



**LEBANON PLANNING BOARD
MARCH 29, 2021 - 6:30 PM
REMOTE VIA MICROSOFT TEAMS
LEBANONNH.GOV/LIVE**

1. Call to Order

- A. Review of meeting procedures and NH RSA 91-A "Right-to-Know" requirements.

2. Public Hearing Items

- A. Basic Holdings, LLC, 5 & 11 Oak Ridge Road, (Tax Map 4, Lots 5 & 6), zoned R-3: Request for Final Major Subdivision Review, Site Plan Review, and a Conditional Use Permit for a proposed Planned Unit Residential Development (PURD) pursuant to Section 501.2 of the Zoning Ordinance, containing 22 residential units together with related site improvements and amenities. PB2020-31-FMAJ -Public hearing to commence on January 11, 2021 if the Board finds that the application is complete. Continued from March 8, 2021.

3. Other Business

4. Approval of Minutes

- A. None

5. Adjournment

The order of agenda items is subject to change.

Due to the current situation with the COVID-19 Pandemic, the City of Lebanon is offering its meetings via Microsoft Teams. Members of the public are encouraged to attend by going to LebanonNH.gov/Live where you will find instructions on how to enter the meeting. Members of the public will be able to participate and ask questions through the Microsoft Teams software or by phone. Please visit LebanonNH.gov/Live for full details.

THE AGENDA, IN ITS ENTIRETY IS AVAILABLE ON THE CITY'S WEBSITE AT [LEBANONNH.GOV](https://LebanonNH.gov)

**Agenda
Planning Board – Special Meeting
March 29, 2021**

**Agenda Item #2A
Public Hearing Items**

**Basic Holdings, LLC,
5 & 11 Oak Ridge Road,
(Tax Map 4, Lots 5 & 6),
zoned R-3
PB2020-31-FMAJ**



CITY OF LEBANON ~ PLANNING & DEVELOPMENT

PLANNING BOARD

March 29, 2021 Special Meeting

Staff Memorandum – PB2020-31-FMAJ – *continued from 3/8/21*

APPLICATION INFORMATION

Agenda Item: 2.A

Application ID#: #PB2020-31-FMAJ

Application Type:

Final Major Subdivision Review, Site Plan Review, and Conditional Use Permit for 22-unit Planned Unit Residential Development (PURD)

Property Location & Tax Map:

5 & 11 Oak Ridge Road
(Tax Map 4, Lots 5 & 6)

Applicant/Property Owner:

Basic Holdings, LLC

Property Size (per City Assessor):

- 5 Oak Ridge Road: +/-4.33 acres (+/-183,210 sq. ft.)
- 11 Oak Ridge Road: +/-0.75 acres (+/-32,977 sq. ft.)

Zoning District:

Residential Three (R-3) District

Overlay Districts: none

Existing Improvements & Use:

- 5 Oak Ridge Road: commercial radio tower; *a nonconforming use*
- 11 Oak Ridge Road: +/-1,296 sq. ft. (finished) single-story one-family dwelling constructed in 1978 (*per the City Assessor's records*); *a conforming use per §310.2*

Proposed Improvements & Use:

22-unit Planned Unit Residential Development (PURD) per §501.1 & §501.2 of the Zoning Ordinance

LEGAL NOTICE

Basic Holdings, LLC, 5 & 11 Oak Ridge Road, (Tax Map 4, Lots 5 & 6), zoned R-3: Request for Final Major Subdivision Review, Site Plan Review, and a Conditional Use Permit for a proposed Planned Unit Residential Development (PURD) pursuant to Section 501.2 of the Zoning Ordinance, containing 22 residential units together with related site improvements and amenities. **PB2020-31-FMAJ**

NEW APPLICATION DOCUMENTS

Available with the on-line agenda packet and with the agenda packet printed for Planning Board members:

► *New applicant materials:*

- Memo dated October 8, 2020 from Erica Wygonik, PE, PhD and Austin Feula, PE, PTOE, of RSG Inc. (traffic impact analysis; 4 pages) *Note: staff mistakenly omitted this item from the March 8, 2021 Planning Board agenda packet*
- Revised Sheet 7 from plan set titled "Final Major Subdivision Plan for Basic Holdings, LLC" prepared by Pathways Consulting, LLC, dated October 13, 2020, last revised March 16, 2021, Project No. 11465-01 (Grading, Drainage & Erosion Control Plan)
- Revised Sheet 8 from plan set titled "Final Major Subdivision Plan for Basic Holdings, LLC" prepared by Pathways Consulting, LLC, dated October 13, 2020, last revised March 16, 2021, Project No. 11465-01 (Utility Plan)

► *New submissions from the public:*

- Correspondence to the Planning Board from: Jeanette and Jay Hutchins, Eleanor Coffey, Rand Swenson, Roger Clarkson (addressed to Rand Swenson), Steven Arcone & Marianne Peters, and Lorraine Tompkins Kelly
- Presentation titled "3 Issues with the PURD of Basic Holdings, LLC" by Steven Arcone, dated March 29, 2021 (9 slides)

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

- PowerPoint presentation titled, "Occom Path, 5 & 11 Oak Ridge Road", dated March 8, 2021 (17 slides; presented at 3/8/21 Planning Board meeting)

- Plan set titled “Final Major Subdivision Plan for Basic Holdings, LLC” prepared by Pathways Consulting, LLC, dated October 13, 2020, last revised March 16, 2021, Project No. 11465-01 (Sheets 7 and 8 of the revised plan set are included with the 3/29/21 agenda packet; Sheets 1-6 and 9-17 remain unchanged)

COMPLETENESS REVIEW

On March 8, 2021, the Planning Board found that the application is complete enough to accept jurisdiction and to commence review.

Attachments

cc: Jeff Shapiro, Basic Holdings, LLC (via e-mail)
Pathways Consulting, LLC (via e-mail)
Nathan Stearns, Esq. (via e-mail)
File

MEMO

TO: Rod Finley, PE
FROM: Erica Wygonik, PE, PhD; Austin Feula, PE, PTOE
DATE: October 8, 2020
SUBJECT: Oak Ridge Road Housing Development Traffic Permitting Assistance (October 2020 Update)

1.0 SUMMARY OF KEY FINDINGS

RSG has conducted an analysis of traffic operations for a proposed residential project, which would be located south of Oak Ridge Road in Lebanon, New Hampshire.

The proposed project would construct 22 units. Site traffic would access the surrounding road network by way of Oak Ridge Road.

Key project findings include:

- Standard NHDOT traffic analysis conventions typically recommend analyzing intersections that would experience 100 or more site-generated trips generated during the two highest peak hours of adjacent street traffic. Since conservative estimates indicate the proposed facility would generate no more than 26 new trips during the busiest hour for the housing development, a full traffic study is not indicated.
- We have observed stopping and intersection sight distances at the proposed access. Both east and west of the proposed access, available sight distances were observed to exceed design standards.
- Based on the analysis and recommendations presented in this memorandum, we conclude that construction of the proposed residential project as proposed will not cause unreasonable congestion or unsafe conditions on the local roadway network and will not adversely impact the public investment in roadway infrastructure in the adjacent area.

2.0 PROJECT PARAMETERS

The key project parameters that affect the traffic impact analysis are listed below:

- The proposed project is anticipated to include 22 units.
- Six units will be in duplexes, and the remaining 16 will be free-standing.
- The proposed project will have one access to the surrounding road network on Oak Ridge Road.

3.0 TRIP GENERATION

Trip generation refers to the number of new vehicle trips originating at or destined for a development. Traffic generated by the project will primarily consist of resident trips.

