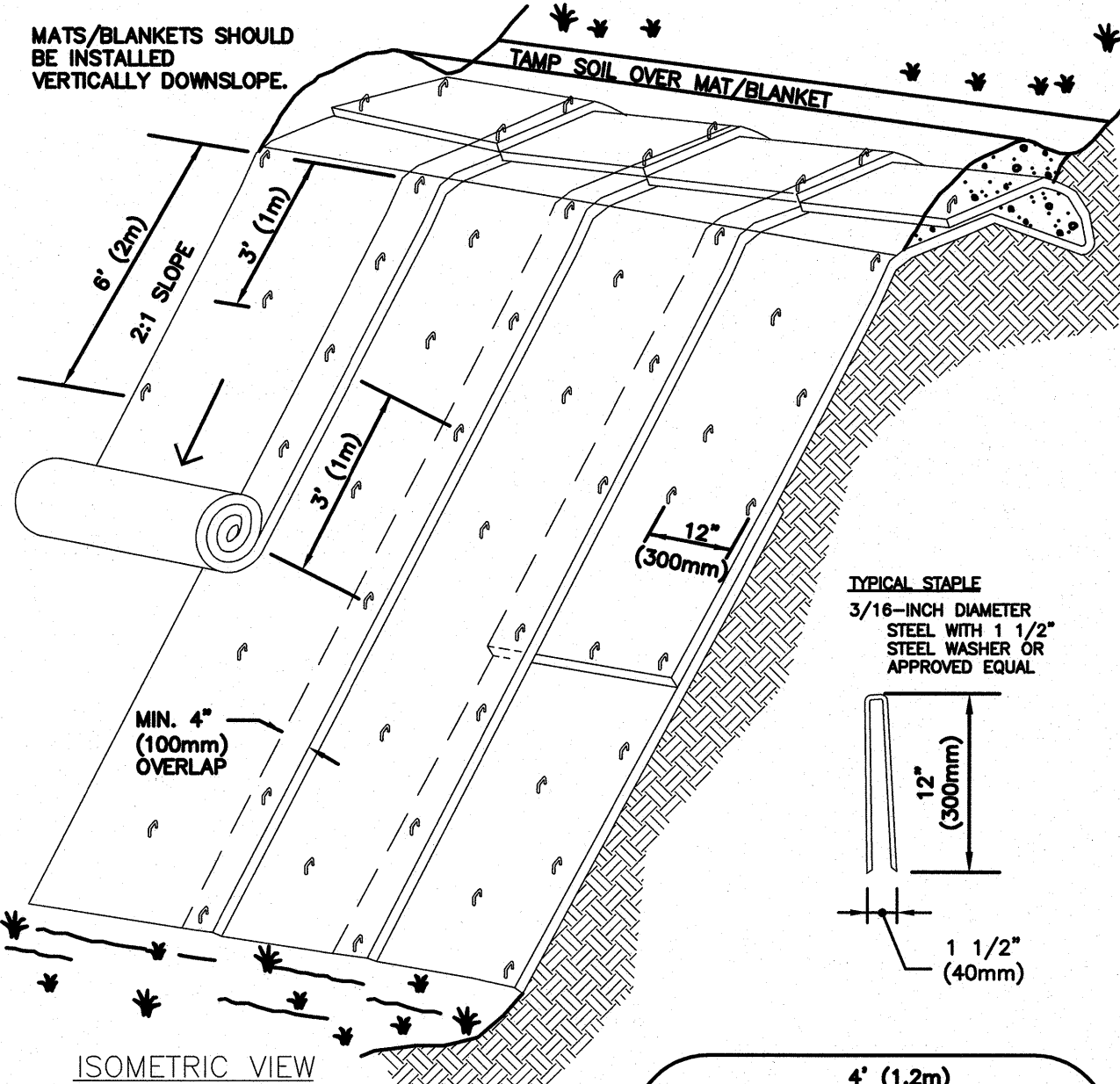
NOT TO SCALE



- NOTES:**
- ENDS OF WATTLES SHALL BE TURNED SLIGHTLY UP.
 - RECOMMENDED STAKES ARE 1 1/8" WIDE x 1 1/8" THICK x 30" LONG. STAKES SHALL NOT EXCEED ABOVE THE STRAW WATTLE MORE THAN 2".

STRAW WATTLE DETAIL

NOT TO SCALE



TYPICAL SLOPE SOIL STABILIZATION

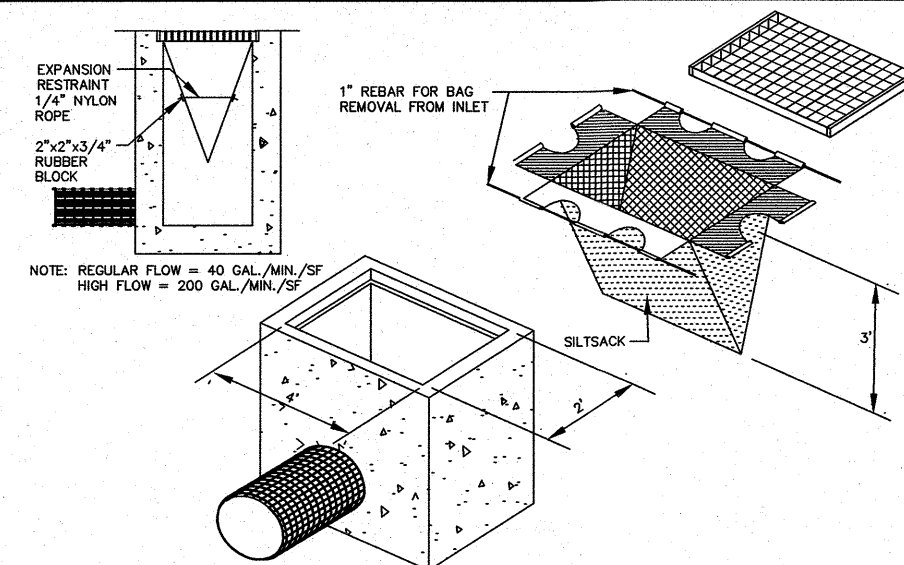
TYPICAL INSTALLATION OF EROSION CONTROL BLANKETS FOR SLOPES

NOT TO SCALE

- NOTES:**
- BEGIN AT THE TOP OF BLANKET INSTALLATION AREA BY ANCHORING BLANKET IN A 6" DEEP TRENCH, BACKFILL AND COMPACT TRENCH AFTER STAPLING.
 - ROLL THE BLANKET DOWN THE SWALE IN THE DIRECTION OF THE WATER FLOW. LAY BLANKETS LOOSELY & MAINTAIN DIRECT CONTACT WITH SOIL - DO NOT STRETCH.
 - THE EDGES OF BLANKETS MUST BE STAPLED WITH APPROX. 4 INCH OVERLAP WHERE 2 OR MORE STRIP WIDTHS ARE REQUIRED.
 - WHEN BLANKETS MUST BE SPICED DOWN THE SWALE, PLACE BLANKET END OVER END WITH 6 INCH (MIN.) OVERLAP AND ANCHOR DOWN SLOPE. BLANKET IN A 6 INCH DEEP TRENCH.
 - BLANKETS SHALL BE STAPLED ENOUGH TO ANCHOR BLANKET WHILE MAINTAINING CONTACT WITH SOIL. STAPLES SHALL BE PLACED DOWN THE CENTER & STAGGERED WITH THE STAPLES PLACED ALONG EDGES. PATTERN & AMOUNT OF STAPLES VARIES BY MANUFACTURER. SO FOLLOW MANUFACTURER'S RECOMMENDATIONS.
 - BLANKET SHALL BE NORTH AMERICAN GREEN SC-150 OR APPROVED EQUAL.
- MAINTENANCE & MATS:**
- BLANKETS SHALL BE INSPECTED WEEKLY DURING CONSTRUCTION & AFTER A RAINFALL IN EXCESS OF 1/2" IN A 24-HOUR PERIOD.
 - FAILURES SHALL BE REPAIRED IMMEDIATELY. IF ANY OF THE FOLLOWING OCCUR, SLOPE WASHOUT, MAT DISPLACEMENT, DAMAGE TO MAT, THE AFFECTED AREA SHALL BE REPAIRED & RESEDED & MAT SHALL BE REPLACED OR RE-INSTALLED.

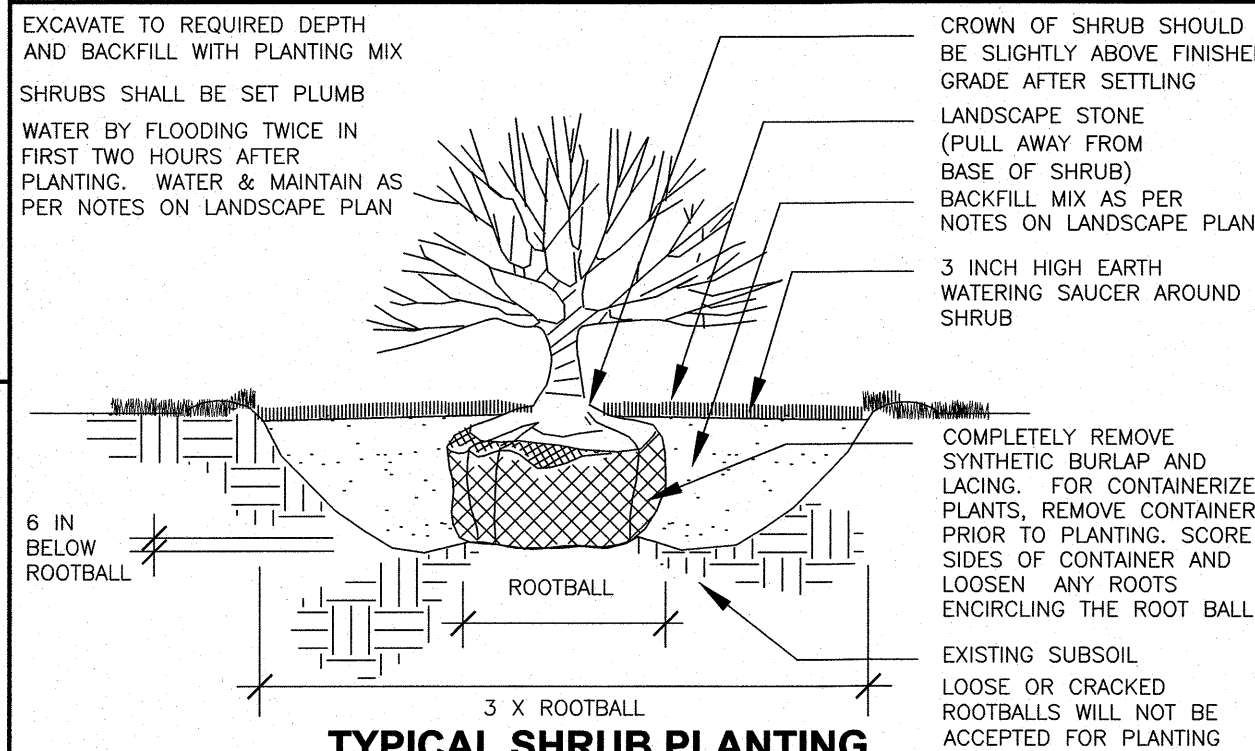
BLANKET SLOPE PROTECTION FOR EROSION CONTROL

NOT TO SCALE



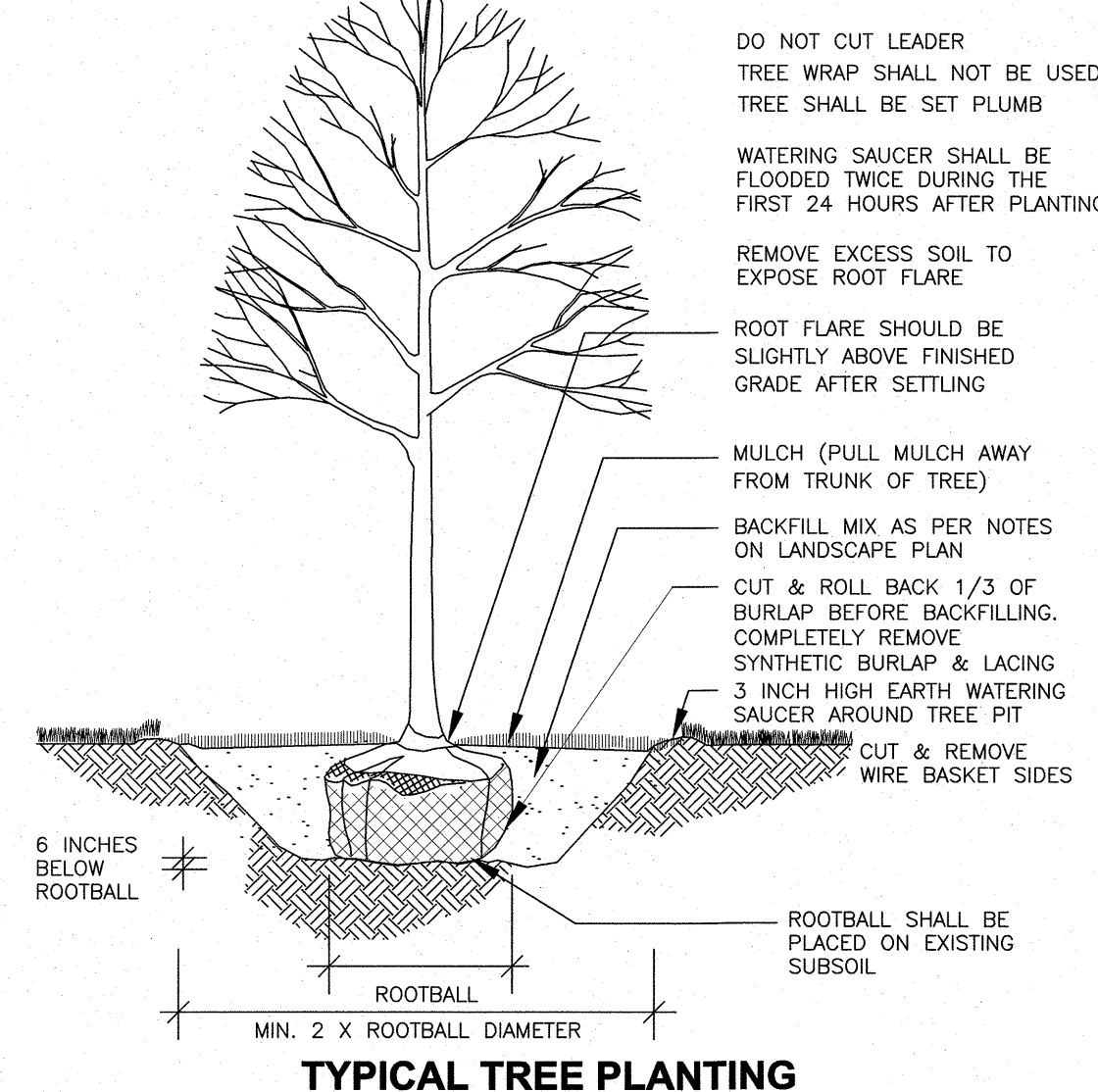
SILT SACK DETAIL-ON OR OFF SITE

NOT TO SCALE



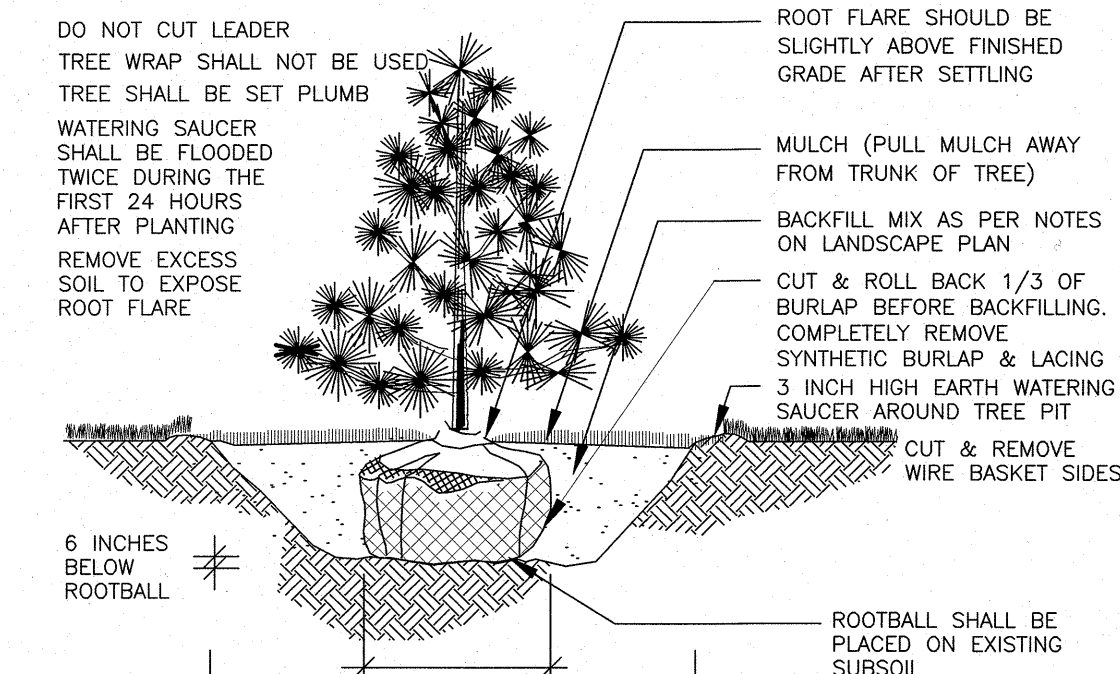
TYPICAL SHRUB PLANTING

NOT TO SCALE



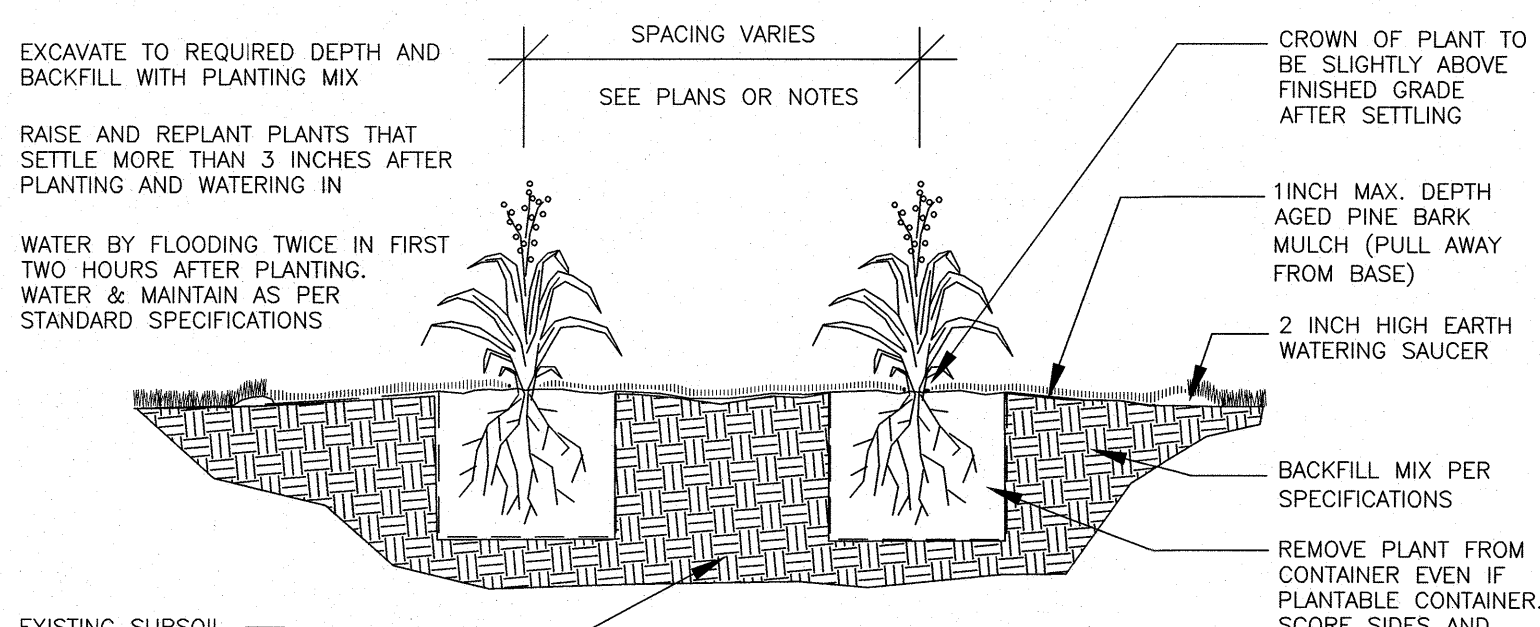
TYPICAL TREE PLANTING

NOT TO SCALE



TYPICAL EVERGREEN TREE PLANTING

NOT TO SCALE



TYPICAL PERENNIAL PLANTING

NOT TO SCALE

- ☐ SUPERSEDES ALL PREVIOUS ISSUES
- ☐ APPROVED FOR CONSTRUCTION
- ☐ PRELIMINARY-NOT FOR CONSTRUCTION
- ☐ ISSUED TO: _____

