TOWN OF SWANZEY

OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT

Phone: 603-352-7411 ext. 108
Email: planner@swanzeynh.gov
Web: www.swanzeynh.gov
Address: 620 Old Homestead Hwy

Swanzey Planning Board Agenda
March 26, 2026
6:00 PM

A regular meeting of the Swanzey Planning Board will be held on **Thursday, March 26, 2026, at 6:00 p.m. The meeting is upstairs at Whitcomb Hall (17 Main Street, Swanzey).** The meeting will also be live streamed on the Town of Swanzey's YouTube page. More information on public access to the meeting is available on the Town's website at: www.swanzeynh.gov.

1) Call to Order

2) Approval of Minutes

A. March 12, 2026

3) Public Hearings

A. **PB 26-005:** ReVision Energy, on behalf of the City of Keene, have submitted a site plan review application for two ground mounted solar arrays on approximately 24 acres of undeveloped land at Dillant-Hopkins Airport. The project site spans both the rural/agricultural and residence districts at Tax Map 205 Lot 1.

4) Discussions/Other Business

A. A&O Canine New Tenant

B. Site Plan Review Regulations Discussion

5) Adjournment

Town of Swanzey, New Hampshire
Swanzey Planning Board
Meeting Minutes – **March 12, 2026**
Whitcomb Hall, Main Street, Swanzey, NH

Note: Draft Minutes are subject to review, correction and approval by the Board. Review and approval of Minutes generally takes place at the next regularly scheduled meeting of the Board.

CALL TO ORDER:
The meeting of the Swanzey Planning Board was called to order at 6:00pm by Chair Scott Self. The meeting was held at Whitcomb Hall and online for the public. Other members present: Vice Chair Michael York, Victoria Ames, Richard Lane, Mark Scalera, Brandon Self, Alternates Stacey Goodale, and Charlie Harbeck. Also present was Town Planner Adam Paquette and Recording Secretary Susan Ells.

The Chair called the roll and read the agenda for the evening. A quorum was present.

Absent: Jane Johnson, Selectman's Representative

SEATING ALTERNATES:
The chair seated Stacey Goodale for Brandon Self (because he was not sworn in yet) and Charlie Harbeck for Victoria Ames (because she was not sworn in yet)

Others Present:
Kai Kraemer with FACT TV, Amanda Swanson

REGIONAL IMPACT
A motion was made by Richard Lane that there was no regional impact. There was a second by Stacey Goodale. All were in favor. With no further discussion, the motion passed.

MINUTES:
The meeting minutes of February 26, 2026 were considered. A motion was made by York to approve the meeting minutes as presented. There was a second by Lane**.** Scalera abstained; all others were in favor. With no further discussion, the motion passed.

APPLICATIONS AND PUBLIC HEARING(S):
A. **PB 26-004: Site Plan Review**
Aolin Properties has submitted a site plan review application on behalf of A&O Canine Co. to use the existing structure as a dog daycare and kennel. The property is located at Tax Map 106 Lot 53 in the Business District.

The Board reviewed the application for completeness and reviewed the items that were requested to be waived.

York made a motion to grant the waivers as it would not have adverse impact on public health, safety, or abutting properties, and that granting the request is consistent with the intent and purpose of the rules waived. Scalera seconded; all were in favor and the motion passed unanimously.

Lane made a motion that the application is complete and can go to public hearing. York seconded the motion; with no further discussion, the motion passed.

Chair Self opened the public hearing at 6:08pm.

Amanda Swanson explained to the Board that she has operated a 6000 square-foot dog day care facility in New Mexico and has a lot of experience in the business. She has moved back to the area and wants to start a similar business here, but is looking forward to operating a smaller business with approximately 15 dogs up to a maximum of 20 dogs, especially during holiday seasons. York recommended she contact the Department of Agriculture to be sure she doesn't need a commercial license for more than 5 dogs. She clarified that she is not breeding nor keeping the dogs. York went on to question how she would handle the noise of barking dogs. She said if that became a problem, she would locate the barking dogs inside the building but that she is operating within the noise ordinance hours. Scalera asked about disposing of dog waste; Amanda replied that Assistant Planner Stephon Mehu had asked her about this subject; she has a dumpster for waste service and expressed that she would not dispose of the waste on the property which had been a concern by the Conservation Commission.

Chair Self clarified where the parking would be and Lane asked about fencing in the back. He also asked for clarification that the service is just for day care; Amanda responded that it would be for day care and boarding. The dogs boarded overnight would be inside; the building would not be staffed at night but there would be cameras and a security system.

Chair Self asked if there were more questions. Being none, he closed the public hearing at 6:16pm.

The Board deliberated the application for completeness.

Lane made a motion to approve the application with the condition that Amanda Swanson contact the State for the appropriate applications and licenses. Scalera seconded the motion. With no further discussion, the motion passed unanimously.

Discussions and Other Business:

A. Site Plan Review Regulations Discussion

The Board discussed the proposed changes to the regulations. There will be a public hearing on April 9, 2026.

B. Election of Officers

Scalera made a motion to nominate Victoria Ames as Chair and Scott Self as Vice Chair; Lane seconded the motion; all were in favor and the motion passed unanimously.

Victoria Ames said she did some research through previous annual town reports and told the Board that this is the 34th year that Scott Self has been on the Planning Board and that Jane Johnson has been on the Board for 14 years.

Paquette told the board that the packet regarding the site plan for the solar panels at the airport will be on the agenda for the next meeting and the packets will be too large to email, so he recommended the Board

members set up their Microsoft account for One Drive, or to stop by the Town Hall to see the physical copies.

Chair Self asked if the Board members had looked at the Municipal Planning Assistance Agreement with Southwest Regional Planning and commented that the scope of work should be changed to include the Economic Development Committee. Adam Paquette stated that those changes would be made and that the committee will be at the Planning Board meeting on April 9th.

Scalera remarked on the revised Permissible Use application and approved of the changes; he did suggest to add a line related to the Conservation Committee's review of the application and Paquette agreed to make that change.

The Board discussed the outcome of the zoning changes that passed the recent election.

ADJOURNMENT
A motion to adjourn was made by Goodale. There was a second to the motion by Lane; with no further discussion all were in favor and the m*otion passed.* Adjournment occurred at 6:54pm.

Next Meeting: March 26, 2026

Respectfully Submitted,

Susan Ells, Recording Secretary

Approved on

DRAFT

TOWN OF SWANZEY

OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT

Phone: 603-352-7411 ext. 108
Email: planner@swanzeynh.gov
Web: www.swanzeynh.gov
Address: 620 Old Homestead Hwy

Memorandum – Office of Planning and Economic Development

TO: Planning Board

FROM: Adam Paquette, Town Planner

DATE: March 17, 2026

RE: Site Plan Review Application #26-005 – Dillant-Hopkins Airport Solar Arrays

Summary:

ReVision Energy has submitted a site plan review application on behalf of the City of Keene for two ground-mounted solar arrays on approximately 24 acres of undeveloped land at Dillant-Hopkins Airport. The project site spans both the rural/agricultural and residence districts at Tax Map 205 Lot 1.

The subject parcel encompasses roughly 893 acres. The total limit of disturbance is 24.36 acres. The project includes two primary solar subarrays: Subarray #1 (approx. 5.7 acres), which abuts NH Route 32 between Wheeler Lane and the Inn of the Tartan Fox, and Subarray #2 (approx. 6.1 acres), located directly north of FW Webb and Bell Brothers Trucking. Both received variance approvals on August 18, 2025. The proposed development plans are in compliance with ZBA approval.

A new permanent driveway for Subarray #2 is currently pending NH DOT approval. As shown on Sheet C2.2, this entrance will connect to a new interior drive originating from an existing northern access point. The proposal does not include lighting, water or sewage systems, underground fuel storage, handicapped access, or architectural plans.

Waivers are being requested for the following:

- Checklist item #3 – North arrow, written and graphic scale of 1" = 30'. Explanation directly from the application below:

  (2)(b)(ii) Written and graphic scale of 1"= 40'.

  The scale and unique shape of the site necessitate multiple sheets to adequately represent the project. Included are overall site plans at 1"=150' and individual sheets for the north and south arrays at 1"=40' and 1"=50' respectively to show detailed features. A waiver is requested for the latter in order to facilitate review of the southern array on a single sheet while still providing sufficient detail and would not be contrary to the intent of these regulations.

- Site Plan Review Regulations Section VIII, 2: Off-street Parking and Loading Requirements. Explanation directly from the application below:

  (2) (b) Access, parking and loading areas… shall have a maximum grade of five per cent (5%) and a minimum grade of not less than one-half per cent (0.5%).

  The proposed gravel access road to the solar array must route outside of the FAA-required airport approach lighting setbacks, leaving only one feasible route into the southern-most solar site. This access road will receive very minimal use post construction, with solar array service generally requiring no more than 2-6 visits per year. While the majority of the access road falls below the 5% threshold, the available location for the access road requires traversing a small hill with existing grades around 15%. The project proposes to grade this short segment down to 8% to facilitate travel during and post-construction to the site. Per the other criteria applicable to this standard, the road will not cause drainage across sidewalks, curb cuts, adjacent properties, or onto public streets. Granting the waiver would not be contrary to the spirit and intent of these regulations due to the limited proposed use of the access road, and the lack of public use, while strict conformity would result in a greater amount of soil disturbance to the site and unnecessary cost to the applicant.

page 28 of packet

Please see Appendix A – Waiver Requests for the full text.

Legal Notices and Department Head Review:

Notice of the public hearing was mailed to abutting property owners on March 12. The notice was posted in three public places and on the Town's website on March 12 and notice was published in the Keene Sentinel on March 21.

Department Heads were notified of the application on March 5. Concerns are presented at the end of this memo.

page 11-12 in packet

Development Overview:

The following summary is derived from pages I-1 to I-2 of the application. Please see those pages for the full context of the proposal.

This proposal details a 5 MW DC (3.5 MW AC) ground-mounted solar array at the southern end of the Keene Dillant-Hopkins Airport (Tax Map 205, Lot 1). The 24-acre project is related to the City of Keene's goal for 100% renewable energy by 2030. This will offset municipal electricity accounts via net metering.

- Panels will be mounted on aluminum racking with earth screw foundations, standing 12' high at a 30-degree slope.
- Underground conduits will link the array to inverters and transformers, connecting to the local grid on NH Route 32.
- The location was chosen due to existing airport development restrictions and its proximity to 3-phase power.
- A glare analysis confirmed no hazardous reflections for pilots; FAA 7460 evaluations are currently underway to prevent radio or electrical interference.
- To safeguard Grasshopper Sparrows, construction will pause from May 1 to August 1, adhering to NH Fish & Game conservation measures.

- Construction is slated for 2026, lasting 12–15 months. Once operational, the system has a projected lifespan of 40+ years with minimal annual maintenance.

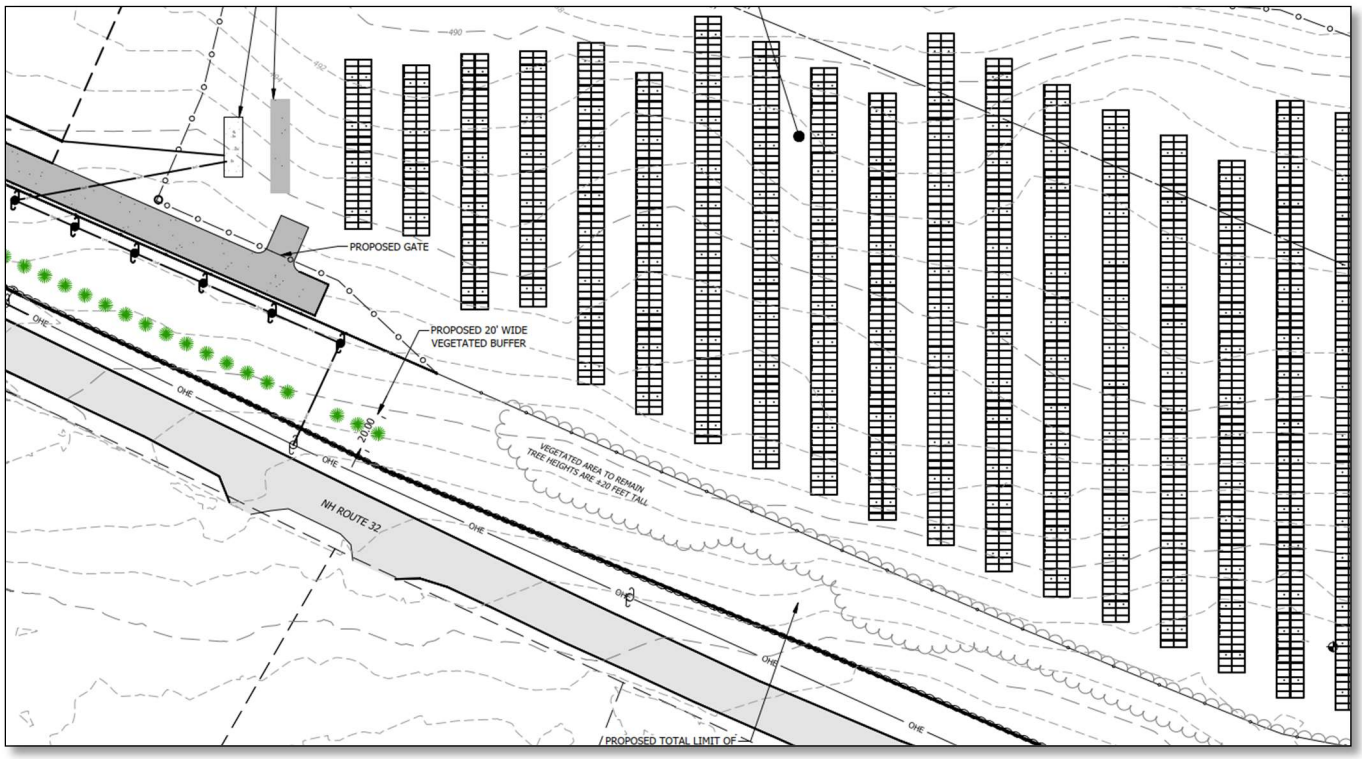
Site Plan Review Regulations:

The Site Plan Review Regulations require the Planning Board to evaluate a proposed development from several perspectives, including parking and loading, access and traffic flow, lighting, landscaping/screening, storm water management, utilities, and architectural design. Staff has reviewed the submitted plans and provided the following feedback:

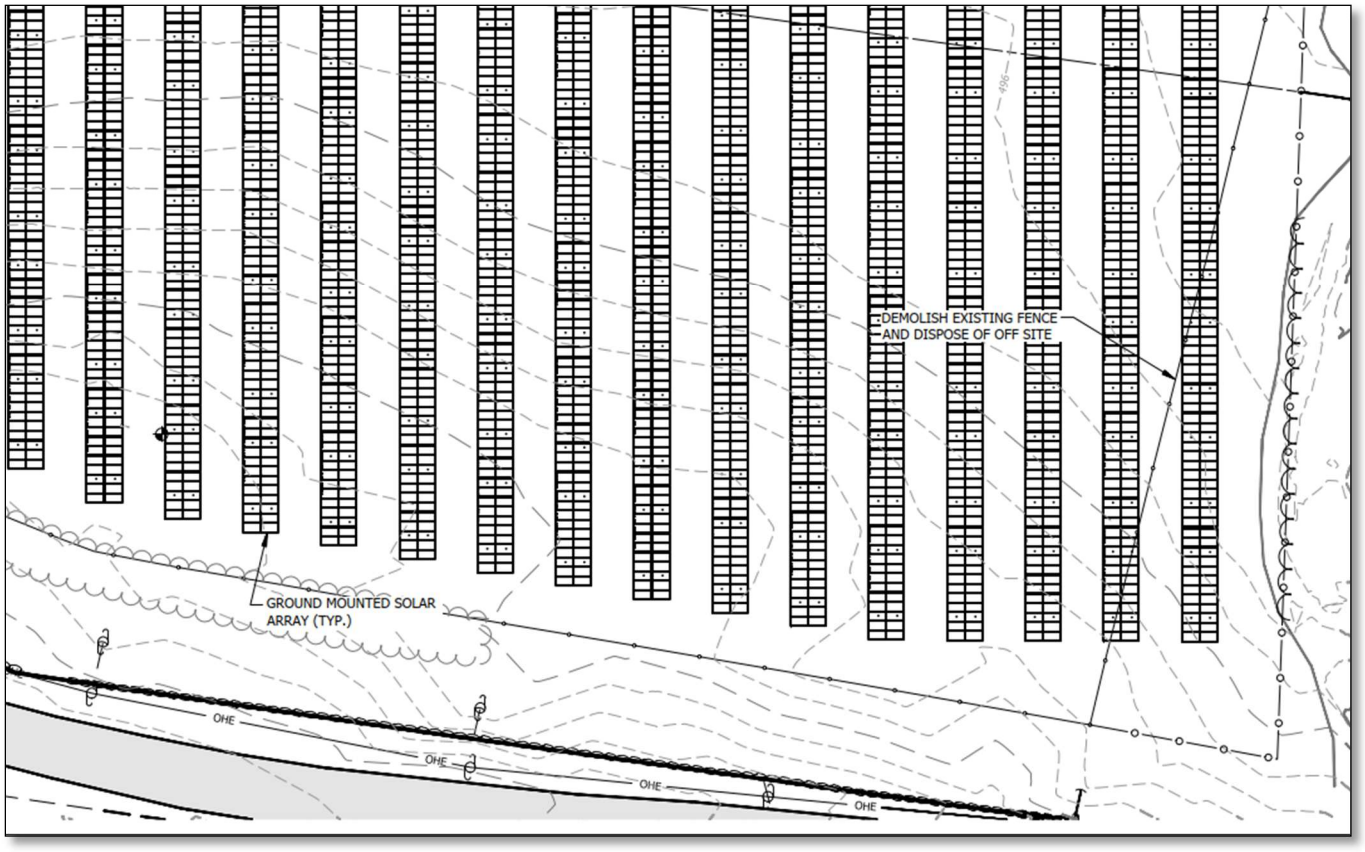
pages 23-25 in packet

The applicant has addressed all site plan review regulations (pages III-1 through III-3), and staff confirms the proposal meets all base requirements. While there is no critical feedback, we recommend discussing **additional screening for Subarray #1**. The current plan may be insufficient at the **northern end** of the solar array, where existing and proposed buffers are thinnest. Please see the screenshots below for reference:

SOUTH END (screening is shown to be consistent along Route 32):



NORTH END (screening is shown to stop, leaving nine (9) rows of solar arrays unscreened):



Staff Comments:

1. Screening should be extended north along Route 32 for Subarray #1.
2. Planning board should discuss future possibilities to utilize this resource once the City of Keene reaches 100% renewable energy. Could a partnership be possible?

Conservation Commission Comments:

None at the time of this memo, but staff will present any comments at the hearing.

Attachments:

a. Site Plan Review Application
b. 7/21/2025 and 8/18/2025 ZBA Minutes

Swanzey, NH Site Plan Review Application

Keene Airport Solar Array
Old Homestead Highway, Swanzey, NH

March 3, 2026

Applicant:

City of Keene
3 Washington St.
Keene, NH 03431

Agent:

ReVision Energy Inc.
7A Commercial Drive
Brentwood, NH 03833

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I. Project Description

March 3, 2026

Town of Swanzey, Planning & Economic Development
PO Box 10009
Swanzey, NH 03446

Site Plan Review Application
Keene Airport Solar Array – Old Homestead Hwy, Swanzey, NH

ReVision Energy, Inc., on behalf of the City of Keene, is pleased to provide the Swanzey Planning Office and Planning Board with the below narrative description of its proposed ground mounted solar photovoltaic project. The location of the proposed solar project is located along Old Homestead Hwy (Rt. 32), tax map 205, lot 1, at the southern end of the Keene Dillant-Hopkins Airport. This development plan for a ground mounted solar energy system is being submitted for review under the standards of the Town of Swanzey Site Plan Regulations and 2025 Zoning Ordinance.

In 2019, the City of Keene established the goal of transitioning the City to 100 percent renewable energy use by 2030 and has since worked to identify parcels of City-owned land with limited public use, that would be well suited for the development of solar energy. Undeveloped land at the airport which is constricted for other types of development due to topography, airspace height restrictions, and access restrictions was uniquely suited to host a project that would achieve the City's renewable energy use goals, with the necessary 3-phase electrical proximity. The proposed solar array will be owned by the City of Keene, and the electricity generated by the project will be used to offset the City's municipal electricity accounts through NH's municipal group net metering program.

The proposed solar development includes a 5 MW DC, 3.5MW AC array, encompassing approximately 24 acres. The primary components of a ground mounted solar array are earth screws, driven into the earth to serve as foundations, aluminum racking fastened to the screws, and solar panels affixed to the racking. The rows of panels would be oriented almost due south, sloping 30 degrees. At their peak, the panels would stand approximately 12 ft above grade. The rows of panels would be electrically connected via underground conduit and wire. Inverters, transformers, and AC switchboards would be positioned at the edge of the arrays (see site plan). A small amount of utility infrastructure would be required to connect the project to the local grid at existing 3-phase power lines on Old Homestead Highway. The project includes an erosion control plan and stormwater improvements consistent with DES requirements as indicated in the submitted plan set.

For construction, we aim to have all approvals in place to commence work at the site in 2026. This includes local permits, state permits (NHDES Alteration of Terrain, and NHDOT Driveway permits), and federal permits (FAA, EPA). These applications and permits are in progress and copies of approvals will be submitted to the Town of Swanzey as they are issued. Use variances for the solar array as a primary use in the Rural Agricultural & Residence Districts were granted in August 2025 (Appendix A).