To estimate the number of new vehicle trips for this project, trip generation rates presented in the Institute of Transportation Engineer's *Trip Generation Manual*¹ were examined. The independent variable Number of Units was used to determine trip generation for this project. This facility will consist of 22 units (six units will be in duplexes, and the remaining will be free-standing). Applying trip generation rates for ITE Land Use 210 (Residential) based on the number of units, the proposed project will generate approximately 20 trips (5 enters and 15 exits) during the AM peak hour, and 26 trips (16 enters and 10 exits) during the PM peak hour. The peak hour of the project was selected to ensure a conservative analysis. Trip generation during the peak hour of adjacent street traffic may be lower.

4.0 SIGHT DISTANCE OBSERVATIONS

RSG conducted a site visit to the project location on Friday, January 11, 2019 to observe stopping and intersection sight distances.

Stopping and intersection sight distances, as defined in the 2011 publication *A Policy on Geometric Design of Highways and Streets*, from the American Association of State Highway and Transportation Officials (AASHTO),² were measured along Oak Ridge Road east and west of the proposed site access intersection. Sight distances were observed to exceed design standards for a 30 MPH roadway in both directions. We recommend understory vegetation be trimmed back regularly once the access is constructed to ensure these sight distances are maintained in all seasons.

Figure 1 presents a summary of design minimum and observed sight distances at the proposed access along Oak Ridge Road.

FIGURE 1: SIGHT DISTANCE OBSERVATIONS

Location	Stopping Sight Distance		Intersection Sight Distance		
	Design Min.**	Observed	Design Min.**	Desired	Observed
Proposed Access - Looking East*	190'	380'	190'	335'	380'
Proposed Access - Looking West	215'	>400'	215'	335'	>400'

* Stop sign on Oak Ridge Road at the intersection with NH-10 is approximately 380 feet east of the Access.

** Accounting for approximate 5% grade

Figure 2 and Figure 3 present the respective views looking east and west from the proposed access location.

¹ Institute of Transportation Engineers, *Trip Generation* 10th Edition (Washington, D.C.: Institute of Transportation Engineers, 2017).

² American Association of State Highway and Transportation Officials, *A Policy on Geometric Design of Highways and Streets*, Fifth Edition (Washington D.C.: American Association of State Highway and Transportation Officials, 2011).

FIGURE 2: VIEW LOOKING EAST FROM PROPOSED ACCESS



FIGURE 3: VIEW LOOKING WEST FROM PROPOSED ACCESS



5.0 CONCLUSIONS

Standard NHDOT traffic analysis conventions typically recommend analyzing intersections that would experience 100 or more site-generated trips generated during the two highest peak hours of adjacent street traffic. Since conservative estimates indicate the proposed facility would generate no more than 26 new trips during the busiest hour for the housing development, a full traffic study is not indicated.

An Advance Transit stop is located at the Oak Ridge NH-10 & NH-10 intersection. All proposed units will be under a quarter of a mile from this stop, thus well within walking distance. This stop services the Orange Route, which offers a direct connection to downtown Hanover and the Dartmouth College campus. This transit connection may reduce trip generation rates at the proposed development.

Adequate sight distances are available at the proposed project driveway. To maintain these sight distances, understory vegetation should be trimmed, and any new plantings should be chosen and placed so as not to constrict views. The driveway approach should be graded to maximize visibility.

Based on the analysis presented above we project this housing development, as proposed, will not cause unreasonable congestion or unsafe conditions on the local roadway network and will not adversely impact the public investment in roadway infrastructure in the adjacent area.