DATE _____

REV	DATE	BY	REVISION
A	4/27/23	NID	MISC. REVISIONS

REVISIONS

GPI Engineering Design Planning Construction Management
603.893.0720 GPINET.COM
Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079

STATE OF NEW HAMPSHIRE
NICOLE DUQUETTE
No. 17179
LICENSED PROFESSIONAL ENGINEER
4-28-22

IRVING
DRAWN BY: CCC
DESIGNED BY: NID
SCALE: NTS
APPROVED BY: FCM
DATE: 3/9/23
PROPERTY NO.:
CAD FILE: 21369_DET
PLOTTED: REF-BLK
REF-BLK

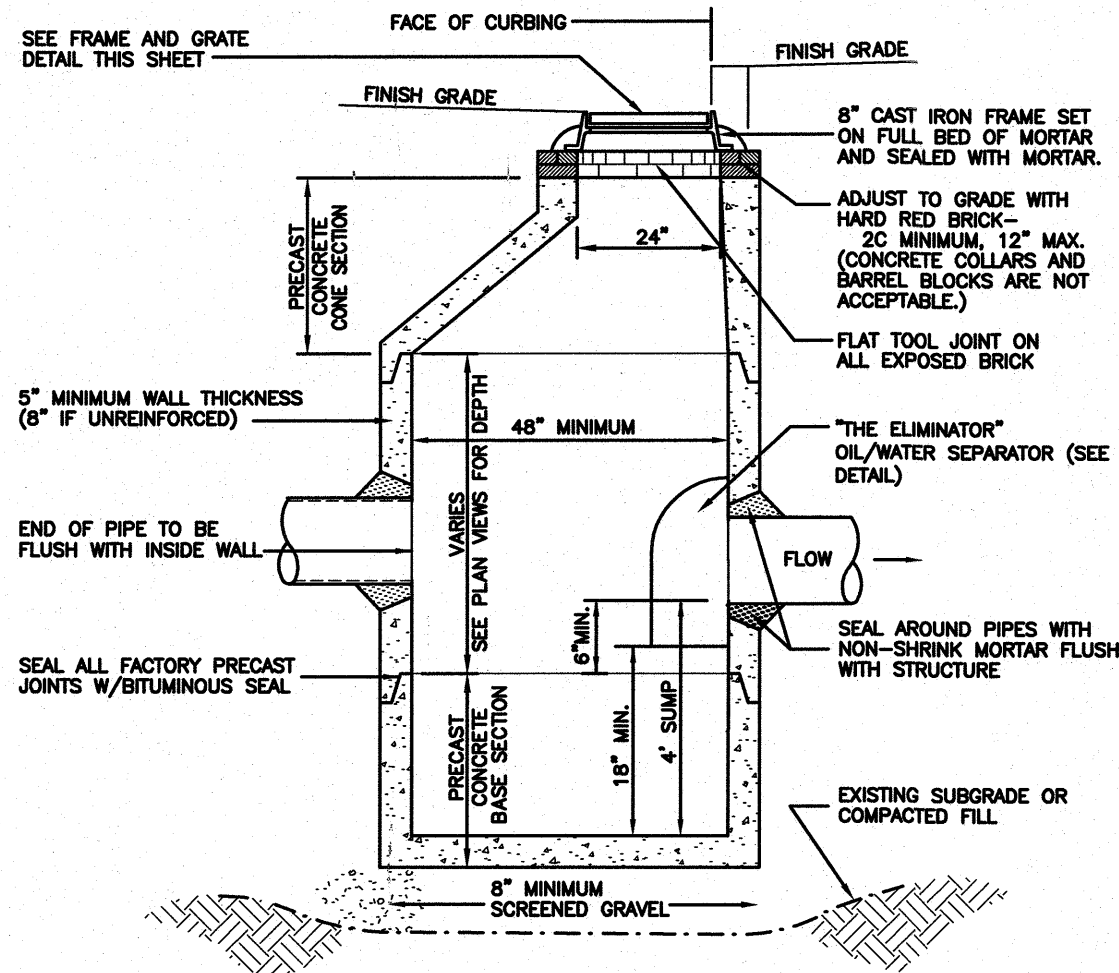
IRVING OIL

190 COMMERCE WAY
PORTSMOUTH, NH 03801

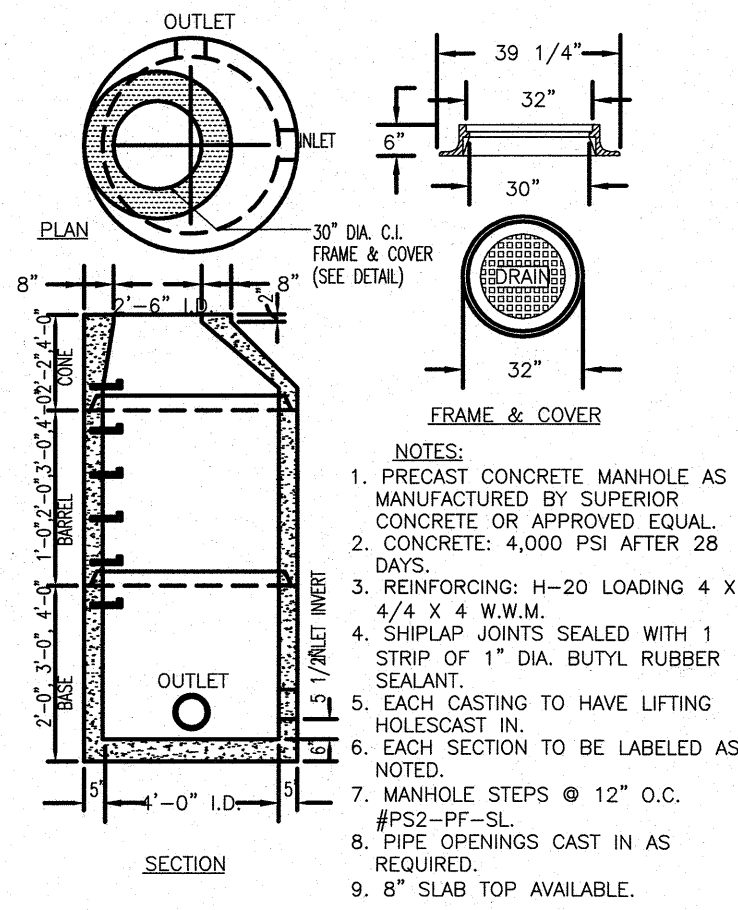
PROJECT: ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE

SHEET TITLE:	PROJECT:	DRAWING NO:	REVISION:
DETAIL SHEET	71288	L12	A

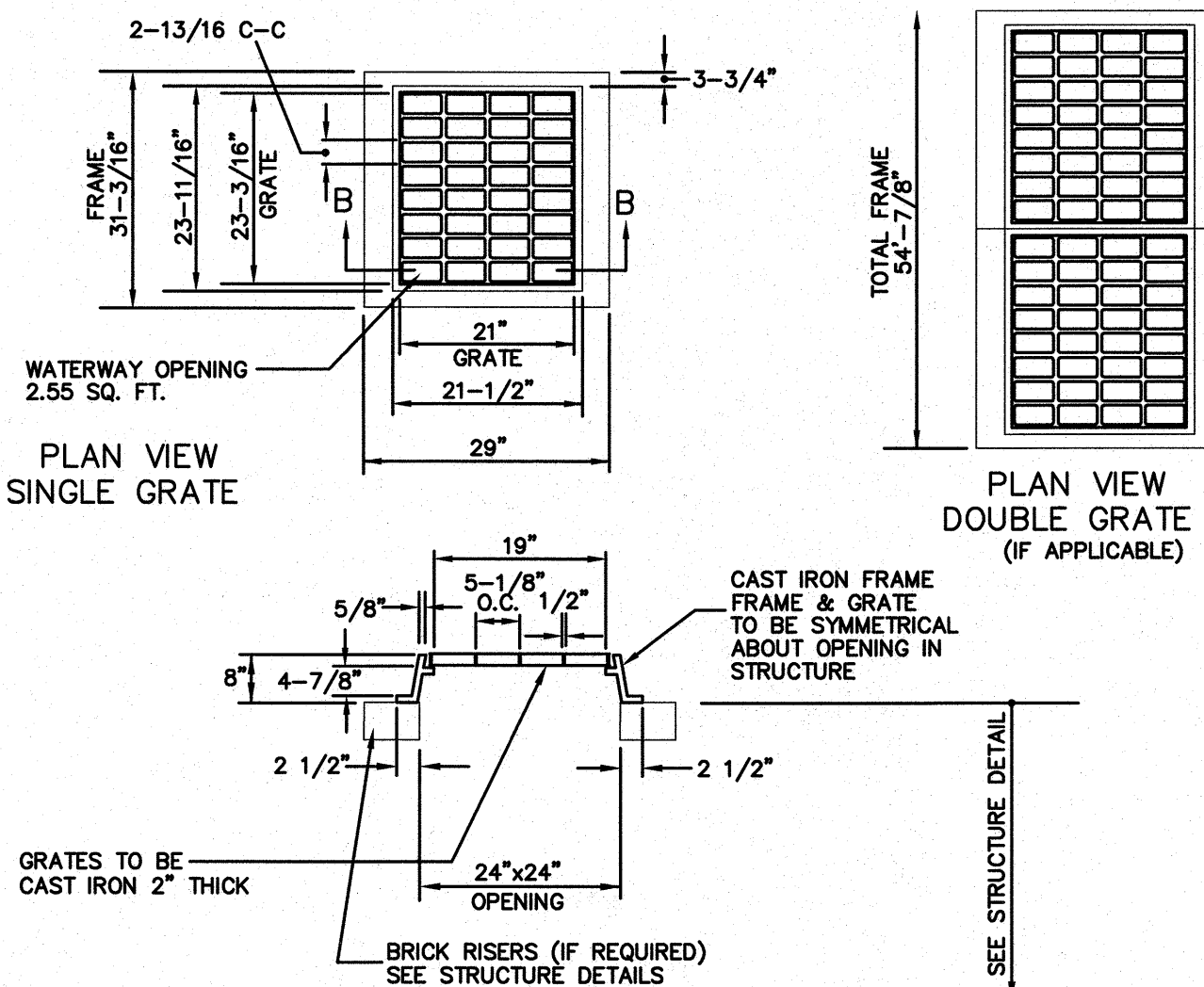
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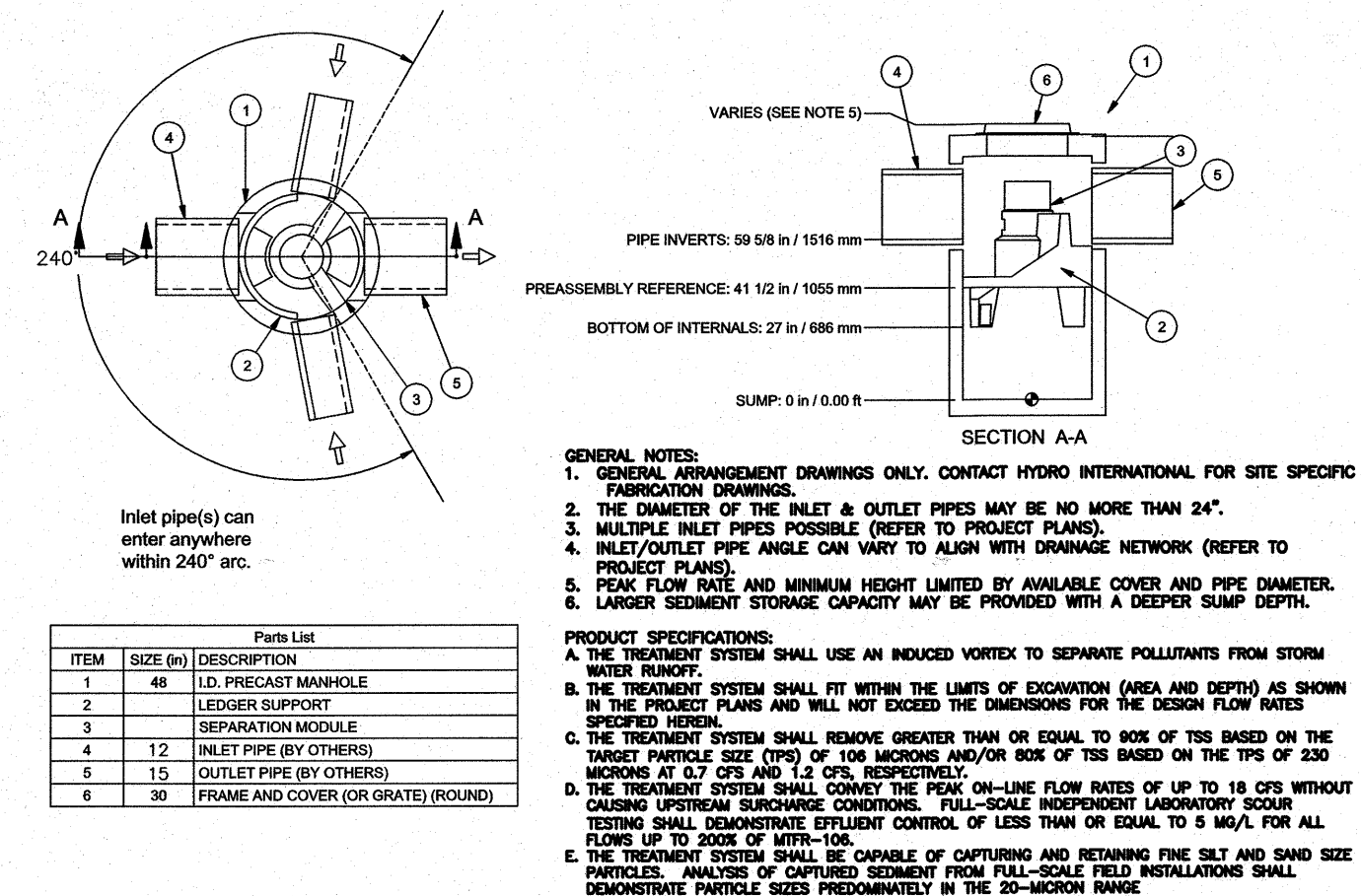
**DEEP SUMP CATCH BASIN
ECCENTRIC CONE**
(FOR USE IN CURBED AREAS)
NOT TO SCALE



**PRECAST CONCRETE
DRAIN MANHOLE**
NOT TO SCALE

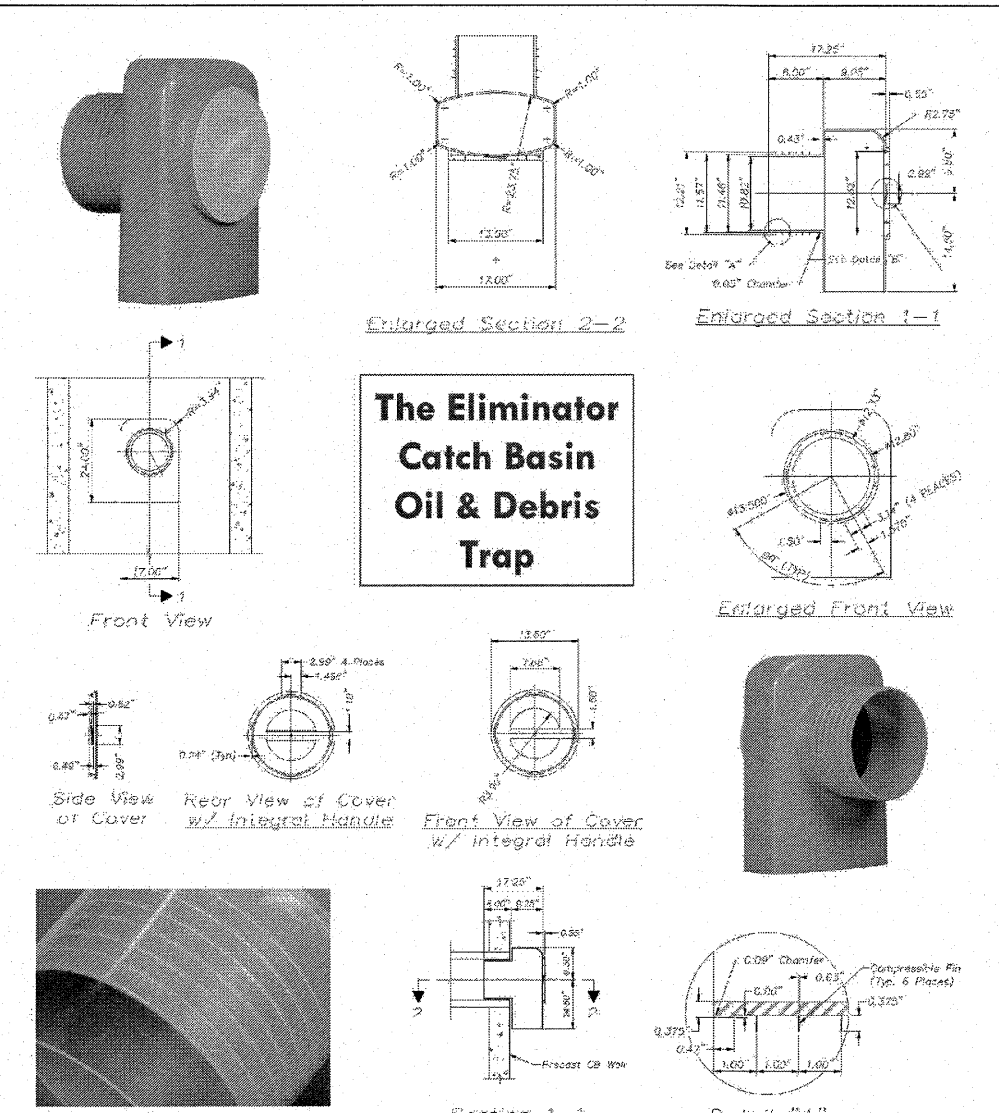


**PLAN VIEW
SINGLE GRATE**
**PLAN VIEW
DOUBLE GRATE
(IF APPLICABLE)**
**SECTION B-B
FRAME AND GRATE - TYPE B**
NOT TO SCALE