This project is unique due to the siting at an airport, and special considerations have been taken in the project development to avoid impacts to aircraft safety and operations. We have worked with the City of Keene's experienced airport planning consultant to site the solar panels outside of all critical airport approach areas. We have performed a glare analysis (Appendix E) which shows no yellow or red glare for aircraft on final approach. The FAA 7460 evaluations have been submitted – this is FAA's process for reviewing the proposed project to ensure that there are no impacts to aircraft operations, including no electrical interference with radio aids or communications. Several new utility poles will be required in direct proximity to the existing electrical lines to facilitate the grid connection. FAA will review and determine whether obstruction lighting is necessary on these poles. Determination letters will be provided to the Planning Board once issued. The project will comply with all FAA permit conditions and requirements.

We expect construction will take 12-15 months. During construction, we anticipate 2-15 workers on site during regular work hours depending on project stage. Construction waste is minimal and will be collected and removed from site as it is generated. This project also includes conservation measures during and post construction for grassland birds, including a pause on all construction work during the Grasshopper Sparrow nesting season (May 1 – Aug 1). NHFG conservation measures are noted in the plan set.

Once completed, the system will require an anticipated 2-6 service visits annually for preventative and reactive maintenance, as well as mowing for vegetation management. The bulk of the system's oversight will be performed remotely via internet-based production monitoring software to ensure the system is producing power as-designed and constructed.

Solar photovoltaic equipment is durable, built to withstand New England's harsh wind, rain, and snow. The steel ground screw foundations are customized to the substrate, and the aluminum racking specifications take into consideration the region's snow and wind loading requirements. When installed properly, solar arrays are expected to last 40+ years and provide low-cost energy with minimal ongoing operational and maintenance support.

Given the minimally intrusive characteristics of this solar photovoltaic array, and the larger environmental benefit solar provides, we hope this project will be a welcome addition to the Town of Swanzey.

II. Application Form

Docusign Envelope ID: B2461A4B-1ADB-4640-8133-7225F0228A6E

SWANZEY PLANNING BOARD
P. O. Box 10009 Swanzey, NH 03446
Email: planner@swanzeynh.gov

SITE PLAN REVIEW APPLICATION FORM AND CHECKLIST

Date Received_____ By_____

APPLICATION PROCEDURE

1. This form and all required information must be filed with the Planning Office at least 21 days prior to the date at which it will be submitted to the Planning Board. Unless otherwise noticed, the Planning Board meets on the second and fourth Thursdays of every month.

2. Four (4) paper copies of the application shall be submitted, in addition to an electronic submittal in Portable Document Format (*pdf), either by email or on a CD or flash drive.

3. All projects must comply with the Town's Zoning Ordinance and other applicable regulations before being considered by the Planning Board. Any necessary approvals from the Zoning Board of Adjustment must be received prior to application to the Planning Board.

4. Included herein is the checklist of plat requirements that are part of a completed application. Please check the documentation that has been submitted, or items for which waivers are being requested. All requests for waivers must be submitted in writing at the time of application, and include the justification for the request.

5. Within 30 days after filing, or the next meeting for which notice can be given, the application will be placed on the Planning Board's agenda. At this meeting the Board will vote to accept or not accept the application as complete. Following a vote to accept, the Board will either move into public hearing or schedule a public hearing for a time and date certain. The Board will vote to approve or disapprove the application no later than 65 days from the vote of acceptance.

6. The required public notices and certified mailings are prepared and sent by the Planning Office. The applicant is responsible for all fees associated with filing and notification.

7. Within five (5) business days of the vote to approve or disapprove the application, the applicant will receive a written Notice of Decision. In the event of disapproval, the notice will include the reasons for the decision and state what corrective action needs to be taken by the applicant.

Docusign Envelope ID: B2461A4B-1ADB-4640-8133-7225F0228A6E

1. Name and address of owner(s) of record:
City of Keene, 3 Washington St. Keene, NH 03431

Preferred Telephone: (603) 357-9804 Email: eferland@keenenh.gov

2. Name and address of applicant (if different):
Same as above - note Agent: ReVision Energy, Inc. Attn: Megan Ulin, 7A Commercial Dr. Brentwood, NH 03833

Preferred Telephone: 603-583-4361 Email: mulin@revisionenergy.com

3. Name and address of surveyor or other professional whose name and seal appear on the plat:
See attached notice list - Horizons Engineering (PE, CWS), and McFarland Johnson (CWS)

Preferred Telephone: _____ Email: _____

4. Street Address of Proposed Project: Old Homestead Hwy, Swanzey, NH 03431

5. Zoning District(s): Rural Agricultural & Residence Tax Map# 205 Lot#(s) 1

6. Proposed Permitted Use (Per Zoning): Installation of a ground mounted solar array per use variances granted August 19, 2025.

7. Project Name: Keene Airport Solar Array

8. Area of Lot in Square Feet and Acres: 893 acres; 38,899,080 sq ft

9. Traffic Volume on Adjacent Major Streets: 3,751 AADT on Old Homestead Hwy, per NHDOT 2024 data

10. Projected Number of Vehicle Movements On and Off the Property Per Day: 0 (post construction)

11. Gross Floor Area of Existing Buildings (Square Feet): 0

12. Gross Floor Area of Additions (Square Feet): 0

13. Gross Floor Area of New Buildings (Square Feet): limit of disturbance is 1,047,325 (24.04 acres)

14. Total Number of Employees: 0

15. Hours of Operation: N/A

The following items must be submitted with the application:

1. Attach a separate sheet listing Town of Swanzey Tax Map and Lot #, name and mailing address of all abutters, including those across a street, brook or stream; any professional whose name and stamp appears on the plat; and any holders of conservation preservation, or agricultural preservation restrictions. Abutter names should be those of current owners as recorded in the tax records five (5) days prior to the submission of the application.
2. A completed checklist (see attached).
3. Payment of all applicable fees. Applicants will be billed prior to the hearing. The application will not be considered by the Planning Board until such time as all fees are paid. Please refer to the Swanzey Site Plan Review Regulations for the complete list of applicable fees.

Docusign Envelope ID: B2461A4B-1ADB-4640-8133-7225F0228A6E

The following affidavits must be signed and dated:

The Applicant and/or owner or agent certifies that this application is correctly completed with all required attachments and requirements and that any additional costs for engineering or professional services incurred by the Planning Board or the Town of Swanzey in the final review process of the property shall be borne by the Applicant and/or owner.

2/19/2026 _____

Date Signature

I hereby authorize the Swanzey Planning Board and its agents to access my land for the purpose of reviewing the proposed site plan, performing road inspections and any other inspections deemed necessary by the Board or its agents, to ensure conformance of the on-site improvements with the approved plan and all Town of Swanzey ordinances and regulations.

2/19/2026 Signed by: _____

A0855C971595432...

Date Signature

I hereby authorize ReVision Energy Inc. to act as my agent and represent me before the Swanzey Planning Board.

Signed (Owner): Signed by: _____ Date: 2/19/2026

A0855C971595432...

Signed (Agent): _____ Date: 2/19/2026

FEE SCHEDULE

1. Filing Fee (See Attached Fee Schedule): $_____
2. Public Notice Fee: Current rates for Keene Sentinel. $_____
3. Certified Mail: Current rate for mail. $_____

Total Application Filing Fees: $_____

FOR PLANNING BOARD USE ONLY

Comments:

The above application was ☐ approved ☐ denied by the Swanzey Planning Board.

Date:_____

Docusign Envelope ID: B2461A4B-1ADB-4640-8133-7225F0228A6E

PLAT SUBMISSION CHECKLIST

Please note that this checklist is for administrative efficiency. Please refer to the Swanzey Site Plan Review Regulations to ensure that all requirements are being met.

Item #	Submission Requirement:	Submitted		
		Yes	No	Waiver
1.	Name and address of owner.	☑	☐	
2.	Tax map and lot number.	☑	☐	
3.	North arrow, written and graphic scale of 1" = 30'.	☑	☐	Y
4.	Name and address of plat preparer.	☑	☐	
5.	Vicinity sketch.	☑	☐	
6.	Names and addresses of all abutting landowners.	☑	☐	
7.	Physical features and uses of land within 200 feet of the site.	☑	☐	
8.	Perimeter boundary lines and the lot area is square feet and acres.	☑	☐	
9.	The shape, size, height, location and use of existing structures on the site, and those that are proposed.	☑	☐	
10.	Location, name and widths of any existing and proposed roads on the property.	☑	☐	
11.	Identification of access from the site to public streets, sight distances from the access points, curb cuts and proposed changes (if any) to existing streets.	☑	☐	
12.	Location and number of parking and loading spaces.	☑	☐	
13.	Landscape Plan.	☑	☐	
14.	Location, type and nature of all existing and proposed lighting.	☐	☐	N/A
15.	Natural features such as waterbodies, ledge outcropping, wetlands, etc.	☑	☐	
16.	Existing and proposed grades and topographic contours at 5-foot intervals.	☑	☐	
17.	The size and accurate location of all existing and proposed water mains, culverts, fire hydrants and fire ponds.	☐	☐	N/A
18.	Means of providing water supply.	☐	☐	N/A
19.	Surface drainage patterns.	☑	☐	
20.	Copy of certification by a licensed septic designer that the existing system is sufficient for existing and proposed use.	☐	☐	N/A
21.	Location and type of proposed sewage disposal system.	☐	☐	N/A
22.	Location of existing and proposed on-site well showing 75-foot radius.	☐	☐	N/A
23.	Soil survey data from Cheshire County Soil Survey.	☑	☐	
24.	Location of any existing or proposed easements, deed restrictions and/or covenants.	☑	☐	
25.	Architectural Plans.	☐	☐	N/A

Abutter/Notification List

Keene Dillant-Hopkins Airport

Parcel # 205-001-000

Parcel Number	Property Address	Owner Name	Co-Owner Name	Owner Address	Owner Address 2	Owner City	Owner State	Owner Zip
205-001-000 *Owner/ Applicant*	AIRPORT RD	CITY OF KEENE		C/O ELIZABETH FERLAND	3 WASHINGTON ST	KEENE	NH	03431
Agent		REVISION ENERGY INC.		C/O MEGAN ULIN	7A COMMERCIAL DR	BRENTWOOD	NH	03833
Civil Engineer		VERDANTAS (HORIZONS ENGINEERING)		C/O RYAN HUDOCK, PE	34 SCHOOL ST	LITTLETON	NH	03561
LLS		VERDANTAS (HORIZONS ENGINEERING)		C/O ELI BUZZELL, CWS	34 SCHOOL ST	LITTLETON	NH	03561
CWS		VERDANTAS (HORIZONS ENGINEERING)		C/O ANDREW NADEAU, LLS	34 SCHOOL ST	LITTLETON	NH	03561
CWS		MCFARLAND JOHNSON		C/O STEPHEN HOFFMAN, CWS	53 REGIONAL DR, BOX 3	CONCORD	NH	03301
CWS/Soil Scientist		HURLEY ENVIRONMENTAL		C/O LUKE HURLEY, CWS, CSS	PO BOX 356	EPSOM	NH	03234
101-001-000	67 OLD HOMESTEAD HWY	MCINTYRE PEALE FAM TR, JAMES &		67 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
101-002-000	63 OLD HOMESTEAD HWY	DEPALMA, FRANCIS N & BRENDA A		63 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
101-003-000	57 OLD HOMESTEAD HWY	DEPEW, DAVID W & LINDA M		57 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
101-004-000	53 OLD HOMESTEAD HWY	BOUFFORD, JUDITH E	FARINA, LINDA L	% ARTHUR J/BEATRICE S BOUFFORD	53 OLD HOMESTEAD HWY	NORTH SWANZEY	NH	03431
101-005-000	49 OLD HOMESTEAD HWY	JOHNSON LIV TRUST, ARNOLD E	JOHNSON,ARNOLD E &DAKOTA,SCOTT	43 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
101-006-000	43 OLD HOMESTEAD HWY	JOHNSON LIV TRUST, ARNOLD E	JOHNSON,ARNOLD E &DAKOTA, SCOT	43 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
101-007-000	39 OLD HOMESTEAD HWY	MACKEY, JAMES H. JR & JAN P.		39 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
101-008-000	27 OLD HOMESTEAD HWY	EDGEWOOD APARTMENTS LLC		58 HOOPER HILL RD		NEW BOSTON	NH	03070
101-012-000	95 GREENWOOD AVE	MILLER, SCOTT R		95 GREENWOOD AVE		NORTH SWANZEY	NH	03431
101-013-000	91 GREENWOOD AVE	BOUDREAU JOHN T & THERESA L		91 GREENWOOD AVE		NORTH SWANZEY	NH	03431
101-014-000	85 GREENWOOD AVE	MCMANUS, JOAN		PO BOX 10393		SWANZEY	NH	03446
101-015-000	77 GREENWOOD AVE	QUADE, PATRICK K & LYNN R		77 GREENWOOD AVE		NORTH SWANZEY	NH	03431
101-016-000	71 GREENWOOD AVE	HONEYCUTT, KAREN S		71 GREENWOOD AVE		NORTH SWANZEY	NH	03431
101-017-000	GREENWOOD AVE	SHEDD, ANN & MARK MEESS		PO BOX 405		KEENE	NH	03431
104-001-000	135 OLD HOMESTEAD HWY	PURPLE IVY LLC		135 OLD HOMESTEAD HWY		N. SWANZEY	NH	03431
104-002-000	121 OLD HOMESTEAD HWY	SHAKOUR DIVERSIFIED INC		PO BOX 487		KEENE	NH	03431
104-003-000	115 OLD HOMESTEAD HWY	AVANRU DEVELOPMENT GROUP LTD		PO BOX 1015		WALPOLE	NH	03168

104-005-000	OLD HOMESTEAD HWY	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
104-007-000	99 OLD HOMESTEAD HWY	ROULEAU REV. TRUST, DONALD P		99 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
104-012-000	22 SYLVAN WAY	CHRISTO, WAYNE L		22 SYLVAN WAY		NORTH SWANZEY	NH	03431
104-013-000	26 SYLVAN WAY	GEORGE, LORA & SPENCER		26 SYLVAN WAY		NORTH SWANZEY	NH	03431
104-014-000	30 SYLVAN WAY	WHITCOMB, ADAM A		30 SYLVAN WAY		N. SWANZEY	NH	03431
104-015-000	34 SYLVAN WAY	KEANE, NICHOLAS	MCKANE, ERIN	34 SYLVAN WAY		NORTH SWANZEY	NH	03431
104-016-000	38 SYLVAN WAY	LENNIG, NICHOLAS A.		38 SYLVAN WAY		N. SWANZEY	NH	03431
104-017-000	21&37 SYLVAN WAY	CHESLEY, BRAD R & KRISTIN A		37 SYLVAN WAY		NORTH SWANZEY	NH	03431
104-018-000	17 SYLVAN WAY	FIEDLER, MARK D & ANNE M		17 SYLVAN WAY		NORTH SWANZEY	NH	03431
104-053-000	114 OLD HOMESTEAD HWY	LUCIEN, LEONARD W. JR	HART-LUCIEN, CAROLYN M	PO BOX 3156		AMHERST	MA	01004
104-054-000	116 OLD HOMESTEAD HWY	HARP, JEREMY J		29 TEAK DR		NASHUA	NH	03062
104-055-000	2 HOUGHTON PT	HULETT, MARGUERITE L & GERALD		2 HOUGHTON PT		N. SWANZEY	NH	03431
104-063-000	122 OLD HOMESTEAD HWY	CARRIER, TYLER J	RAYMOND, KIMBERLY L	122 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
104-072-000	138 OLD HOMESTEAD HWY	HENNESSY, JAIME L		138 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
104-073-000	OLD HOMESTEAD HWY	TRAHAN REV LIV TRST, GEORGE	EDEN, JACQUELINE TRUSTEE	34544 COLUMBINE TRAIL WEST		ELIZABETH	CO	80107
104-074-000	OLD HOMESTEAD HWY	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
105-001-000	217 OLD HOMESTEAD HWY	SWANZEY HOMESTEAD OFFICES LLC		217 OLD HOMESTEAD HWY		SWANZEY	NH	03446
105-002-000	209 OLD HOMESTEAD HWY	GRANT, EDWARD P & GERALDINE A		209 OLD HOMESTEAD HWY		SWANZEY	NH	03431
105-003-000	201 OLD HOMESTEAD HWY	A & D HOLDINGS LLC		201 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
105-004-000	OLD HOMESTEAD HWY	NEW HAMPSHIRE UNIVERSITY SYSTM		% KEENE STATE COLLEGE	229 MAIN ST, MS 3003	KEENE	NH	03435
105-005-000	156 OLD HOMESTEAD HWY	HAYN, RUTH		156 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
105-006-000	162 OLD HOMESTEAD HWY	RAFFORD VARLEY, BRIANNE		162 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
105-007-000	164 OLD HOMESTEAD HWY	HEBERT, JOANN		164 OLD HOMESTEAD HWY		NORTH SWANZEY	NH	03431
105-008-000	166 OLD HOMESTEAD HWY	MALLORY REV TRUST, NORMAN R &		PO BOX 213		VERNON	VT	05354
105-009-000	170 OLD HOMESTEAD HWY	MALLORY REV TRUST, NORMAN R &		PO BOX 213		VERNON	VT	05354
105-011-000	OLD HOMESTEAD HWY	SWANZEY, TOWN OF		PO BOX 10009		SWANZEY	NH	03446
204-060-000	AIRPORT RD	UNIVERSITY OF NH		KSC 238 MAIN ST		KEENE	NH	03431

205-001-000	163 OLD HOMESTEAD HWY Unit 1	EOP LLC		3 ORCHARD ST		KEENE	NH	03431
205-001-000	167 OLD HOMESTEAD HWY Unit 1	NORTON AIR, LLC		33 WHITTEMORE FARM RD		SWANZEY	NH	03446
205-001-000	169 OLD HOMESTEAD HWY Unit 1	TEMPLE, PETER	CHESNEY, CHRISTOPHER	VILLAGE LAKE RD	PO BOX 65	HARRISVILLE	NH	03450
205-001-000	155 OLD HOMESTEAD HWY Unit 1	PROVOST, KEVIN		80 AIRPORT RD STE 1		N. SWANZEY	NH	03431
205-001-000	151 OLD HOMESTEAD HWY Unit 1	MONADNOCK CHOPPERS LLC		80 AIRPORT RD STE 1		NORTH SWANZEY	NH	03431
205-001-000	147 OLD HOMESTEAD HWY Unit 1	MONADNOCK CHOPPERS LLC		80 AIRPORT RD STE 1		NORTH SWANZEY	NH	03431
205-001-000	HEX HANGAR #1 Unit 1	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	HEX HANGAR #2 Unit 2	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	HEX HANGAR #3 Unit 3	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	HEX HANGAR #4 Unit 4	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	HEX HANGAR #5 Unit 5	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	23 AVIATION WAY Unit 1	MONADNOCK AVIATION INC		80 AIRPORT RD		NORTH SWANZEY	NH	03431
205-001-000	15 AVIATION WAY Unit 1	MONADNOCK AVIATION INC		80 AIRPORT RD		KEENE	NH	03431
205-001-000	19 AVIATION WAY Unit FIRE	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	AIRPORT RD Unit 1	AVANRU DEVELOPMENT GROUP LTD		PO BOX 1015		WALPOLE	NH	03168
205-001-000	420 AIRPORT RD Unit PLNT	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	100 AIRPORT RD Unit 1	C & S WHOLESALE GROCERS INC		VENDOR #65221	100 AIRPORT RD	NORTH SWANZEY	NH	03431
205-001-000	11 AVIATION WAY Unit 1	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	T-HANGAR CONDO #1 Unit 1	HOLLISTER, WILLIAM H& MARTHA K		302 APPLE HILL RD		NELSON	NH	03457
205-001-000	T-HANGAR CONDO #2 Unit 2	HOLLISTER, WILLIAM H		302 APPLE HILL RD		NELSON	NH	03457
205-001-000	T-HANGAR CONDO #3 Unit 3	JACOBS, NATHAN G	JACOBS, DANIELLE H.	69 WILSON POND RD		NORTH SWANZEY	NH	03431
205-001-000	T-HANGAR CONDO #4 Unit 4	JACOBS, GARY R	JACOBS, NATHAN G	69 WILSON POND RD		NORTH SWANZEY	NH	03431
205-001-000	T-HANGAR CONDO #5 Unit 5	BENTLEY, MICHAEL P		PO BOX 16		SPOFFORD	NH	03462
205-001-000	T-HANGAR CONDO #6 Unit 6	CONWAY, MICHAEL F & PATRICIA L		51 RAILROAD ST	UNIT 320	KEENE	NH	03431
205-001-000	T-HANGAR CONDO #7 Unit 7	WEISER FAMILY NH REALTY TRUST	LEONARD WEISER & BETH A HECKMA	194 S. ASHBURNHAM RD		WESTMINSTER	MA	01473
205-001-000	T-HANGAR CONDO #8 Unit 8	UTC MANAGEMENT, LLC		PO BOX 132		KEENE	NH	03431
205-001-000	T-HANGAR CONDO #9 Unit 9	SOMERO, DAVID M		84 NORTH RD		NEW IPSWICH	NH	03071
205-001-000	T-HANGAR CONDO #10 Unit 10	UTC MANAGEMENT, LLC		PO BOX 132		KEENE NH	NH	03431
205-001-000	T-HANGAR CONDO #11 Unit 11	UTC MANAGEMENT, LLC		PO BOX 132		KEENE	NH	03431