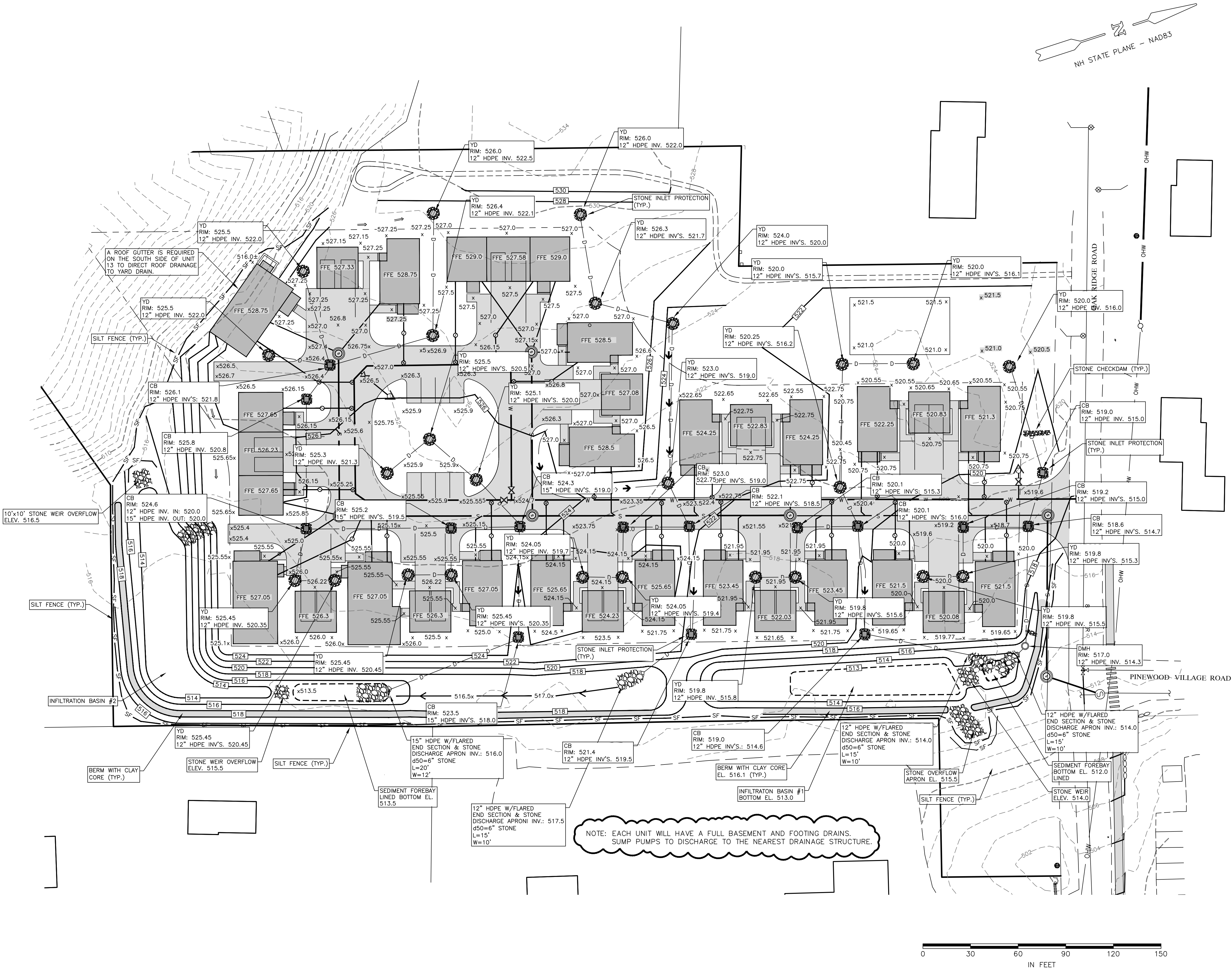


GENERAL NOTES

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF LEBANON CONSTRUCTION STANDARDS AND SPECIFICATIONS.
- LOCATION AND SIZE OF EXISTING PIPES AND OTHER UNDERGROUND UTILITIES ARE NOT WARRANTED TO BE EXACT OR COMPLETE.
- EXPLORATORY EXCAVATION SHALL BE REQUIRED TO VERIFY LOCATION AND SIZE OF EXISTING UTILITIES AND APPURTENANCES.
- TOPOGRAPHY HAS BEEN COMPILED BY PATHWAYS CONSULTING, LLC.
- CONTRACTOR SHALL VERIFY LOCATION OF EXISTING ELECTRIC, CABLE TELEVISION AND TELEPHONE UTILITIES PRIOR TO COMMENCEMENT OF WORK. DIG SAFE SHALL BE NOTIFIED AT LEAST 3 WORKING DAYS PRIOR TO ANY WORK.
- CITY OF LEBANON PUBLIC WORKS PERSONNEL SHALL BE NOTIFIED A MINIMUM OF 48 HOURS PRIOR TO ANY UTILITY CONSTRUCTION. UTILITY CONSTRUCTION MAY ONLY BEGIN AFTER AUTHORIZATION FROM PUBLIC WORKS PERSONNEL.
- THE CITY OF LEBANON (PUBLIC WORKS/ENGINEERING) SHALL BE NOTIFIED PRIOR TO ANY WORK REQUIRING TRAFFIC IMPEDANCE, ROADWAY OR DRAINAGE STRUCTURE DISTURBANCE. CONSTRUCTION MAY ONLY BEGIN AFTER AUTHORIZATION FROM CITY PERSONNEL.
- THE ENGINEER SHALL BE NOTIFIED PRIOR TO CONSTRUCTION IF THERE ARE ANY DISCREPANCIES IN PLANS OR EXISTING DATA. CONSTRUCTION SHALL NOT PROCEED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- ELECTRICAL, CABLE TELEVISION AND TELEPHONE SERVICE CONNECTIONS ARE SHOWN ON THESE PLANS. DISCREPANCIES OR CHANGES AS A RESULT OF THESE SERVICES MUST BE ACCEPTED BY THE ENGINEER IN WRITING PRIOR TO CONSTRUCTION.
- ALL EROSION CONTROL FACILITIES SHALL BE MAINTAINED AS OFTEN AS REQUIRED BY WEATHER CONDITIONS.
- DITCHES AND OTHER RUNOFF COLLECTION AREAS SHALL BE MAINTAINED BOTH DURING AND AFTER CONSTRUCTION TO ENSURE THE PROPER REMOVAL OF SEDIMENT.
- ALL SLOPES GREATER THAN 3:1 (3 HORIZONTAL TO 1 VERTICAL) SHALL BE STABILIZED USING MULCH NETTING. ADDITIONAL STABILIZATION MEASURES NECESSARY SHALL BE IMPLEMENTED AS REQUIRED BY WEATHER CONDITIONS. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 5' - 6" COVER OVER TOP OF WATER MAIN TO PROPOSED GRADE.
- ALL WATER MAIN MECHANICAL JOINTS SHALL BE INSTALLED USING RETAINER GLANDS. ALL WATER MAIN FITTINGS SHALL BE RESTRAINED BY CONCRETE THRUST BLOCKS.
- VERTICAL BENDS SHALL BE RESTRAINED USING RETAINER GLANDS, RODS AND THRUST BLOCKS AS ACCEPTED BY THE ENGINEER.
- PRESSURE TESTING AND CHLORINATION TAPS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER.
- ALL WATER VALVES SHALL OPEN LEFT.
- HORIZONTAL SEPARATION OF WATER AND SEWER SHALL BE AT LEAST 10' OR AS SHOWN ON THE SEWER DETAIL SHEET. WHENEVER SEWERS MUST CROSS WATER MAINS, THE SEWER AND THE WATER MAIN SHALL HAVE AT LEAST 18" VERTICAL SEPARATION AND THE SEWER PIPE SHALL BE CL. 52 DUCTILE IRON FOR A MINIMUM OF 9' EACH SIDE OF THE CROSSING.
- MAINTAIN MINIMUM HORIZONTAL SEPARATION OF 5' FROM WATER MAIN TO CATCH BASINS.
- CATCH BASINS SHALL HAVE 2' SUMPS IN ACCORDANCE WITH CITY OF LEBANON STANDARDS.
- GRADING SHALL BE DIRECTED TOWARD COLLECTION STRUCTURES UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN WRITING. MATCH ALL RIMS, FRAMES, AND GRATES TO FINISHED GRADES (DESIGN ELEVATIONS ARE APPROXIMATE).
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- INSTALL CONCRETE SEWER PIPE ANCHOR/DAM AT 50 FOOT INTERVALS ON ALL SEWER LINES OVER 8% SLOPE.
- SNOW WILL BE STORED ON-SITE.
- THE ENGINEER ASSUMES NO RESPONSIBILITY FOR CONSTRUCTION ON THIS SITE UNLESS RETAINED FOR CONSTRUCTION OBSERVATION AND SHOP DRAWING REVIEW SERVICES.
- LIGHTING DETAILS ARE INTENDED TO CONVEY GENERAL CONSTRUCTION COMPONENTS. SHOP DRAWINGS WILL BE REVIEWED PRIOR TO CONSTRUCTION TO VERIFY THAT AT LEAST THE MINIMUM LIGHTING CRITERIA ARE MET.
- CONTRACTOR SHALL ERECT AND MAINTAIN CONSTRUCTION FENCING TO PROTECT VEGETATED AREAS TO REMAIN UNDISTURBED.
- NEW WORK IDENTIFIED BY .

PROPOSED LEGEND:

DRAIN LINE	 D
CATCH BASIN/YARD DRAIN	
WATER LINE	 W
GATE VALVE	
CORPORATION	
CURB STOP	
SEWER LINE	 S
SEWER MANHOLE	
CONTOUR	 502
SPOT GRADE	x502.0
UNDERGROUND TELEPHONE/ ELECTRIC & CABLE	 UGETC
BITUMINOUS CONCRETE PAVING	
BUILDING	



GRADING, DRAINAGE & EROSION CONTROL PLAN FOR
OCCOM PATH - BASIC HOLDINGS, LLC
OAK RIDGE ROAD, CITY OF LEBANON, GRAFTON COUNTY, NH

PATHWAYS CONSULTING, LLC
240 MECHANIC STREET, SUITE 100
LEBANON, NEW HAMPSHIRE 03766
(603) 448-2200

SCALE: 1"=30'
DESIGNED BY: PAB
DRAWN BY: PAB
CHECKED BY: RJF
DATE: 09/13/20
PROJ. NO. 11465-01

7
SHEET 7 OF 17

REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY
	03/16/21	NOTE REVISION	PAB	RJF	RJF
	12/06/20	ADDITIONAL STAFF REVIEW COMMENTS	PAB	RJF	RJF
	11/20/20	STAFF REVIEW COMMENTS	PAB	RJF	RJF
			MADE BY	CHECKED BY	APPROVED BY

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CONTOUR	 502.0
SPOT GRADE	 x502.0
UNDERGROUND TELEPHONE/ ELECTRIC & CABLE	 UGETC
BITUMINOUS CONCRETE PAVING	
BUILDING	

NOTE:

ALL UNITS WITHIN THE DEVELOPMENT WILL BE CONNECTED TO THE CITY'S FIRE ALARM NETWORK. THE SYSTEM WILL BE EXTENDED FROM ROUTE 10 TO THE SITE. A CONDUIT AND WIRE WILL BE INSTALLED AS PART OF THE ELECTRICAL/TELEPHONE/COMMUNICATION UNDERGROUND DUCT BANK WITHIN THE DEVELOPMENT.