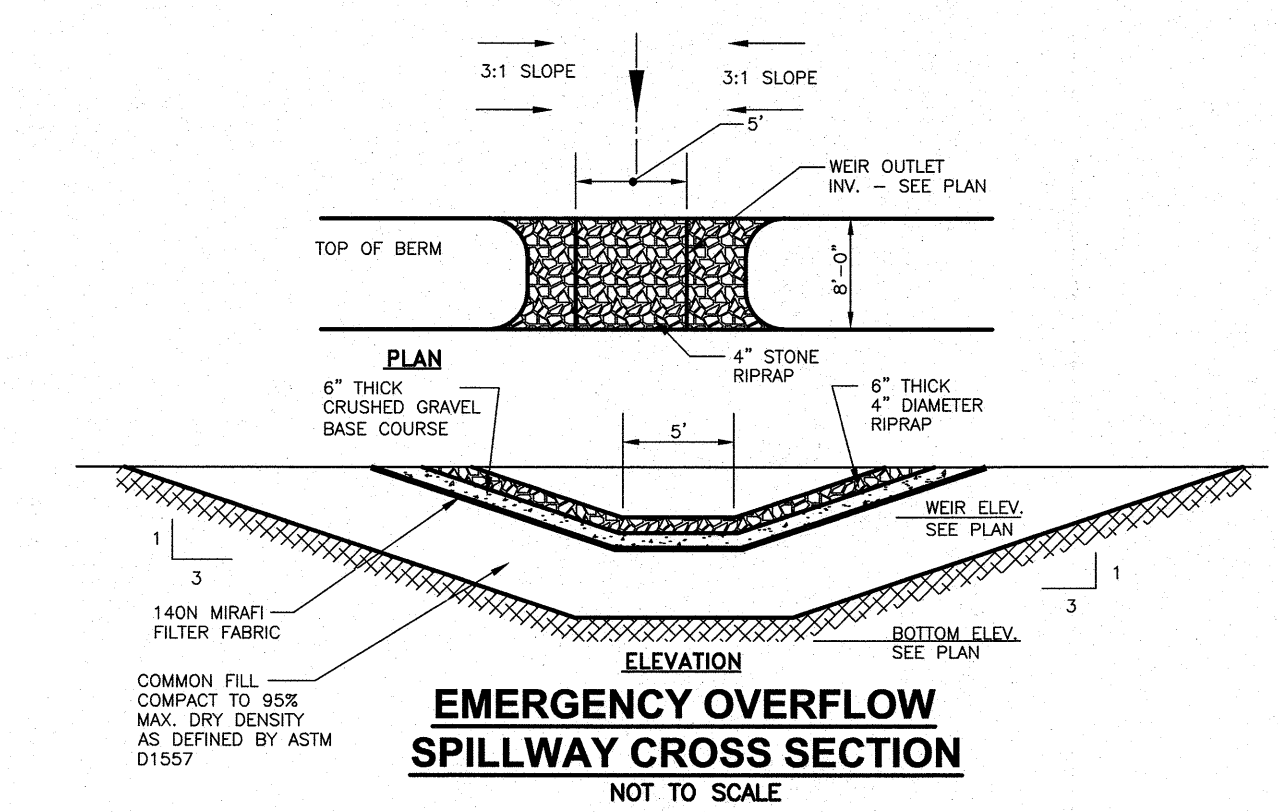


"FIRST DEFENSE" UNIT DETAIL - FD-4HC
(OR APPROVED EQUAL)
NOT TO SCALE

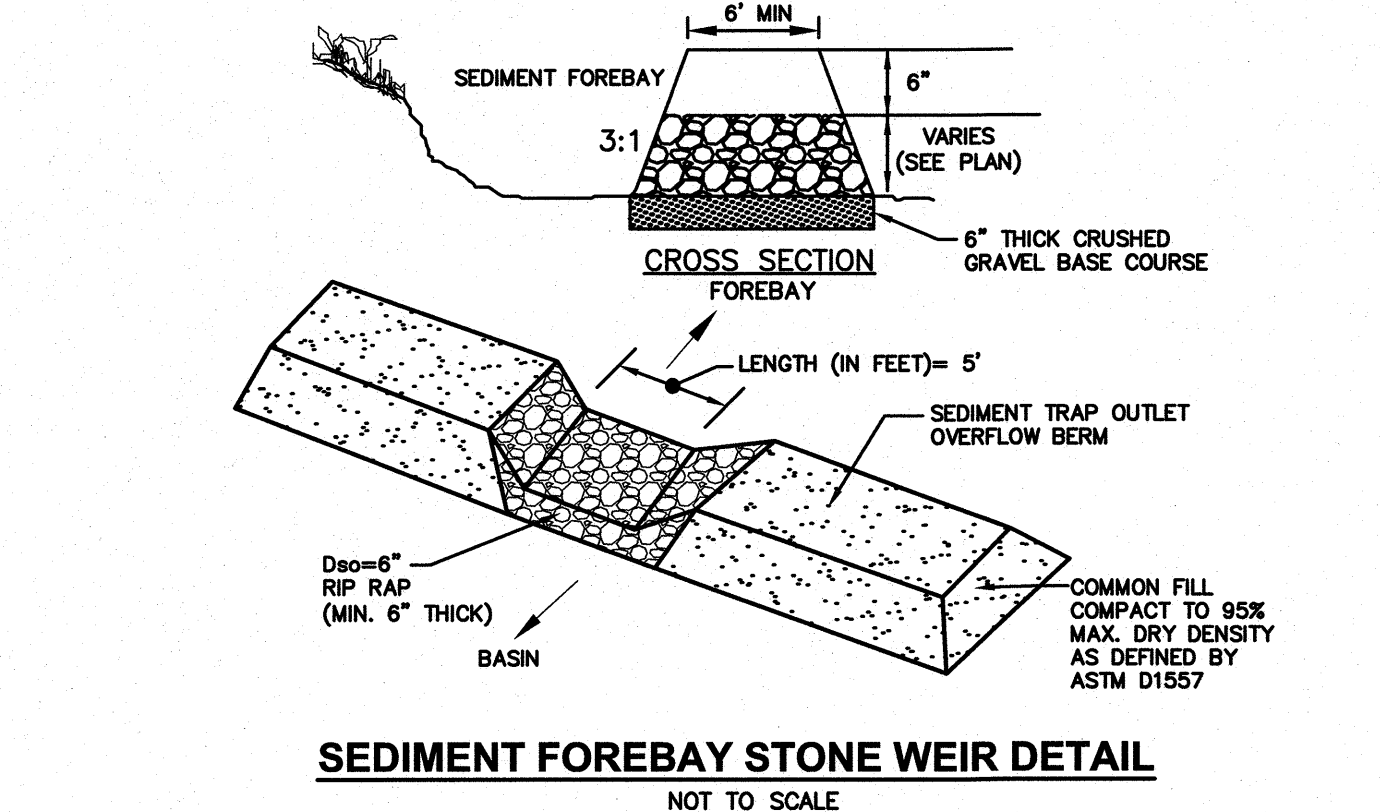
NOTE: CONTRACTOR SHOULD CONFIRM SYSTEM PARTS AND OBTAIN SHOP DRAWINGS FROM MANUFACTURER PRIOR TO CONSTRUCTION.



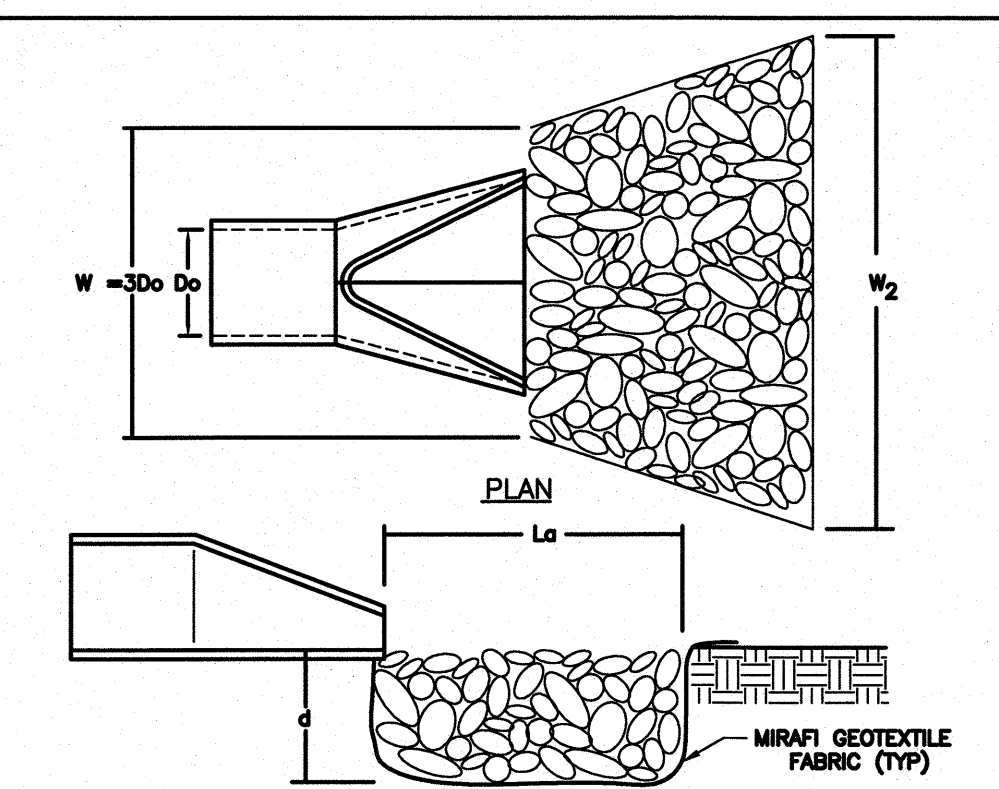
**The Eliminator
Catch Basin**
NOT TO SCALE



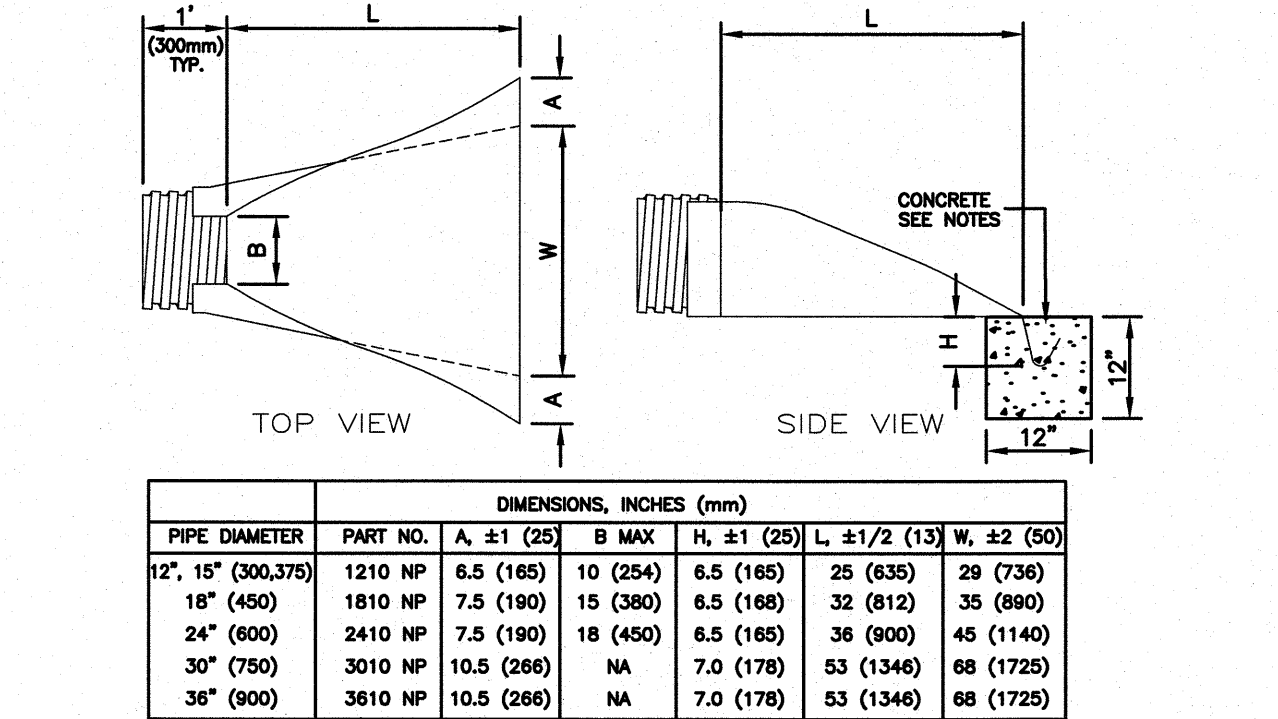
**EMERGENCY OVERFLOW
SPILLWAY CROSS SECTION**
NOT TO SCALE



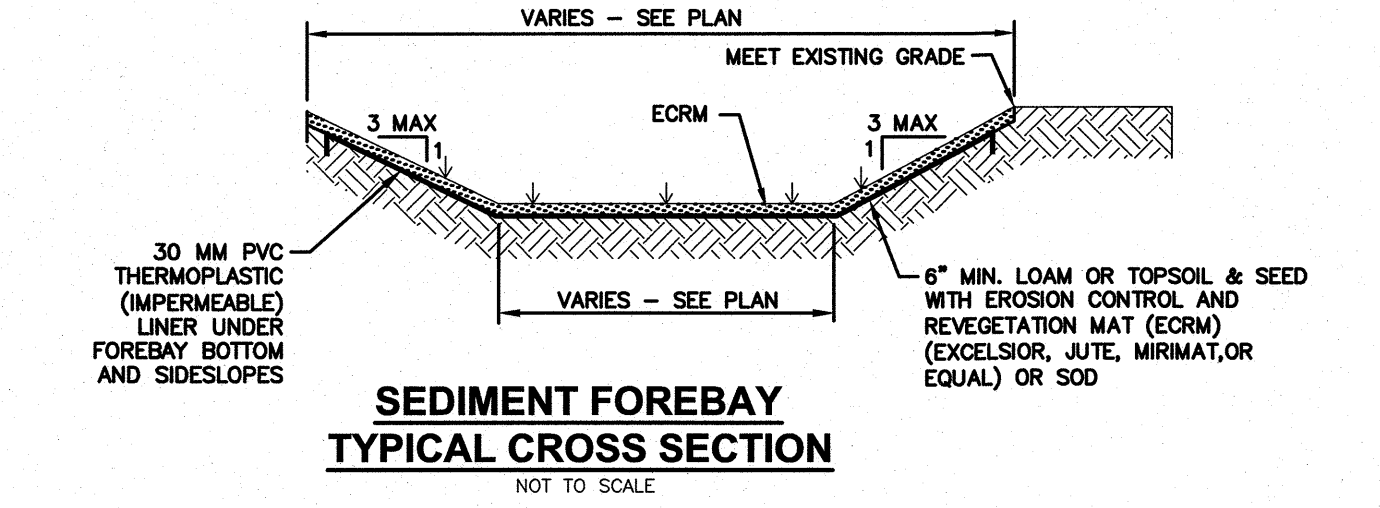
SEDIMENT FOREBAY STONE WEIR DETAIL
NOT TO SCALE



ROCK RIP-RAP GRADIENT
NOT TO SCALE

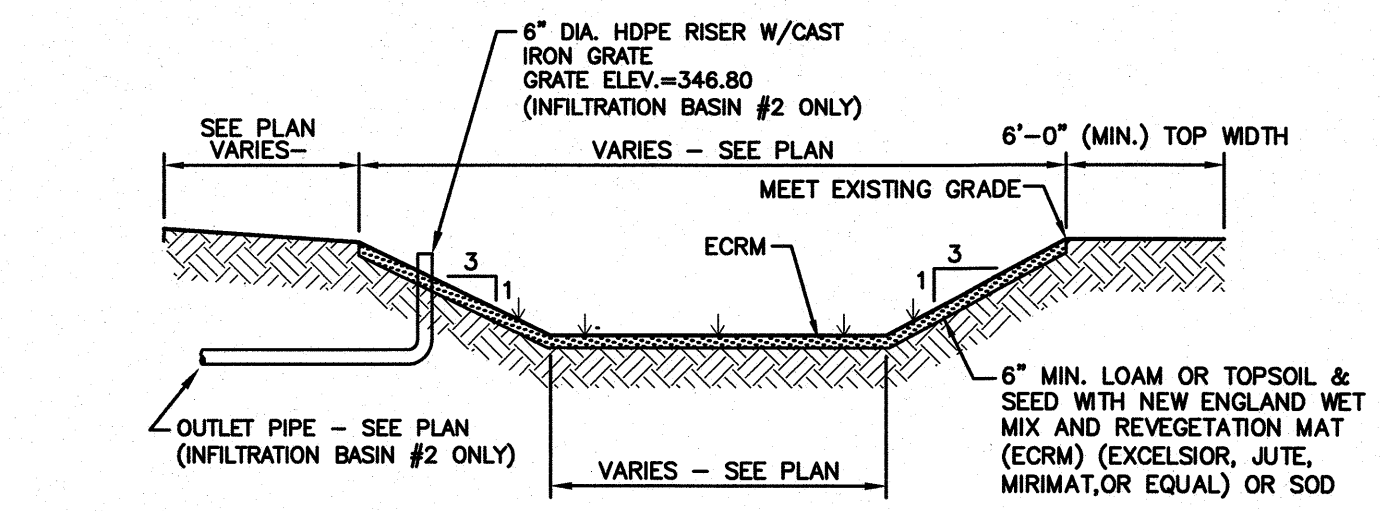


**FLARED END SECTION
HIGH DENSITY POLYETHYLENE (HDPE)**
NOT TO SCALE



**SEDIMENT FOREBAY
TYPICAL CROSS SECTION**
NOT TO SCALE

NOTE:
1) DO NOT TRAFFIC EXPOSED SOIL SURFACE WITH CONSTRUCTION EQUIPMENT. IF FEASIBLE, PERFORM EXCAVATIONS WITH EQUIPMENT POSITIONED OUTSIDE THE LIMITS OF THE INFILTRATION SYSTEM.
2) AFTER THE INFILTRATION SYSTEM AREA IS EXCAVATED TO THE FINAL DESIGN ELEVATION, THE FLOOR SHOULD BE DEEPLY TILLED WITH A ROTARY TILLER OR DISC HARROW TO RESTORE INFILTRATION RATES, FOLLOWED BY A PASS WITH A LEVING DRAG.
3) DO NOT PLACE INFILTRATION SYSTEMS INTO SERVICE UNTIL THE CONTRIBUTING AREAS HAVE BEEN FULLY STABILIZED.



INFILTRATION BASIN - TYP. CROSS SECTION
NOT TO SCALE

☐ SUPERSEDES ALL PREVIOUS ISSUES
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STATE OF NEW HAMPSHIRE
NICOLE DUQUETTE
DUQUETTE
PROFESSIONAL ENGINEER
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DRAWN BY: CCC
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IRVING OIL
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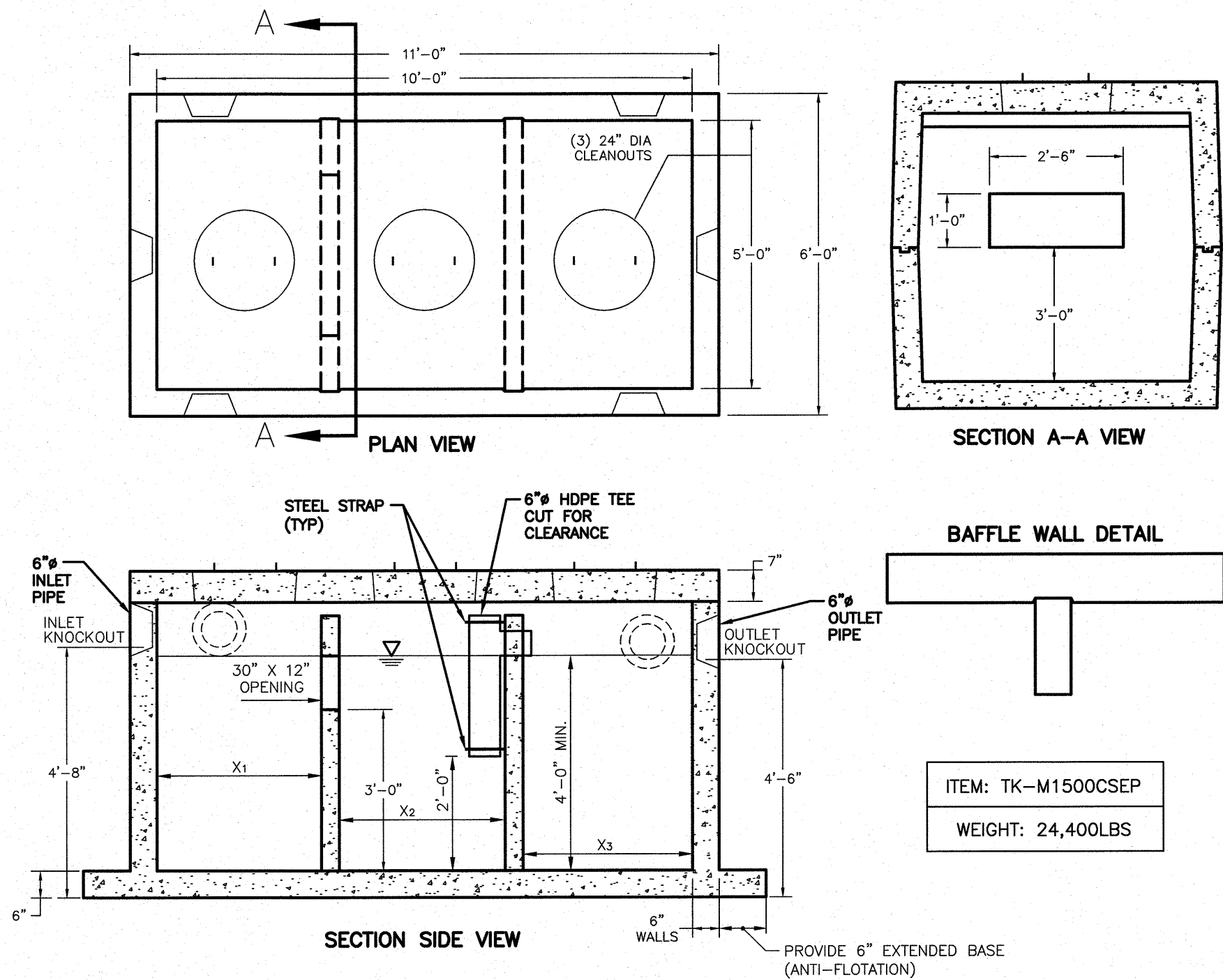
PROJECT: ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE

SHEET TITLE: **DETAIL SHEET**

PROJECT: 71288
DRAWING NO: L14
REVISION: A

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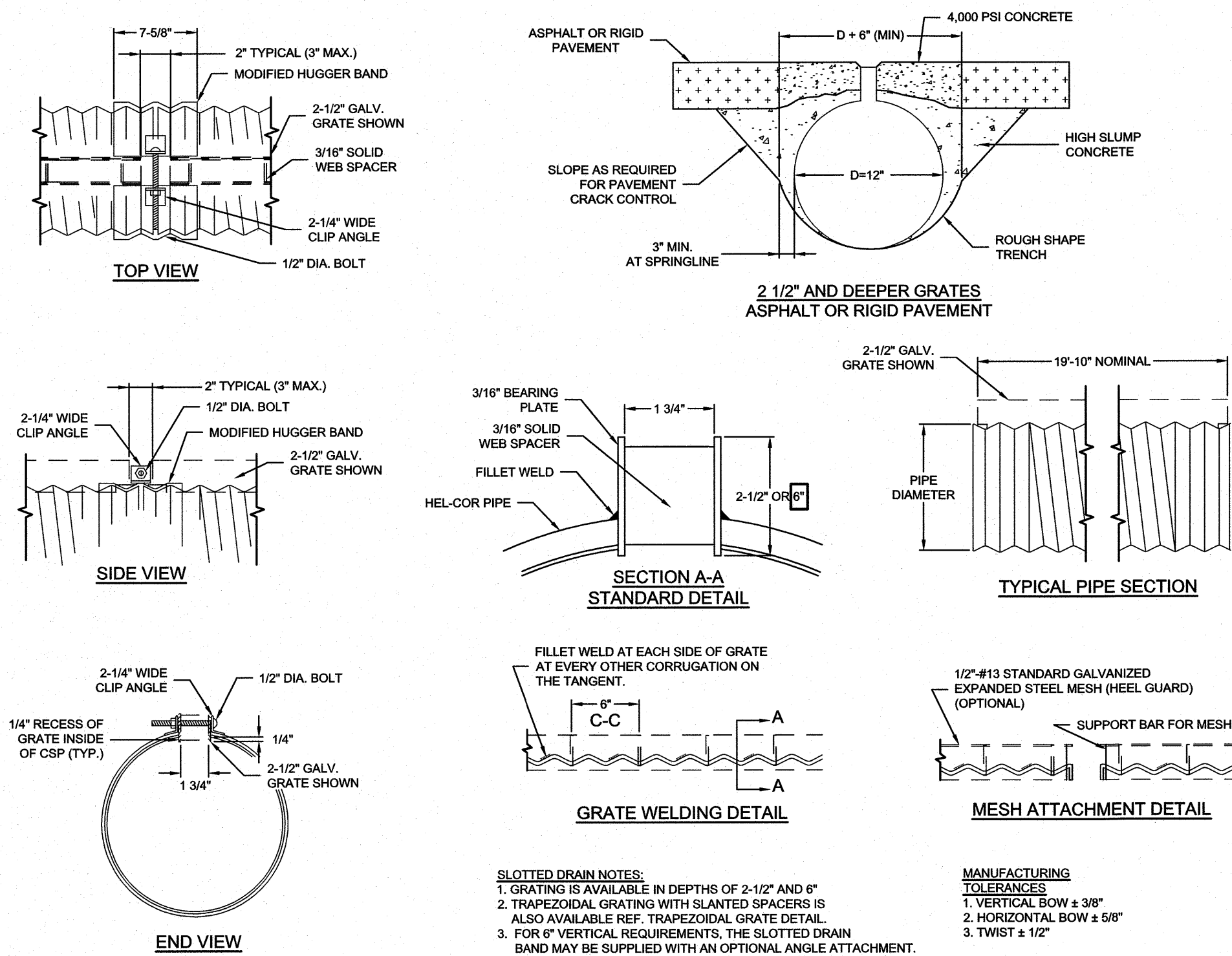


NOTES:

1. CONCRETE: 5,000 PSI MINIMUM AFTER 28 DAYS.
 2. DESIGNED FOR H-20 LOADING.
 3. TONGUE & GROOVE JOINT SEALED WITH BUTYL RESIN.
 4. FIRST & SECOND CHAMBER SIZING BASED ON NHDES CRITERIA
OF 400 CF/ACRE OF IMPERVIOUS AREA:
O/W SEPARATOR #1 (OWS-1): 10,778 SF IMP. AREA = 0.25 Ac.
400 CF/Ac. x 0.25 Ac. = 100 CF
 $X_1 + X_2 = 100 \text{ CF}/(4 \times 5) = 5'-0"$ (MIN.)
 $X_1 \pm X_2 = 3'-0"$ (PER CHAMBER)
 $X_3 = 3'-0"$
 5. CONTRACTOR TO SUBMIT SHOP DRAWING FOR APPROVAL.
- O/W SEPARATOR #2 (OWS-2): 7,281 SF IMP. AREA = 0.17 Ac.
400 CF/Ac. x 0.17 Ac. = 68 CF
 $X_1 + X_2 = 68 \text{ CF}/(4 \times 5) = 3'-5"$ (MIN.)
 $X_1 \pm X_2 = 3'-0"$ (PER CHAMBER)
 $X_3 = 3'-0"$

1,500 GAL. OIL/WATER SEPARATOR

NOT TO SCALE



SLOTTED DRAIN DETAIL (STRAIGHT SIDED GRATES)

NOT TO SCALE

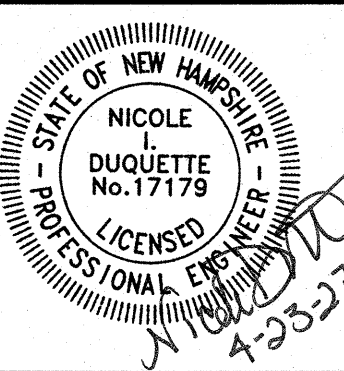
- ☐ SUPERSEDES ALL PREVIOUS ISSUES
☐ APPROVED FOR CONSTRUCTION
☐ PRELIMINARY--NOT FOR CONSTRUCTION
☐ ISSUED TO: _____

DATE _____

REV	DATE	BY	REVISION
A	4/27/23	NID	MISC. REVISIONS

REVISIONS

GPI Engineering
Design
Planning
Construction Management
603.893.0720 GPINET.COM
Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079



DRAWN BY:	DESIGNED BY:
CCC	NID
SCALE:	APPROVED BY:
NTS	FCM
DATE:	PROPERTY NO.:
3/9/23	
CAD FILE: 21369_DET	REF-BLK:
PLOTTED:	REF-BLK:
	REF-BLK:

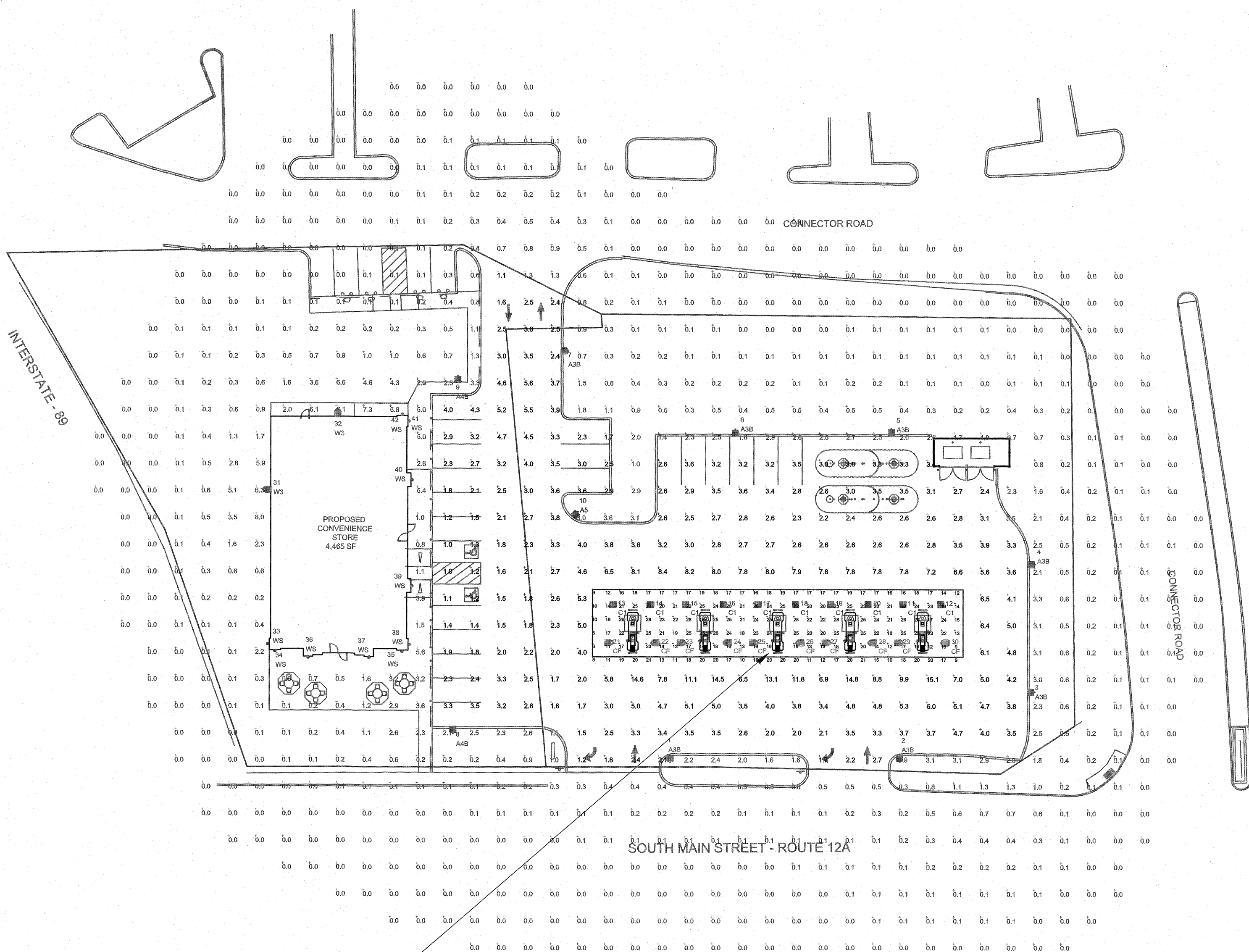
IRVING OIL
190 COMMERCE WAY
PORTSMOUTH, NH 03801

PROJECT:
ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE

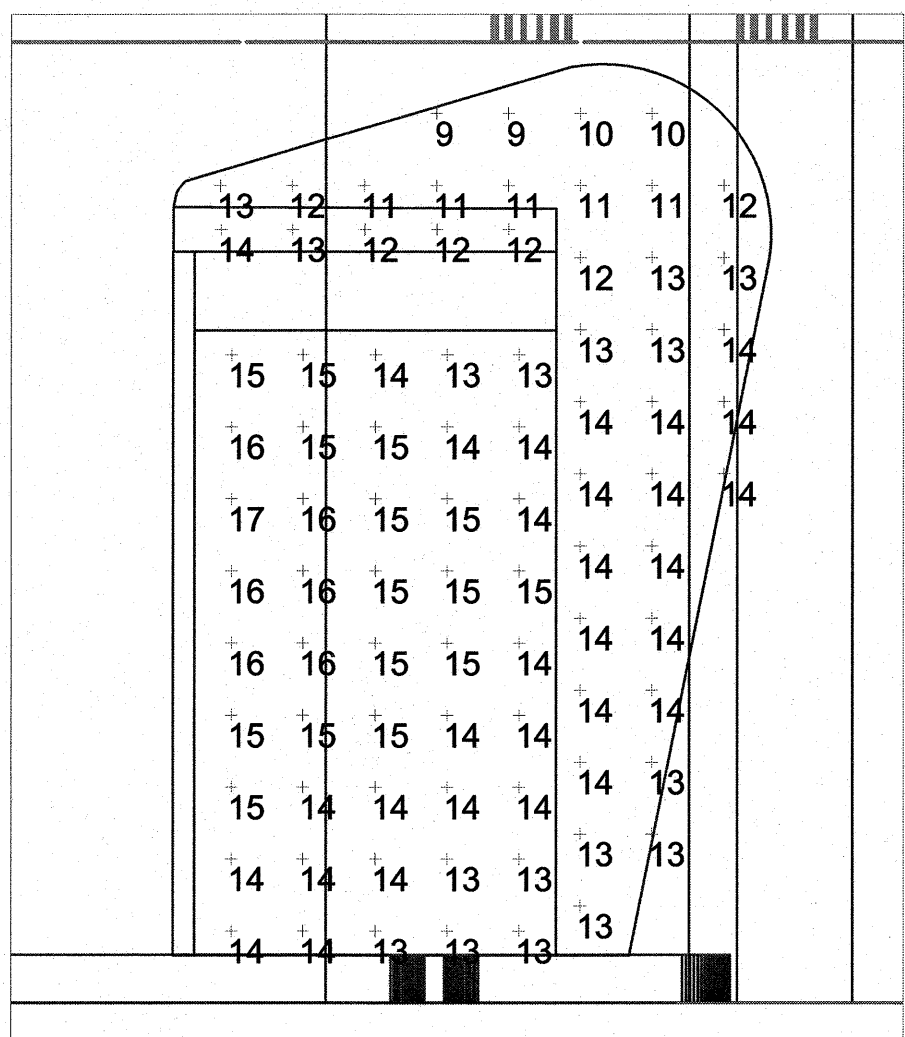
DETAIL SHEET

PROJECT:	DRAWING NO:	REVISION:
71288	L15	A

COMPANY SUPERVISOR AND CONTRACTOR TO VERIFY ALL MEASUREMENTS ON WORK OR AT SITE. THIS DRAWING IS THE PROPERTY OF IRVING OIL LTD. AND SHALL BE RETURNED ON COMPLETION OF WORK.



IRVING HARP FACE
(SEE ELEVATION)



IRVING HARP FACE ELEVATION
SCALE: 1" = 2'

THIS SITE IS LOCATED IN A REGION WHERE LIGHTING IS
REGULATED BY LOCAL ORDINANCES

NOTE: ALL AREA LIGHTS ON NEW 17 FT. POLE MOUNTED ON 2-1/2 FT. CONCRETE BASE

FOOTCANDLE LEVELS CALCULATED AT GRADE (UNO) USING INITIAL LUMEN VALUES					
LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
DISPENSER FACE (VERTICAL)	13.62	17	9	1.51	1.89
PAVED AREA	3.86	15.1	1.0	3.86	15.10
UNDEFINED	0.47	8.0	0.0	N.A.	N.A.
UNDER CANOPY	18.77	28	5	3.75	5.60

LUMINAIRE LOCATION SUMMARY		
LUM NO.	LABEL	MTG. HT.
1	A3B	19.5
2	A3B	19.5
3	A3B	19.5
4	A3B	19.5
5	A3B	19.5
6	A3B	19.5
7	A3B	19.5
8	A4B	19.5
9	A4B	19.5
10	A5	19.5
11	C1	14.5
12	C1	14.5
13	C1	14.5
14	C1	14.5
15	C1	14.5
16	C1	14.5
17	C1	14.5
18	C1	14.5
19	C1	14.5
20	C1	14.5
21	CF	14.5
22	CF	14.5
23	CF	14.5
24	CF	14.5
25	CF	14.5
26	CF	14.5
27	CF	14.5
28	CF	14.5
29	CF	14.5
30	CF	14.5
31	W3	10
32	W3	10
33	WS	10
34	WS	10
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40	WS	10
41	WS	10
42	WS	10

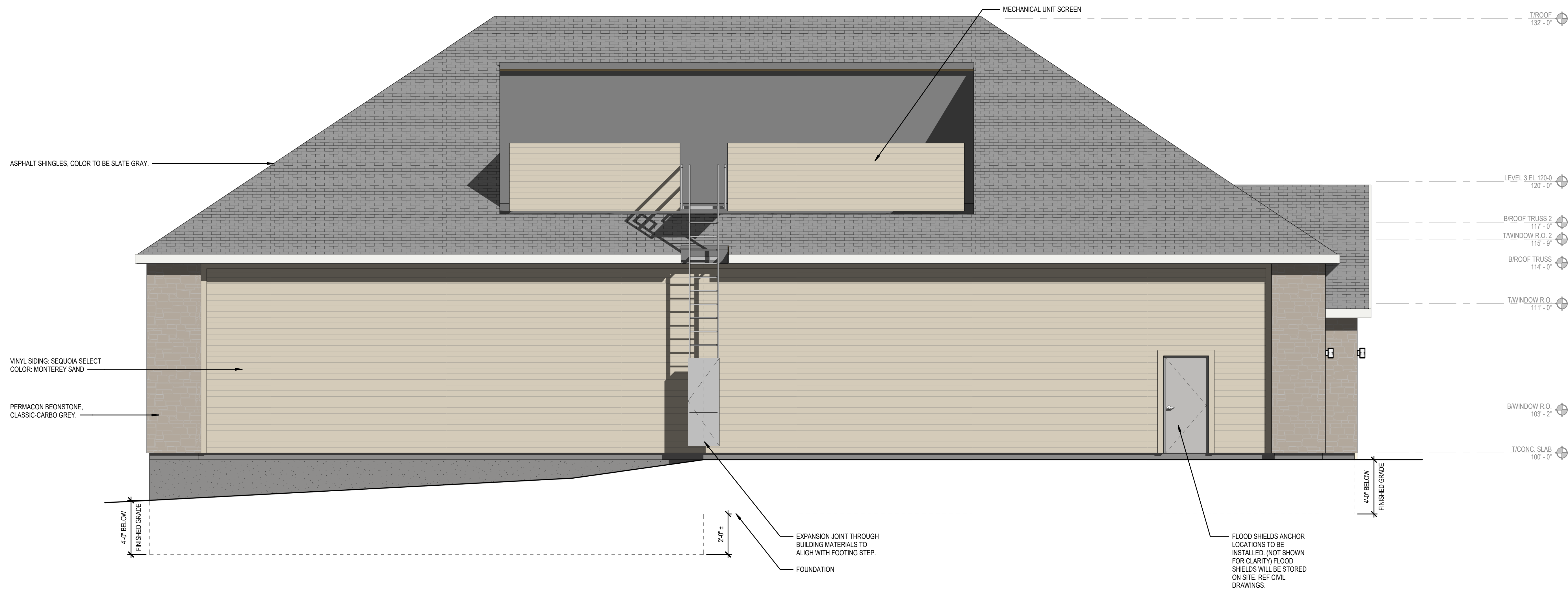
LUMINAIRE SCHEDULE										
SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	BUG RATING	WATTS/LUMINAIRE	TOTAL WATTS	MANUFACTURER	DESCRIPTION
	7	A3B	Single	7220	1.040	B1-U0-G2	134	938	CREE, INC.	ARE-EDG-3MB-DA-06-E-UL-XX-700-30K
	2	A4B	Single	7755	1.040	B1-U0-G2	134	268	CREE, INC.	ARE-EDG-4MB-DA-06-E-UL-XX-700-30K
	1	A5	Single	12034	1.040	B4-U0-G2	134	134	Cree Inc.	ARE-EDG-5M-DA-06-E-UL-XX-700-30K
	10	C1	Single	5585	1.040	B2-U0-G1	71	710	BETALED, A DIVISION OF RUUD LIGHTING	CAN-304-SL-RS-04-E-UL-WH-525-30K (SPECIAL ORDER)
	10	CF	SINGLE	5421	1.040	B1-U0-G0	71	710	RUUD LIGHTING, INC., A CREE COMPANY	CAN-304-AF-RS-04-E-UL-WH-525-30K (SPECIAL ORDER)
	2	W3	SINGLE	5581	1.040	B2-U0-G2	70	140	Cree Lighting	SEC-EDG-3M-WM-04-E-UL-525-30K
	10	WS	SINGLE	819	1.000	B1-U3-G0	20.18	201.8		2SRBK-4-9W-LED-120V

NOTE: LUMEN OUTPUT OF LIGHTS C1 AND CF CALCULATED FROM 5700K TO 3000K BASED ON PROVIDED RATIO OF 0.76

FILE PATH: \\adobe\c\Draws\2210623001 Irving\01 Lebanon\NH\2105_A Irving\01 Lebanon\NH\ 2105.rvt