205-001-000	T-HANGAR CONDO #12 Unit 12	WHITE, BETH & DENIS		86 GEORGE ST		KEENE	NH	03431
205-001-000	T-HANGAR CONDO #13 Unit 13	KASPER, RICHARD J		102 HIGHLAND CIR	PO BOX 10247	SWANZEY	NH	03446
205-001-000	T-HANGAR CONDO #14 Unit 14	LEADAIR LLC		PO BOX 8285		BRATTLEBORO	VT	05301
205-001-000	T-HANGAR CONDO #15 Unit 15	CHESNEY, CHRISTOPHER P		5288 SYCAMORE AVENUE		BRONX	NY	10471
205-001-000	T-HANGAR CONDO #16 Unit 16	LEHNEN, PETER E		96 VALLEY PARK DR		SPOFFORD	NH	03462
205-001-000	T-HANGAR CONDO #17 Unit 17	SOMERO, DAVID M		84 NORTH RD		IPSWICH	NH	03071
205-001-000	T-HANGAR CONDO #18 Unit 18	BENTLEY, KYLE S		678 WEST ST		KEENE	NH	03431
205-001-000	T-HANGAR CONDO #19 Unit 19	TEMPLE, PETER		PO BOX 65		HARRISVILLE	NH	03450
205-001-000	T-HANGAR CONDO #20 Unit 20	WOOD REV TRST 2009, ADRIAN		72 ROXBURY RD	PO BOX 332	MARLBOROUGH	NH	03455
205-001-000	AIRPORT RD Unit 1	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	AIRPORT RD Unit 1	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	80 AIRPORT RD Unit 1	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-001-000	80 AIRPORT RD Unit 2	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
205-002-000	AIRPORT RD	WALSH, JOSEPH		80 SILENT WAY		KEENE	NH	03431
205-003-000	AIRPORT RD	JOSLIN REV TRST 2001, JOHN J	JOSLIN REV TRST 2001, RUTH M	166 SILENT WAY		KEENE	NH	03431
210-001-000	297 OLD HOMESTEAD HWY	SMITH SPEC NDS TRST, MATTHEW		% MARK & RHONDA SMITH	297 OLD HOMESTEAD HWY	SWANZEY	NH	03446
210-002-000	287 OLD HOMESTEAD HWY	STANLEY, ERIC S & MARY J		287 OLD HOMESTEAD HWY		SWANZEY	NH	03446
210-004-000	5 BUSINESS CENTER DR	FURLONE LLC		PO BOX 110		SPOFFORD	NH	03462
210-004-000	35 BUSINESS CENTER DR Unit 1	SWANZEY, TOWN OF		PO BOX 10009		SWANZEY	NH	03446
210-005-000	233 OLD HOMESTEAD HWY	RAETTE FRAZIER TROMBLY LLC		233 OLD HOMESTEAD HWY		SWANZEY	NH	03446
211-021-000	119 MATTHEWS RD	HENDELMAN, JESSICA & MICHELLE		119 MATTHEWS RD		SWANZEY	NH	03446
211-023-000	93 MATTHEWS RD	BALLOU FAMILY REV TRUST		BALLOU TRUSTEES, MARY & JAMES	93 MATTHEWS RD	SWANZEY	NH	03446
211-024-000	MATTHEWS RD	BALLOU FAMILY REV TRUST		93 MATTHEWS RD		SWANZEY	NH	03446
219-001-000	CAUSEWAY RD	SWANZEY, TOWN OF		PO BOX 10009		SWANZEY	NH	03446
219-002-000	CAUSEWAY RD	PRATT, JONATHAN		110 FISH HATCHERY RD		RICHMOND	NH	03470
219-003-000	CAUSEWAY RD	PUBLIC SERVICE CO OF NH	DBA EVERSOURCE ENERGY	PO BOX 270		HARTFORD	CT	06141
219-004-000	CAUSEWAY RD	PUBLIC SERVICE CO OF NH	DBA EVERSOURCE ENERGY	PO BOX 270		HARTFORD	CT	06141
219-007-000	47 CAUSEWAY RD	CALL, MARK		47 CAUSEWAY ROAD		SWANZEY	NH	03446
219-036-000	321 OLD HOMESTEAD HWY	SWANZEY, TOWN OF		PO BOX 10009		SWANZEY	NH	03446

219-037-000	1 VALLEY CREEK LN	4,395 FT LLC		40 TICO RD		RINDGE	NH	03461
219-045-000	350 OLD HOMESTEAD HWY	HABIBY, MICHAEL S		350 OLD HOMESTEAD HWY		SWANZEY	NY	03446
219-047-000	360 OLD HOMESTEAD HWY	SWAIN, DENNIS A		360 OLD HOMESTEAD HWY		SWANZEY	NH	03446
219-048-000	366 OLD HOMESTEAD HWY	CURRY REV TRST 2016, GREGORY C	CURRY REV TRST 2016, LILLY K	366 OLD HOMESTEAD HWY		SWANZEY	NH	03446
219-049-000	374 OLD HOMESTEAD HWY	ADAMS, JEFFREY	ADAMS, REBECCA LYNN	374 OLD HOMESTEAD HWY		SWANZEY	NH	03446
219-051-000	64 WHEELER LN	CIOLINO JR, STEPHEN V	RIO-CIOLINO, ELIZABETH D	64 WHEELER LN		SWANZEY	NH	03446
219-053-000	388 OLD HOMESTEAD HWY	FROST, CAITLIN & EUGENE		388 OLD HOMESTEAD HWY		SWANZEY	NH	03446
219-054-000	OLD HOMESTEAD HWY	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
219-055-000	404 OLD HOMESTEAD HWY	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
219-056-000	414 OLD HOMESTEAD HWY	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
219-057-000	442 OLD HOMESTEAD HWY	KEENE, CITY OF		3 WASHINGTON ST		KEENE	NH	03431
219-059-000	446 OLD HOMESTEAD HWY	FARWELL, JOHN E & JOANNE M		446 OLD HOMESTEAD HWY		SWANZEY	NH	03446
219-060-000	4 SYCAMORE HILL RD	BRADEEN, SARAH A		4 SYCAMORE HILL RD		SWANZEY	NH	03446
224-026-000	OLD HOMESTEAD HWY	BELL, KEITH A	BELL, KEVIN A	84 SAWYERS CROSSING RD		SWANZEY	NH	03446
224-027-000	OLD HOMESTEAD HWY	BELL, KEITH A	BELL, KEVIN A	84 SAWYERS CROSSING RD		SWANZEY	NH	03446
224-028-000	511 OLD HOMESTEAD HWY	FW WEBB CO	JOHN R. PROVENCAL REV TRUST	160 MIDDLESEX TURNPIKE		BEDFORD	MA	01730

III. General Standards per Swanzey Site Plan Review Regulations Section VIII.

1. Design of Development

The solar array has been designed to conform to the existing natural and manmade environments with as little disturbance as possible. Unlike other types of development, solar is uniquely suited to follow grade, including steeper slopes.

a. The only earthwork proposed for the project is that which is necessary to install the stormwater features and access road improvements. The project makes use of ground screw foundations which are inserted into the earth with minimal disturbance. No concrete footings are used. Material removed will be re-used on the site to the extent possible, with any topsoil preserved for re-use on site. The project landscaping is described in standard #5.

b. This project meets NHDES requirements for stormwater and does not result in an increase in surface or subsurface drainage offsite. There is no grading or filling proposed as part of this project, outside of stormwater and road construction.

2. Off-street parking and loading requirements

A temporary staging area is identified on the site plan for each sub-array. During construction, all parking, unloading, maneuvering and staging will occur on the interior of the site in the designated staging areas and outside of critical airport safety clearance and approach surfaces. No parking, maneuvering, staging, or unloading will occur on public streets. The solar facility is a passive use that will require limited maintenance visits over the course of the year (estimated 2-4). The proposed access drives and permanent turnarounds are sufficient to accommodate ongoing access and parking for the limited use. There are no listed off-street parking requirements for a similar or comparable use in the Swanzey Zoning Ordinance.

The access ways and turnarounds will be properly graded to prevent drainage onto adjacent Route 32, see site plan for grading and drainage design. Access drives and turnarounds will be gravel (spec per detail). Erosion control will be used around the site limits. The access roads have a maximum grade of 5% with one exception for a short segment of the southern access road. A waiver request is included in Appendix A for the proposed southern access road which has a final proposed maximum grade of 8%.

3. Street Access/Traffic Patterns

The project proposes one new driveway from Route 32 to facilitate access to the southern sub-array that will remain outside of key airport approach areas, during, and post-construction. The northern sub-array access will be via an existing driveway and airport gate from Route 32. No new public roads are proposed. Access from/to Route 32 will meet the requirements of the NH Department of Transportation and the Town of Swanzey. The project has applied for a driveway permit from the NH DOT, and decision will be shared with the Board once received. The plans show a longer alternate route of access for the southern array from an existing driveway that will be pursued only if the DOT permit for a new entrance is not approved.

The site entrances and temporary turnarounds have been designed to accommodate tractor-trailer access into the site to support construction using a WB-67 truck size. Post construction, only periodic visits to site (estimated 2-4) will be required for proactive and reactive maintenance. Each array has a permanent access road that will provide unimpeded access for emergency vehicles to access the solar arrays in the event of an emergency, during and post-construction.

4. Illumination/Lighting

The project proposes no illumination or lighting. If determined necessary by FAA, a pole top obstruction light for aircraft safety may be installed on the new utility poles to FAA specifications. This would be similar to obstruction lights already present in the area on the existing powerline poles.

5. Landscaping/Screening

Per ordinance requirements, the project proposal includes provisions for a landscaped buffer between the array and abutting residential uses. Vegetation on the airport property is closely managed for aircraft safety. This includes keeping the property regularly mowed to prevent the accumulation of tall vegetation and proliferation of hazardous wildlife. The southern portion of the airport is subject to various approach surfaces and height limitations and tree-growth is carefully managed. The solar project makes use of existing buffers to the greatest extent possible, as the options for adding new landscaping on this portion of the property are extremely limited. The locations and types of vegetation to be included in the Landscape Plan are integrated with the Site Plan, this includes retaining the existing evergreen buffer along the northern subarray, adjacent to Route 32. The evergreens (established trees of +/-20 feet in height) provide a buffer between the airport and the public way and abutting residential properties and will provide screening for the subject solar array. The Landscape Plan proposes planting new 5-6’ white spruce or equivalent evergreen trees at 12’ spacing, thereby extending this screening to cover the northern array and equipment pads. This will create a dense buffer to mitigate visual impacts to the abutting residential use. The City will maintain the existing and proposed evergreen screening in good condition, free of refuse and debris

The southern array location does not abut residential properties and is setback over 200ft from Old Homestead Highway. An existing berm between Old Homestead Highway and the array location provides additional screening to the project.

Within the project site, disturbed areas will be re-seeded with a cover crop of Virginia Wild Rye, and the native seed bank will be allowed to re-establish. No invasive species will be introduced to the site. No new parking lots are proposed.

6. Water supply and sewage disposal systems

N/A – water supply and sewage disposal is not required for this project.

7. Underground fuel storage tanks

N/A – this project proposes no new underground fuel storage tanks.

8. Storm water drainage

This project will obtain an Alteration of Terrain permit from NHDES. The stormwater design has been developed to comply with DES requirements such that there is no increase in the peak flow of surface runoff to adjacent properties. Swales convey runoff from the project area to two new detention ponds. These ponds drain within 48-hours per FAA regulations and are reviewed along with the other project componenents as part of the FAA permitting for the project.

9. Pollution Control

The construction and design of the solar array follow best industry practices to minimize site disruption and avoid impacts that may be deemed harmful or a nuisance to persons, structures, groundwater, or adjacent properties. The solar array is a passive system with no moving parts, and no emissions or discharges. Solar array components are 99%+ non-toxic and the foundations particularly are made of steel, and don't pose a risk to groundwater. Additionally, the construction of the project does not involve the storage of pollutants on the site. The only components of the system which generate any noise are the inverters and transformers, only when the system is operating during daylight hours, and generally not audible beyond the limits of the site. Equipment pads have been setback from the property line, particularly in the north array to preserve distance from abutting residential properties and will be further buffered by vegetative screening. Construction will occur during normal, weekday work hours.

10. Handicapped Persons

N/A – there are no new proposed buildings and the facility is not available for public access.

11. New utilities and/or transmission lines

New electrical lines within the project site will be buried, including in between array rows and in between the north and south subarrays. A small amount of above ground wiring is required to connect the new utility poles to the grid.

12. Architectural Plans

N/A – there are no new buildings proposed as part of this site plan application. An elevation drawing of the array profile is included in the plan set.

IV. APPENDICES

Appendix A – Waiver Requests

March 3, 2026

Town of Swanzey Planning Board
Scott Self, Planning Board Chair
PO Box 10009
Swanzey, NH 03446

Re: Keene Airport Solar Array – Application for Site Plan Review Waiver Requests

Dear Chair Self,

ReVision Energy, as agent for the City of Keene, is filing an Application for Site Plan Review for a proposed 5 MW solar photovoltaic array at the southern end of the Keene Dillant-Hopkins Airport (Tax Map 205, Lot 1).

Waivers are hereby requested for the Swanzey Site Plan Review Regulations as follows:

Section VII Site Plan Review Procedures, Sub-Section (2) Submission Requirements

(2)(b)(ii) Written and graphic scale of 1"= 40'.

The scale and unique shape of the site necessitate multiple sheets to adequately represent the project. Included are overall site plans at 1"=150' and individual sheets for the north and south arrays at 1"=40' and 1"=50' respectively to show detailed features. A waiver is requested for the latter in order to facilitate review of the southern array on a single sheet while still providing sufficient detail and would not be contrary to the intent of these regulations.

Section VIII General Standards

(2) (b) Access, parking and loading areas… shall have a maximum grade of five per cent (5%) and a minimum grade of not less than one-half per cent (0.5%).

The proposed gravel access road to the solar array must route outside of the FAA-required airport approach lighting setbacks, leaving only one feasible route into the southern-most solar site. This access road will receive very minimal use post construction, with solar array service generally requiring no more than 2-6 visits per year. While the majority of the access road falls below the 5% threshold, the available location for the access road requires traversing a small hill with existing grades around 15%. The project proposes to grade this short segment down to 8% to facilitate travel during and post-construction to the site. Per the other criteria applicable to this standard, the road will not cause drainage across sidewalks, curb cuts, adjacent properties, or onto public streets. Granting the waiver would not be contrary to the spirit and intent of these regulations due to the limited proposed use of the access road, and the lack of public use, while strict conformity would result in a greater amount of soil disturbance to the site and unnecessary cost to the applicant.

Granting of these waiver requests will be in keeping with the spirit of the regulations and will not be detrimental to the public interest.

Thank you for your consideration.

Sincerely,

ReVision Energy

Appendix B – Letters of Decision – Use Variances

TOWN OF SWANZEY

OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT

Phone: 603-352-7411 ext. 108
Email: planner@swanzeynh.gov
Web: www.swanzeynh.gov
Address: 620 Old Homestead Hwy

August 19, 2025

ReVision Energy Inc.
c/o Megan Ulin
7A Commercial Dr.
Brentwood, NH 03833

NOTICE OF ZONING BOARD DECISION

Dear Megan Ulin,

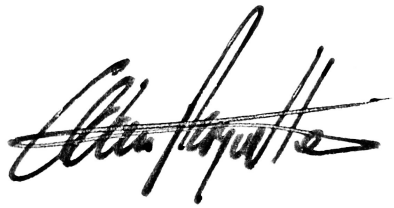
At its duly noticed public hearing on August 18, 2025 the Zoning Board of Adjustment considered your application for a variance from Section IV, Article B.1 of the Town of Swanzey Zoning Ordinance to allow a ground-mounted solar array on undeveloped land at Dillant-Hopkins Airport within the Residence District. Following its deliberation, the Board voted to APPROVE the variance request. You can find a copy of the draft minutes on our website no later than 5 business days after the meeting date.

Please be advised that under RSA 677:2, any person or party to the action or proceeding of the Zoning Board of Adjustment may ask for a rehearing within thirty (30) days of the date the decision was made by the Board.

A variance approval shall expire if it is not substantially acted upon within two years. For a variance not substantially acted upon within two years, a one-time, one-year extension may be granted upon application to the Zoning Board for good cause shown 30 or more days prior to the expiration.

If you have any questions, I can be reached at email at apaquette@swanzeynh.gov, or by phone at 603-352-7411, ext. 112.

Sincerely,



Adam Paquette
Town Planner

CC: Airport Director; Code Enforcement Officer via email

TOWN OF SWANZEY

OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT

Phone: 603-352-7411 ext. 108
Email: planner@swanzeynh.gov
Web: www.swanzeynh.gov
Address: 620 Old Homestead Hwy

August 19, 2025

ReVision Energy Inc.
c/o Megan Ulin
7A Commercial Dr.
Brentwood, NH 03833

NOTICE OF ZONING BOARD DECISION

Dear Megan Ulin,

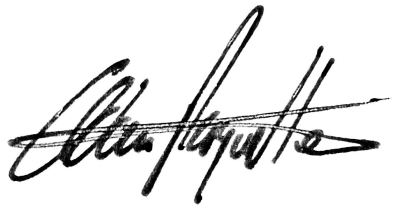
At its duly noticed public hearing on August 18, 2025 the Zoning Board of Adjustment considered your application for a variance from Section IV, Article A.1 of the Town of Swanzey Zoning Ordinance to allow a ground-mounted solar array on undeveloped land at Dillant-Hopkins Airport within the Rural/Agricultural District. Following its deliberation, the Board voted to APPROVE the variance request. You can find a copy of the draft minutes on our website no later than 5 business days after the meeting date.

Please be advised that under RSA 677:2, any person or party to the action or proceeding of the Zoning Board of Adjustment may ask for a rehearing within thirty (30) days of the date the decision was made by the Board.

A variance approval shall expire if it is not substantially acted upon within two years. For a variance not substantially acted upon within two years, a one-time, one-year extension may be granted upon application to the Zoning Board for good cause shown 30 or more days prior to the expiration.

If you have any questions, I can be reached at email at apaquette@swanzeynh.gov, or by phone at 603-352-7411, ext. 112.

Sincerely,



Adam Paquette
Town Planner

CC: Airport Director; Code Enforcement Officer via email

Appendix C – NHDES Alteration of Terrain Permit Application (submitted separately)

Appendix D – NHDOT Driveway Permit Applications

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

APPLICATION SNAPSHOT
(Driveway Permit)

APPLICATION FOR PERMIT

IA Number: IA-0000004684
Is Applicant the Landowner: No
Applicant Developer/Owner Representative
Driveway is access for: Mixed Use - Commercial
Type of project: Construct a New Driveway
Description: The Client is planning a 5.38 MW DC ground mount solar array on a portion of the 800-acre parcel at the Keene Dillant Hopkins Airport at 80 Airport Road in Swanzey, NH (Site).