NOTES:

- THE SEWER UTILITY IS TO BE PRIVATELY OWNED AND THE WATER UTILITY TO BE PUBLICALLY OWNED.
- LOCATION OF TRANSFORMERS AND PEDESTALS HAVE NOT BEEN DETERMINED YET. PROPER SCREENING OF THE TRANSFORMERS AND PEDESTALS WILL BE IN ACCORDANCE WITH SECTION 6.2.B.8 OF THE SITE PLAN REGULATIONS.

UTILITY PLAN

OCCOM PATH - BASIC HOLDINGS, LLC

OAK RIDGE ROAD, CITY OF LEBANON, GRAFTON COUNTY, NH

PATHWAYS CONSULTING, LLC

240 MECHANIC STREET, SUITE 100
LEBANON, NEW HAMPSHIRE 03766
(603) 448-2200

SCALE: 1"=30'

DESIGNED BY: PAB

DRAWN BY: PAB

CHECKED BY: RJF

DATE: 10/13/20

PROJ. NO. 11465-01

8

SHEET 8 OF 17

To the Lebanon Planning Board
Re PURD Occom Walk Oak Ridge Rd, West Lebanon

Dear Members of the Planning Board,

I write to once again express my strong objections to the proposed PURD in the Oak Ridge/Wildwood Drive Neighborhood of West Lebanon.

I have attended board meetings and spoken about my objections to the building of such dense housing on a site that barely meets the acreage required for this type of development especially when a large portion of the 'open space' that these developments typically have is in a ravine!

As I expressed when I testified in previous meetings that were attended by some 20 of this neighborhoods' residents my concerns are multiple. The traffic that the Oak Ridge/Rt 10/Sachem Village intersection must handle is already at its maximum as this includes the Wheeler Professional Park businesses, Pinewood Village, and the Wellspring Worship Center on Oak Ridge Rd

.

It has been pointed out by many concerned neighbors that there have been a number of accidents at that intersection, one resulting in a pedestrian death. There are young children in the neighborhood living across from the proposed entrance to the PURD and more who walk to and from the school bus stop on Rt 10

The value of the residences in this neighborhood will be negatively impacted by the shoehorning of this PURD into this area as have been attested to by realtor Roger Clarkson. The PURD is quite out of place in this community of single-family homes.

Concern about the number of residents in each of the proposed homes and the subsequent numbers of vehicles will, undoubtedly, be well over the developers estimate, given that the rental rate is far beyond what can be considered affordable housing for a small family. Not, however, unaffordable when rented by 4 college students.

Safety vehicles will have limited access given the presence of only one access point and the allowed narrowing of the streets.

When a walk-about of the property was done, neighbors were present but forbidden to ask questions of, or make comments to developers or the planning board members. Mr. Steven Arcone, who possesses expert knowledge of the land under consideration for development, has been denied the opportunity to present the entirety of his information to the board.

With new members of the planning board considering this PURD application who have not had the opportunity to walk through the property or to have listened to the testimonies from the community given at past meetings it appears that decisions will be made despite a lack of complete understanding of the concerns of abutters and neighbors that remain.

I urge the planning board to consider the many deficits of this proposal and veto the development of this Occum Walk PURD.

Sincerely,

Jeanette and Jay Hutchins

Property owners at

37 Wildwood Drive

West Lebanon, NH

And

14 Oak Ridge Rd.

West Lebanon, NH

Tim Corwin

From: Eleanor Coffey <eleanor.coffey@me.com>
Sent: Thursday, March 11, 2021 1:48 PM
To: Tim Corwin
Subject: [EXTERNAL]Oak Ridge development

I did leave a message on your voice mail, and am simply following up by email. It was mentioned at the planning board meeting, that several members were new, and had not walked the site. I am requesting that this be a requirement for reviewing and voting on this dense development. Unless one understand the contours of the space, and what is defined as open space, it is not possible to realize the impact and consequences of the project. I am requesting that this be done prior to the next meeting. No tics now! ...Best wishes, Eleanor Coffey

Sent from my iPad

This email has been scanned for spam and viruses by Proofpoint Essentials. Visit the following link to report this email as spam:

https://us3.proofpointessentials.com/index01.php?mod_id*&mod_option=gitem&mail_id*15488470-tbl8eWT7ycaP&r_address=m.corwin%40lebanonnh.gov&report=

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Rand Swenson
15 Oak Ridge Rd.
West Lebanon, NH 03784

March 4, 2021

Lebanon Planning Board
C/O Tim Corwin, Senior Planner
51 North Park Street
Lebanon, NH 03766

Re: Basic Holdings, LLC, 5 & 11 Oak Ridge Rd. #PB2020-31-FMAJ.

Dear Planning Board Members,

Thank you for allowing me to present several concerns to the Planning Board regarding Basic Holdings LLC's proposal for a PURD project on Oak Ridge Road. These concerns center around impacts of the nature of the project on the character of the neighborhood and some questionable justifications for the project.

First of all, the proposed development is completely out of character with the remainder of the neighborhood. This is a neighborhood of owner occupied, single-family houses on large plots, zoned R3. The proposed development consists of small houses and duplexes that are squeezed together with minimal parking and separated from Oak Ridge Road by the minimal allowable setback. This has resulted in neighborhood concerns about overflow of visitor and guest parking into the neighborhood, traffic, and likely issues with snow removal. One of the elements of this property contributing to the extreme cramping and over-building of the north edge of the property (the side fronting Oak Ridge Rd.), is that a significant part of the south end of the property is not accessible from rest of the property because of a steep ravine that cuts diagonally across the property. This squeezes the actual buildable property into a small zone right up against Oak Ridge Rd. The zoning ordinance, section 501.1.G.1 requires that the Planning Board make a determination that the PUD, to the "maximum extent practicable" be "integrated into the surrounding neighborhood in such a way that the overall visual qualities between existing land use and the PUD is complementary". Furthermore, section 501.1.J.1.c requires the board to determine that the "types of housing units and/or other buildings proposed within the PUD shall not adversely impact the character of the area." Respectfully, this is a major departure from the existing Oak Ridge Rd. neighborhood. In discussion of the neighborhood on pages 15 of the document entitled "PURD support statement based on sections 501.1 and 501.2 of the zoning ordinance" (page 57 of the Planning Board document for the March meeting) and on the developer's statement of impact on abutters on page 67 of the planning documents, the applicant implies similar impact of this proposed development to that of Pinewood Village. However, the document fails to mention that Pinewood Village does not front on Oak Ridge Road, or that it is separated from the Oak Ridge Road community by a row of conforming houses. Additionally, Pinewood Village is largely owner-occupied, quite different from the proposed high density rental development.

The developer has proposed to construct the maximum number of dwelling units permitted by the zoning ordinance despite the fact that the entire southwest part of the property cannot be accessed because of the steep ravine. This forces the development against its northern boundary on Oak

Ridge Rd. Additionally, the developer is asking the planning board to approve a 12% “bonus” in number of approved units. The PURD zoning ordinance document states that the applicant may request an increase of up to 12% “at the discretion of the Planning Board, per Section 507”. The applicant calculates the maximum allowable units at 19 and is requesting a “bonus” of 3 units for a final total of 22 units. This actually represents an increase of 15.8% from the 19 allowed under the PURD. Section 507 of the zoning ordinance states that “The decision of the Planning Board in awarding such a bonus and the amount thereof is hereby declared to be a discretionary administrative decision of the Planning Board. In no case shall the Planning Board award a bonus if it determines that the limitations of a site cannot accommodate the increase.” Respectfully, the nature of the property does not accommodate such an increase without further departure from the character of the neighborhood.