1 EXTERIOR ELEVATION



2 EXTERIOR ELEVATION

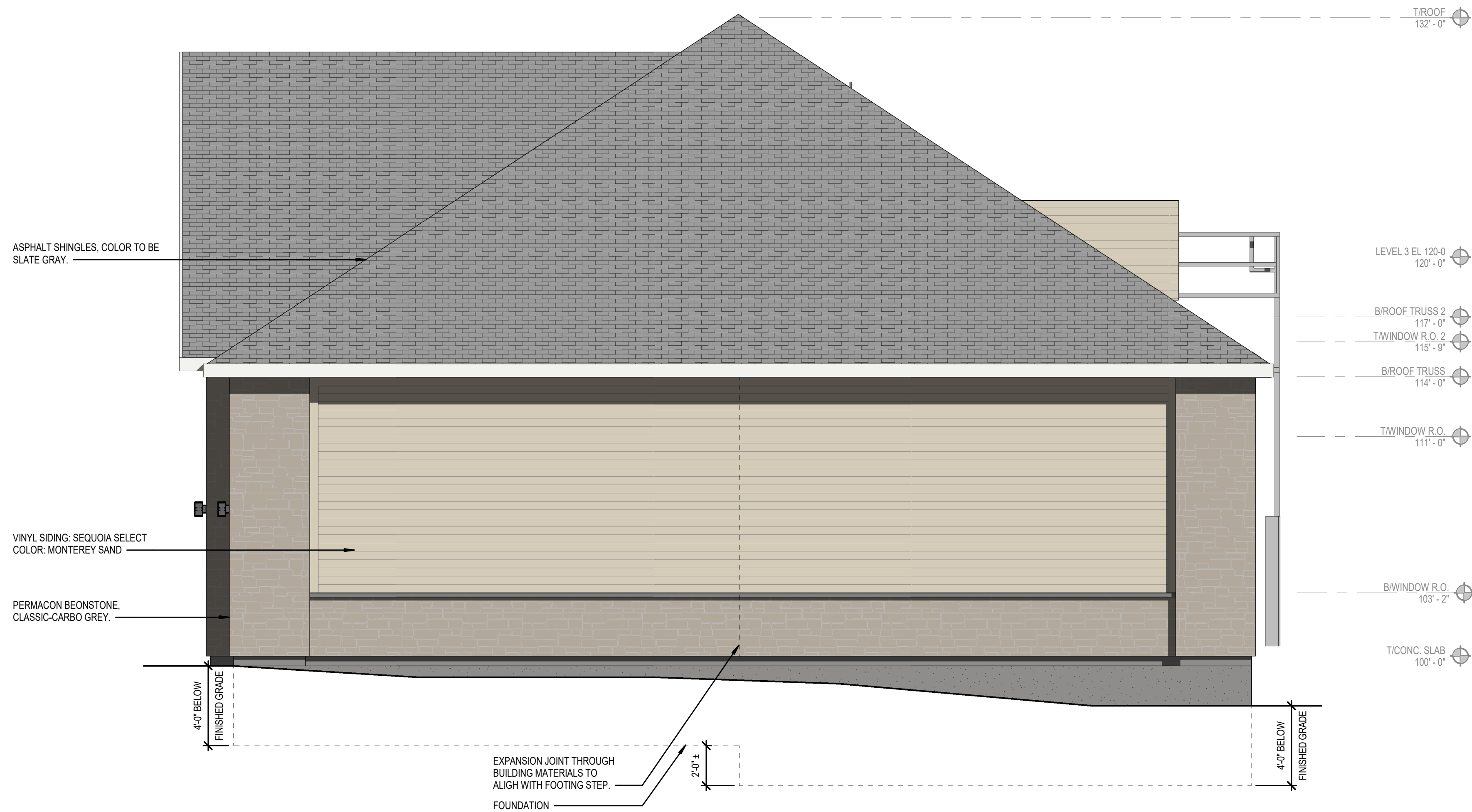
DESCRIPTION	DATE
PROJECT NO:	0000021001
DATE:	xx/xx/xxxx
DRAWN BY:	GNJ
CHECKED BY:	BTJ

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EXTERIOR
ELEVATIONS

A-201

FILE PATH: Architecture Drawings\2021\05\2001 Irving\01 Lebanon\NH\2015_A Irving\01 Lebanon\NH\2015_A

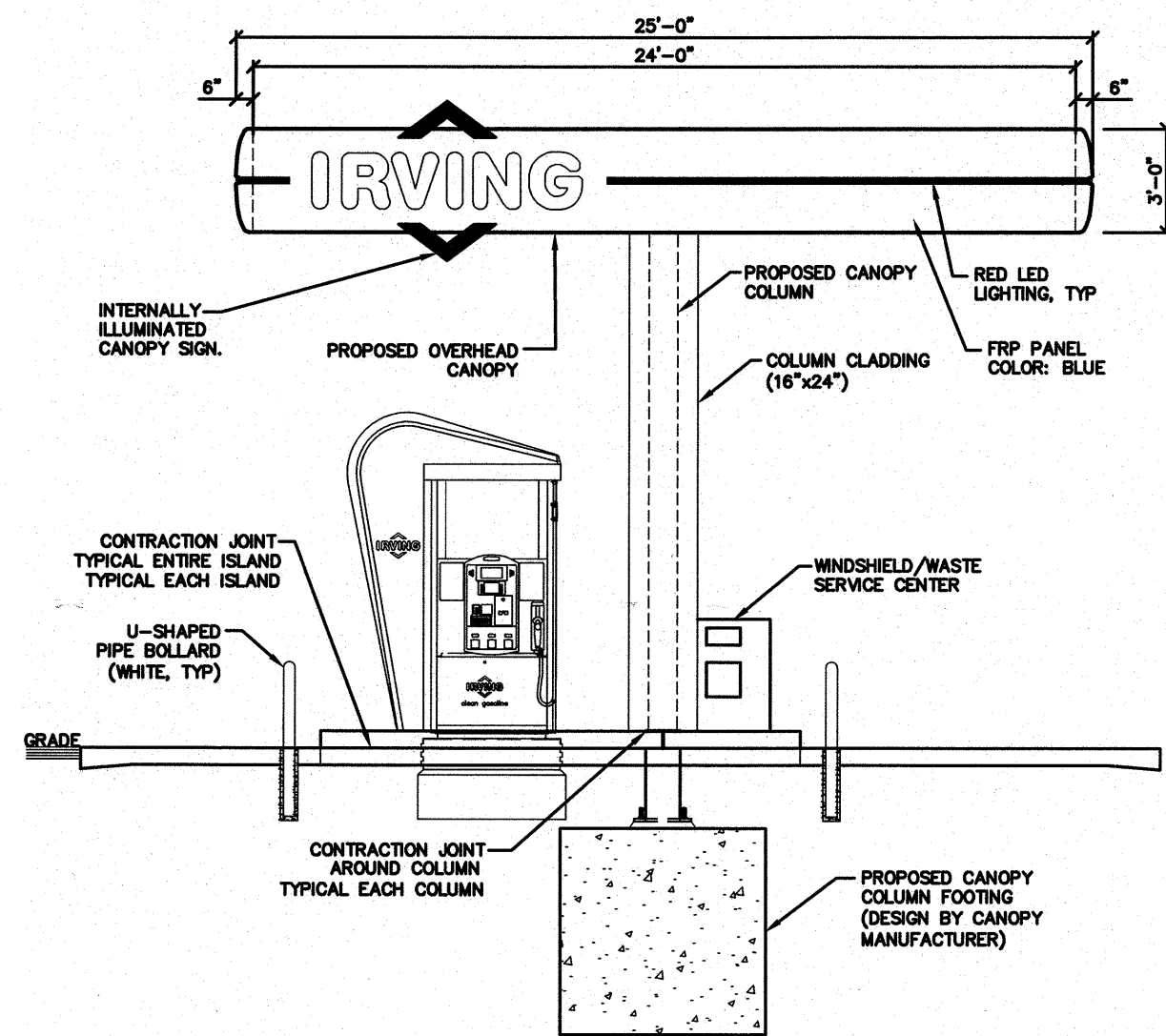


1 EXTERIOR ELEVATION

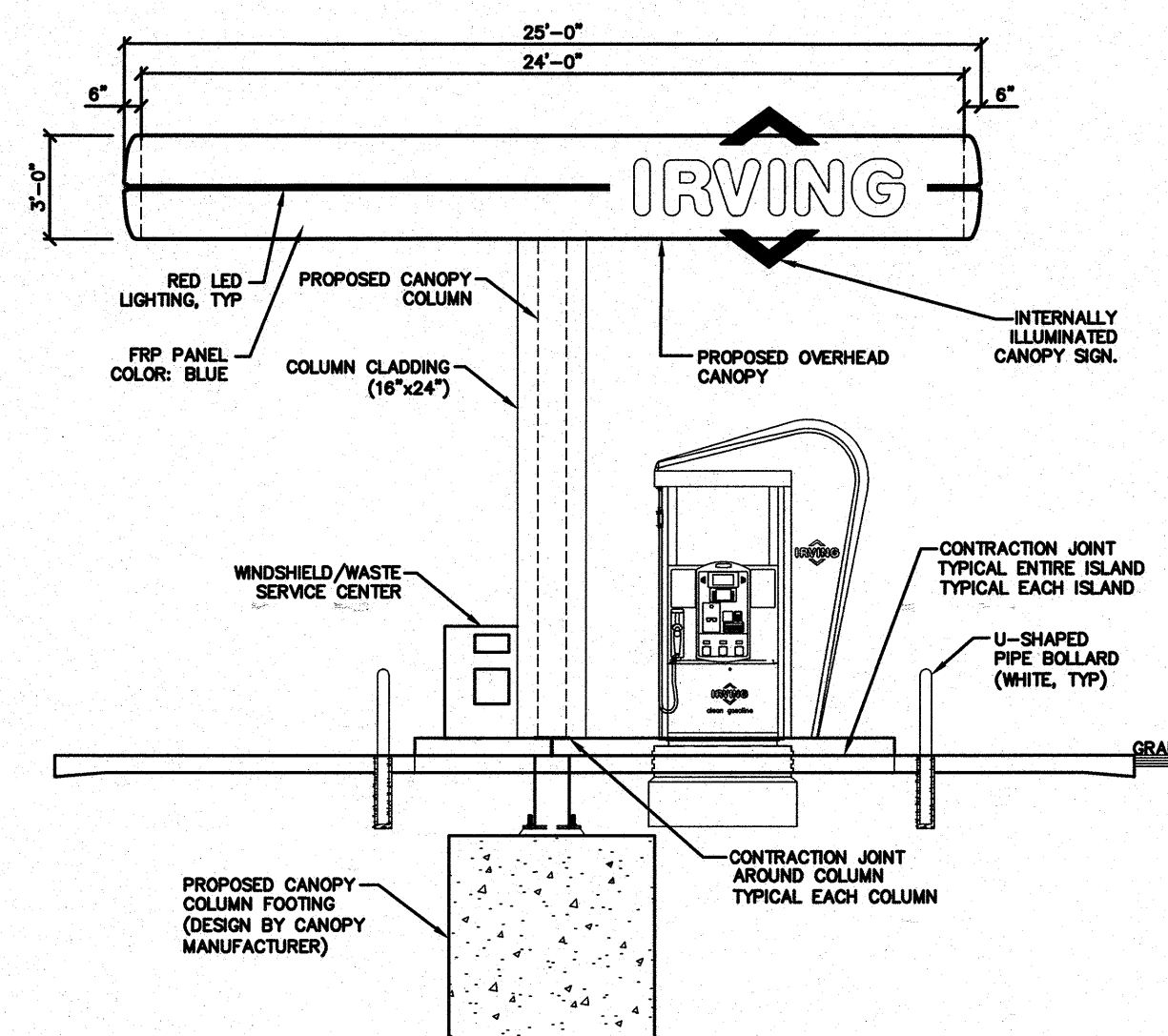


2 EXTERIOR ELEVATION

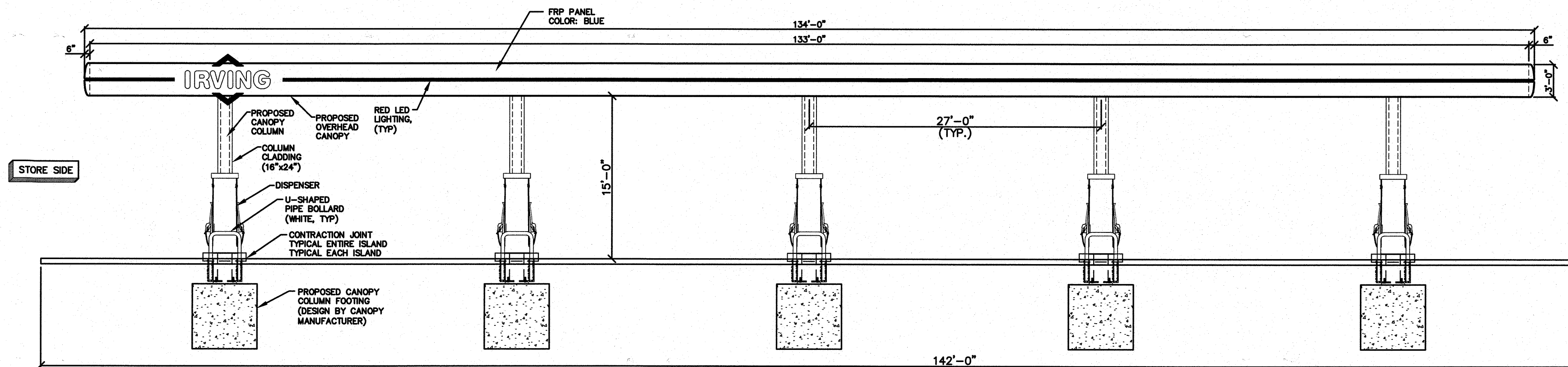
F:\Projects\NEX-2021369 - West Lebanon, NH - Irving Oil\CAD Files\21369_Canopy.dwg ELEVATIONS 4/27/23 10:41am ccall



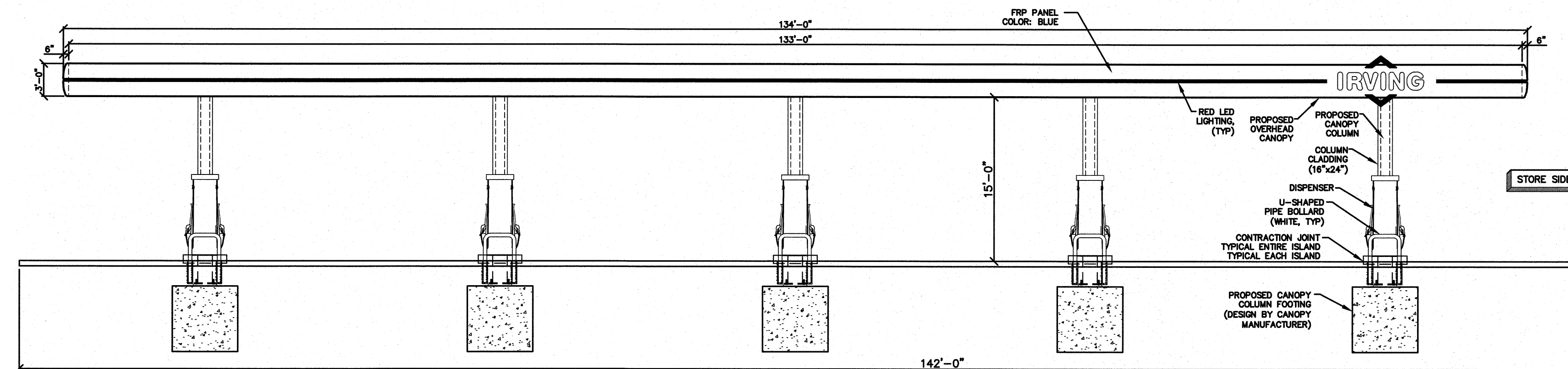
A AUTO FUELING - CANOPY SIDE ELEVATION
3/16" = 1'-0"



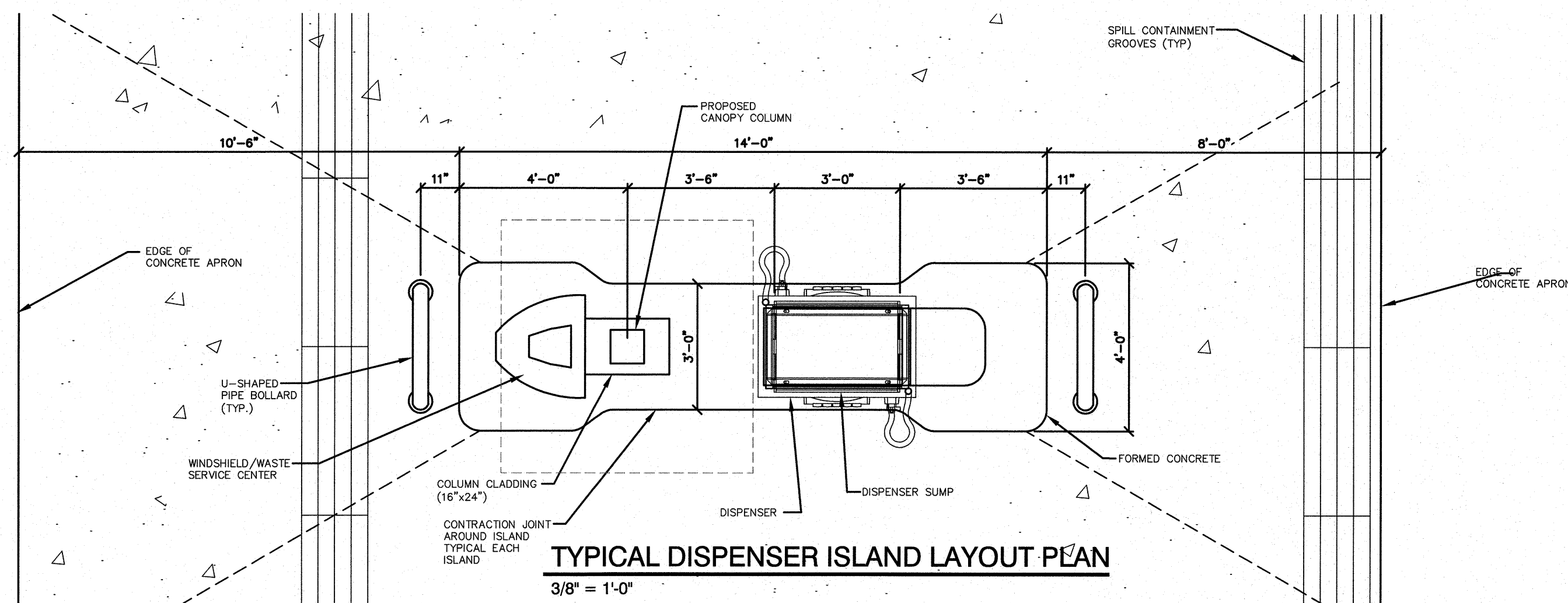
B AUTO FUELING - CANOPY SIDE ELEVATION (STORE)
3/16" = 1'-0"



1 AUTO FUELING CANOPY - FRONT ELEVATION (ROUTE 12A)
1/8" = 1'-0"



2 AUTO FUELING - CANOPY REAR ELEVATION
1/8" = 1'-0"



TYPICAL DISPENSER ISLAND LAYOUT PLAN
3/8" = 1'-0"

- ☐ SUPERSEDES ALL PREVIOUS ISSUES
☐ APPROVED FOR CONSTRUCTION
☐ PRELIMINARY-NOT FOR CONSTRUCTION
☐ ISSUED TO: _____

DATE _____

REV	DATE	BY	REVISION
A	4/27/23	NID	MISC. REVISIONS

REVISIONS

GPI Engineering
Design
Planning
Construction Management
603.893.0720 GPINET.COM
Greenman-Pedersen, Inc.
44 Stiles Road, Suite One
Salem, NH 03079



DRAWN BY:	CCC	DESIGNED BY:	NID
SCALE:	AS SHOWN	APPROVED BY:	FCM
DATE:	3/9/23	PROPERTY NO.:	
CAD FILE: 21369_Canopy		REF-BLK:	
PLOTTED:		REF-BLK:	

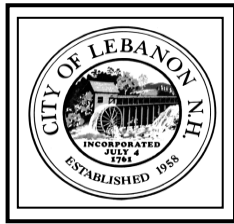
IRVING OIL
190 COMMERCE WAY
PORTSMOUTH, NH 03801

PROJECT:
ASSESSORS MAP 114 LOT 5 & MAP 115 LOT 1
200 & 206 SOUTH MAIN STREET
WEST LEBANON, NEW HAMPSHIRE

SHEET TITLE:
EXTERIOR CANOPY ELEVATIONS

PROJECT:	DRAWING NO:	REVISION:
71288	A203	A

COMPANY SUPERVISOR AND CONTRACTOR TO VERIFY ALL MEASUREMENTS ON WORK OR AT SITE. THIS DRAWING IS THE PROPERTY OF IRVING OIL LTD. AND SHALL BE RETURNED ON COMPLETION OF WORK.