APPLICATION CONTACT INFORMATION

First Name: Dylan
Middle Initial: J
Last Name: Erasmus
Phone: 8608616722
Email: derasmus@verdantas.com
Address: 541 U.S. Route 1 Suite 21
City: Freeport
State: ME
Zip Code: 04032

LANDOWNER CONTACT INFORMATION

First Name: Elizabeth
Middle Initial:
Last Name: Ferland
Business Name: City of Keene
Phone: 6033579804
Email: derasmus@verdantas.com
Address: 3 Washington St
City: Keene
State: NH
Zip Code: 03431

CONTRACTOR CONTACT INFORMATION

Contractor Name:
Company Name:
Phone:
Email:
Address:

City:
State:
Zip Code:

DRIVEWAY INFORMATION

District: District 4, 19 Base Hill Road, Swanzey, NH 03446
Number Of Driveways: 1
Side Of The Road: West
Tax Map: 204
Lot Number: 1
Street Number:
Road Name: Airport Road
NH Town or City: Swanzey

DRIVEWAY LOCATION

Utility Pole Number : 324-104
Utility Pole Location : South
Utility Pole Distance : 60
Nearest Road Name : Old Homestead Hwy, Nh Route 32
Direction from Nearest Road: West
Distance(mi) : 0
Latitude :42.880381
Longitude: -72.270379

DRIVEWAY LOCATION 2

Utility Pole Number :
Utility Pole Location :
Utility Pole Distance :
Nearest Road Name :
Direction from Nearest Road:
Distance(mi):
Latitude :
Longitude:

DRIVEWAY LOCATION 3

Utility Pole Number :
Utility Pole Location :
Utility Pole Distance :
Nearest Road Name :
Direction from Nearest Road:
Distance(mi):
Latitude :
Longitude:

COMMENTS ON UPLOADED FILES

Property Deed Comments:
Tax Map Comments:
Driveway Plan Comments:
Additional Documents Comments:

SIGNATURE

Agreed information was correct and to the stipulations in permit application : true
Signature Name :Dylan Erasmus
Submit Date : 02/06/2026

AIRPORT ROAD~SWANZEY~NEW HAMPSHIRE

REVISION ENERGY

N.H. ROUTE 32 - OLD HOMESTEAD HIGHWAY

PROPOSED DRIVEWAY CENTERLINE PLAN AND PROFILE

DATE	SCALE	SHEET
1/30/2026	1"=20'	1 OF 2

No.	REVISION	DATE	DESIGNED BY	CHKD BY
			DM	
	PRELIMINARY NOT FOR CONSTRUCTION		DRAWN BY	
			DE	
			CHECKED BY	
			DM	
			PROJECT NO	
			HEI.002406300	

WILLIAM A. MACDERMOTT
P.E. 17257
STATE: NEW HAMPSHIRE

Verdantas

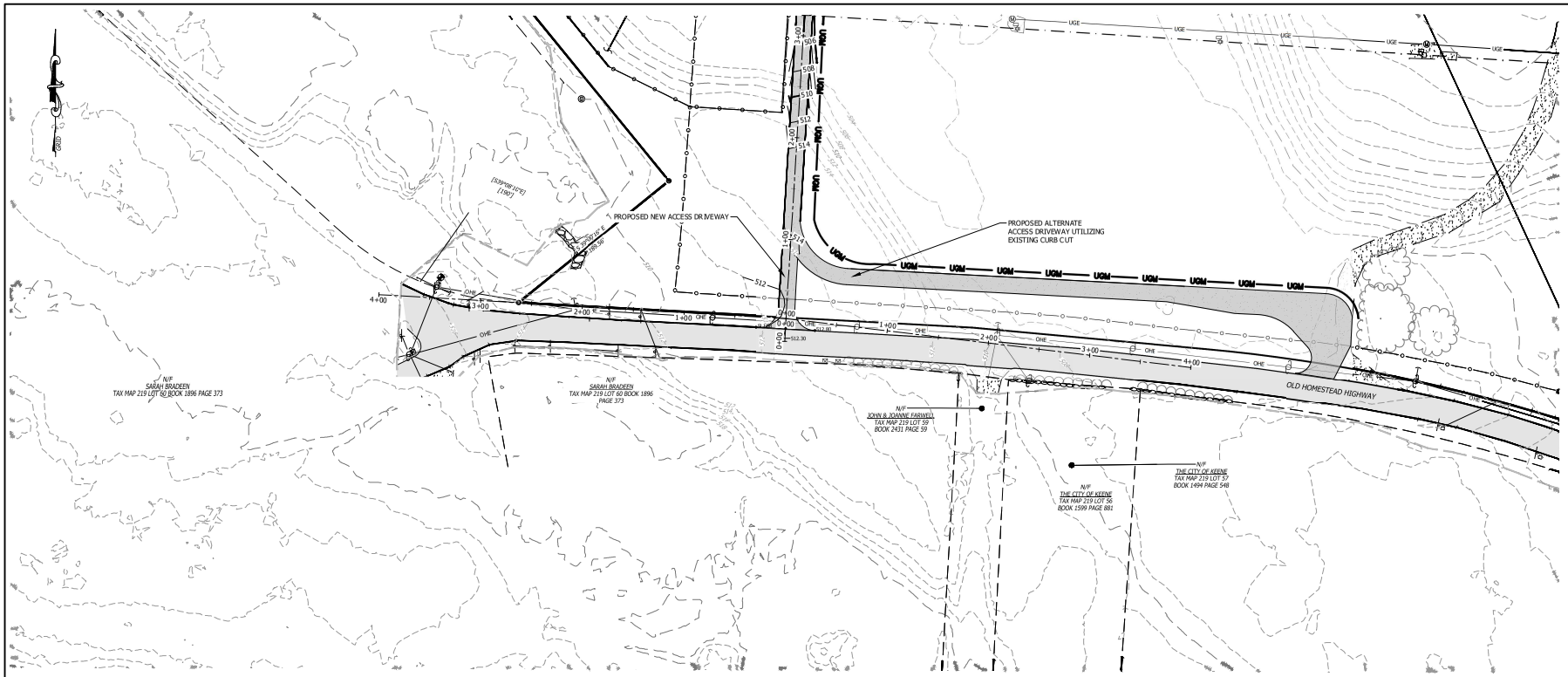
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
PHONE: 603.444.4111

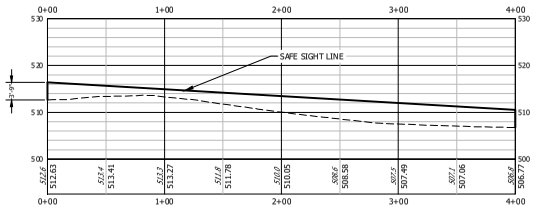
LEGEND

PROPERTY LINE
EX. MAJOR CONTOUR
EX. MINOR CONTOUR
PROP. MAJOR CONTOUR
PROP. MINOR CONTOUR
EXISTING TREELINE
EXISTING GRAVEL
PROPOSED PAVEMENT
PROPOSED BUILDING

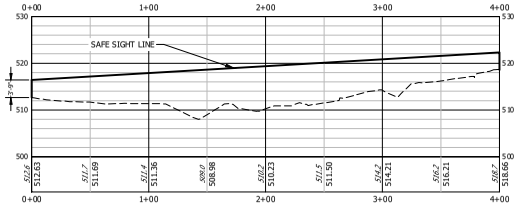
DATE OF PRINT
FEBRUARY 05, 2026
HORIZONTAL
DRAWING SCALE
1" = 20'
SCALE IN FEET

DRIVEWAY CENTERLINE
STA: 0+00 TO STA: 5+00





LEFT SIGHT DISTANCE
STA: 0+00 to STA: 4+00



RIGHT SIGHT DISTANCE
STA: 0+00 to STA: 4+00

DATE OF PRINT
FEBRUARY 05 2026
VERDANTAS

DRAWING SCALE 1" = 50'

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.4145
PHONE: 603.444.4111

WILLIAM A. MACDERMOTT — STATE OF NEW HAMPSHIRE — 17257 — PROFESSIONAL ENGINEER — STATE: NEW HAMPSHIRE P.E. 17257

No.	REVISION	DESIGNED BY	DM
	PRELIMINARY NOT FOR CONSTRUCTION	DRAWN BY	DE
		CHECKED BY	DM
		PROJECT NO.	HEI.0024683300

AIRPORT ROAD–SWANZEY–NEW HAMPSHIRE

REVISION ENERGY

N.H. ROUTE 32 - OLD HOMESTEAD HIGHWAY
SIGHT DISTANCE PLAN & PROFILE

DATE 1/30/2026

SCALE 1"=50'

SHEET 2 OF 2

Appendix E – Glare Analysis

FORGESOLAR GLARE ANALYSIS

Project: **Keene Airport Solar Array**
Proposed fixed-tilt ground mounted solar arrays at development lots 12 and 14, Keene Dillant Hopkins Airport

Site configuration: **Keene Airport - South Design Revision**

Created 29 Jul, 2025
Updated 10 Dec, 2025
Time-step 1 minute
Timezone offset UTC-5
Minimum sun altitude 0.0 deg
DNI peaks at 1,000.0 W/m^2
Category 5 MW to 10 MW
Site ID 157515.26135

Ocular transmission coefficient 0.5
Pupil diameter 0.002 m
Eye focal length 0.017 m
Sun subtended angle 9.3 mrad
PV analysis methodology V2



Summary of Results

Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Lot 12 Array	30.0	180.0	1,810	30.2	0	0.0	-
Lot 14 Array	30.0	180.0	2,424	40.4	0	0.0	-
PV array 3	30.0	182.0	2,392	39.9	0	0.0	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Runway 14 Approach	0	0.0	0	0.0
Runway 20 Approach	0	0.0	0	0.0
Runway 2 Approach	4,581	76.3	0	0.0
Runway 32 Approach	2,045	34.1	0	0.0

Component Data

PV Arrays

Name: Lot 12 Array
Axis tracking: Fixed (no rotation)
Tilt: 30.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	42.888452	-72.268579	481.73	8.00	489.73
2	42.888263	-72.267184	502.24	8.00	510.24
3	42.887289	-72.267313	515.25	8.00	523.25
4	42.886896	-72.267484	517.87	8.00	525.87
5	42.885638	-72.268214	505.84	8.00	513.84
6	42.885748	-72.268965	491.65	8.00	499.65
7	42.887257	-72.268901	483.97	8.00	491.97
8	42.887383	-72.268643	489.41	8.00	497.41
9	42.887650	-72.268557	490.91	8.00	498.91

Name: Lot 14 Array
Axis tracking: Fixed (no rotation)
Tilt: 30.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	42.881128	-72.274358	493.34	8.00	501.34
2	42.881474	-72.272641	501.54	8.00	509.54
3	42.881286	-72.272105	497.44	8.00	505.44
4	42.879957	-72.272207	501.45	8.00	509.45
5	42.880046	-72.274129	504.22	8.00	512.22

Name: PV array 3
Axis tracking: Fixed (no rotation)
Tilt: 30.0°
Orientation: 182.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	42.879992	-72.272660	501.51	8.00	509.51
2	42.878876	-72.272767	504.24	8.00	512.24
3	42.879788	-72.271136	513.75	8.00	521.75
4	42.879929	-72.271157	511.41	8.00	519.41

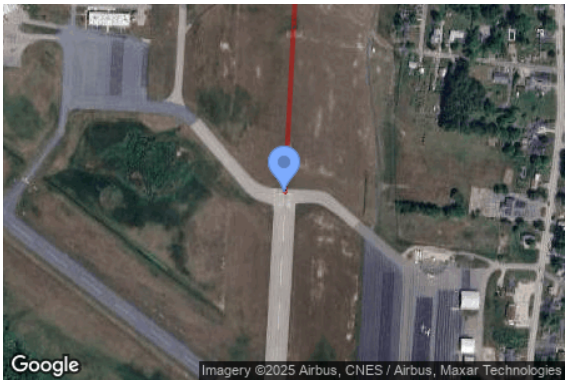
Flight Path Receptors

Name: Runway 14 Approach
Description:
Threshold height: 50 ft
Direction: 127.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	42.905777	-72.277695	471.23	50.00	521.23
Two-mile	42.923178	-72.309256	526.43	548.23	1074.66

Name: Runway 20 Approach
Description:
Threshold height: 50 ft
Direction: 183.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	42.904316	-72.269627	480.85	50.00	530.85
Two-mile	42.933189	-72.267558	489.51	594.77	1084.28

Name: Runway 2 Approach
Description:
Threshold height: 50 ft
Direction: 3.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	42.887623	-72.270902	484.36	50.00	534.36
Two-mile	42.858750	-72.272970	498.54	589.25	1087.78

Name: Runway 32 Approach
Description:
Threshold height: 50 ft
Direction: 307.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	42.899134	-72.265735	480.51	50.00	530.51
Two-mile	42.881734	-72.234177	735.42	348.52	1083.94

Glare Analysis Results

Summary of Results Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Lot 12 Array	30.0	180.0	1,810	30.2	0	0.0	-
Lot 14 Array	30.0	180.0	2,424	40.4	0	0.0	-
PV array 3	30.0	182.0	2,392	39.9	0	0.0	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Runway 14 Approach	0	0.0	0	0.0
Runway 20 Approach	0	0.0	0	0.0
Runway 2 Approach	4,581	76.3	0	0.0
Runway 32 Approach	2,045	34.1	0	0.0

PV: Lot 12 Array low potential for temporary after-image

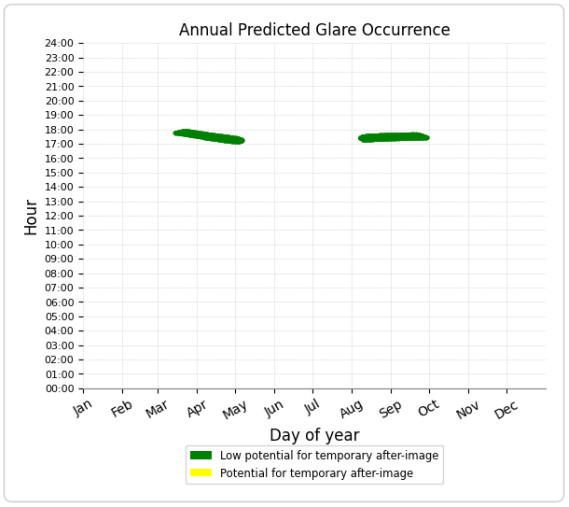
Receptor results ordered by category of glare

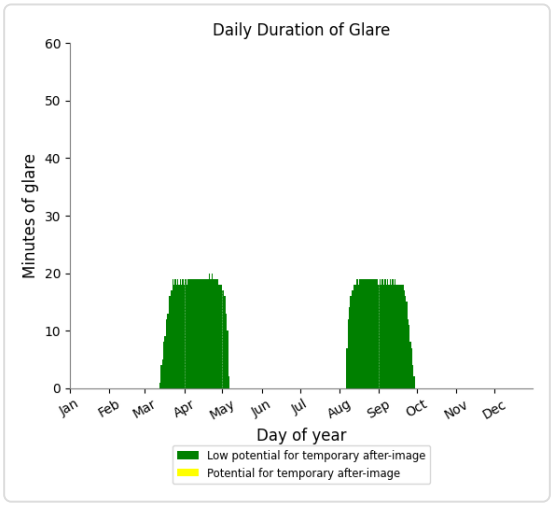
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Runway 32 Approach	1,810	30.2	0	0.0
Runway 14 Approach	0	0.0	0	0.0
Runway 20 Approach	0	0.0	0	0.0
Runway 2 Approach	0	0.0	0	0.0

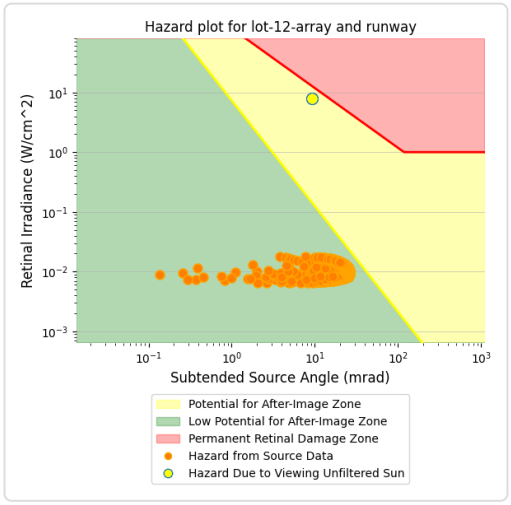
Lot 12 Array and FP: Runway 32 Approach

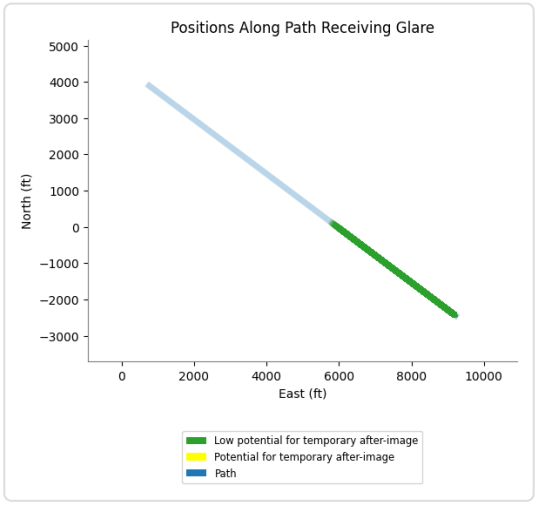
Yellow glare: none

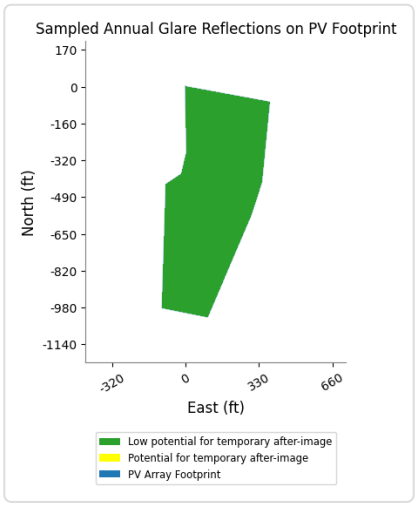
Green glare: 1,810 min.

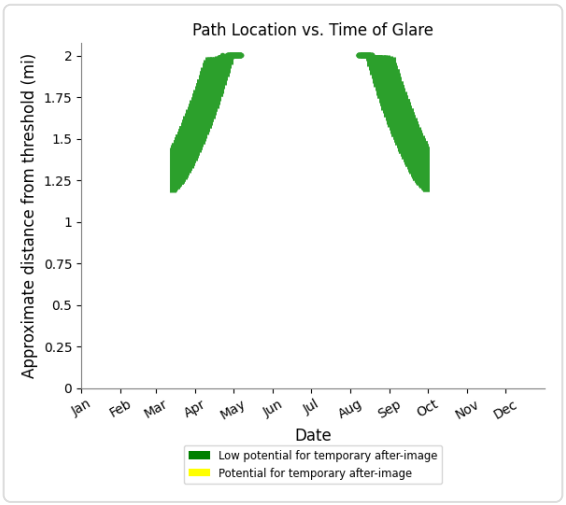












Lot 12 Array and FP: Runway 14 Approach

No glare found

Lot 12 Array and FP: Runway 20 Approach

No glare found

Lot 12 Array and FP: Runway 2 Approach

No glare found

PV: Lot 14 Array low potential for temporary after-image

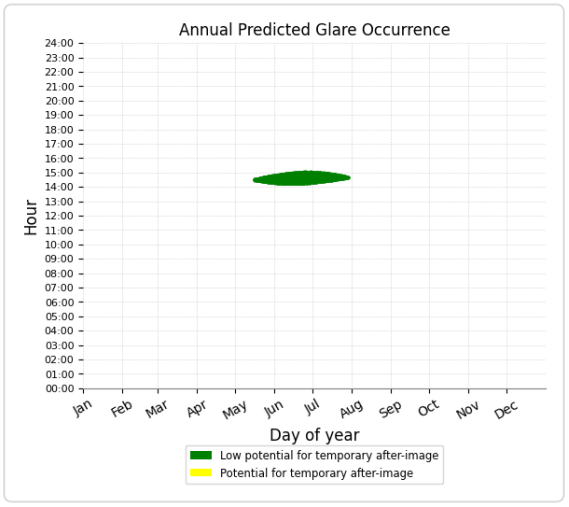
Receptor results ordered by category of glare

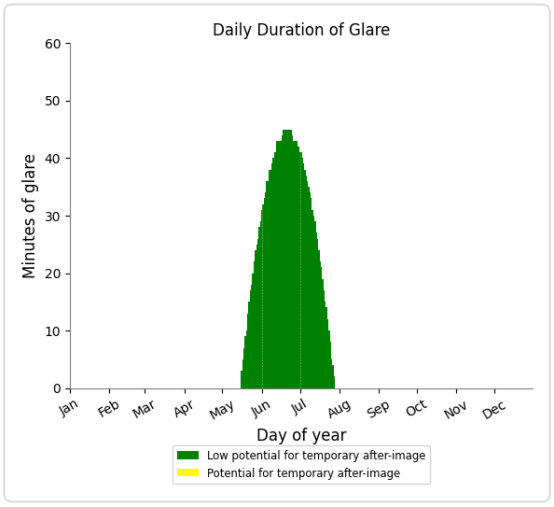
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Runway 2 Approach	2,189	36.5	0	0.0
Runway 32 Approach	235	3.9	0	0.0
Runway 14 Approach	0	0.0	0	0.0
Runway 20 Approach	0	0.0	0	0.0

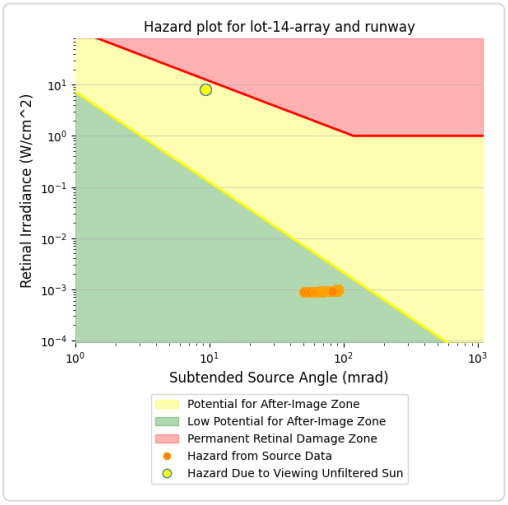
Lot 14 Array and FP: Runway 2 Approach

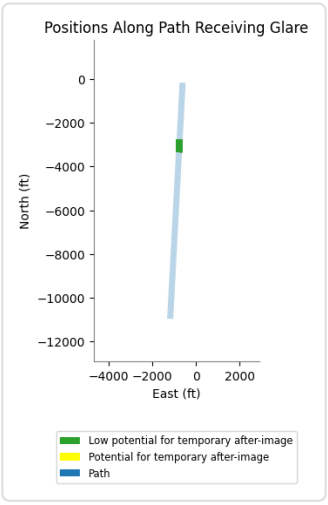
Yellow glare: none

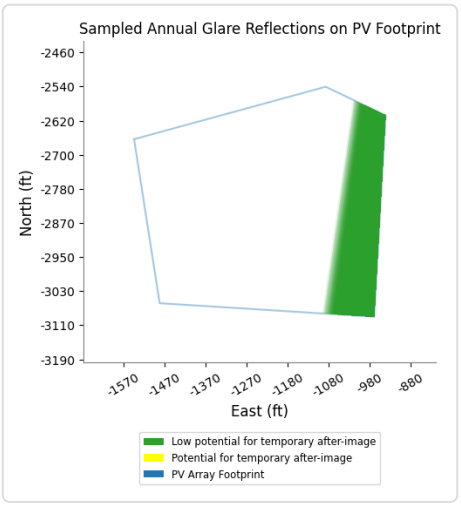
Green glare: 2,189 min.