The benefits of this development to the City have been overstated. The “Fiscal Impact Statement” beginning on page 233 of the planning document projects the tax benefits to the city. However, the analysis uses “comparables” that are mostly single-family homes on independent plots of land in projecting the likely valuation on which tax revenue would be determined. At a prior meeting, the Planning Board had requested evaluation of the proposal by the city assessor. However, this couldn’t be accomplished at the time because of insufficient detail in the proposal to generate an accurate assessment of the project.

Furthermore, any consideration of financial impact must take into account potential negative effects of the project. The attached letter dated March 13, 2019 from a realtor of longstanding in the Upper Valley, Roger Clarkson, has expressed the opinion that “it is probable that it will have an adverse effect on your property and is likely to impact the character of the neighborhood as a whole.” This must be considered in any assessment of the value of the project to the City.

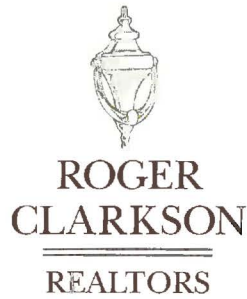
Finally, this project is partially justified by the need for “more affordable or workforce housing” (501.2.A.6 on page 59 of the planning documents for the March meeting). The developer states that the development “is intended to provide workforce housing for young professionals.” Certainly, these units are not going to be “affordable” in any normal definition since, at a prior Planning Board meeting, the developer has stated that these will be “market rate” and that he hopes to be able to “keep the rent below \$3000 per month.” This will certainly price the vast majority of young families and individuals in the workforce out of the market and it is not clear that the market is tight for those able to afford such an expense. The developer has experience renting an existing single-family building on the property to DH physicians. However, the current rental property is a on an acre of land. It is not clear that individuals who are able to afford such a rent would find such a cramped development to be attractive at those prices. For these reasons, I believe that the Planning Board will have to carefully weigh the impacts (positive and negative) of the development as it is proposed.

Thank you for your consideration.

Sincerely,



Rand Swenson



March 13th, 2019

Dr. Rand Swenson
15 Oak Ridge Road
W. Lebanon, NH 03784

Dear Dr. Swenson:

Thank you for contacting me to review the plans for the proposed development abutting your property and for the opportunity to comment on the potential impact of the proposed zoning variance and of the development on your property and the neighborhood. I have detailed knowledge of the Oak Ridge Rd. and Wildwood (Sylvan Place) development and have a long history as a realtor for residential properties in the Upper Valley that I rely on in forming my conclusions.

The request for the zoning variance is to preserve the footprint of an existing small ranch house, converting it to a larger duplex, which will be accessed on your side of the structure. This will be approximately 33 feet from your property line, 42 feet closer than permitted by zoning regulation. The parking for this duplex will extend to 15 feet from your property line, with the cars and their headlights being directed toward your house and front yard. The construction of this lot will require removal of some of the current mature trees that are between this property and your yard. In my professional opinion, the increase in noise, light, and traffic as well as the proximity of this dwelling (as compared to the 75-foot setback required from small landholders by the PURD mechanism) will decrease the desirability of your home to future potential buyers and therefore, more likely than not, adversely affect the value of your property.

With regard to potential impacts of the development as a whole, projects of comparable size like Reed Court and Village Green fit well in their neighborhoods. However, these are not located in a neighborhood whose property values are comparable to that of Sylvan Place. The proposed development abuts the Quail Hollow property and the access road for the Pinewood Village development. However, the former development has no visibility from Oak Ridge Rd. and the latter is separated from this road by a row of conforming houses. The proposed development therefore represents a departure from the existing properties along the road and will, inevitably, alter the character of the neighborhood.

There are several additional concerns when considering the impact of the development on the neighborhood. This development will result in an increasing in traffic on the lower part of Oak Ridge Rd., which is also the main egress for Pinewood Village, Wheeler Office Park and the

Wellspring Church and which receives heavy pedestrian traffic. The amount of parking is very likely inadequate, potentially impacting the neighborhood due to overflow. And lastly, the construction of the Wheelock Office Park, Wellspring Worship Center, and Pinewood Village have previously paved over several acres of land, creating water run-off issues in the neighborhood. This may or may not affect your property, but if this is exacerbated by the new development, there is potential for more adverse consequence to surrounding properties.

In summary, I realize the demand for housing is great, and with appropriate attention to mitigating impacts on surrounding properties and the neighborhood, this has the potential for being a very successful development project. As it is proposed, it is probable that it will have an adverse effect on your property and is likely to impact the character of the neighborhood as a whole.

Sincerely,

A handwritten signature in black ink, appearing to read "Roger Clarkson". The signature is fluid and cursive, with the first name "Roger" and last name "Clarkson" clearly distinguishable.

Roger Clarkson

Steven Arcone
Marianne Peters
40 Oak Ridge Road
West Lebanon, NH 03784
March 20, 2021

To: Lebanon Planning Board
From: Steven Arcone and Marianne Peters
Re: 29 March public hearing on proposed “OCCOM Walk” PURD in the Oak Ridge neighborhood

Dear Board Members:

This letter reiterates some of the objections raised during our public hearings of 2018 and 2019 and takes into account the revised plan presented to the Board on March 8, 2021. We understand that there are three new Board members, whom we urge to visit this site as soon as possible. We object to this development for the following reasons, most of which repeat earlier objections I sent the Board in 2019. .

1. **Who will rent?** 22 family rental units are now proposed. Under Lebanon City regulations up to four unrelated people can reside in one unit. The estimated rent per unit, stated verbally by Mr. Shapiro in 2019, will be near \$3000/month. When this project was first proposed Mr. Shapiro verbally stated that it was meant to help solve a Lebanon housing shortage, particularly for “work force” and senior residents. Given the proximity to Dartmouth and the relatively high rent, Dartmouth students will likely share the rent, thus bringing as many as 88 residents to the property, with associated noise and traffic congestion. Despite the number of one-car garages, parked cars will likely overflow onto this one street or on to Oak Ridge Road, especially with snow.
2. **Fire safety.** The one road into this complex has been allowed by the Board to be only 20 feet wide and not the 24 feet ordinarily required by fire regulations. It is the only entrance/egress. In the event of a fire, multiple fire trucks and ambulances will be unable to park close to residences and depart with victims on a timely basis. The need for emergency vehicles to be able to enter and leave Occom Walk quickly and efficiently will be critical in saving lives. The lack of any sprinkler systems (per statements made to the Board at the March 8th Planning Board meeting) could result in a more urgent situation – particularly if the weather is windy and flames are fanned – because some of the units will be attached and all of them will be near each other. Despite the number of one-car garages, it is likely that two or more cars per unit will be the norm and the residents’ parked cars could overflow onto this one street thereby prohibiting emergency vehicle parking.
- 4 **Traffic safety.** The present traffic stop and island at the foot of Oak Ridge Drive handles city and school buses. It serves Sachem Village, of which there are approximately 200

vehicles, Oak Ridge, of which there are approximately 50 vehicles, and Pinewood Village of which there are at least 35 vehicles. Use by the church and Wheeler business park will add to the traffic, as will the now frequent home deliveries by UPS, Fedex and Domino's. In addition, this traffic stop and island is frequented by vehicles from Quail Hollow, in which there are about 260 units and another 32 planned. The ages of most residents in Quail Hollow and Pine Village are mostly over 70, and about 1/3 of Oak Ridge is over 70. At least 5 small children live near this access, and grandchildren frequently visit. School-age children presently walk to the bus station at the bottom of Oak Ridge Road.