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

MEMORANDUM

TO: Planning Board

FROM: Planning and Development Department Staff

RE: Minor Alteration to Approved Site Plan (PB2022-52-SPR)
May 8, 2023 Planning Board Meeting – *Agenda Item 4.A*

DATE: May 3, 2023

This memorandum serves to inform the Planning Board of minor changes to the site plan for a proposed equipment, machinery sales, rental and service use at 0 Plainfield Road (Tax Map 131, Lot 3), zoned IND-L, to be located on lot 2 (110 Airpark Road) of a proposed 3-lot industrial planned unit development (PB2022-51-CUPMIN), and as shown on a plan set titled "Milton Rents, Airpark Rd.," prepared by Engineering Ventures, PC, dated December 27, 2022, last revised November 2, 2022, EV Project #22092 (19 sheets).¹ The site plan was originally approved by the Board on February 13, 2023 (PB2022-52-SPR). The proposed minor alterations are described in the attached memo dated April 4, 2023, from Adam Morse, PE, of Engineering Ventures, PC, and are reflected in the attached revised plan sheets.

In accordance with Section 9.2.A of the Site Plan Review Regulations, the Planning and Development Department is of the opinion that these changes are minor alterations and do not require further Planning Board review. In accordance with Section 9.2.C, any Board member, or any person aggrieved may make a written request for an approval under this section to be reviewed by the full Board.

By way of further background, Section 9.2.A of the Site Plan Review Regulations allows the Planning Director to approve a "minor alteration" subsequent to final site plan approval, but prior to the issuance of a Certificate of Occupancy, provided that:

- (a) The alteration is not deemed to be a "material change". The term "material change" is defined in Article II as, "Any proposed alteration to a previously approved Site Plan and/or previously developed property, which necessitates or results in significant changes to access, parking, circulation, drainage, lighting, or required landscaping on the site." and
- (b) The alteration either (i) is "necessitated by unforeseen or unanticipated circumstances", or (ii) "constitutes a deviation from the plan which was constructed or installed as a result of a good-faith error, rather than negligence."

Section 9.2.B further provides that a change shall be deemed to be a minor alteration only if all of the following apply:

- 1. It is relatively minor, in light of the overall scope of the approval;
- 2. It does not result in a violation of any express condition of the approval, or of any zoning or other local, state, or federal regulatory provision; and,
- 3. The Planning Director concludes that no reasonable Board (or, as applicable, Minor Site Plan Committee) member could consider the change as grounds for reconsidering or altering any aspect of the Notice of Action.

Attachments

cc: Adam Morse, PE, Engineering Ventures, PC (via e-mail)
Upper Valley Tech Park, LLC (via e-mail)
Milton Rents (via e-mail)

¹ A revised PUD plat has been submitted for the Planning Board's review (PB2023-16-CUPMIN), the public hearing for which is also scheduled for the May 8, 2023 Planning Board meeting.

April 4, 2023

Lebanon Planning Board
City of Lebanon
51 North Park Street
Lebanon, NH 03766

**Re: Milton Rents
Airpark Rd.
Subject parcel 131-3
IND-L Zone
Building Layout Adjustment**

Dear Lebanon Planning Board,

On behalf of Upper Valley Tech Park, LLC and Milton Rents, we would like to request a small building layout adjustment that was not included in the original January 23rd site plan review packet but came to light after the board had approved the plans dated December 12, 2022. The adjustment consists of an expansion of the building by 600 sf. The result of the adjustment is that the building was elongated by approximately 4' at the west wall. In addition, two 18' by 10' floor areas were added to the building; one at the northwest corner and one along the center of the west wall. Some of the doors and garage bays moved by several feet to the west to accommodate the new building layout. The parking lot and loading dock at the south side of the building shifted by approximately 3' towards the west. Since the building expanded by 600 sf an additional parking space was provided at the north parking lot and the zoning chart has been updated accordingly.

The reason for the change was that the Milton Rents design team moved into the final design phase and changed the wash bay equipment to a more modern, environmentally friendly set-up which required a larger footprint than expected.

Sincerely,
ENGINEERING VENTURES, PC



Adam Morse, PE
Project Manager

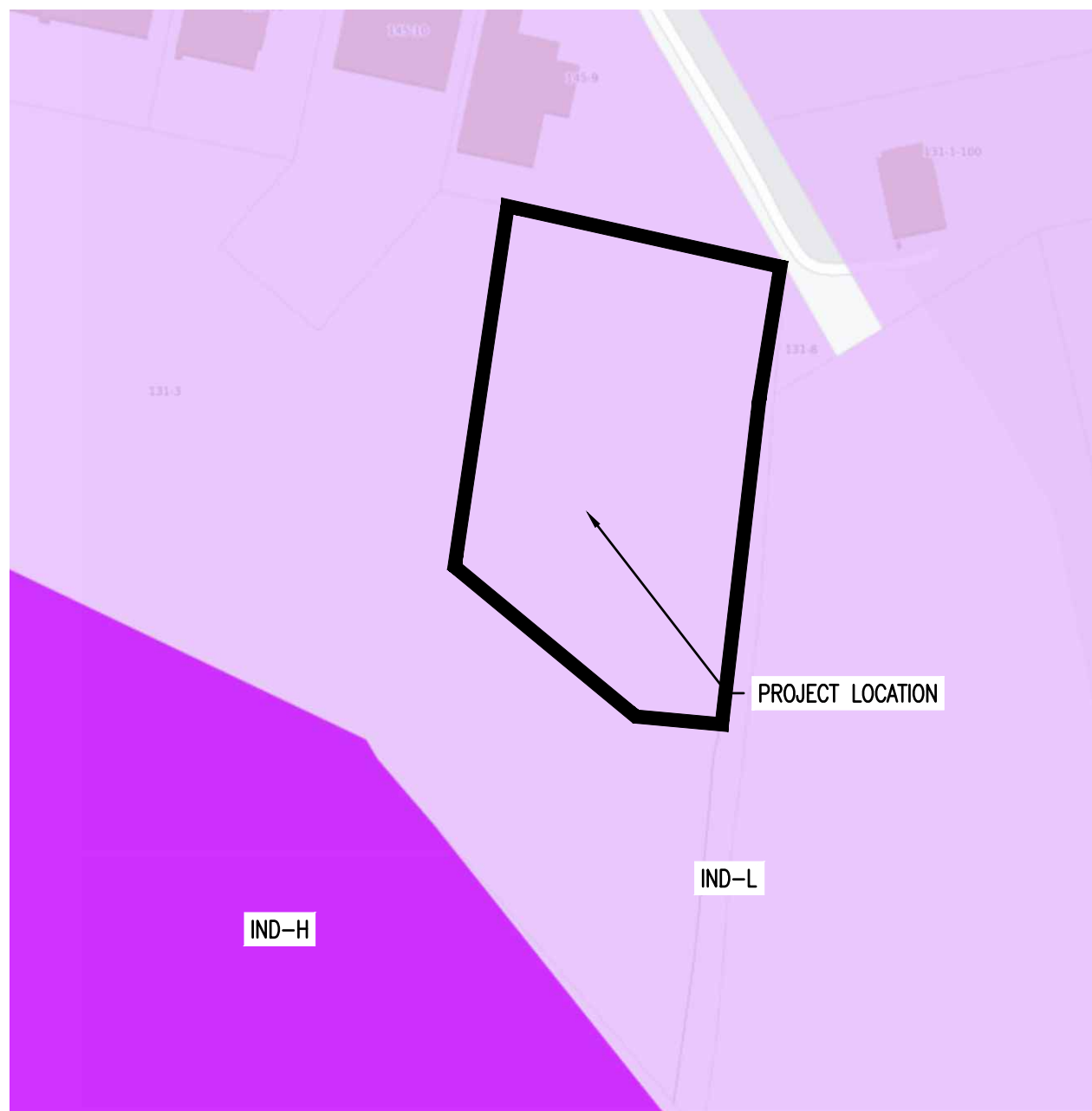
cc: (via email): Brad Farrin, Don Wells, Kevin Worden, Jeff Hytinen

MILTON RENTS, 110 AIRPARK RD.

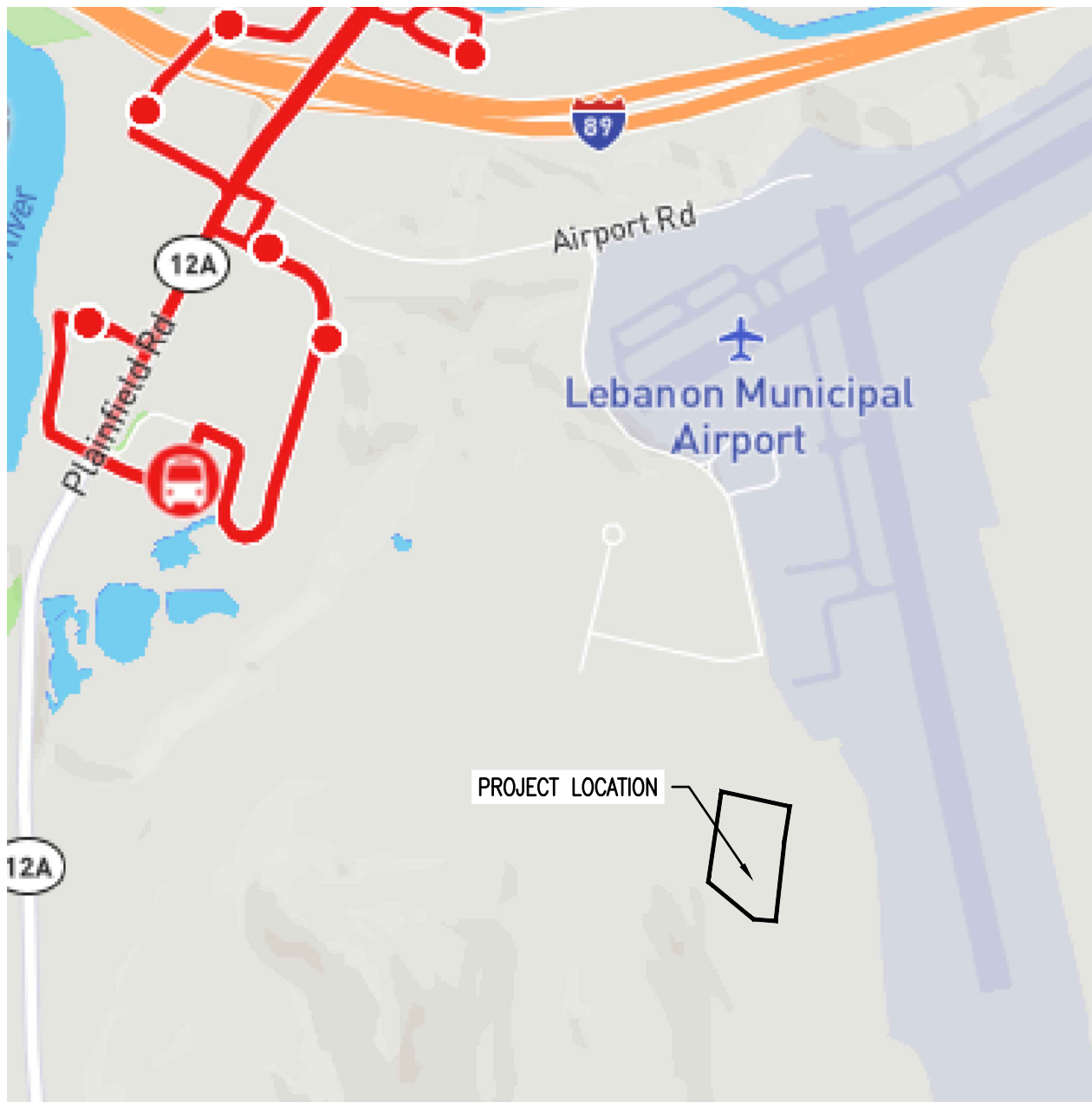
WEST LEBANON, GRAFTON COUNTY, NEW HAMPSHIRE



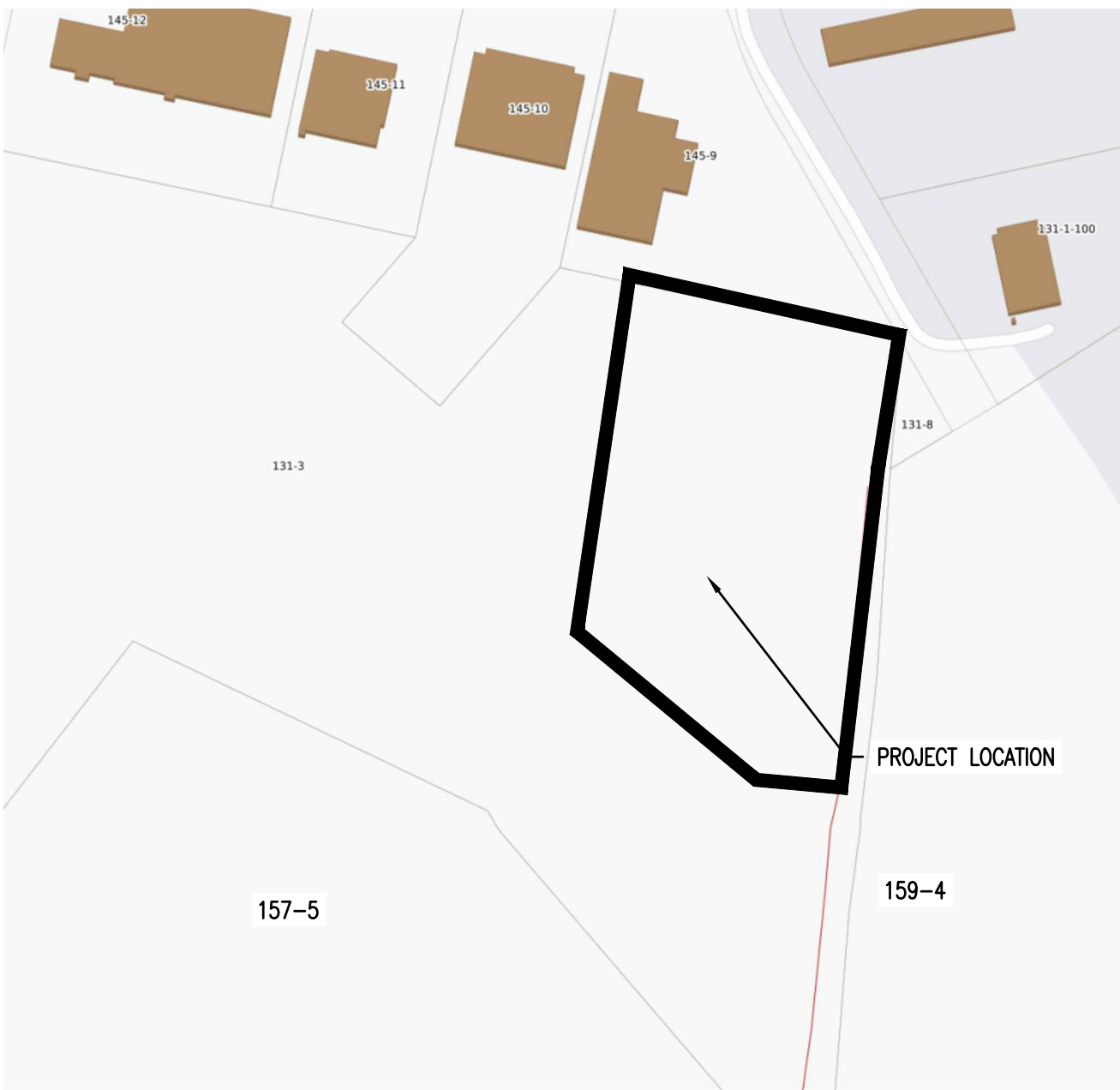
ORTHO MAP
1" = 2,000'



ZONING MAP
1" = 250'



BUS ROUTES
1" = 1,000'



TAX MAP
1" = 250'

ZONING CHART

3/30/2023
Milton Rents, 110 Airpark Rd.
Milton Cat / Upper Valley Technology Park, LLC
Lebanon Zoning Regulations

	Existing	Required	Proposed
Zoning District	IND-L		IND-L
Tax Lot #	131-3		131-3-200
Area of Lot	36.83 Acres (PB2022-51-CUPMIN)	2 Acres	6.29 Acres
Building (Footprint)	n/a	50% of lot (max.)	10,016 sq. ft. (3.6%)
Floor Area	n/a		10,967 sq. ft.
Parking Spaces	n/a	19 (min.) / 23 (max.)	19
Use	Vacant land		Equipment and Machinery Sales, Rental and Service
Bicycle Storage	n/a	2	0
Loading Spaces	n/a		4
# of stories			1
Impervious Area	n/a		80,034 sq. ft.
Impervious Area (% of lot)	n/a		29%
Overlay Districts	Wetlands Conservation District		Wetlands Conservation District
Setbacks			
Front	n/a	40'	40'
Rear	n/a	20'	224'
Side	n/a	20' / 50' (north boundary)	124'
Max building coverage	n/a	50%	
Building Height	n/a	65'	35'

Notes:
1. Outdoor storage has received a Conditional Use Permit in connection with the approval of the Upper Valley Tech Park PUD (PB2022-51-CUPMIN)

PARKING CALCULATIONS:

USE	REQUIRED	CALCULATION
INDUSTRIAL	1/600 SF	10,967/600 = 19 SPACES

TABLE OF CONTENTS

SHEET	TITLE	CONSULTANT	PAGE NO.
C0.0	COVER SHEET	ENGINEERING VENTURES	(1 OF 20)
C0.1	LEGEND AND NOTES	ENGINEERING VENTURES	(2 OF 20)
C0.2	EXISTING CONDITIONS PLAN	ENGINEERING VENTURES	(3 OF 20)
C1.0	EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLAN	ENGINEERING VENTURES	(4 OF 20)
C2.0	OVERALL SITE LAYOUT PLAN	ENGINEERING VENTURES	(5 OF 20)
C2.1	SITE GRADING, DRAINAGE AND UTILITY PLAN	ENGINEERING VENTURES	(6 OF 20)
C2.2	SITE GRADING, DRAINAGE AND UTILITY PLAN(2)	ENGINEERING VENTURES	(7 OF 20)
C2.3	WB-67 TRACTOR TRAILER TRUCK TURNING PLAN	ENGINEERING VENTURES	(8 OF 20)
C3.0	SITE DETAILS	ENGINEERING VENTURES	(9 OF 20)
C3.1	SITE DETAILS(2)	ENGINEERING VENTURES	(10 OF 20)
C3.2	WATER DETAILS	ENGINEERING VENTURES	(11 OF 20)
C3.3	SANITARY SEWER DETAILS	ENGINEERING VENTURES	(12 OF 20)
C3.4	STORMWATER DETAILS	ENGINEERING VENTURES	(13 OF 20)
C3.5	STORMWATER DETAILS(2)	ENGINEERING VENTURES	(14 OF 20)
C3.5	EPSC DETAILS	ENGINEERING VENTURES	(15 OF 20)
L1.1	OVERALL SITE LANDSCAPE PLAN	PARK ARCHITECTURE	(16 OF 20)
L2.1	SITE LANDSCAPE PLAN(1)	PARK ARCHITECTURE	(17 OF 20)
L2.2	SITE LANDSCAPE PLAN(2)	PARK ARCHITECTURE	(18 OF 20)
L3.1	LANDSCAPE DETAILS	PARK ARCHITECTURE	(19 OF 20)
L-1	PHOTOMETRIC PLAN	EXPOSURE 2 LIGHTING	(20 OF 20)

CONSULTANTS

CIVIL ENGINEERING
ENGINEERING VENTURES, PC
85 MECHANIC STREET, SUITE E2-3
LEBANON, NH 03766
(603) 442-9333

LAND SURVEYOR
LATITUDES LAND SURVEYING
1 MILL ST.
BURLINGTON, VT 05401
(802) 825-6545

LANDSCAPE ARCHITECT
PARK ARCHITECTURE
3 SCHOOL HOUSE LN., STE #1
ETNA, NEW HAMPSHIRE 03750
(603) 643-3400

ARCHITECT
MICHAEL PETROVICK ARCHITECTS, PLLC
310 MARLBORO ST. STE. 106
KEENE, NH 03431
(603) 636-7056

WETLANDS
STONE RIDGE ENVIRONMENTAL, LLC
233 PROSPECT MT. RD.
ALTON, NH 03809
602-776-5825

SUBJECT PROPERTY

LOT 131-3-200
110 AIRPARK ROAD
WEST LEBANON, NH 03784

OWNER APPLICANT

OWNER
UPPER VALLEY TECH PARK, LLC
277 BLAIR PARK RD., STE 130
WILLISTON, VT 05495
802-872-0505

APPLICANT
MILTON CAT
BRADLEE FARRIN
CORPORATE FACILITIES MANAGER
100 QUARRY DR.
MILFORD, MA 01757
brod_farrin@miltoncat.com

Stamp			
Date			
Description			
No.	1		
INCREASED BUILDING FOOTPRINT BY 600 SF 3/30/2023			
ENGINEERING VENTURES PC			
208 Flynn Avenue, Suite 2A, Burlington, VT 05401 • 802-863-6225			
85 Mechanic Street, Suite E2-3, Lebanon, NH 03766 • 603-442-9333			
414 Union Street, Schenectady, NY 12305 • 518-530-9614			
www.engineeringventures.com			
DEW CONSTRUCTION CORP. 277 BLAIR PARK RD., STE 130 WILLISTON, VT 802-872-0505			
Sheet Title:	Cover Sheet		
Project Title:	MILTON RENTS 110 AIRPARK RD. WEST LEBANON, GRAFTON COUNTY, NEW HAMPSHIRE		
EV Project #	22092.00		
Drawn By:	AM		
Checked By:	NF		
Scale:	AS NOTED		
Date:	12/27/2022		
C0.0			

NOTE: THIS DEVELOPMENT IS PART OF THE UPPER VALLEY TECH PARK PUD AND IS SUBJECT TO THE PUD APPROVAL (PB2022-51-CUPMIN)

SITE LAYOUT NOTES

- SP1

SIGHT DISTANCE TRIANGLE
- SP2

LOADING AREA
- SP3

DISPLAY AREA
- SP4

PERIMETER FENCE
- SP5

RETAINING WALL
- SP6

ABOVE GROUND FUEL TANK AND ENCLOSURE
- SP7

SNOW STORAGE

SURFACE HATCH LEGEND

- GRAVEL
- CONCRETE
- RIPRAP
- ASPHALT
- BUILDING

7- COMMERCE AVE.
CARLETON,
HEATHER TTEE+
145-10
IND-L

131-3
UPPER VALLEY
TECHNOLOGY
PARK, LLC
IND-L
26.7 Ac.