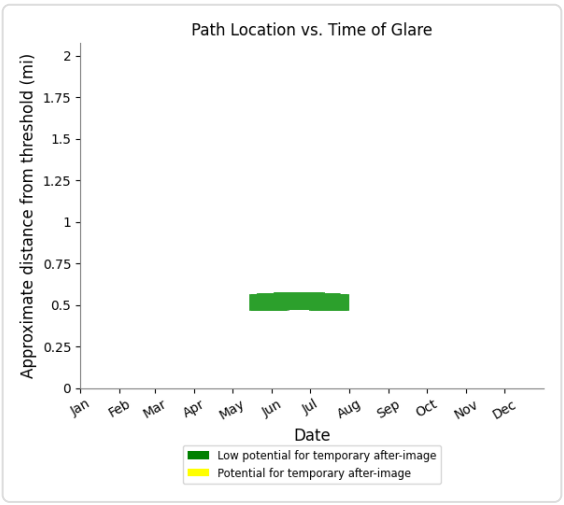








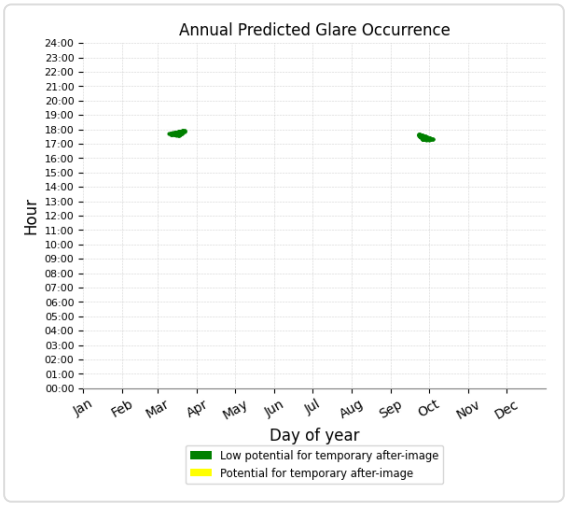


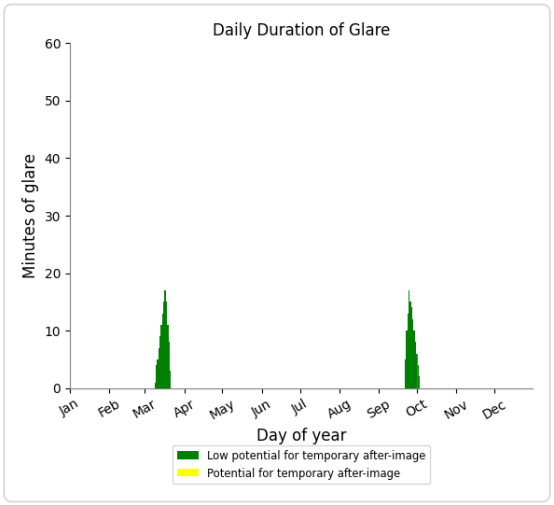


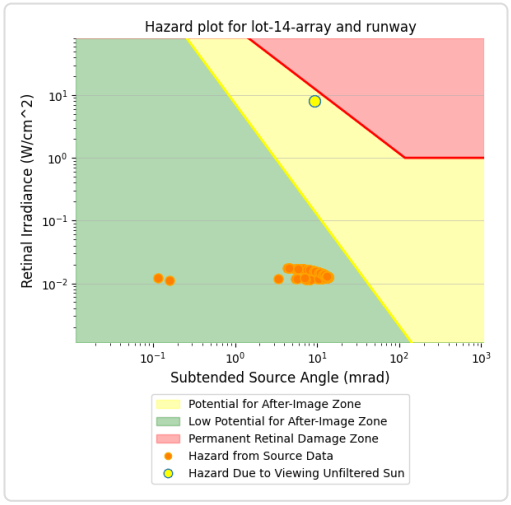
Lot 14 Array and FP: Runway 32 Approach

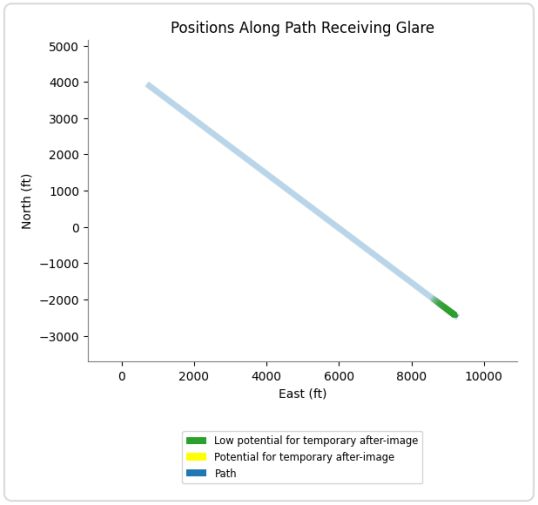
Yellow glare: none

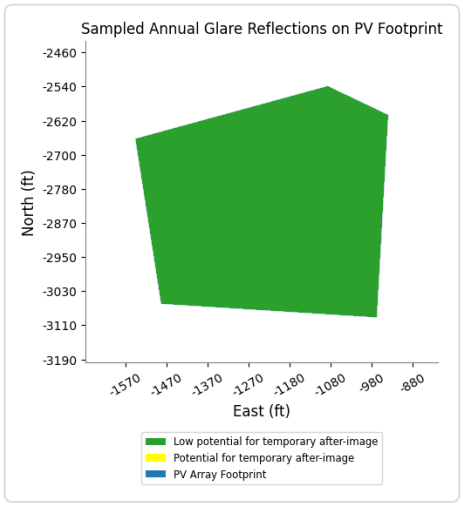
Green glare: 235 min.

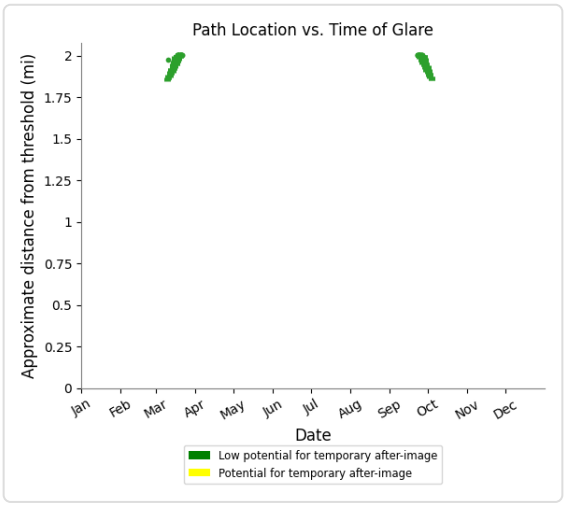












Lot 14 Array and FP: Runway 14 Approach

No glare found

Lot 14 Array and FP: Runway 20 Approach

No glare found

PV: PV array 3 low potential for temporary after-image

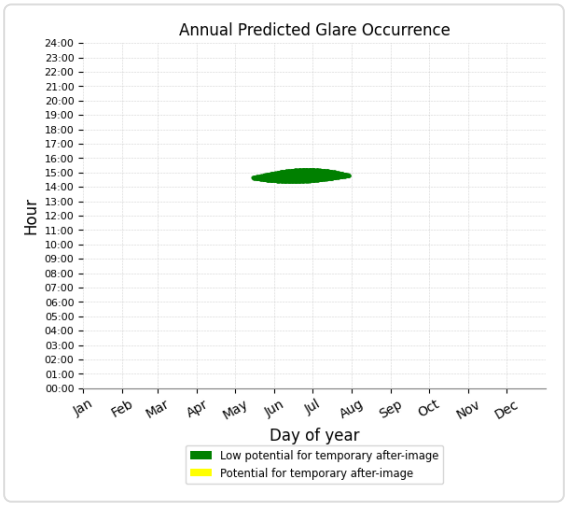
Receptor results ordered by category of glare

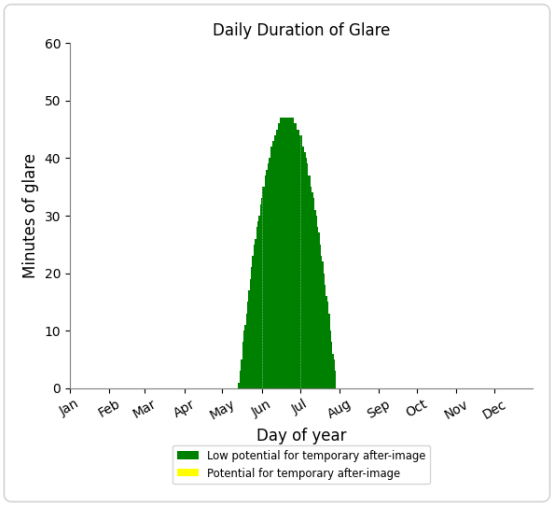
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Runway 2 Approach	2,392	39.9	0	0.0
Runway 14 Approach	0	0.0	0	0.0
Runway 20 Approach	0	0.0	0	0.0
Runway 32 Approach	0	0.0	0	0.0

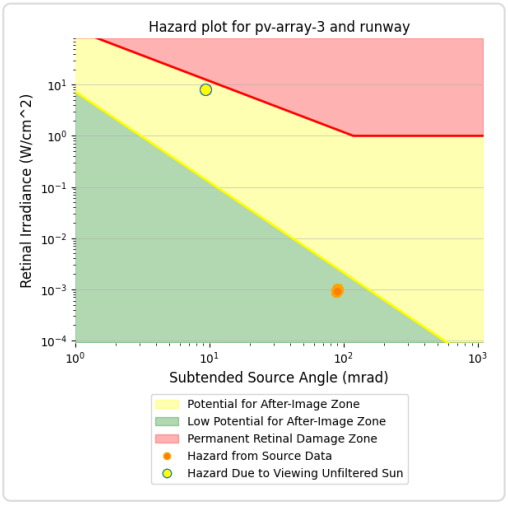
PV array 3 and FP: Runway 2 Approach

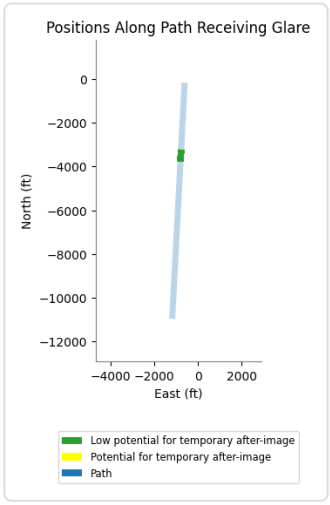
Yellow glare: none

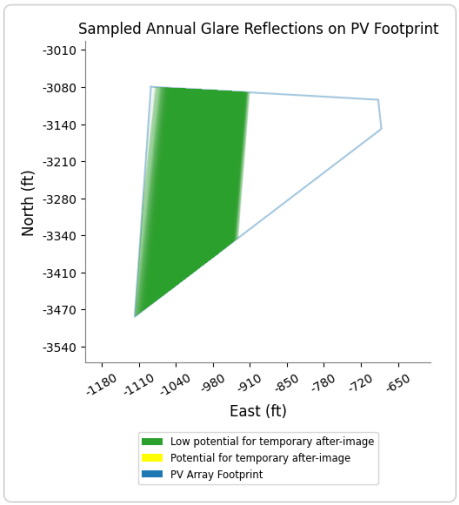
Green glare: 2,392 min.

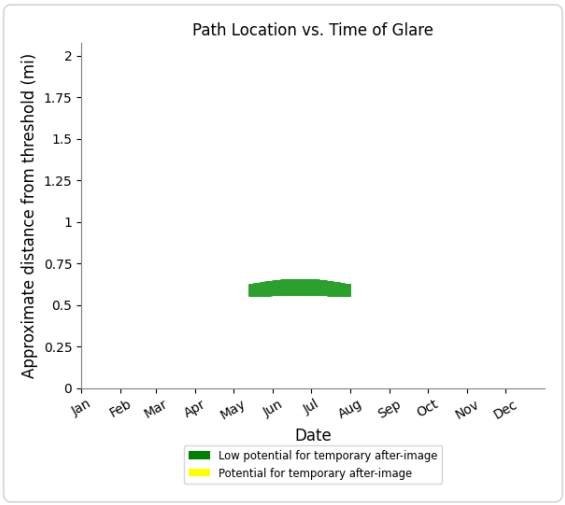












PV array 3 and FP: Runway 14 Approach

No glare found

PV array 3 and FP: Runway 20 Approach

No glare found

PV array 3 and FP: Runway 32 Approach

No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.
Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.
Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.
The analysis does not automatically consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.
The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.
The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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Appendix F – Example & Site Photographs

Photo Sheets

Keene Dillant-Hopkins Airport (Parcel 205-001-000)
Site Plan Review Application

Example PV system photos w/revegetation and wildlife fence





Views of proposed northern array location, east of access road (looking towards existing vegetative buffer and Rt. 32)





View of southern end of proposed southern array location, looking west



Southern array location looking east, towards Rt 32



View towards Southern Array location from Rt. 32



Appendix G – Equipment Specification Sheets

Q.PEAK DUO XL-G11S SERIES

qcells

590 - 605 Wp | 156 Cells
21.7 % Maximum Module Efficiency

MODEL Q.PEAK DUO XL-G11S.3 / BFG



Bifacial energy yield gain of up to 21%

Bifacial Q.ANTUM solar cells make efficient use of light shining on the module rear-side for radically improved LCOE.

Low electricity generation costs

Q.ANTUM DUO technology with optimized module layout to boost module power and improve LCOE.

A reliable investment

Double glass module design enables extended lifetime with 12-year product warranty and improved 30-year performance warranty[1].

Enduring high performance

Long-term yield security with Anti LID and Anti PID Technology[2], Hot-Spot Protect.

Frame for versatile mounting options

High-tech aluminum alloy frame protects from damage, enables use of a wide range of mounting structures and is certified regarding IEC for high snow (5400 Pa) and wind loads (3750 Pa)[3].

Innovative all-weather technology

Optimal yields, whatever the weather with excellent low-light and temperature behavior.

[1] See data sheet on rear for further information.
[2] APT test conditions according to IEC/TS 62804-1:2015 method B (–1500 V, 168 h) including post treatment according to IEC 61215-1-1 Ed. 2.0 (CD)
[3] See Installation Manual for instructions

The ideal solution for:

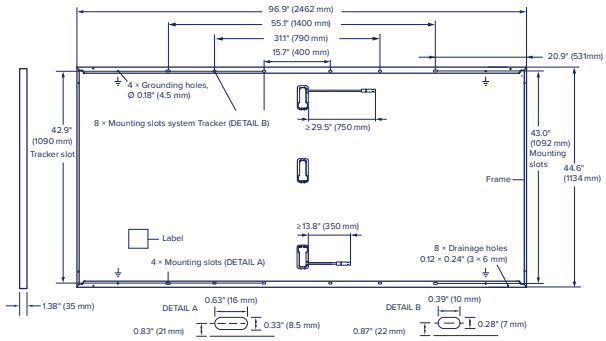
Ground-mounted solar power plants

Solar power plants with tracker

Q.PEAK DUO XL-G11S SERIES

Mechanical Specification

Format	96.9 in × 44.6 in × 1.38 in (including frame) (2462 mm × 1134 mm × 35 mm)
Weight	76.9 lbs (34.9 kg)
Front Cover	0.08 in (2.0 mm) thermally pre-stressed glass with anti-reflection technology
Back Cover	0.08 in (2.0 mm) semi-tempered glass
Frame	Anodized aluminum
Cell	6 × 26 monocrystalline Q.ANTUM solar half cells
Junction box	2.09-3.98 × 1.26-2.36 × 0.59-0.71 in (53-101 mm × 32-60 mm × 15-18 mm), Protection class IP67, with bypass diodes
Cable	4 mm² Solar cable; (+) ≥ 29.5 in (750 mm), (−) ≥ 13.8 in (350 mm)
Connector	Stäubli MC4; Stäubli MC4-Evo2; - IP68



Electrical Characteristics

POWER CLASS			590		595		600		605	
MINIMUM PERFORMANCE AT STANDARD TEST CONDITIONS, STC[1] (POWER TOLERANCE +5 W / −0 W)				BSTC*		BSTC*		BSTC*		BSTC*
Minimum	Power at MPP[1]	P_{MPP} [W]	590	645.4	595	650.8	600	656.3	605	661.8
	Short Circuit Current[1]	I_{SC} [A]	13.74	15.04	13.77	15.07	13.80	15.10	13.90	15.21
	Open Circuit Voltage[1]	V_{OC} [V]	53.60	53.79	53.63	53.82	53.66	53.85	53.69	53.88
	Current at MPP	I_{MPP} [A]	13.12	14.36	13.17	14.41	13.25	14.50	13.33	14.58
	Voltage at MPP	V_{MPP} [V]	44.96	44.95	45.18	45.17	45.30	45.27	45.40	45.39
	Efficiency[1]	η [%]	≥ 21.1		≥ 21.3		≥ 21.5		≥ 21.7	

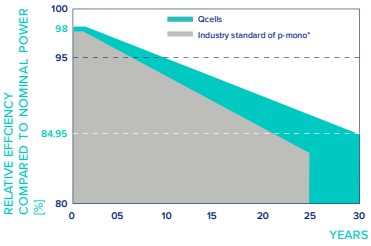
Bifaciality of P_{MPP} and I_{SC} 70 % ± 5 % • Bifaciality given for rear side irradiation on top of STC (front side) • According to IEC 60904-1-2

[1]Measurement tolerances P_{MPP} ± 3 %; I_{SC}, V_{OC} ± 5 % at STC: 1000 W/m²; *at BSTC: 1000 W/m² + φ × 135 W/m², φ = 70 %, 25 ± 2 °C, AM 1.5 according to IEC 60904-3

MINIMUM PERFORMANCE AT NORMAL OPERATING CONDITIONS, NMOT[2]w						
Minimum	Power at MPP	P_{MPP} [W]	444.2	448.0	451.8	455.5
	Short Circuit Current	I_{SC} [A]	11.07	11.09	11.11	11.20
	Open Circuit Voltage	V_{OC} [V]	50.69	50.72	50.75	50.78
	Current at MPP	I_{MPP} [A]	10.34	10.38	10.45	10.51
	Voltage at MPP	V_{MPP} [V]	42.97	43.15	43.24	43.33

[1]Measurement tolerances P_{MPP} ± 3 %; I_{SC}; V_{OC} ± 5 % at STC: 1000 W/m², 25 ± 2 °C, AM 1.5 according to IEC 60904-3 • [2]800 W/m², NMOT, spectrum AM 1.5

Qcells PERFORMANCE WARRANTY

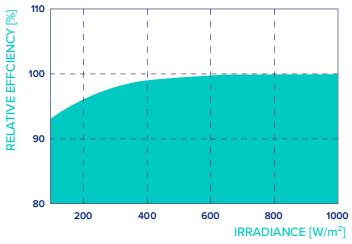


At least 98 % of nominal power during first year. Thereafter max. 0.45 % degradation per year. At least 93.95 % of nominal power up to 10 years. At least 84.95 % of nominal power up to 30 years.

All data within measurement tolerances. Full warranties in accordance with the warranty terms of the Qcells sales organization of your respective country.

*Standard terms of guarantee for the 5 PV companies with the highest production capacity in 2021 (February 2021)

PERFORMANCE AT LOW IRRADIANCE



Typical module performance under low irradiance conditions in comparison to STC conditions (25 °C, 1000 W/m²).

TEMPERATURE COEFFICIENTS

Temperature Coefficient of I_{SC}	α	[%/K]	+0.04	Temperature Coefficient of V_{OC}	β	[%/K]	−0.27
Temperature Coefficient of P_{MPP}	γ	[%/K]	−0.34	Nominal Module Operating Temperature	NMOT	[°F]	108 ± 5.4 (42 ± 3 °C)

Properties for System Design

Maximum System Voltage	V_{SYS}	[V]	1500	PV module classification	Class II
Maximum Series Fuse Rating		[A DC]	30	Fire Rating based on ANSI / UL 61730	TYPE 29[4]
Max. Push Load[3], Test/Design		[lbs/ft²]	113 (5400 Pa) / 75 (3600 Pa)	Permitted Module Temperature on Continuous Duty	−40 °F up to +185 °F (−40 °C up to +85 °C)
Max. Pull Load[3], Test/Design		[lbs/ft²]	78 (3750 Pa) / 52 (2500 Pa)		

[3] See Installation Manual for instructions

[4] New Type is similar to Type 3 but with metallic frame

Qualifications and Certificates

UL61730-1 & UL61730-2, CE-compliant,
IEC 61215:2016,
IEC 61730:2016,
U.S. Patent No. 9,893,215
(solar cells)

www.tuv.com
ID 1111220277

* Contact your Qcells Sales Representative for details regarding the module's eligibility to be Buy American Act (BAA) compliant.