- 5 **Traffic safety.** At the 28 July 2019 meeting a "traffic expert" testified that the traffic stop was adequate and did not require a NH DOT investigation because it did not satisfy the Gold Standard, which we understood to mean that there must be evidence that another 100 trips would occur because of the development. We find this difficult to believe given that at least 63 more vehicles could result from the PURD, as was estimated by Pathways in 2019.
- 6 **Lighting and noise:** With 22 units and the possibility of up to 88 residents, traffic will be coming and going at all hours. Automobile lights will be shining in windows and noise will be objectionable, especially to the abutting and nearby residences on Oak Ridge Road, (Fu, Swenson, Drake/Becker, DiGilio, Hutchins) and on Richardson Place (Coffey and her neighbor). This will be exacerbated by the removal of trees.
- 7 **Inadequate subsurface exploration of the lot:** The PURD area may contain erratic and near-surface bedrock distribution, especially after the lot has been cleared of the antenna and its grid. Pathways testified at the LPB August 28, 2019 meeting that three test pits were dug and which found no bedrock, but two of the holes were near the ravine, and their claimed depth of ten feet seems unlikely because they used a small farm tractor to dig. Was an auger used? Previously Pathways reported having dug 12 soil test holes, which I assume used a standard soil auger that doesn't penetrate more than one foot. An erratic bedrock distribution, such as beneath neighboring Pinewood Village, will determine groundwater flow, which could be channeled to Quail Hollow.
- 8 **Possible contamination.** We understand that 5 acres were required for a PURD permit, with a certain percentage allowed for slopes and wetlands. At least one acre of land resides on a severe slope, the drainage of which leads to Quail Hollow, and exactly where a larger Quail Hollow unit is planned at the north end. During our one and only permitted property visit in 2018 none of the neighbors were allowed any questions or input and so this slope was never examined by current neighborhood residents, except me (SAA) in 2019 and what I found was alarming (see accompanying PPT). The WTSL broadcast band antenna (approximately 100 feet high) and ground grid (approximately 200 feet diameter) were likely installed during 1948-49. The partly and fully buried nature and disposition of debris along the slope, and the association of the buried debris with a large rock slab suggest that much of this debris was not simply discarded but likely bulldozed to prepare for antenna construction. During such operations there may have been spillage and burial of contaminated refuse. I will be glad to accompany any inspection of this area.
- 9 **Possible contamination mobilization.** With this PURD spillage of possible oil and other fluids, or their residues, will become mobilized, especially because Pathways has now redesigned the south end of the PURD to contain two snow storage areas. Given

the disposition of the ravines, such mobilized contaminants will be directed toward Quail Hollow. Pathways has not addressed this issue.

- 10 Play space.** There appears to be a lack of outdoor play space. If the units are being planned for families, will the children end up in the path of cars when they move onto Occom Walk and Oak Ridge Road to play?

Lorraine Tompkins Kelly
25 Wildwood Drive
West Lebanon, NH 03784
March 21,2021

Lebanon Planning Board
51 North Park Street
Lebanon, NH 03766
Re: OCCOM PATH

Dear Fellow Residents and Members of the Lebanon Planning Board,

I would like to direct your attention to the Housing Chapter (7) of our City's Master Plan. While recognizing the need for a diversity of housing, the plan states that "Lebanon's quality of life and small-town character is rooted in its residential neighborhoods....". The Plan continues ".... new residential development should incorporate the characteristics that have made those traditional neighborhoods attractive places to live for generations of City residents."(7/8-2)

The Land Use Chapter's Housing section (2/D-1e) cites its objective "to retain the character of single-family housing neighborhoods....". It also recommends that new housing be located close to urban centers in order to "positively contribute to existing neighborhoods." Under Multi-Family Housing, the plan states "...development of new multi-family units should take into consideration the character of existing neighborhoods nearby." The section's concluding chapter begins: "All new housing in older established neighborhoods should be compatible with the character of the neighborhood."

My contention is that Mr. Shapiro's OCCOM PATH development does not meet the goals of the Master Plan. Those of you who have visited the Oak Ridge/Wildwood area know that it is a low-density neighborhood of single-family homes. Mr.Shapiro is proposing a high-density PURD with much of the "open" space unusable for residents because of its steep slopes. It certainly does not incorporate the characteristics that make this neighborhood an attractive place to live.

I'm concerned that those of you who are new to the Planning Board may not be aware of the many objections neighbors have raised to this development since it was first proposed. I ask that you go back and read the testimony submitted in writing to the Board and included in the Agenda packet of August 28, 2019. You will find many concerns expressed including traffic safety, inadequacy of proposed parking, drainage issues, and insufficient access for fire and safety vehicles. The minutes from prior meetings will also include statements about loss of wildlife habitat, and increased noise and light affecting nearby neighbors.

In conclusion, although OCCOM PATH represents only 22 of approximately 1900 housing units "in the pipeline" for Lebanon*, I hope you will give thought to preserving the quality of life in this neighborhood by voting NO to a proposal which does not conform to the goals of the City's Master Plan. With much appreciation for your work on our behalf,

Lorraine Kelly

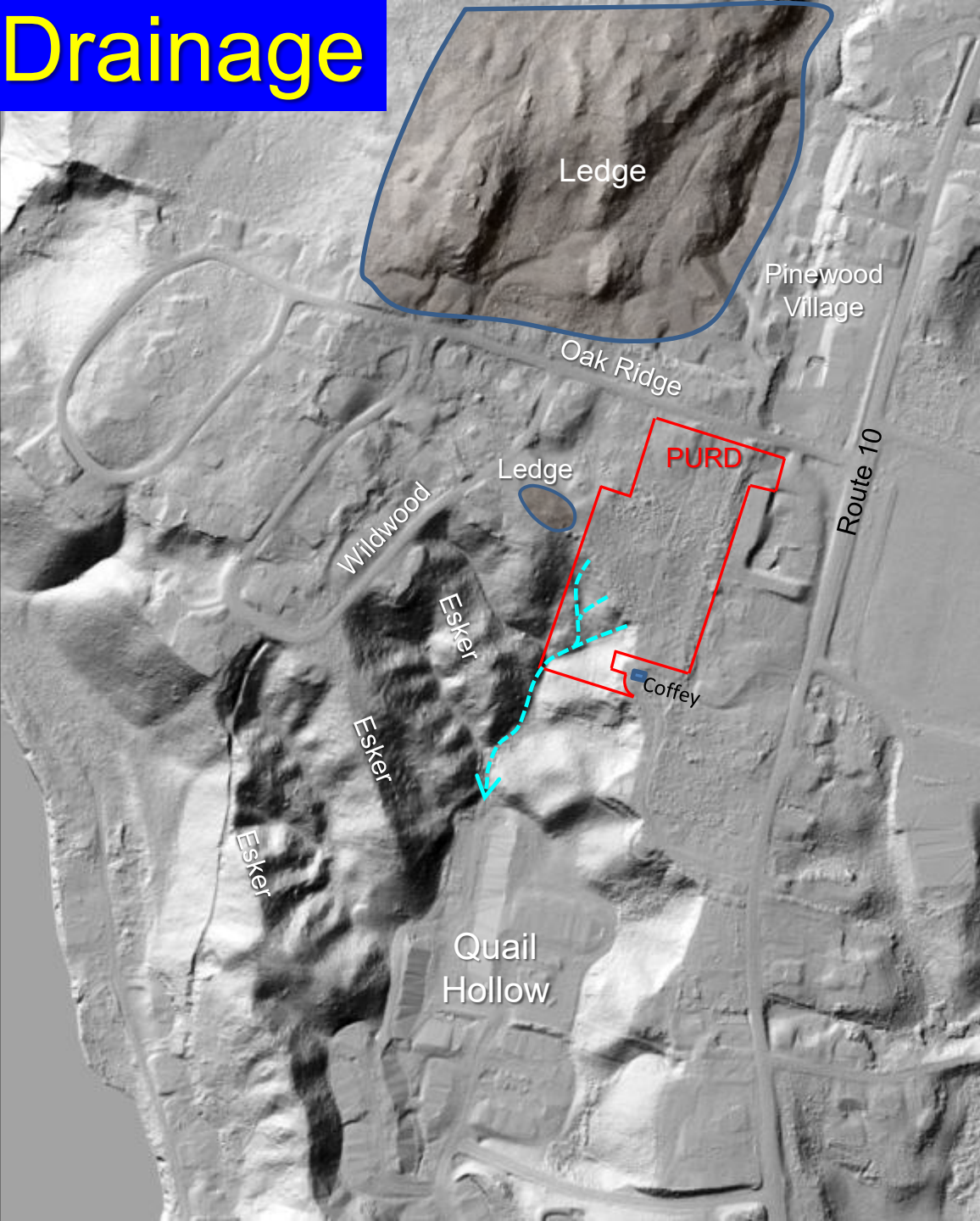
*Upper Valley Employment Center Housing Pipeline: December 2020 Update