110 AIRPARK RD.
131-3-200
UPPER VALLEY TECHNOLOGY
PARK, LLC
IND-L
6.3 Ac.

5 COMMERCE AVE.
PRIME HOLDING SPA
145-9
IND-L

BIG GREEN
AVIATION LLC
131-1-100
8" PVC

CITY OF
LEBANON
131-8

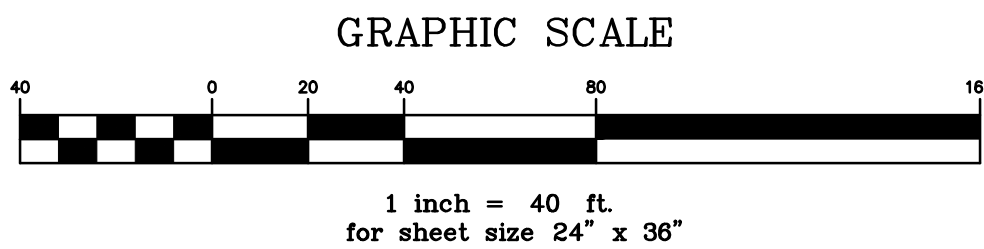
CITY OF
LEBANON
159-4

335 PLAINFIELD RD.
PIKE INDUSTRIES INC
157-5

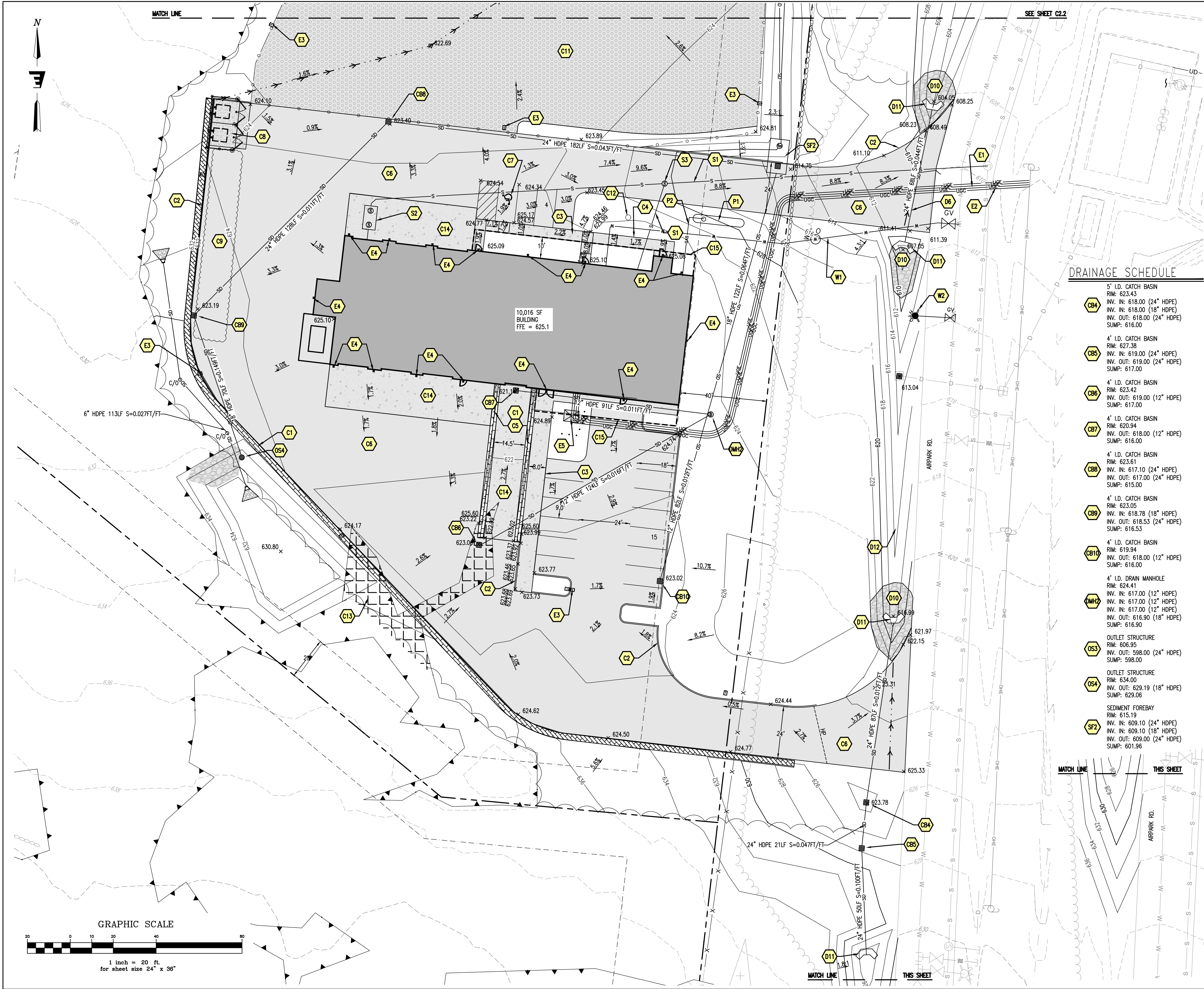
IND-H

134 AIRPARK RD.
131-3-100
UPPER VALLEY TECHNOLOGY
PARK, LLC
IND-L
3.9 Ac.

10,016 SF
BUILDING
FFE = 625.1



Stamp	
Date	
No.	Description
1	REVISED DRIVEWAY CROES / CULVERT NORTH DRIVEWAY 2/13/23
2	INCREASED BUILDING FOOTPRINT BY 600 SF 3/30/2023
ENGINEERING VENTURES PC 208 Flynn Avenue, Suite 2A, Burlington, VT 05401 • 802-863-6225 85 Mechanic Street, Suite E2-3, Lebanon, NH 03766 • 603-442-3033 414 Union Street, Schenectady, NY 12305 • 518-530-9614 www.engineeringventures.com	
DEW CONSTRUCTION CORP. 277 BLAIR PARK RD., STE. 130 WILLISTON, VT 802-872-0505	
Overall Site Layout Plan MILTON RENTS 110 AIRPARK RD. WEST LEBANON, GRAFTON COUNTY, NEW HAMPSHIRE	
Sheet Title:	
Project Title:	
EV Project #	22092.00
Drawn By:	AM
Checked By:	KW
Scale:	1" = 40'
Date:	12/27/2022
C2.0	



DRAINAGE SCHEDULE

- 5' I.D. CATCH BASIN
RIM: 623.43
INV. IN: 618.00 (24" HDPE)
INV. IN: 618.00 (18" HDPE)
INV. OUT: 618.00 (24" HDPE)
SUMP: 616.00
- 4' I.D. CATCH BASIN
RIM: 627.38
INV. IN: 619.00 (24" HDPE)
INV. OUT: 619.00 (24" HDPE)
SUMP: 617.00
- 4' I.D. CATCH BASIN
RIM: 623.42
INV. OUT: 619.00 (12" HDPE)
SUMP: 617.00
- 4' I.D. CATCH BASIN
RIM: 623.42
INV. OUT: 618.00 (12" HDPE)
SUMP: 616.00
- 4' I.D. CATCH BASIN
RIM: 623.61
INV. IN: 617.10 (24" HDPE)
INV. OUT: 617.00 (24" HDPE)
SUMP: 615.00
- 4' I.D. CATCH BASIN
RIM: 623.05
INV. IN: 618.78 (18" HDPE)
INV. OUT: 618.53 (24" HDPE)
SUMP: 616.53
- 4' I.D. CATCH BASIN
RIM: 619.94
INV. OUT: 618.00 (12" HDPE)
SUMP: 616.00
- 4' I.D. DRAIN MANHOLE
RIM: 624.41
INV. IN: 617.00 (12" HDPE)
INV. IN: 617.00 (12" HDPE)
INV. OUT: 617.00 (12" HDPE)
INV. OUT: 616.90 (18" HDPE)
SUMP: 616.90
- OUTLET STRUCTURE
RIM: 606.95
INV. OUT: 598.00 (24" HDPE)
SUMP: 598.00
- OUTLET STRUCTURE
RIM: 634.00
INV. OUT: 629.19 (18" HDPE)
SUMP: 629.06
- SEDIMENT FOREBAY
RIM: 615.19
INV. IN: 609.10 (24" HDPE)
INV. IN: 609.10 (18" HDPE)
INV. OUT: 609.00 (24" HDPE)
SUMP: 601.96

SITE NOTES

- C1 RETAINING WALL
- C2 GRANITE CURB
- C3 MONOLITHIC CURB AND SIDEWALK
- C4 CONCRETE SIDEWALK
- C5 PEDESTRIAN RAILING
- C6 ASPHALT PARKING LOT / DRIVE ACCESS
- C7 ADA VAN ACCESSIBLE PARKING WITH ADA STRIPING AND SIGNAGE
- C8 DUMPSTER ENCLOSURE
- C9 SNOW STORAGE
- C10 STEPS
- C11 GRAVEL SURFACE DISPLAY AREA
- C12 FLAG POLE
- C13 WETLAND DISTURBANCE 1,500 SF
- C14 CONCRETE APRON
- C15 AWNING (SEE ARCHITECTURAL PLANS)

WATER NOTES

- W1 2.5" DOMESTIC WATER LINE
- W2 FIRE HYDRANT PER DPW REQUIREMENTS

SEWER NOTES

- S1 6" SEWER SERVICE
- S2 OIL AND GRIT SEPARATOR
- S3 SANITARY SEWER MANHOLE

DRAINAGE NOTES

- D1 CATCH BASIN
- D2 POND OUTLET STRUCTURE
- D3 GRAVEL WETLAND
- D4 SEDIMENT FOREBAY
- D5 18" HDPE
- D6 24" HDPE
- D7 DRAIN MANHOLE
- D8 ROOF LEADER
- D9 FLARED END SECTION AND STONE APRON
- D10 6" MINUS RIPRAP OVERFLOW
- D11 PRECAST CONCRETE HEADWALL
- D12 GRASS SWALE
- D13 12" HDPE
- D14 RIPRAP LINED DRAINAGE SWALE
- D16 POND RISER
- D17 CURB CUT
- D18 MAINTAIN EXISTING CATCH BASIN, ADJUST RIM GRADE AS REQUIRED

ELECTRICAL NOTES

- E1 UNDERGROUND ELECTRIC
- E2 UNDERGROUND COMMUNICATION
- E3 STREET LAMP (TYP.)
- E4 BUILDING LIGHT (TYP.)
- E5 PAD MOUNTED ELECTRICAL TRANSFORMER (7' WIDTH BY 6' LENGTH BY 5' HEIGHT, CONFIRM SIZE WITH LIBERTY UTILITIES, (7) BOLLARDS)

PROPANE NOTES

- P1 1,990 GALLON PROPANE TANK
- P2 PROPANE LINE

Stamp	
Date	2/13/23
Description	REVISED DRIVEWAY CURES / CULVERT NORTH DRIVEWAY
No.	1
No.	2
No.	3

ENGINEERING VENTURES PC

208 Flynn Avenue, Suite 2A, Burlington, VT 05401 • 802-863-6225
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DEW CONSTRUCTION CORP.

277 BLAIR PARK RD., STE. 130
WILLISTON, VT
802-872-0505

Site Grading, Drainage and Utility Plan

MILTON RENTS
110 AIRPARK RD.
WEST LEBANON, GRAFTON COUNTY, NEW HAMPSHIRE

EV Project #	22092.00
Drawn By:	AM
Checked By:	KW
Scale:	1" = 20'
Date:	12/27/2022

C2.1

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), Karen Zook (City Council Rep), Kim Chewning, Bruce Garland, Thomas Jasinski (Alternate), Kathie Romano - remote

MEMBERS ABSENT: Laurel Stavis

STAFF PRESENT: Nathan Reichert (Planning Director), Tim Corwin (Deputy Planning Director), Brian Vincent (City Engineer)

1. Call to Order

Vice Chair Hall called the meeting to order at 6:37 PM.

Tom Jasinski was appointed for an absent member.

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

2. Notice of Regional Impact

The following applications were received by the Planning and Development Department on or before March 13, 2023:

Vincent & Tarah Cantore, 121 Slayton Hill Road (Tax Map 134, Lot 10), zoned RL-2: Request for approval of a proposed three (3)-lot Minor Subdivision. **PB2023-13-MIN**

One Mechanic Street, LLC and FSP LLC, 1 Mechanic Street (Tax Map 91, Lot 264) and 0 Foundry Street (Tax Map 91, Lot 262), zoned LD: Request per Section 213.8.B of the Zoning Ordinance to waive the public school impact fees for an approved 18-unit multi-family conversion (PB2020-29-SPR & PB2022-54-SPR). **PB2023-14-SPA**

Irving Oil Marketing (applicant), Rancho Lebanon, LLC & Cobalt Prop NH Corp (property owners), 200 South Main Street (Tax Map 114, Lot 5) & 206 South Main Street (Tax Map 115, Lot 1), zoned GC: Request for Site Plan Review to construct a +/- 4,465 sq. ft. convenience store on the site of a closed laundromat at 200 South Main Street and six (6) fuel dispenser islands with an overhead canopy on the site of a closed convenience store at 206 South Main Street, together with shared access and associated site improvements. **PB2023-15-SPR**

Mr. Corwin stated that none of the applications has the potential for regional impact.

1 ***A MOTION by Bruce Garland that the above applications do not have the potential for regional***
2 ***impact.***

3
4 ***The motion was seconded by Jeremy Rutter.***

5 ***Roll Call Vote:***

6 ***Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Mr. Jasinski, Ms.***
7 ***Romano***

8 ***Voting Against – None***

9 ****The MOTION was approved (7-0).***

10
11 **3. Public Hearing Items**

- 12
13 A. **Lebanon School District SAU #88, 195 Hanover St Ext (Tax Map 64, Lot 33), zoned**
14 **R-3: Request for Site Plan Review to construct additions to the Lebanon High School and**
15 **Elementary School building, together with associated site improvements. This application**
16 **will be reviewed as a governmental use per NH RSA 674:54. PB2022-09-SPR - Postponed**
17 **from February 13, 2023**
18

19 Mr. Corwin reminded the Board and those present that the Planning Board is reviewing the application as
20 a governmental use, which meant there would be no decision on the application. The Board's role would
21 be to provide feedback to the Lebanon School District regarding their plan.

22
23 Jeff Goodrich of Pathways Consulting appeared in support of the application.

24
25 Mr. Goodrich described the scope of the plan.

26
27 The Board members commented on:

- 28
 - outdoor lighting (which will not be changed)
 - following the landscaping regulations at the new entrance and the new band room
 - correcting the labels on the surrounding roads
 - the proposed demolition and paving

30
31
32
33 Chair Hall invited public comment.

34
35 David Kroner, who lives across the street, commented on the damage done to his property by past
36 construction and changes to the parking area. He also noted the drainage issues from the school property
37 and the loss of .5 acre of his property to date from erosion.

38
39 Marianne Peters of West Lebanon asked that consideration of safety and security be included in the plan.

40
41 Charles Depuy, a member of Tree Advisory Board, noted that the parking lot is the hottest place in the
42 city. He noted the 30% canopy required by the Site Plan Regulations.

43
44 Mr. Reichert commented on the lack of traffic control for the site and ADA accessibility.

45
46 Chair Hall suggested recommending landscaping, parking lot shading, and traffic control.

47
48 ***A MOTION by Bruce Garland that the Planning Board recommend landscaping, parking lot shading,***
49 ***and traffic control be considered in the Lebanon School District site plan.***
50

1 *The motion was seconded by Jeremy Rutter.*

2 *Roll Call Vote:*

3 *Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Mr. Jasinski, Ms.*
4 *Romano*

5 *Voting Against – None*

6 **The MOTION was approved (7-0).*

- 7
8 B. **Eric & Susan Cole, 162 Mechanic Street (Tax Map 105, Lot 14), zoned R-2:** Request
9 for Site Plan Review to convert a portion of the existing multi-family dwelling to an office
10 use. **PB2023-02-SPR - Application to be postponed to April 10, 2023.**

11
12 Mr. Corwin and the Board members discussed the merits of postponing the application.

13
14 Mr. Corwin recommended postponing the application and requiring a second noticing of the hearing paid
15 by the applicant.

16
17 *A MOTION by Bruce Garland to postpone the hearing of Eric & Susan Cole, 162 Mechanic Street*
18 *(Tax Map 105, Lot 14), zoned R-2, with the applicant covering the cost of a second notice for the*
19 *hearing.*

20
21 *The motion was seconded by Kim Chewning.*

22 *Roll Call Vote:*

23 *Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Ms. Romano*

24 *Voting Against – Tom Jasinski*

25 **The MOTION was approved (6-1).*

- 26
27 C. **Basic Holdings, LLC, 5 & 11 Oak Ridge Road (Tax Map 4, Lots 5 & 6), zoned R-3:**
28 Per Section 7.12.C of the Subdivision Regulations, a request for an extension of time to
29 satisfy conditions of approval and to record the approved plat for a proposed Planned Unit
30 Residential Development (PURD) at 5 & 11 Oak Ridge Road (Tax Map 4, Lots 5 & 6)
31 (PB2020-31-FMAJ), and per Section 14.1.B.1.c for an extension of time to complete
32 Active and Substantial Development. **PB2023-10-EXT**

33
34 Mr. Corwin stated that Staff recommends the application is complete enough for the Planning Board to
35 accept jurisdiction and commence review.

36
37 *A MOTION by Jeremy Rutter that the Lebanon Planning Board finds the application of Basic*
38 *Holdings, LLC, PB2023-10-EXT, is complete enough to accept jurisdiction and commence review.*

39
40 *The motion was seconded by Bruce Garland.*

41 *Roll Call Vote:*

42 *Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Mr. Jasinski, Ms.*
43 *Romano*

44 *Voting Against – None*

45 **The MOTION was approved (7-0).*

46
47 Atty. Nate Stearns and Jeff Shapiro of Basic Holdings, LLC, appeared in support of the application.

48
49 Mr. Stearns updated the Board on the progress to date and the need for an extension.

1 Mr. Corwin noted that the project is a subdivision and subject to the regulations, and the extension would
2 be for recording of the plat.

3
4 Chair Hall reviewed the requirements for granting an extension.

5
6 Mr. Stearns stated that several conditions have been completed to date. The items not completed by the
7 two-year date are submission of the final plans, coordinating the plan for a sidewalk with NH DOT, and
8 the need for a general contractor before 2024. Mr. Shapiro stated that there was a contractor initially, but
9 that person was not able to continue. A new contractor is in the process of pricing the project and would
10 be ready to work.

11
12 Mr. Jasinski inquired how not having the general contractor could affect the recording of the plat. Mr.
13 Stearns explained that having the general contractor's input for the final plans would be important.

14
15 Mr. Corwin explained the dates specified in the approval motion.

16
17 Chair Hall invited public comment.