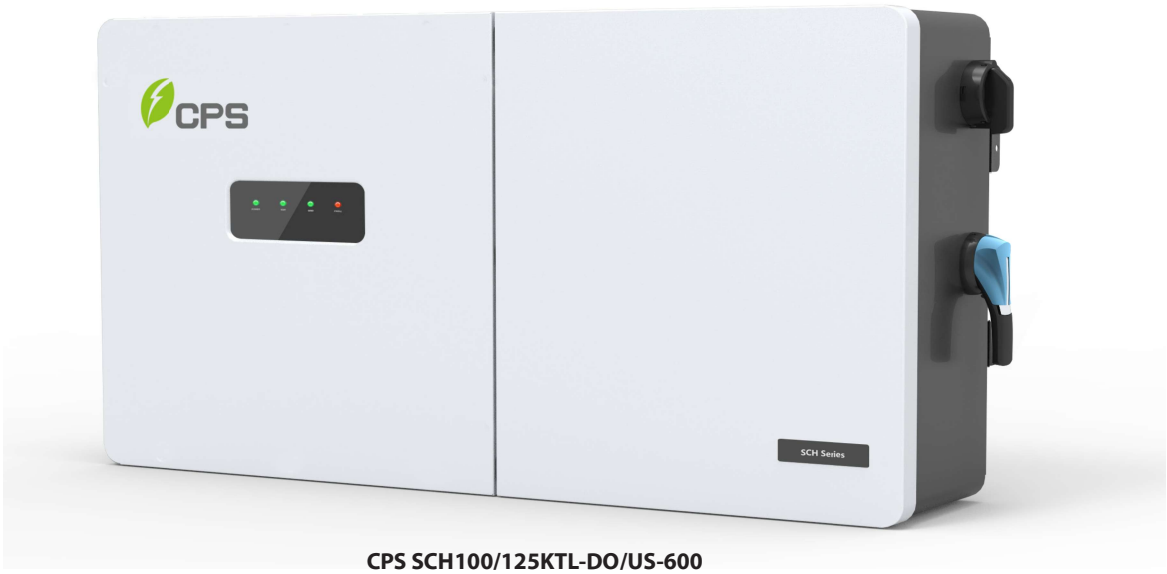
Find product recycling details at QR code above

Specifications subject to technical changes © Qcells Q.PEAK_DUO_XL-G11S-BFG_series_590-605_2025-04_Rev08_NA

Qcells pursues minimizing paper output in consideration of the global environment.

Note: Installation instructions must be followed. Contact our technical service for further information on approved installation of this product.
Hanwha Q CELLS USA Corp. 300 Spectrum Center Drive, Suite 500, Irvine, CA 92618, USA | TEL +1 949 748 5996 | EMAIL na.support@qcells.com | WEB www.qcells.com/us

100/125 kW, 1500 Vdc String Inverters for North America



CPS SCH100/125KTL-DO/US-600

The 100 and 125 kW high power CPS three-phase string inverters are designed for ground mount applications. The units are high performance, advanced and reliable inverters designed specifically for the North American environment and grid. High efficiency at 99.1% peak and 98.5% CEC, wide operating voltages, broad temperature ranges and a NEMA Type 4X enclosure enable this inverter platform to operate at high performance across many applications. The CPS 100/125 kW products ship with the Standard or Centralized Wire-box, each fully integrated and separable with AC and DC disconnect switches. The Standard Wire-box includes touch-safe fusing for up to 20 strings. The CPS FlexOM Gateway enables communication, controls and remote product upgrades.

Key Features

- NFPA 70 and NEC compliant
- Touch-safe DC Fuse holders add convenience and safety
- CPS FlexOM Gateway enables remote firmware upgrades
- Integrated AC and DC disconnect switches
- 1 MPPT with 20 fused inputs for maximum flexibility
- Copper- and Aluminum-compatible AC connections
- NEMA Type 4X outdoor rated enclosure
- Advanced Smart-Grid features (CA Rule 21 certified)
- kVA headroom yields 100 kW @ 0.9 PF and 125 kW @ 0.95 PF
- Generous 1.87 (100 kW) and 1.5 (125 kW) DC/AC inverter load ratios
- Separable wire-box design for fast service
- Standard 5-year warranty with extensions to 20 years



100/125KTL Standard Wire-box



100/125KTL Centralized Wire-box

C SA US

FC This device complies with part 15 of the FCC Rules

© CHINT POWER SYSTEMS AMERICA 2023/8-MKT NA

Chint Power Systems America
1380 Presidential Drive, Suite [illegible] Richardson, TX 75081
Tel: 855-584-7168 Mail: AmericaSales@chintpower.com Web: www.chintpowersystems.com

Model Name	CPS SCH100KTL-DO/US-600	CPS SCH125KTL-DO/US-600
DC Input		
Max. PV power	187.5 kW	
Max. DC input voltage	1500 V	
Operating DC input voltage range	860-1450 Vdc	
Start-up DC input voltage / power	900 V / 250 W	
Number of MPP trackers	1	
MPPT voltage range[1]	870-1300 Vdc	
Max. PV input current (Isc x 1.25)	275 A	
Number of DC inputs	Standard Wire-box: 20 PV source circuits, pos. and neg. fused Centralized Wire-box: 1 input circuit, 1-2 terminations per pole, non-fused	
DC disconnection type	Load-rated DC switch	
DC surge protection	Type II MOV (with indicator/remote signaling)	
AC Output		
Rated AC output power	100 kW	125 kW
Max. AC output power[2]	100 kVA (111 kVA @ PF>0.9)	125 kVA (132 kVA @ PF>0.95)
Rated output voltage	600 Vac	
Output voltage range[3]	528-660 Vac	
Grid connection type[4]	3Φ / PE / N (neutral optional)	
Max. AC output current @ 600 Vac	96.2 / 106.8 A	120.3 / 127.0 A
Rated output frequency	60 Hz	
Output frequency range[3]	57-63 Hz	
Power factor	>0.99 (±0.8 adjustable)	>0.99 (±0.8 adjustable)
Current THD	<3%	
Max. fault current contribution (1-cycle RMS)	41.47 A	
Max. OCPD rating	200 A	
AC disconnection type	Load-rated AC switch	
AC surge protection	Type II MOV (with indicator/remote signaling)	
System		
Topology	Transformerless	
Max. efficiency	99.1%	
CEC efficiency	98.5%	
Stand-by / night consumption	<4 W	
Environment		
Enclosure protection degree	NEMA Type 4X	
Cooling method	Variable speed cooling fans	
Operating temperature range	-22°F to +140°F / -30°C to +60°C (derating from +108°F / +42°C)	
Non-operating temperature range[5]	-40°F to +158°F / -40°C to +70°C maximum	
Operating humidity	0-100%	
Operating altitude	8202 ft / 2500 m (no derating)	
Audible noise	<65 dBA @ 1 m and 25°C	
Display and Communication		
User interface and display	LED indicators, WiFi + APP	
Inverter monitoring	Modbus RS485	
Site-level monitoring	CPS FlexOM Gateway (1 per 32 inverters)	
Modbus data mapping	SunSpec / CPS	
Remote diagnostics / firmware upgrade functions	Standard / (with FlexOM Gateway)	
Mechanical		
Dimensions (W x H x D)	Standard Wire-box: 45.28 x 24.25 x 9.84 in (1150 x 616 x 250 mm) Centralized Wire-box: 39.37 x 24.25 x 9.84 in (1000 x 616 x 250 mm)	
Weight	Inverter: 121 lbs (55 kg) Standard Wire-box: 55 lbs (25 kg) Centralized Wire-box: 33 lbs (15 kg)	
Mounting / installation angle	15 - 90 degrees from horizontal (vertical or angled)	
AC termination	M10 stud type terminal [3Φ] (wire range: 1/0 AWG - 500 kcmil CU/AL; lugs not supplied) Screw clamp terminal block [N] (#12 - 1/0 AWG CU/AL)	
DC termination	Standard Wire-box: Screw clamp fuse holder (wire range: #12 - #6 AWG CU) Centralized Wire-box: Busbar, M10 bolts (wire range: #1AWG - 500kcmil CU/AL [1 termination per pole], #1 AWG - 300 kcmil CU/AL [2 terminations per pole]; lugs not supplied)	
Fused string inputs	25 A fuses provided (fuse values up to 30 A acceptable)	
Safety		
Certifications and standards	UL 1741-SA/SB Ed. 3, CSA-C22.2 NO.107.1-01, IEEE 1547-2018, FCC PART15	
Selectable grid standard	IEEE 1547a-2014, IEEE 1547-2018[6], CA Rule 21, ISO-NE	
Smart-grid features	Volt-RideThru, Freq-RideThru, Ramp-Rate, Specified-PF, Volt-VAR, Freq-Watt, Volt-Watt	
Warranty		
Standard[7]	5 years	
Extended terms	10, 15 and 20 years	

1) See user manual for further information regarding MPPT voltage range when operating at non-unity PF.
2) "Max AC apparent power" rating valid within MPPT voltage range and temperature range of -30°C to +40°C (-22°F to +104°F) for 100 kW PF≥0.9, and 125 kW PF≥0.95.
3) The "output voltage range" and "output frequency range" may differ according to the specific grid standard.
4) Wye neutral-grounded; delta may not be corner-grounded.
5) See user manual for further requirements regarding non-operating conditions.
6) Firmware version 12.0 or later required.
7) 5-year warranty effective for units purchased after October 1, 2019.

GLIDE Agile



Built for the toughest sites, GLIDE Agile eliminates refusal, taking solar to any site no matter the soil, topography, or weather. Our adjustable and durable frame adapts to your project site minimizing grading and civil work required. Designed for fast and simple installation, GLIDE Agile features less hardware, integrated electrical bonding, and included wire management. Compatible with our industry leading ground screws, we overcome the toughest soils and frost heave, making installation more predictable.



Portrait up to 3 high x 12 wide

Benefits

- Less hardware for faster installation and reduced labor
- Simplified hardware featuring 2-piece bolt stacks and only two types of hardware
- Adapts to steep slopes
- A foundation solution for any terrain
- Included wire management
- Lighter, stiffer components for less freight costs
- Versatile with numerous configurations
- Durable, withstanding up to 170 MPH winds and 100 PSF ground snow loads

Specifications

Module orientation	Portrait
Module mounting	Bottom mount / Integrated electrical bonding
Tilt angle	5°- 35°
Wire management	Incorporated in structure – NEC compliant
Configuration	Portrait: up to 3 high x 12 wide
Slopes	East or West facing, up to 30% / North or South facing, up to 36%
Load capacities	Project specific: up to 170 MPH wind speed and 100 PSF ground snow load
Foundation	Ground screws which are ideal for challenging soils and frost heave
Warranty	20 year limited warranty
Certifications	UL2703, edition 1; CPP wind tunnel tested

REVISION ENERGY

GROUND MOUNT SOLAR SITE DEVELOPMENT

SWANZEY, NEW HAMPSHIRE

MARCH 2026

PERMIT NOTES

IT IS THE OWNERS RESPONSIBILITY TO INSURE ALL PERMITS ARE IN PLACE PRIOR TO CONSTRUCTION.

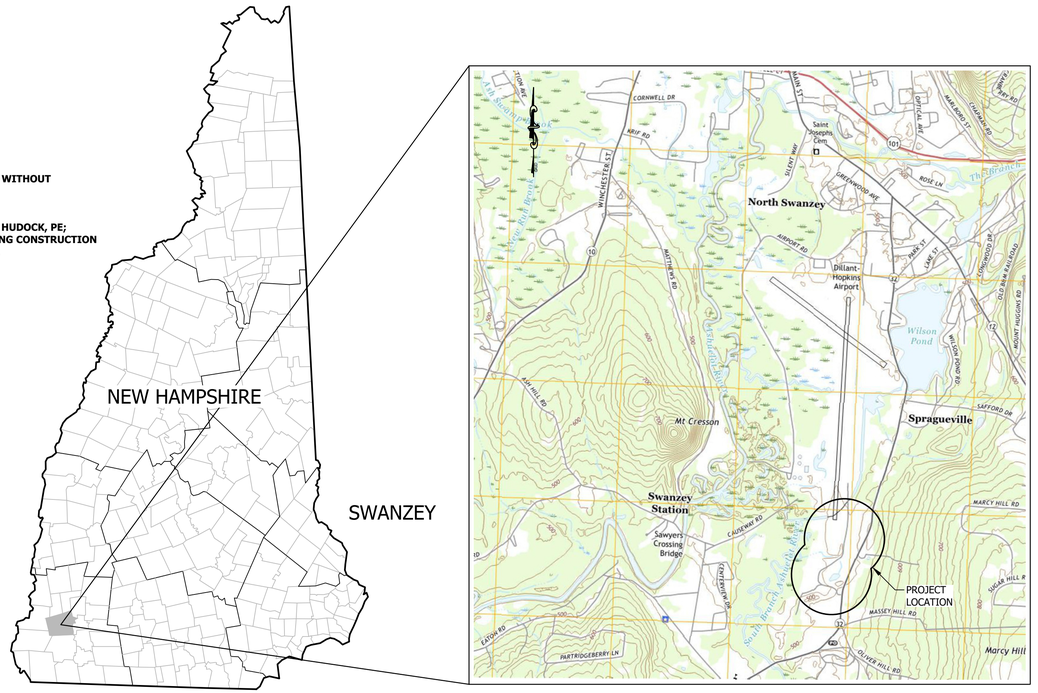
THIS PROJECT SHALL COMPLY WITH ALL CONDITIONS OF ALL PERMITS FOR THE PROJECT. COPIES OF THESE PERMITS MAY BE REQUESTED FROM THE VERDANTAS OFFICE IN NEW LONDON, NH. PERMITS LISTED BELOW ARE REPRESENTATIVE OF PROJECT PERMITTING COLLECTED BY VERDANTAS. ALL REQUIRED PERMITS SHALL BE COLLECTED AND VERIFIED BY THE GENERAL CONTRACTOR.

NHDES	
ALTERATION OF TERRAIN	PENDING
NHDOT	
DRIVEWAY PERMIT, CHANGE OF USE	PENDING
TOWN OF SWANZEY	
SITE PLAN REVIEW	PENDING
ENVIRONMENTAL PROTECTION AGENCY	
CONSTRUCTION GENERAL PERMIT	PENDING

PROJECT SPECIFIC PERMIT NOTES:

1. DEVIATIONS FROM THE APPROVED CONSTRUCTION PLANS ARE PROHIBITED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER, PURSUANT TO ENV-WQ 1503.21.

PURSUANT TO Env-Wq 1503.21(c), FAILURE TO CONTACT THE ENGINEER (RYAN HUDOCK, PE; 603-444-4111; RHUDOCK@VERDANTAS.COM) FOR ON-SITE INSPECTIONS DURING CONSTRUCTION MAY RESULT IN RE-WORK OR REPAIR SOLELY AT THE CONTRACTOR'S EXPENSE.



LOCATION PLAN

SCALE: 1" = 2000'

WE CERTIFY THAT THE SWANZEY PLANNING BOARD GAVE THIS SITE PLAN FINAL APPROVAL ON _____ AND THAT THE BOARD FOUND THAT ALL CONDITIONS PRECEDENT TO FINAL APPROVAL HAD BEEN SATISFIED.

FINAL SITE PLAN
APPROVED
PLANNING BOARD
Swanzey, New Hampshire

_____ DATE

_____ CHAIRMAN

OWNER SIGNATURES:

_____ _____

_____ _____

_____ _____

DATE:

NEW HAMPSHIRE FISH & GAME SPECIFIC NOTES:

1. A COMPLETE LIST OF CONSERVATION MEASURES IS PROVIDED ON SHEET C3.3.
2. ALL OBSERVATIONS OF THREATENED OR ENDANGERED SPECIES ON THE PROJECT SITE SHALL BE REPORTED IMMEDIATELY TO THE NHF&G NONGAME AND ENDANGERED WILDLIFE ENVIRONMENTAL REVIEW PROGRAM BY PHONE AT 603-271-2461 AND BY EMAIL AT NHFGREVIEW@WILDLIFE.NH.GOV, WITH THE EMAIL SUBJECT LINE CONTAINING "**DATACHECK DCT26-0159**, KEENE AIRPORT SOLAR, WILDLIFE SPECIES OBSERVATION";
3. PHOTOGRAPHS OF THE OBSERVED SPECIES AND NEARBY ELEMENTS OF HABITAT OR AREAS OF LAND DISTURBANCE SHALL BE PROVIDED TO NHF&G IN DIGITAL FORMAT AT THE ABOVE EMAIL ADDRESS FOR VERIFICATION, AS FEASIBLE;
4. IN THE EVENT A THREATENED OR ENDANGERED SPECIES IS OBSERVED ON THE PROJECT SITE DURING THE TERM OF THE PERMIT, THE SPECIES SHALL NOT BE DISTURBED, HANDLED, OR HARMED IN ANY WAY PRIOR TO CONSULTATION WITH NHF&G AND IMPLEMENTATION OF CORRECTIVE ACTIONS RECOMMENDED BY NHF&G, IF ANY, TO ASSURE THE PROJECT DOES NOT APPRECIABLY JEOPARDIZE THE CONTINUED EXISTENCE OF THREATENED AND ENDANGERED SPECIES AS DEFINED IN FIS 1002.04; AND
5. THE NHF&G, INCLUDING ITS EMPLOYEES AND AUTHORIZED AGENTS, SHALL HAVE ACCESS TO THE PROPERTY DURING THE TERM OF THE PERMIT.
6. THE PROJECT IS SUBJECT TO ADDITIONAL NHF&G CONDITIONS. CONTACT ENGINEER FOR A COPY OF ALL CONDITIONS.

OWNER:

CITY OF KEENE
3 WASHINGTON STREET
KEENE, NH 03431
(603) 352-0133 (CITY CLERK)
(603) 357-9835 (AIRPORT DEPARTMENT)

CLIENT:

REVISION ENERGY
7 COMMERCIAL DRIVE
BRENTWOOD, NH 03833
(603) 583-4361

ENGINEER & SURVEYOR:

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
(603) 444-4111

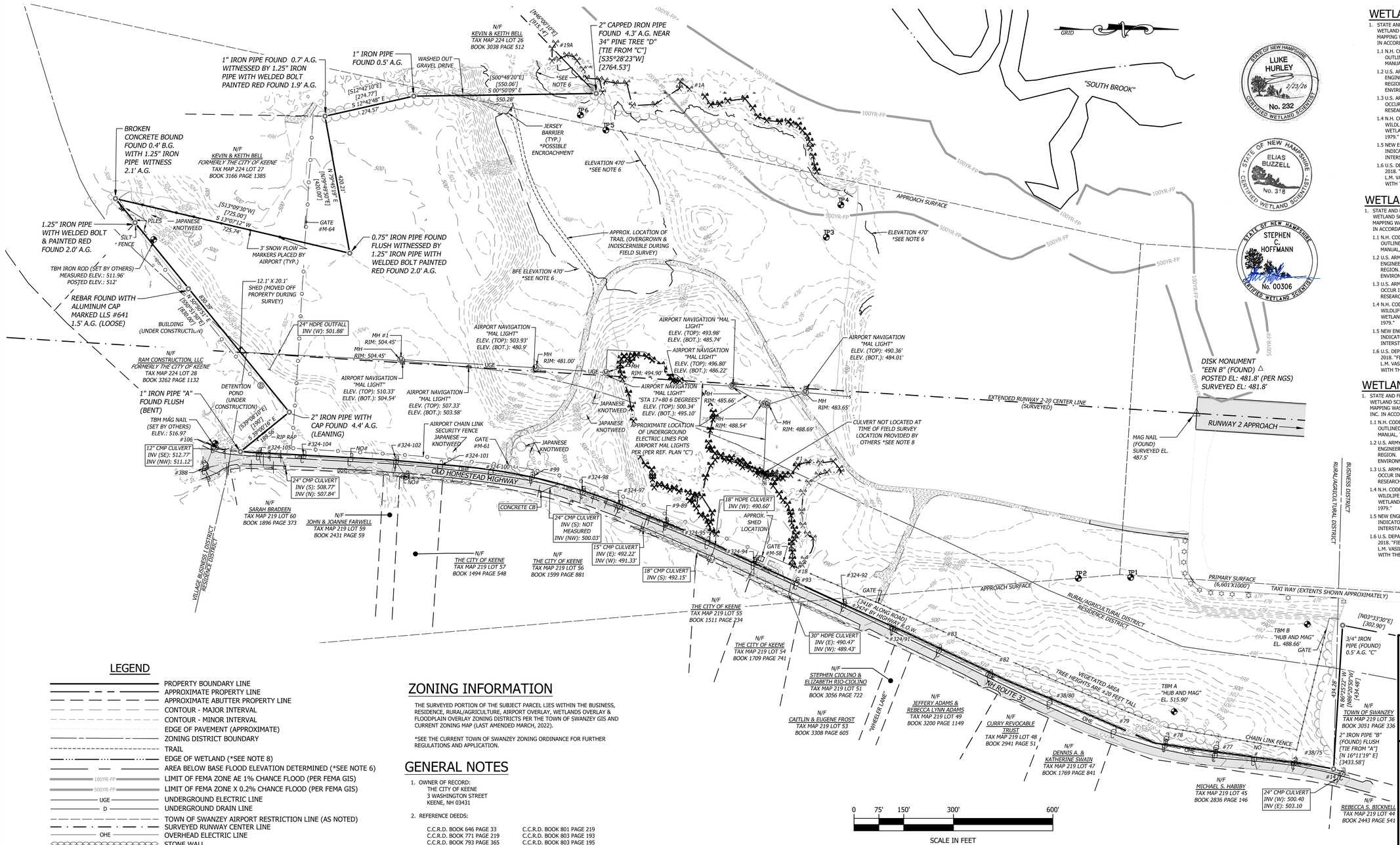
STATE OF NEW HAMPSHIRE
RYAN HUDOCK
No.17777
LICENSED
PROFESSIONAL ENGINEER

SHEET INDEX

	COVER
1 OF 1	EXISTING CONDITIONS AND TOPOGRAPHIC SURVEY
C 1.0	EXISTING SOILS MAP
C 2.0	OVERALL SITE PLAN
C 2.1	OVERALL SITE PLAN WITH AIRPORT RESTRICTIONS
C 2.2	SITE PLAN - AREA 1
C 2.3	SITE PLAN - AREA 2
C 2.4	GRADING & DRAINAGE PLAN - AREA 1
C 2.5	GRADING & DRAINAGE PLAN - CONDUIT
C 2.6	GRADING & DRAINAGE PLAN - AREA 2
C 2.7	CONSTRUCTION SEQUENCE PLAN
C 3.0	EROSION CONTROL NOTES AND DETAILS
C 3.1	MISCELLANEOUS DETAILS
C 3.2	MISCELLANEOUS DETAILS
C 3.3	DCT26-0159 NEW HAMPSHIRE FISH AND GAME CONSERVATION MEASURES

SUPPLEMENTAL SHEETS

TYPICAL RACKING PROFILE PLAN FOR REVISION ENERGY (34"x22"), BY TERRASMART, NOT DATED



LEGEND

- PROPERTY BOUNDARY LINE
- APPROXIMATE PROPERTY LINE
- APPROXIMATE ABUTTER PROPERTY LINE
- CONTOUR - MAJOR INTERVAL
- CONTOUR - MINOR INTERVAL
- EDGE OF PAVEMENT (APPROXIMATE)
- ZONING DISTRICT BOUNDARY
- TRAIL
- EDGE OF WETLAND (*SEE NOTE 8)
- AREA BELOW BASE FLOOD ELEVATION DETERMINED (*SEE NOTE 6)
- 100YR-FP — LIMIT OF FEMA ZONE AE 1% CHANCE FLOOD (PER FEMA GIS)
- 500YR-FP — LIMIT OF FEMA ZONE X 0.2% CHANCE FLOOD (PER FEMA GIS)
- UGE — UNDERGROUND ELECTRIC LINE
- D — UNDERGROUND DRAIN LINE
- TOWN OF SWANZEY AIRPORT RESTRICTION LINE (AS NOTED)
- SURVEYED RUNWAY CENTER LINE
- OHE — OVERHEAD ELECTRIC LINE
- STONE WALL
- CHAIN LINK FENCE
- LIMIT OF FIELD TOPOGRAPHY
- TREELINE

- CATCH BASIN
- DRAIN MANHOLE
- TEMPORARY BENCHMARK
- SURVEYED WETLAND FLAG
- WETLAND FLAG NOT SURVEYED (LOCATION PROVIDED BY OTHERS)
- "MAL" LIGHT OR LIGHT POST
- TP — TEST PIT
- CALCULATED CORNER
- IRON PIPE OR ROD FOUND
- CONCRETE BOUND
- SIGN
- UTILITY POLE
- GUY WIRE
- [100'] — RECORD DIMENSION PER PLAN REF. A
- [E] — ELECTRIC METER
- CONIFEROUS TREE
- RIPRAP
- PAVEMENT
- DELINEATED WETLAND *SEE NOTE 8
- GRAVEL

ZONING INFORMATION

THE SURVEYED PORTION OF THE SUBJECT PARCEL LIES WITHIN THE BUSINESS, RESIDENCE, RURAL/AGRICULTURE, AIRPORT OVERLAY, WETLANDS OVERLAY & FLOODPLAIN OVERLAY ZONING DISTRICTS PER THE TOWN OF SWANZEY GIS AND CURRENT ZONING MAP (LAST AMENDED MARCH, 2022).