3 Issues with the PURD of Basic Holdings, LLC

Steven Arcone
40 Oak Ridge Road
March 29, 2021

- . Drainage
- Erosion
- Contamination

Drainage



Turquoise lines show drainage routes from PURD; elev. drop = 90 ft.

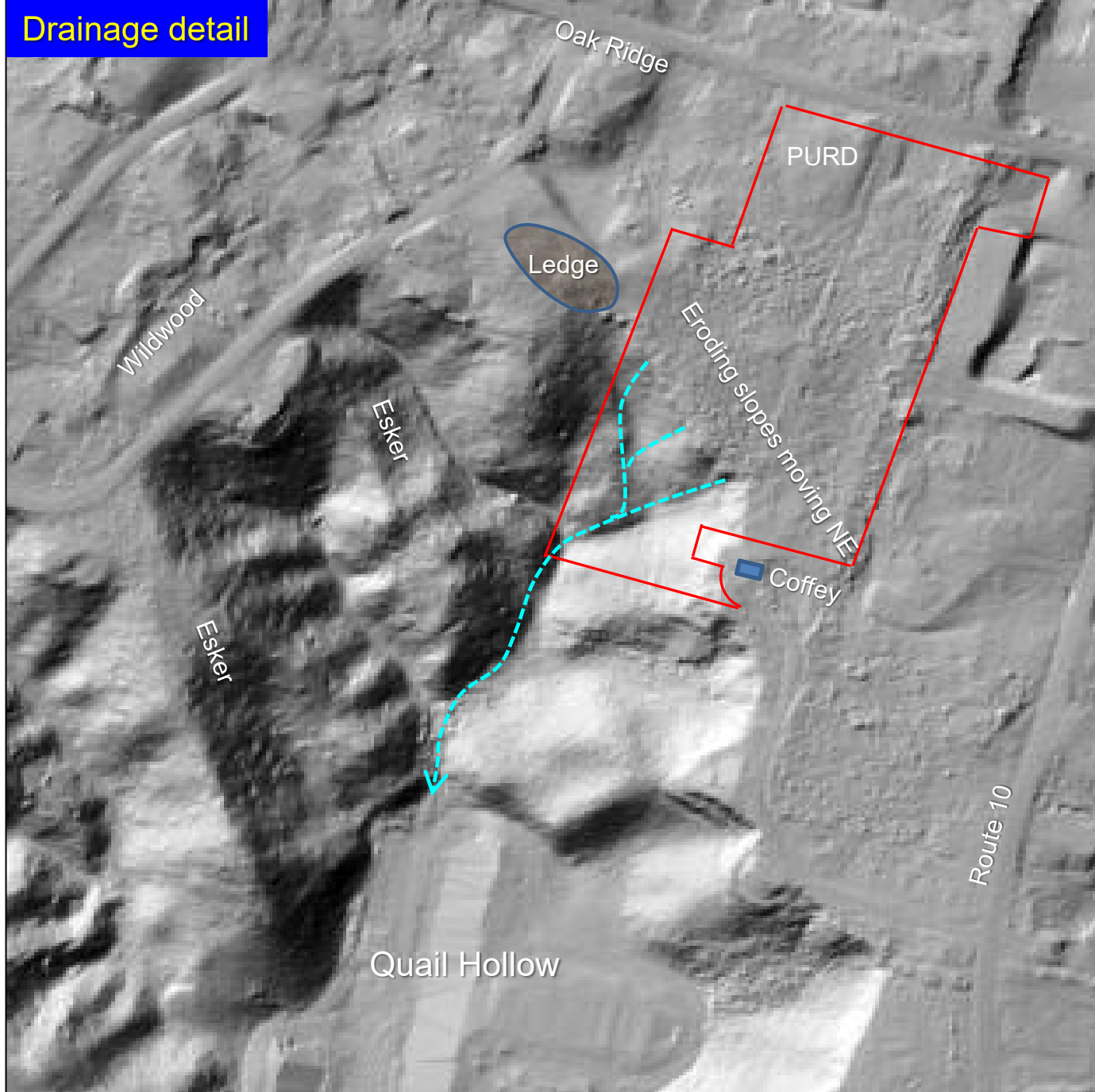
Significant surface runoff, groundwater, and snow melt from newly planned snow storage likely to divert south to Quail Hollow

What happened to the “Rain gardens” and “Forebays” in the original plan?

Ravine end at Quail Hollow is saturated



Drainage detail



Turquoise lines show
drainage routes from
PURD; elev. drop = 90 ft.

Eroding slopes are
moving NE and will
be accelerated by
the PURD

Significant surface runoff,
groundwater, and snow
melt from newly planned
snow storage likely to
divert south to Quail Hollow

Ravine end at Quail
Hollow is saturated



Erosion at southern end

Poorly vegetated
and unstable

Half-buried debris
indicates active erosion

36%

Partly buried



Partly buried

Partly buried junk means active soil transport, erosion, and suggests *contamination*. Photos show 30-40% of what is present.