18
19 Steve Arcone of 40 Oak Ridge Road inquired about the sewage issue and the drainage due to the warmer
20 temps this year and several thaws. He noted the previous plans for snow storage and drainage. Mr. Stearns
21 stated that the Hanover tie-in for sewage was approved and the permit from the NH DES was received.
22 With respect to drainage, there is an Alteration of Terrain Permit from DES, and the stormwater plans
23 were reviewed.

24
25 Chair Hall closed the public hearing.

26
27 **A MOTION by Jeremy Rutter** that the Lebanon Planning Board **APPROVE** the application of Basic
28 Holdings, LLC for an extension of time per Section 7.12.C of the Subdivision Regulations to satisfy
29 conditions of approval and to record the approved plat for a proposed Planned Unit Residential
30 Development (PURD) at 5 & 11 Oak Ridge Road (Tax Map 4, Lots 5 & 6), originally approved by the
31 Planning Board on May 17, 2021, PB2020-31-FMAJ, including any and all submissions and testimony
32 provided for and during the public hearing.

33
34 In support of its decision, the Board finds that:

- 35
36 1. The applicant **HAS** submitted a complete and timely request for an extension pursuant to
37 Section 7.12.C of the Subdivision Regulations; and
38
39 2. Considering the totality of the circumstances, including the extent and complexity of the
40 conditions precedent, the extent of the progress made by the Applicant toward satisfying the
41 conditions-precedent and/or starting construction, and whether the need for more time is
42 attributable to unusual circumstances beyond the control of the Applicant rather than to the
43 Applicant's neglect or failure to proceed with reasonable promptness, the applicant **HAS**
44 demonstrated that the extension is warranted.

45
46 This approval is subject to the following conditions:

- 47
48 1. It shall be the applicant's responsibility to be familiar with and aware of these conditions of
49 approval, and it shall be the applicant's responsibility to satisfy these conditions of approval
50 and to satisfy them within the relevant timeframes outlined below.
51

2. The approved plat shall be recorded in the Grafton County Registry of Deeds by no later than **June 28, 2025**, subject to Section 7.11 of the Subdivision Regulations requiring completion of the required improvements or acceptance of security for the construction and installation of such required improvements prior to the recording of the plat, and subject to all conditions precedent set forth in the Planning Board Notice of Action (PB2020-31-FAMJ).
3. “Active and substantial development,” as defined in Section 14.1.B.1.a of the Subdivision Regulations, shall be achieved within two (2) years from the date of the recording of the plat (14.1.B.1.b), subject to an extension if applied for by the applicant and if approved by the Planning Board per Section 14.1.B.1.b. If active and substantial development is not achieved within two (2) years from the date of the recording of the plat, the plat may be revoked pursuant to Section 14.1.C (“Default of the Applicant”).
4. “Substantial completion,” as defined in Section 14.1.B.2.a of the Subdivision Regulations, shall be achieved within five (5) years from the date of the recording of the plat. If substantial completion is not achieved within five (5) years from the date of the recording of the plat, the plat may be revoked pursuant to Section 14.1.C (“Default of the Applicant”).
5. The applicant shall update all Subdivision Agreements, Security Agreements, and other documents, as necessary, to reflect the dates of the extended approval (per Section 14.1.B.1.c of the Subdivision Regulations).
6. Except as modified by this approval, the applicant shall satisfy and comply with the Planning Board Notice of Action for PB2020-31-FMAJ, and all conditions of approval thereof.

The motion was seconded by Bruce Garland.

Chair Hall noted that the Board may want to state the reasons for granting the request.

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).***

- D. **NH Group, LLC (applicant), 369 Miracle Mile LLC (property owner), 369 Miracle Mile (Tax Map 103, Lot 11), zoned GC:** Request for Site Plan Review to convert the existing building into a +/-18,735 sq. ft. restaurant and indoor amusements use (charity gaming center), together with associated site improvements. PB2023-04-SPR - **Application to be postponed to April 10, 2023.**

Mr. Corwin stated that the Board recommended that a third-party reviewer be hired to comment on the traffic study. The applicant wanted time to review the study and make any changes necessary.

A MOTION by Jeremy Rutter to postpone the application of NH Group, LLC (applicant), 369 Miracle Mile LLC (property owner), PB2023-04-SPR to April 10, 2023 at 6:30 PM.

The motion was seconded by Bruce Garland.

Roll Call Vote:

1 ***Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Mr. Jasinski, Ms.***
2 ***Romano***

3 ***Voting Against – None***

4 ****The MOTION was approved (7-0).***

- 5
6
7 E. ***REVISED NOTICE - Upper Valley Technology Park, LLC, 0 Plainfield Road (Tax***
8 ***Map 131, Lot 3), zoned IND-L: Request for Site Plan Review to construct a +/-6,000 sq.***
9 ***ft. building for a proposed food distribution and warehouse facility, together with***
10 ***associated site improvements. The development, which will be located on Lot 1 (134***
11 ***Airpark Road) of a 3-lot industrial planned unit development approved on December 19,***
12 ***2022, also requires an amendment to the Conditional Use Permit and Minor Subdivision***
13 ***approval for the Upper Valley Technology Park LLC Planned Unit Development (PB2022-***
14 ***51-CUPMIN). Applicant also requests a Conditional Use Permit pursuant to per Section***
15 ***607.3.B.2 of the Zoning Ordinance to provide off-street parking spaces in excess of 120%***
16 ***of the minimum number required to be provided for the proposed use. - Continued from***
17 ***February 13, 2023.***

18
19 Mr. Corwin stated that Staff recommends the application is complete enough for the Planning Board to
20 accept jurisdiction and commence review.

21
22 ***A MOTION by Jeremy Rutter that the Lebanon Planning Board finds the application of Upper Valley***
23 ***Technology Park, LLC, PB2023-07-SPR, is complete enough to accept jurisdiction and commence***
24 ***review.***

25
26 ***The motion was seconded by Bruce Garland.***

27 ***Roll Call Vote:***

28 ***Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Mr. Jasinski, Ms.***
29 ***Romano***

30 ***Voting Against – None***

31 ****The MOTION was approved (7-0).***

32
33 Civil Engineer and owner Adam Morse, property representative Robert Wells, and landscape architect
34 Paul Simon appeared in support of the application.

35
36 Mr. Morse described the project as a food distribution center for Frito Lay and provided the details of the
37 proposed site plan. He also gave the background for several of the waivers. Mr. Wells and Mr. Simon
38 commented on the circumstances requiring the other waivers.

39
40 Mr. Corwin stated that Staff recommends hiring a third-party reviewer for on-site work and off-site work
41 in the city's right of way to be specified in a condition of approval. Mr. Vincent noted that snow storage is
42 now located outside the swale area, but the new location would be difficult to access. There is also a
43 drainage pipe that crosses the property line. Mr. Morse described the snow storage plan to avoid the
44 swale. Mr. Wells explained that both properties are owned by the same entity. Mr. Vincent suggested an
45 easement. Mr. Wells stated that it will be addressed in their purchase and sale agreement.

46
47 The Board members discussed hours of operation, landscaping, and traffic flow.

48
49 Chair Hall invited public comment. There was none.

A MOTION by Jeremy Rutter that the Lebanon Planning Board **APPROVE** partial waivers for the application of Upper Valley Technology Park, LLC, PB2023-07-SPR, as follows:

- **Section 6.5.C.1** – requiring buildings and building facades to be visually and physically oriented to public ways
- **Section 6.5.C.2** – requiring at least one primary entrance to the building to face the public way on which the lot has frontage
- **Section 6.7.B.2** – requiring that the light intensity at adjoining streets or commercial property boundaries shall not exceed 0.5 foot-candles
- **Section 6.5.D.5** – requiring construction of a sidewalk along the property's frontage
- **Section 6.2.D** – landscaping around buildings requirements
- **Section 6.2.B.1** – perimeter landscaping requirements
- **Section 6.2.E.2** – requiring an 8 ft.-wide landscape bed at the end of each parking row

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).**

A MOTION by Jeremy Rutter that based on testimony given, application materials presented, and supporting documents submitted, the Planning Board makes the following findings of fact:

1. The applicant proposes to construct a +/-6,000 sq. ft. building for a proposed food distribution and warehouse facility, together with associated site improvements. The development will be located on Lot 1 (134 Airpark Road) of a 3-lot industrial planned unit development approved on December 19, 2022 (PB2022-51-CUPMIN).
2. Applicant requests a Conditional Use Permit pursuant to Section 607.3.B.2 of the Zoning Ordinance to provide off-street parking spaces in excess of 120% of the minimum number required to be provided for the proposed use.
3. The applicant's proposed parking and parking calculations as set forth on the plan set titled, "Frito-Lay Product Exchange Center, Airpark Rd.," prepared by Engineering Ventures, PC, dated January 9, 2023, EV Project #22060.04 (18 sheets)

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 that the applicant has demonstrated compliance with the criteria set forth in Section 607.3.B.2 of the Zoning Ordinance.

Now therefore be it resolved, the Planning Board, on this **20th day of March, 2023**, hereby **GRANTS** the

request of Upper Valley Technology Park, LLC for a Conditional Use Permit per Section 607.3.B of the Zoning Ordinance, as set forth above and per testimony, plans, and materials submitted in connection with PB2023-07-SPR, and per the following condition:

1. The Conditional Use Permit is contingent on approval of the site plan application of Upper Valley Technology Park, LLC for 0 Plainfield Road (Tax Map 131, Lot 3), PB2023-07-SPR, currently pending before the Board.

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).***

Mr. Garland noted that there were no comments from the Fire Department. Mr. Corwin stated that no building permit would be issued unless the site plan is approved by the Fire Department. Several Board members agreed it would be important to see written comments from the Fire Department.

Chair Hall invited public comment. There was none.

Mr. Wells noted that the drainage plans may change after feedback from the DES.

Chair Hall closed the Public Hearing.

A MOTION by Jeremy Rutter that the Lebanon Planning Board **APPROVE** the application of Upper Valley Technology Park, LLC, regarding Lot 1 of a 3-lot industrial planned unit development at 0 Plainfield Road (Tax Map 131, Lot 3), zoned IND-L, PB2023-07-SPR, for Site Plan approval to construct a +/-6,000 sq. ft. building for a proposed food distribution and warehouse facility, together with associated site improvements as shown on a plan set titled “Frito-Lay Product Exchange Center, Airpark Rd.,” prepared by Engineering Ventures, PC, dated January 9, 2023, EV Project #22060.04 (18 sheets), including any and all submissions and testimony provided for and during the public hearing.

In support of its decision, the Board finds that the applicant has submitted plans, testimony, technical data, information, reports, and studies that together satisfactorily demonstrate compliance with the applicable requirements of the Site Plan Review Regulations, except as may reasonably be addressed through the imposition of certain conditions of approval, set forth below, and except as may have been waived pursuant to Section 7.1.

This approval is subject to the following conditions:

General Conditions

1. It shall be the applicant’s responsibility to be familiar with and aware of these conditions of approval, and it shall be the applicant’s responsibility to satisfy these conditions of approval and to satisfy them within the relevant timeframes outlined below.

2. A building permit must be applied for *and issued* within two (2) years of the date of this approval (4.10.A), subject to an extension if applied for by the applicant and if approved by the Planning Board per Section 4.10.B.
3. “Active and substantial development,” as defined in Section 8.4.A.1 of the Site Plan Review Regulations, shall be achieved within two (2) years of the date of this approval (8.4.A.2), subject to an extension if applied for by the applicant and if approved by the Planning Board per Section 8.4.A.3. If active and substantial development is not achieved within two (2) years of the date of the Planning Board’s approval, the development shall be subject to any changes in the City’s land use regulations.
4. “Substantial completion,” as defined in Section 8.4.B.1 of the Site Plan Review Regulations, shall be achieved within five (5) years of the date of this approval. If substantial completion is not achieved within five (5) years of the date of the Planning Board’s approval, the development shall be subject to any changes in the City’s land use regulations.
5. 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.
6. The applicant shall implement and maintain NHDES Site Specific Best Management Practices before, during, and after construction.
7. 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).

Conditions to be Satisfied Prior to Application for a Building Permit

8. 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 tree planting detail on Sheet 17 that shows 3” of shredded bark mulch installed up to and covering the trunk flare to instead show the trunk flare above grade.
 - b) Identify an easement area over Lot 2 of the PUD in favor of Lot 1 for any portion of the stormwater management system proposed to be located on Lot 2, and add a note indicating that the easement deed will be recorded prior to construction.
 - c) Amend the cover sheet to provide description of plan revisions (5.1.E.4.d).
9. The applicant shall provide a letter or certification from the engineer or record or other qualified design professional confirming that the approved plan set meets the accessibility standards of the State of New Hampshire Building Code.
10. The applicant shall satisfy the Planning Board’s conditions of approval #1-#4 for the Upper Valley Technology Park Planned Unit Development (PB2022-51-CUPMIN) as set forth in the Notice of Action dated December 19, 2022, and shall record the subdivision plat as revised per the Notice of Action and in accordance with Planning & Development Department procedures.
11. 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.

12. 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.

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

14. Notification of the wetland impact shall be provided to the Zoning Administrator as required by Section 401.5 of the Zoning Ordinance.

15. A copy of the draft easement deed for any portion of the stormwater management system on Lot 2 of the PUD shall be submitted to the Planning & Development Department for review prior to signing and recording.

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

16. 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, 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.

17. 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 13, 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.

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

19. 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 wetlands permit, if necessary

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

20. The impact fee calculated pursuant to Condition of Approval #17 shall be paid.

21. Third-party 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.
22. 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.

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).*

- F. **Grafton County Economic Development Council & North County Council, 16 Cavendish Court (Tax Map 10, Lot 11, Plot 3600), zoned IND-L: Request for a Site Plan amendment to construct additional parking. PB2022-48-SPR - Application postponed from February 13, 2023.**

Mr. Corwin stated that Staff recommends the application is complete enough for the Planning Board to accept jurisdiction and commence review.

A MOTION by Jeremy Rutter that the application of Grafton County Economic Development Council & North County Council, PB2022-48-SPR, is complete enough for the Lebanon Planning Board to accept jurisdiction and commence review.

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).*

Dan Nash of Advanced Geomatics & Design appeared in support of the application.

Mr. Nash explained the changes to the parking, which may require a site plan amendment. He provided the background for the waiver requests.

Mr. Corwin noted that it was difficult to understand the presentation of the plan, which would require a condition of approval to provide symbology to provide a clearer definition of what is existing and what is proposed. Mr. Vincent agreed. Mr. Corwin added that additional conditions of approval were proposed, but Staff has no comments on the waiver requests.

Chair Hall invited public comment. There was none.

Ms. Romano inquired about a change to the parking shown in the site plan. Mr. Nash stated that there would be a request to change the parking in phase two and clarified the location of the sidewalk.

Mr. Garland asked about fire truck access. Mr. Nash explained the access for fire trucks.

1
2 **A MOTION by Jeremy Rutter** that the Lebanon Planning Board **APPROVE** partial waivers for the
3 application of Grafton County Economic Development Council & North County Council, PB2022-48-
4 SPR, as follows:

- 5
6 • **Section 5.1.E.7** – requiring the plans to depict the shape, size, height, and location of all
7 existing structures, located on the site and within 200 feet of the site
8
9 • **Section 5.1.E.16** – requiring a landscaping plan
10

11
12 **The motion was seconded by Kim Chewning.**
13

14 Ms. Romano asked for confirmation that this is a partial request regarding landscaping in the parking
15 area. Mr. Nash stated that it was.
16

17 **Roll Call Vote:**

18 **Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Mr. Jasinski, Ms.**
19 **Romano**

20 **Voting Against – None**

21 ***The MOTION was approved (7-0).**
22

23 Chair Hall closed the Public Hearing.
24

25 **A MOTION by Jeremy Rutter** that the Lebanon Planning Board **APPROVE** the application of Grafton
26 County Economic Development Council & North County Council, regarding 16 Cavendish Court (Tax
27 Map 10, Lot 11, Plot 3600), zoned IND-L, PB2022-48-SPR, for Site Plan approval to construct additional
28 parking as shown on a plan set titled “DRTC,” prepared by Advanced Geomatics & Design, dated
29 October 10, 2022, last revised February 27, 2023, PN: 22-011 (16 sheets), including any and all
30 submissions and testimony provided for and during the public hearing.
31

32 In support of its decision, the Board finds that the applicant has submitted plans, testimony, technical
33 data, information, reports, and studies that together satisfactorily demonstrate compliance with the
34 applicable requirements of the Site Plan Review Regulations, except as may reasonably be addressed
35 through the imposition of certain conditions of approval, set forth below, and except as may have been
36 waived pursuant to Section 7.1.
37

38 This approval is subject to the following conditions:
39

40 **General Conditions**
41

- 42 1. It shall be the applicant’s responsibility to be familiar with and aware of these conditions of
43 approval, and it shall be the applicant’s responsibility to satisfy these conditions of approval
44 and to satisfy them within the relevant timeframes outlined below.
45
46 2. A building permit must be applied for *and issued* within two (2) years of the date of this
47 approval (4.10.A), subject to an extension if applied for by the applicant and if approved by
48 the Planning Board per Section 4.10.B.
49

3. “Active and substantial development,” as defined in Section 8.4.A.1 of the Site Plan Review Regulations, shall be achieved within two (2) years of the date of this approval (8.4.A.2), subject to an extension if applied for by the applicant and if approved by the Planning Board per Section 8.4.A.3. If active and substantial development is not achieved within two (2) years of the date of the Planning Board’s approval, the development shall be subject to any changes in the City’s land use regulations.
4. “Substantial completion,” as defined in Section 8.4.B.1 of the Site Plan Review Regulations, shall be achieved within five (5) years of the date of this approval. If substantial completion is not achieved within five (5) years of the date of the Planning Board’s approval, the development shall be subject to any changes in the City’s land use regulations.
5. 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.
6. The applicant shall implement and maintain NHDES Site Specific Best Management Practices before, during, and after construction.
7. 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).

Conditions to be Satisfied Prior to Any Construction Activities

8. 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. Provide additional call outs (notes) for the features proposed to be added to the site. For example, curb type(s) and locations, curb/pavement radii, catch basin rim, inverts, and sump elevations, pipe types, diameters, lengths, and slopes, parking spaces and aisle dimensions, and any other site features that are ‘shown’ as lines or symbols.
 - b. Provide deep sump catch basins in the two catch basin structures (3 or 4 feet deep) for stormwater pre-treatment.
 - c. Update the “Zoning Comparison” chart and the information required by Section 5.1.E.4 of the Site Plan Review Regulations to remove data based on the proposed future northern parking lot expansion.
 - d. On the cover sheet, provide all parking figures and calculations as required by Section 5.1.E.4.e.5.
 - e. On the cover sheet, identify minimum required number of handicap accessible parking spaces and calculations, and update relevant plan sheets accordingly.
 - f. Update the number of existing and proposed parking spaces identified on the cover sheet to match the number of existing and proposed parking spaces shown on the remaining sheets in the plan set.
 - g. Identify color correlated temperature (CCT) for proposed lighting in compliance with Section 6.7.B.9.
9. Submit an updated stormwater management system operations & maintenance plan to the satisfaction of the City Engineer.

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

11. The applicant shall obtain or update (if appropriate) any required State approvals.

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

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

13. 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.

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).*

4. Other Business

Mr. Reichert reported on a recent grant, which allows three city representatives to attend a Housing Academy. Mayor McNamara and Mr. Reichert will be attending, and Kim Chewning volunteered to be the third attendee. Mr. Reichert described the scope of the project.

Mr. Reichert noted that a Housing Master Plan Update Committee would be coming soon.

Mr. Rutter shared the opportunity for attending a workshop on March 31, 2023, and Ms. Owens stated that an email was sent that day regarding the workshop.

5. Approval of Minutes

A. February 13, 2023

Page 1, line 3 – Delete “Vice” before Chair Hall.

Page 18, line 31 – Replace one instance of Ms. Romano voting, which should be Ms. Chewning.

A MOTION by Bruce Garland to approve the Planning Board Minutes of February 13, 2023, as amended.

The motion was seconded by Jeremy Rutter.

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).*

1
2
3 **6. Adjournment**
4

5 *A MOTION by Bruce Garland to adjourn the meeting.*
6

7 *The motion was seconded by Jeremy Rutter.*

8 *Roll Call Vote:*

9 *Voting in Favor – Ms. Chewning, Mr. Garland, Mr. Hall, Mr. Rutter, Ms. Zook, Mr. Jasinski, Ms.*
10 *Romano*

11 *Voting Against – None*

12 **The MOTION was approved (7-0).*
13

14 The meeting was adjourned at 9:24 PM.
15

16 Respectfully submitted,
17

18 Holly Howes

19 Recording Secretary