*SEE THE CURRENT TOWN OF SWANZEY ZONING ORDINANCE FOR FURTHER REGULATIONS AND APPLICATION.

GENERAL NOTES

1. OWNER OF RECORD:
   THE CITY OF KEENE
   3 WASHINGTON STREET
   KEENE, NH 03431
2. REFERENCE DEEDS:

C.C.R.D. BOOK 646 PAGE 33	C.C.R.D. BOOK 801 PAGE 219
C.C.R.D. BOOK 771 PAGE 219	C.C.R.D. BOOK 803 PAGE 193
C.C.R.D. BOOK 793 PAGE 365	C.C.R.D. BOOK 803 PAGE 195
C.C.R.D. BOOK 794 PAGE 83	C.C.R.D. BOOK 1118 PAGE 465

*SEE DILLANT-HOPKINS AIRPORT EXHIBIT A FOR ADDITIONAL DEED REFERENCES, EASEMENT REFERENCES, AND TITLE FOR THE SURVEYED PREMISES.

3. REFERENCE PLANS:
   A. "DILLANT-HOPKINS AIRPORT PROPERTY SURVEY (3 SHEETS)", DATED APRIL 1981, LAST REVISED DECEMBER 1994, SURVEYED BY THE CITY OF KEENE ENGINEERING DEPARTMENT, SCALE: 1"=200', AND ON FILE AT THE CITY OF KEENE.
   B. "DILLANT-HOPKINS AIRPORT AIP PROJECT NO. 3-330008-20 EXHIBIT A KEENE, NEW HAMPSHIRE, SHEET 1 OF 2", DATED APRIL 2006, PREPARED BY DUFRESNE-HENRY, SCALE: 1"=400', AND ON FILE AT THE CITY OF KEENE.
   C. "UNTITLED SKETCH OF UNDERGROUND MAL LIGHT ELECTRIC LINES", UNDATED, PREPARED BY JEREMY ROY, AND ON FILE IN HORIZONS ENGINEERING PROJECT FOLDER #240633.
   D. "SUBDIVISION PLAN PREPARED FOR THE CITY OF KEENE THE FORMER "ALPS" PARCEL ROUTE 32 SWANZEY, NH", DATED JANUARY 23, 2019, PREPARED BY DAVID A. MANN SURVEY, SCALE: 1"=50', AND RECORDED IN THE C.C.R.D. IN PLAN BOOK 19048.
4. THIS PLAN IS BASED ON A FIELD SURVEY COMPLETED BY HORIZONS ENGINEERING, INC. IN AUGUST, 2024 & OCTOBER 2025 USING A CARLSON BRX-7 GNSS, SOKKIA GRX3 GNSS, & LEICA TS-13 ROBOTIC TOTAL STATION.
5. THE BEARINGS SHOWN HEREON REFER TO GRID NORTH AND ARE BASED ON THE NEW HAMPSHIRE COORDINATE SYSTEM NAD83. ELEVATIONS ARE BASED ON NAVD88 VERTICAL DATUM AND ARE BASED UPON STATIC GPS OBSERVATIONS PROCESSED BY OPUS.
6. THE SURVEYED PREMISES IS MAPPED AS LYING PARTIALLY INSIDE THE ZONE X FLOOD ZONE OR 0.2% CHANCE ANNUAL FLOOD ZONE (NO BASE FLOOD ELEVATION DETERMINED) AND OUTSIDE OF ZONE AE OR THE 1% CHANCE ANNUAL FLOOD ZONE PER FEMA FLOOD MAP NUMBER 33005C0269E, DATED MAY 26, 2006. HOWEVER, WITHIN THE VICINITY OF THE SURVEYED PREMISES, THE BASE FLOOD ELEVATION FOR ZONE AE IS APPROXIMATELY 470 FEET (NAVD88) BASED UPON INTERPOLATION OF LOCAL BFE CROSS SECTIONS ON SAID MAP. AREA SHOWN HEREON AS LYING BELOW ELEVATION 470' ARE NOT NECESSARILY LOCATED WITHIN FEMA JURISDICTIONAL SPECIAL FLOOD HAZARD AREAS.
7. ANY UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON INTERPOLATION OF SURFACE STRUCTURES, RECORD PLANS, AND REFERENCE PLAN "C". THESE UNDERGROUND UTILITY LOCATIONS SHOULD BE CONSIDERED APPROXIMATE.
8. ALL WETLANDS AS SHOWN HEREON LABELED "PROVIDED BY OTHERS" WERE DELINEATED AND LOCATED BY MCFARLAND JOHNSON WITH A TRIMBLE TDC650 (SUB-METER ACCURACY) ON MAY 16-17, 2024. THESE LOCATIONS WERE NOT LOCATED DURING FIELD SURVEY AND ARE SOLELY BASED UPON SHAPEFILES PROVIDED BY MCFARLAND JOHNSON. WETLAND FLAGS #1-#18 AS SHOWN HEREON WERE DELINEATED IN OCTOBER 2025 BY ELI BUZZELL, CWS AND LOCATED DURING FIELD SURVEY. WETLAND FLAGS #1A-#19A AS SHOWN HEREON WERE DELINEATED IN NOVEMBER 2025 BY LUKE HURLEY, CWS AND LOCATED DURING FIELD SURVEY.
9. TOPOGRAPHY AS SHOWN HEREON OUTSIDE OF THE LIMIT OF FIELD TOPOGRAPHY LINE IS SOLELY BASED UPON BARE EARTH DEM FILES PROVIDED BY THE STATE OF NEW HAMPSHIRE DATED 2015.
10. PER PLAN REFERENCES B & D VARIOUS AVIGATION EASEMENTS AND RESTRICTIONS EXIST FOR THE CURRENT USE OF THE AIRPORT LOCATED ON THE SURVEYED PREMISES. THE PRIMARY SURFACE AND APPROACH SURFACE AS SHOWN HEREON ARE BASED UPON THE TOWN OF SWANZEY ZONING ORDINANCE. SEE PLAN REFERENCE B AND THE CURRENT TOWN OF SWANZEY ZONING ORDINANCE FOR FURTHER INFORMATION REGARDING SAID RESTRICTIONS.
11. THE WORD "CERTIFY" OR "CERTIFICATION" AS SHOWN AND USED HEREON MEANS COMPLIANCE WITH APPLICABLE LAND SURVEY LAWS AND RULES AND AN EXPRESSION OF PROFESSIONAL OPINION BASED ON THE FACTS OF THE SURVEY, PRINCIPLES OF BOUNDARY RETRACEMENT AND LOCAL STANDARD OF CARE, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

0 75' 150' 300' 600'
SCALE IN FEET

WETLAND NOTES:

1. STATE AND FEDERAL JURISDICTIONAL WETLANDS WERE DELINEATED BY N.H. CERTIFIED WETLAND SCIENTIST, ELI BUZZELL CWS NO. 318 ON OCTOBER 9, 2025. WETLANDS MAPPING WAS DONE BY N.H. LICENSED LAND SURVEYORS, HORIZONS ENGINEERING, INC. IN ACCORDANCE WITH THE FOLLOWING GUIDANCE DOCUMENTS:
   1.1 N.H. CODE OF ADMINISTRATIVE RULES (ENV-WT 301.01) WITH THE TECHNIQUES OUTLINED IN THE 1987 "U.S. ARMY CORPS OF ENGINEERS WETLAND DELINEATION MANUAL, TECHNICAL REPORT Y-87-1."
   1.2 U.S. ARMY CORPS OF ENGINEERS. 2012. "REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION. U.S. ARMY CORPS OF ENGINEERS RESEARCH AND DEVELOPMENT CENTER, ENVIRONMENTAL LABORATORY ERDC/EL TR-09-19."
   1.3 U.S. ARMY CORPS OF ENGINEERS. 2018 "NATIONAL LIST OF PLANT SPECIES THAT OCCUR IN WETLANDS: NORTHEAST REGION, U.S. ARMY CORPS OF ENGINEERS RESEARCH AND DEVELOPMENT CENTER, ENVIRONMENTAL LABORATORY.
   1.4 N.H. CODE OF ADMINISTRATIVE RULES (ENV-WT 301.02) WITH THE U.S. FISH AND WILDLIFE SERVICE MANUAL FWS/OBS-79/31 ENTITLED "CLASSIFICATION OF WETLANDS AND DEEPWATER HABITATS OF THE UNITED STATES, COWARDIN ET AL, 1979."
   1.5 NEW ENGLAND HYDRIC SOILS TECHNICAL COMMITTEE. 2020. VERSION 4., "FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND." NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION, LOWELL, MA.
   1.6 U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCE CONSERVATION SERVICE. 2018. "FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 8.2." L.M. VASILAS, G.W. HURT, AND C.V. NOBLE (EDS.). USDA, NRCS, IN COOPERATION WITH THE NATIONAL TECHNICAL COMMITTEE FOR HYDRIC SOILS.

STATE OF NEW HAMPSHIRE — LUKE HURLEY — 2/23/26 — No. 232 — CERTIFIED WETLAND SCIENTIST

WETLAND NOTES:

1. STATE AND FEDERAL JURISDICTIONAL WETLANDS WERE DELINEATED BY N.H. CERTIFIED WETLAND SCIENTIST, LUKE HURLEY CWS NO. 232 IN NOVEMBER, 2024. WETLANDS MAPPING WAS DONE BY N.H. LICENSED LAND SURVEYORS, HORIZONS ENGINEERING, INC. IN ACCORDANCE WITH THE FOLLOWING GUIDANCE DOCUMENTS:
   1.1 N.H. CODE OF ADMINISTRATIVE RULES (ENV-WT 301.01) WITH THE TECHNIQUES OUTLINED IN THE 1987 "U.S. ARMY CORPS OF ENGINEERS WETLAND DELINEATION MANUAL, TECHNICAL REPORT Y-87-1."
   1.2 U.S. ARMY CORPS OF ENGINEERS. 2012. "REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION. U.S. ARMY CORPS OF ENGINEERS RESEARCH AND DEVELOPMENT CENTER, ENVIRONMENTAL LABORATORY ERDC/EL TR-09-19."
   1.3 U.S. ARMY CORPS OF ENGINEERS. 2018 "NATIONAL LIST OF PLANT SPECIES THAT OCCUR IN WETLANDS: NORTHEAST REGION, U.S. ARMY CORPS OF ENGINEERS RESEARCH AND DEVELOPMENT CENTER, ENVIRONMENTAL LABORATORY.
   1.4 N.H. CODE OF ADMINISTRATIVE RULES (ENV-WT 301.02) WITH THE U.S. FISH AND WILDLIFE SERVICE MANUAL FWS/OBS-79/31 ENTITLED "CLASSIFICATION OF WETLANDS AND DEEPWATER HABITATS OF THE UNITED STATES, COWARDIN ET AL, 1979."
   1.5 NEW ENGLAND HYDRIC SOILS TECHNICAL COMMITTEE. 2020. VERSION 4., "FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND." NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION, LOWELL, MA.
   1.6 U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCE CONSERVATION SERVICE. 2018. "FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 8.2." L.M. VASILAS, G.W. HURT, AND C.V. NOBLE (EDS.). USDA, NRCS, IN COOPERATION WITH THE NATIONAL TECHNICAL COMMITTEE FOR HYDRIC SOILS.

STATE OF NEW HAMPSHIRE — ELIAS BUZZELL — No. 318 — CERTIFIED WETLAND SCIENTIST

WETLAND NOTES:

1. STATE AND FEDERAL JURISDICTIONAL WETLANDS WERE DELINEATED BY N.H. CERTIFIED WETLAND SCIENTIST, STEPHEN HOFFMAN CWS NO. 306 ON MAY 16-17, 2024. WETLANDS MAPPING WAS DONE BY N.H. LICENSED LAND SURVEYORS, HORIZONS ENGINEERING, INC. IN ACCORDANCE WITH THE FOLLOWING GUIDANCE DOCUMENTS:
   1.1 N.H. CODE OF ADMINISTRATIVE RULES (ENV-WT 301.01) WITH THE TECHNIQUES OUTLINED IN THE 1987 "U.S. ARMY CORPS OF ENGINEERS WETLAND DELINEATION MANUAL, TECHNICAL REPORT Y-87-1."
   1.2 U.S. ARMY CORPS OF ENGINEERS. 2012. "REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION. U.S. ARMY CORPS OF ENGINEERS RESEARCH AND DEVELOPMENT CENTER, ENVIRONMENTAL LABORATORY ERDC/EL TR-09-19."
   1.3 U.S. ARMY CORPS OF ENGINEERS. 2018 "NATIONAL LIST OF PLANT SPECIES THAT OCCUR IN WETLANDS: NORTHEAST REGION, U.S. ARMY CORPS OF ENGINEERS RESEARCH AND DEVELOPMENT CENTER, ENVIRONMENTAL LABORATORY.
   1.4 N.H. CODE OF ADMINISTRATIVE RULES (ENV-WT 301.02) WITH THE U.S. FISH AND WILDLIFE SERVICE MANUAL FWS/OBS-79/31 ENTITLED "CLASSIFICATION OF WETLANDS AND DEEPWATER HABITATS OF THE UNITED STATES, COWARDIN ET AL, 1979."
   1.5 NEW ENGLAND HYDRIC SOILS TECHNICAL COMMITTEE. 2020. VERSION 4., "FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND." NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION, LOWELL, MA.
   1.6 U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCE CONSERVATION SERVICE. 2018. "FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, VERSION 8.2." L.M. VASILAS, G.W. HURT, AND C.V. NOBLE (EDS.). USDA, NRCS, IN COOPERATION WITH THE NATIONAL TECHNICAL COMMITTEE FOR HYDRIC SOILS.

STATE OF NEW HAMPSHIRE — STEPHEN C. HOFFMANN — No. 00306 — CERTIFIED WETLAND SCIENTIST

I HEREBY CERTIFY THAT THIS PLAT IS BASED ON A PRECISION GPS SURVEY AND IS CLASSIFIED RURAL.

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

ANDREW J. NADEAU, LLS 947 — *1/12/2026 DATE*

DATE OF PRINT
FEBRUARY 24 2026
HORIZONS ENGINEERING

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horizons Engineering
A Verdantas Company
34 School Street, Littleton, NH
MAINE • NEW HAMPSHIRE • VERMONT
www.horizonsengineering.com

EXISTING CONDITIONS & TOPOGRAPHIC SURVEY MADE FOR
REVISION ENERGY
OF PROPERTY LOCATED AT:
OLD HOMESTEAD HWY A.K.A. NH ROUTE 32
SWANZEY, CHESHIRE COUNTY, NEW HAMPSHIRE
RECORD OWNER: *THE CITY OF KEENE*
SWANZEY ASSESSORS MAP 205 LOT 1

NO.	DATE	REVISION DESCRIPTION	ENG	DWG
1	11/20	ADD WF'S 1A-19A & TEST PITS	-	NJV
2	11/21	MODIFY WF 1A LINE PER CWS REQ.	-	NJV
3	1/12	WETLAND CERTIFICATIONS	-	

LICENSED LAND SURVEYOR — No. 947 — ANDREW J. NADEAU — SIGNATURE

DATE: OCT. 2025	PROJECT #: 240633
SURV'D BY: JDN/NJV/JJS	DRAWN BY: NJV
CHECK'D BY: AJN/NJV	ARCHIVE #: H-___

SHEET 1 OF 1

SITE-SPECIFIC SOIL MAP

THIS MAP PRODUCT IS WITHIN THE TECHNICAL STANDARDS OF THE NATIONAL COOPERATIVE SOIL SURVEY. IT IS A SPECIAL PURPOSE PRODUCT, INTENDED FOR INFILTRATION REQUIREMENTS BY THE NH DES ALTERATION OF TERRAIN BUREAU. IT WAS PRODUCED BY A PROFESSIONAL SOIL SCIENTIST AND IS NOT A PRODUCT OF THE USDA NATURAL RESOURCES CONSERVATION SERVICE. THERE IS A REPORT THAT ACCOMPANIES THIS MAP.

THE SITE SPECIFIC SOIL SURVEY (SSSS) WAS PRODUCED 11/18/25, AND WAS PREPARED BY LUKE HURLEY, CSS # 095, HURLEY ENVIRONMENTAL AND LAND PLANNING, LLC.

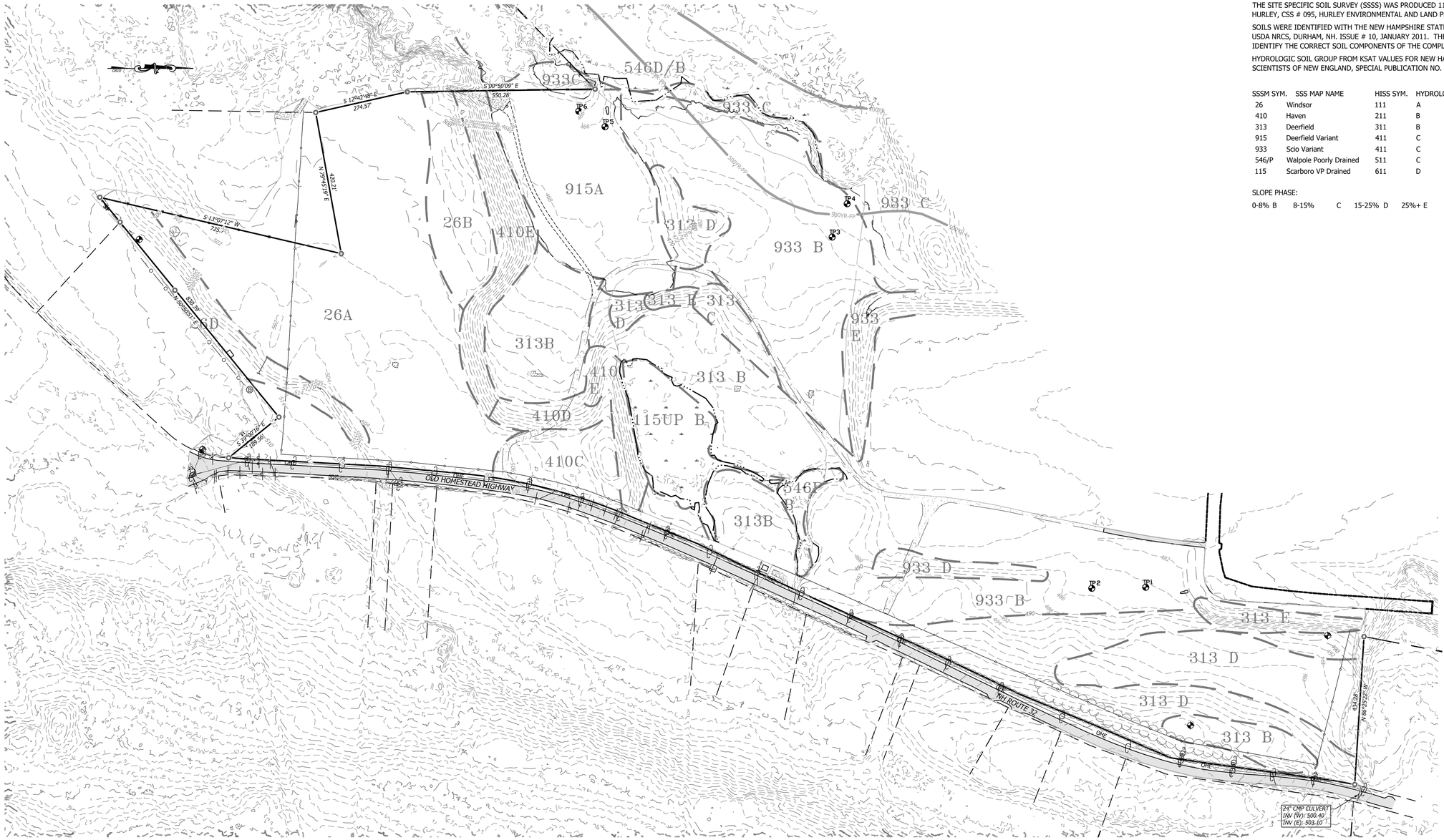
SOILS WERE IDENTIFIED WITH THE NEW HAMPSHIRE STATE-WIDE NUMERICAL SOILS LEGEND, USDA NRCS, DURHAM, NH. ISSUE # 10, JANUARY 2011. THE NUMERIC LEGEND WAS AMENDED TO IDENTIFY THE CORRECT SOIL COMPONENTS OF THE COMPLEX.