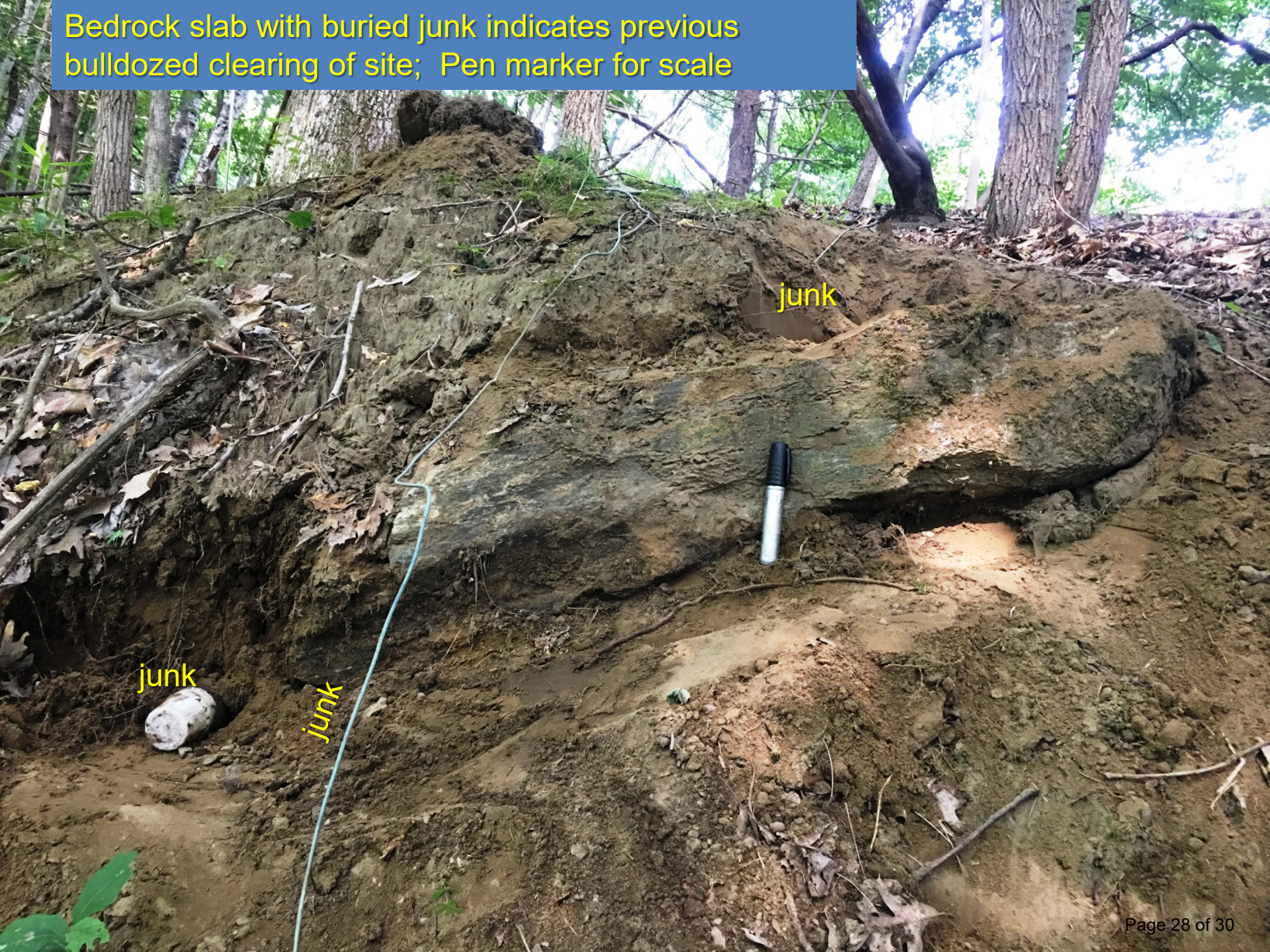


Half-buried junk, partly exposed or covered by *erosion*.

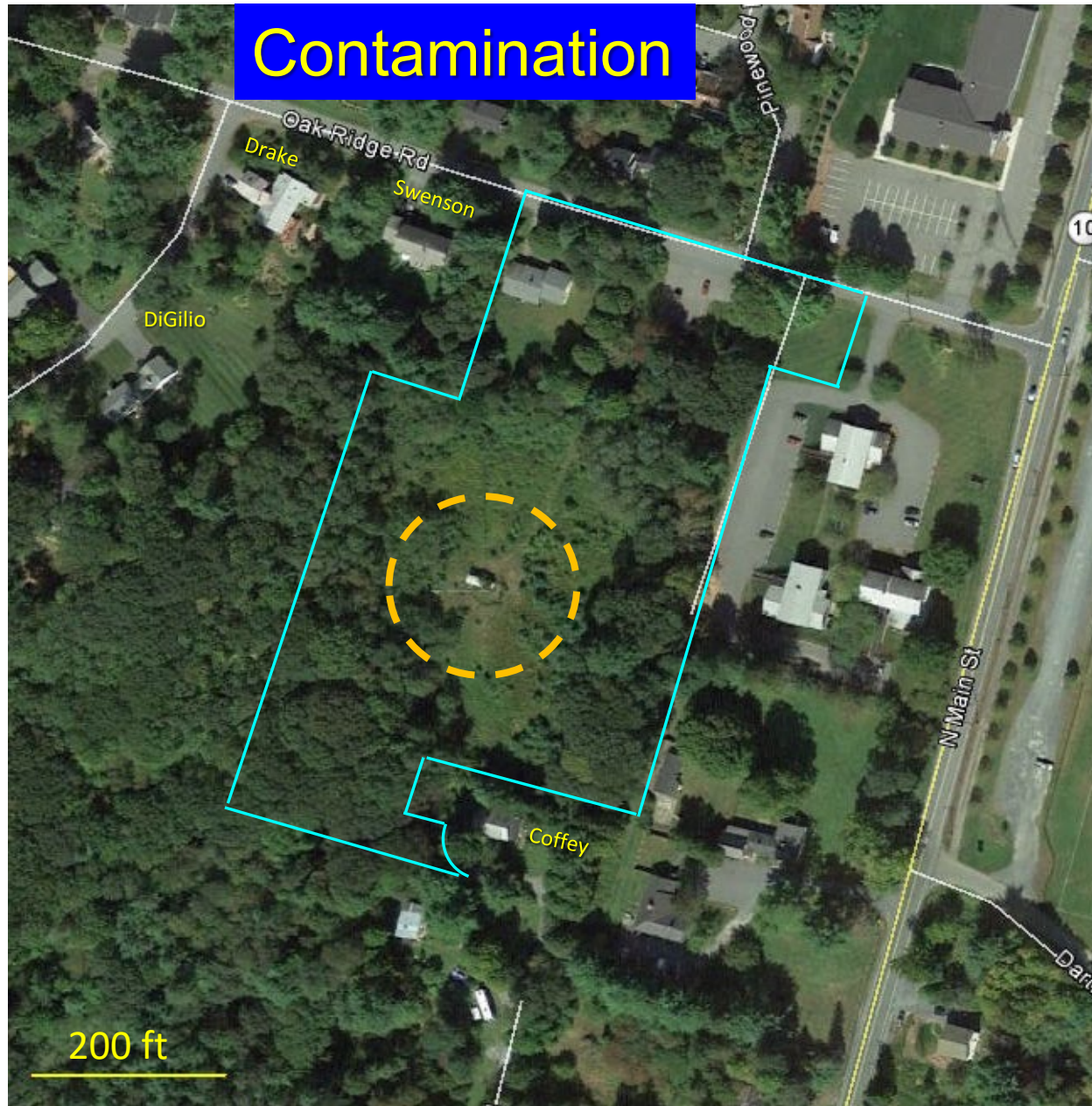


Battery case?

Bedrock slab with buried junk indicates previous bulldozed clearing of site; Pen marker for scale



Contamination



DiGilio, Drake and Rand septic tanks drain to PURD; Coffey residence is on edge of ravine and her septic system is *below* the edge.

Antenna, 200-foot diameter copper mesh, and 1948–1949 construction debris, including unused mesh and oil and gas spillage, likely contaminated deeper soil. When mobilized contamination will likely drain toward Quail Hollow.

Concerns

- Soil survey comprised only 12 holes 30 inches deep
- No knowledge of bedrock (“ledge”) depths
- Erratic bedrock topography may guide water south and north as much as east
- 3 stated excavations by Pathways insufficient to determine bedrock distribution
- Site prep grading will remove stabilized soil
- Ravines poorly stabilized
- PURD WILL ACCELERATE EXISTING EROSION PATTERNS
- EROSION WILL UNDERMINE THE SOUTHERN UNITS OF THE PURD
- (Removed) trees and shrubs will no longer uptake water
- STORED SNOW at southern end will channel and enhance Spring flood to QH
- Junk, nearby septic tanks and antenna construction imply contamination
- With climate change more rain and snow expected in northeast