HYDROLOGIC SOIL GROUP FROM KSAT VALUES FOR NEW HAMPSHIRE SOILS, SOCIETY OF SOIL SCIENTISTS OF NEW ENGLAND, SPECIAL PUBLICATION NO. 5, SEPTEMBER, 2009.

SSSM SYM.	SSS MAP NAME	HISS SYM.	HYDROLOGIC SOIL GRP.
26	Windsor	111	A
410	Haven	211	B
313	Deerfield	311	B
915	Deerfield Variant	411	C
933	Scio Variant	411	C
546/P	Walpole Poorly Drained	511	C
115	Scarboro VP Drained	611	D

SLOPE PHASE:

0-8% B 8-15% C 15-25% D 25%+ E



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DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

150' 0 150' 300'
DRAWING SCALE 1" = 150'

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
PHONE: 603.444.4111

RYAN HUDOCK
STATE OF NEW HAMPSHIRE – PROFESSIONAL ENGINEER – RYAN HUDOCK No. 17777 LICENSED
P.E._17777
STATE:_NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMW	RJH	240633

CHK'D BY
DATE

REVISION
No.

SWANZEY–NEW HAMPSHIRE
REVISION ENERGY
GROUND MOUNTED SOLAR ARRAY
EXISTING SOIL MAP

DATE 03/03/2026

SCALE 1" = 150'

SHEET **C1.0**

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LEGEND

- CALCULATED CORNER
- IRON PIPE OR ROD FOUND
- CONCRETE BOUND
- APPROXIMATE PROPERTY LINE
- APPROXIMATE ABUTTER PROPERTY LINE
- CONTOUR - MAJOR INTERVAL
- CONTOUR - MINOR INTERVAL
- TRAIL
- EDGE OF WETLAND
- AREA BELOW BASE FLOOD ELEVATION DETERMINED
- LIMIT OF FEMA ZONE AE 1% CHANCE FLOOD (PER FEMA GIS)
- LIMIT OF FEMA ZONE X 0.2% CHANCE FLOOD (PER FEMA GIS)
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND DRAIN LINE
- APPROXIMATE RUNWAY CENTER LINE
- OVERHEAD ELECTRIC LINE
- STONE WALL
- CHAIN LINK FENCE
- LIMIT OF FIELD TOPOGRAPHY
- TREELINE
- PROPOSED UNDERGROUND ELECTRIC LINE
- PROPOSED OVERHEAD ELECTRIC LINE
- PROPOSED SECURITY FENCE
- AIRPORT APPROACH SURFACE
- AIRPORT RUNWAY 2-20 CENTERLINE EXTENDED
- AIRPORT RUNWAY PROTECTION ZONE
- AIRPORT OPERATIONS CENTER SYSTEM
- AIRFIELD LIGHTING CONTROL SYSTEM
- CATCH BASIN
- DRAIN MANHOLE
- TEMPORARY BENCHMARK
- "MAL" LIGHT
- CONIFEROUS TREE
- SIGN
- EXISTING UTILITY POLE
- PROPOSED UTILITY POLE
- GUY WIRE
- ELECTRIC METER
- PAVEMENT
- EXISTING GRAVEL
- DELINEATED WETLAND *SEE NOTE 8
- PROPOSED GRAVEL

S 00°50'09" E 550.78'

S 12°42'48" E 228.56'

N 77°49'51" E 1,189.50'

S 13°07'12" W 1,189.50'

N 77°49'51" E 1,189.50'

TP6

TP4

TP3

TP2

APPROACH SURFACE

PRIMARY SURFACE (6,601'X1000')

EXTENDED RUNWAY 2-20 CENTER LINE (SURVEYED)

SEE GRADING PLAN SHEET C2.5

OLD HOMESTEAD HIGHWAY

NH ROUTE 32

PROPOSED TOTAL LIMIT OF DISTURBANCE, 1,060,911 SF (24.36 ACRES)

RUNWAY BOUNDARY (TYP.)

24" CMP CULVERT
INV (W): 500.40
INV (E): 503.10

N 80°25'22" W 634.28'

UGE

OHE

100YR-FP

500YR-FP

GRID

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DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

150' 0 150' 300'
DRAWING SCALE 1" = 150'

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
PHONE: 603.444.4111

RYAN HUDOCK
STATE OF NEW HAMPSHIRE - LICENSED PROFESSIONAL ENGINEER
RYAN HUDOCK
No. 17777
P.E.
STATE: NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMW	RJH	240633

No.	REVISION	CHK'D BY	DATE

SWANZEY~NEW HAMPSHIRE

REVISION ENERGY
GROUND MOUNTED SOLAR ARRAY

OVERALL SITE PLAN WITH AIRPORT RESTRICTIONS

DATE	03/03/2026
SCALE	1" = 150'
SHEET	C2.1

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PROPOSED FENCE, TYP. (SEE DETAIL)

SUBARRAY #2 FOOTPRINT: 6.1 ACRES

10'-0" ADD'L BUFFER TO RUNWAY PROTECTION ZONE (ALL STRUCTURES)

10.00

GATE

PROPOSED TOTAL LIMIT OF DISTURBANCE, 1,060,911 SF (24.36 ACRES)

GRAVEL EQUIPMENT PAD #2

CONCRETE EQUIPMENT PAD #2

SOLAR FENCE

DEMOLISH EXISTING FENCE AND DISPOSE OF OFF SITE

MATCH LINE C2.5

OLD HOMESTEAD HIGHWAY

PROPOSED ALTERNATE PERMANENT DRIVEWAY ACCESS (PENDING NH DOT APPROVAL), UTILIZING EXISTING DRIVEWAY CURB CUT (SEE TYPICAL GRAVEL SECTION DETAIL)

PROPOSED NEW PERMANENT DRIVEWAY ACCESS (PENDING NH DOT APPROVAL)

PROPOSED MATERIAL LAYDOWN AREA - 100' x 180'

180

100

TEMPORARY GRAVEL

SUBARRAY #2 STAGING AREA

2%

S 00°50'09" E 350.28'

S 12°24'48" E 214.57'

N 79°45'19" E 420.21'

S 24°24'12" W 220.27'

N 58°50'51" E 670.39'

S 39°08'46" E 189.82'

NOTE:

SEE CONSTRUCTION SEQUENCE NOTES, SHEET C3.0.

LEGEND

- CALCULATED CORNER
- IRON PIPE OR ROD FOUND
- CONCRETE BOUND
- APPROXIMATE PROPERTY LINE
- APPROXIMATE ABUTTER PROPERTY LINE
- CONTOUR - MAJOR INTERVAL
- CONTOUR - MINOR INTERVAL
- TRAIL
- EDGE OF WETLAND
- AREA BELOW BASE FLOOD ELEVATION DETERMINED
- 100YR-FP — LIMIT OF FEMA ZONE AE 1% CHANCE FLOOD (PER FEMA GIS)
- 500YR-FP — LIMIT OF FEMA ZONE X 0.2% CHANCE FLOOD (PER FEMA GIS)
- UGE — UNDERGROUND ELECTRIC LINE
- D — UNDERGROUND DRAIN LINE
- APPROXIMATE RUNWAY CENTER LINE
- OHE — OVERHEAD ELECTRIC LINE
- STONE WALL
- CHAIN LINK FENCE
- LIMIT OF FIELD TOPOGRAPHY
- TREELINE
- UGE — PROPOSED UNDERGROUND ELECTRIC LINE
- OHE — PROPOSED OVERHEAD ELECTRIC LINE
- PROPOSED SECURITY FENCE
- PROPOSED DRAINAGE SWALE
- CATCH BASIN
- DRAIN MANHOLE
- TEMPORARY BENCHMARK
- WETLAND FLAG NOT SURVEYED (LOCATION PROVIDED BY OTHERS)
- "MAL" LIGHT
- SIGN
- EXISTING UTILITY POLE
- PROPOSED UTILITY POLE
- GUY WIRE
- E — ELECTRIC METER
- CONIFEROUS TREE
- PAVEMENT
- EXISTING GRAVEL
- DELINEATED WETLAND *SEE NOTE 8
- PROPOSED GRAVEL

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DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

50' 0 50' 100'
DRAWING SCALE 1" = 50'

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
PHONE: 603.444.4111

RYAN HUDOCK
STATE OF NEW HAMPSHIRE - LICENSED PROFESSIONAL ENGINEER
RYAN HUDOCK No. 17777
STATE: NH P.E. 17777

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMW	RJH	240633

CHK'D BY DATE

REVISION

No.

SWANZEY~NEW HAMPSHIRE
REVISION ENERGY
GROUND MOUNTED SOLAR ARRAY
SITE PLAN - AREA 1

DATE 03/03/2026

SCALE 1" = 50'

SHEET **C2.2**

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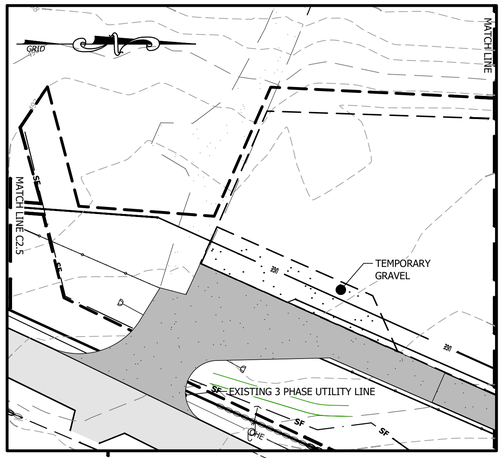
NOTE:

SEE CONSTRUCTION SEQUENCE NOTES, SHEET C3.0.

LEGEND

- CALCULATED CORNER
- IRON PIPE OR ROD FOUND
- CONCRETE BOUND
- APPROXIMATE PROPERTY LINE
- APPROXIMATE ABUTTER PROPERTY LINE
- CONTOUR - MAJOR INTERVAL
- CONTOUR - MINOR INTERVAL
- TRAIL
- EDGE OF WETLAND
- AREA BELOW BASE FLOOD ELEVATION DETERMINED
- 100YR-FP — LIMIT OF FEMA ZONE AE 1% CHANCE FLOOD (PER FEMA GIS)
- 500YR-FP — LIMIT OF FEMA ZONE X 0.2% CHANCE FLOOD (PER FEMA GIS)
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- OHE — PROPOSED OVERHEAD ELECTRIC LINE
- PROPOSED SECURITY FENCE
- PROPOSED DRAINAGE SWALE
- CATCH BASIN
- DRAIN MANHOLE
- TEMPORARY BENCHMARK
- WETLAND FLAG NOT SURVEYED (LOCATION PROVIDED BY OTHERS)
- "MAL" LIGHT
- PAVEMENT
- DELINEATED WETLAND
- PROPOSED STORMWATER POND
- SIGN
- EXISTING UTILITY POLE
- PROPOSED UTILITY POLE
- GUY WIRE
- [E] ELECTRIC METER
- CONIFEROUS TREE
- EXISTING GRAVEL
- PROPOSED GRAVEL

FOR REVIEW NOT FOR CONSTRUCTION



PROPOSED NORTH DETENTION POND (SEE DETAIL)

TP2

TP1

SUBARRAY #1 STAGING AREA

CONCRETE EQUIPMENT PAD #1

GRAVEL EQUIPMENT PAD #1

SUBARRAY #1 FOOTPRINT: 5.7 ACRES

SECURITY FENCE

RURAL/AGRICULTURAL DISTRICT
RESIDENCE DISTRICT

PROPOSED GATE

PROPOSED 20' WIDE VEGETATED BUFFER

20.00

VEGETATED AREA TO REMAIN
TREE HEIGHTS ARE ~20 FEET TALL

NH ROUTE 32

PROPOSED TOTAL LIMIT OF DISTURBANCE, 1,060,911 SF (24.36 ACRES)

GROUND MOUNTED SOLAR ARRAY (TYP.)

DEMOLISH EXISTING FENCE AND DISPOSE OF OFF SITE

GRID

EXISTING TAXI WAY

DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

40' 0 40' 80'
DRAWING SCALE 1" = 40'

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
PHONE: 603.444.4111

RYAN HUDOCK — NEW HAMPSHIRE – STATE – PROFESSIONAL ENGINEER — RYAN HUDOCK No. 17777 LICENSED — P.E. 17777 — STATE: NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMV	RJH	240633

CHK'D BY	DATE	REVISION	No.

SWANZEY–NEW HAMPSHIRE

REVISION ENERGY
GROUND MOUNTED SOLAR ARRAY

SITE PLAN - AREA 2

DATE 03/03/2026

SCALE 1" = 40'

SHEET **C2.3**

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SEE INSET FOR POND DETAILS

MATCH LINE C2.5

PROPOSED TOTAL LIMIT OF DISTURBANCE, 1,060,911 SF (24.36 ACRES)

POND INSET
SCALE: 1" = 50'

OLD HOMESTEAD HIGHWAY

SUBARRAY #2 STAGING AREA

CONTRACTOR SHALL VERIFY POTENTIAL CULVERT OUTLET INVERT ELEVATION AND COORDINATE WITH ENGINEER.

NOTE:

SEE CONSTRUCTION SEQUENCE NOTES, SHEET C3.0.

LEGEND

- CALCULATED CORNER
- IRON PIPE OR ROD FOUND
- CONCRETE BOUND
- APPROXIMATE PROPERTY LINE
- APPROXIMATE ABUTTER PROPERTY LINE
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- E — ELECTRIC METER
- CONIFEROUS TREE
- PAVEMENT
- EXISTING GRAVEL
- DELINEATED WETLAND *SEE NOTE 8
- PROPOSED PERMANENT GRAVEL
- PROPOSED TEMPORARY GRAVEL

FOR REVIEW NOT FOR CONSTRUCTION

DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

DRAWING SCALE 50' 0 50' 100' 1" = 50'

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
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RYAN HUDOCK — STATE OF NEW HAMPSHIRE — RYAN HUDOCK No. 17777 — LICENSED PROFESSIONAL ENGINEER — P.E. 17777 — STATE: NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMW	RJH	240633

CHK'D BY	DATE

REVISION

No.	

SWANZEY–NEW HAMPSHIRE

REVISION ENERGY GROUND MOUNTED SOLAR ARRAY

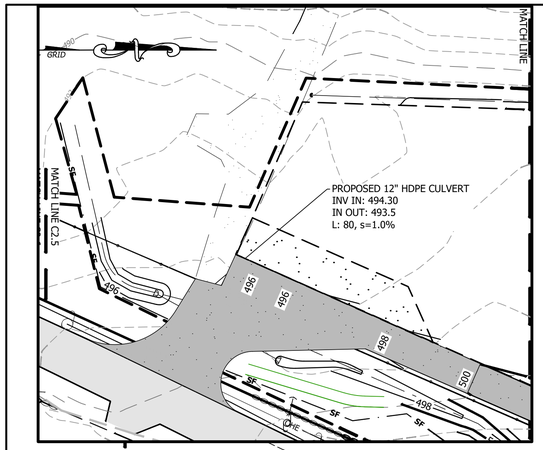
GRADING & DRAINAGE PLAN - AREA 1

DATE 03/03/2026

SCALE 1" = 50'

SHEET **C2.4**

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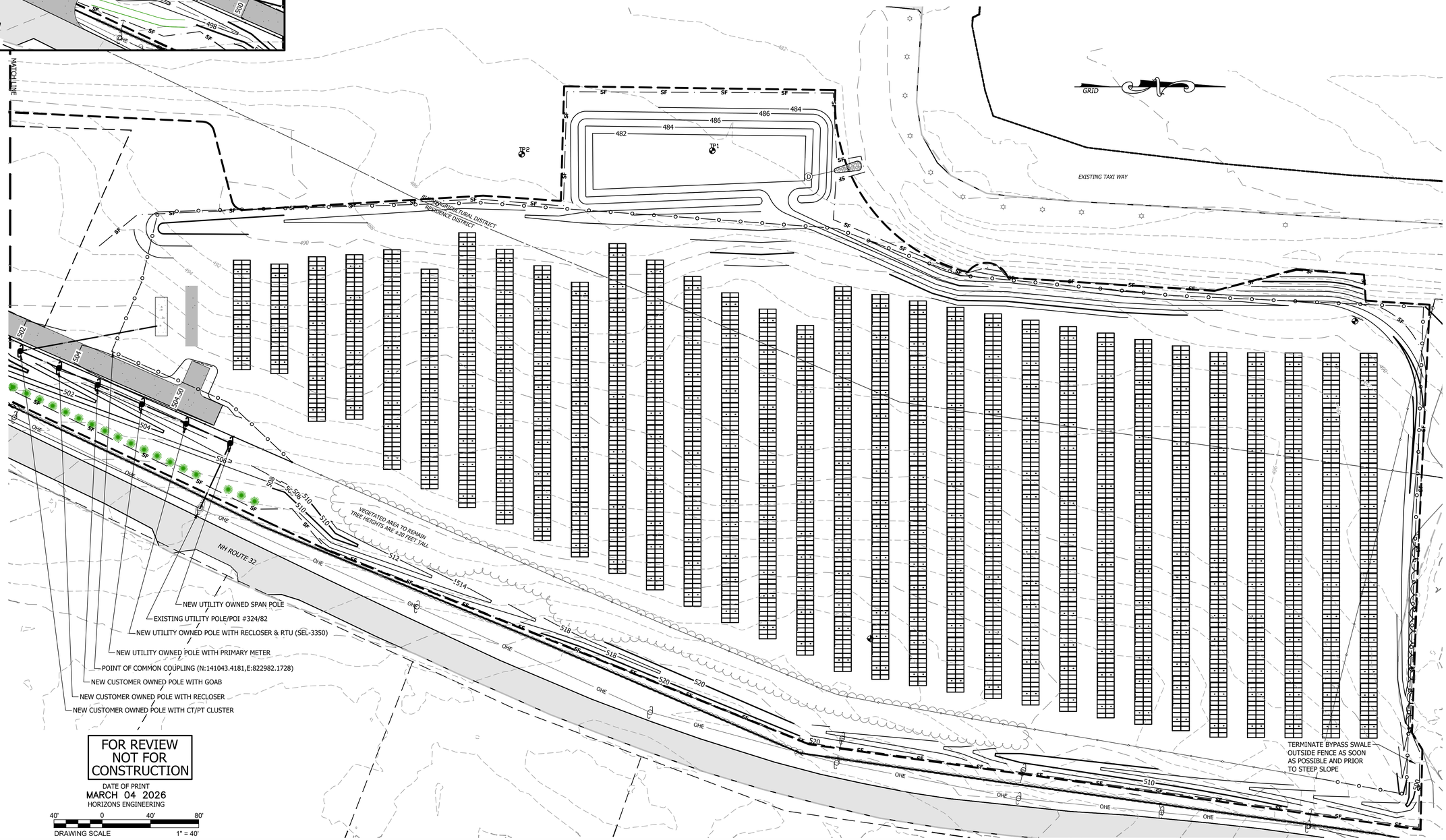
LEGEND

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- IRON PIPE OR ROD FOUND
- CONCRETE BOUND
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- E — ELECTRIC METER
- CONIFEROUS TREE
- PAVEMENT
- EXISTING GRAVEL
- DELINEATED WETLAND
- PROPOSED PERMANENT GRAVEL
- PROPOSED STORMWATER POND
- PROPOSED TEMPORARY GRAVEL

NOTE:

SEE CONSTRUCTION SEQUENCE NOTES, SHEET C3.0.



FOR REVIEW
NOT FOR CONSTRUCTION

DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

40' 0 40' 80'
DRAWING SCALE 1" = 40'

verdantas
34 SCHOOL STREET
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RYAN HUDOCK
STATE OF NEW HAMPSHIRE – LICENSED PROFESSIONAL ENGINEER
RYAN HUDOCK
No. 17777
P.E.
STATE: NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMW	RJH	240633

CHK'D BY	DATE	REVISION	No.

SWANZEY-NEW HAMPSHIRE

REVISION ENERGY
GROUND MOUNTED SOLAR ARRAY

GRADING & DRAINAGE PLAN - AREA 2

DATE 03/03/2026

SCALE 1" = 40'

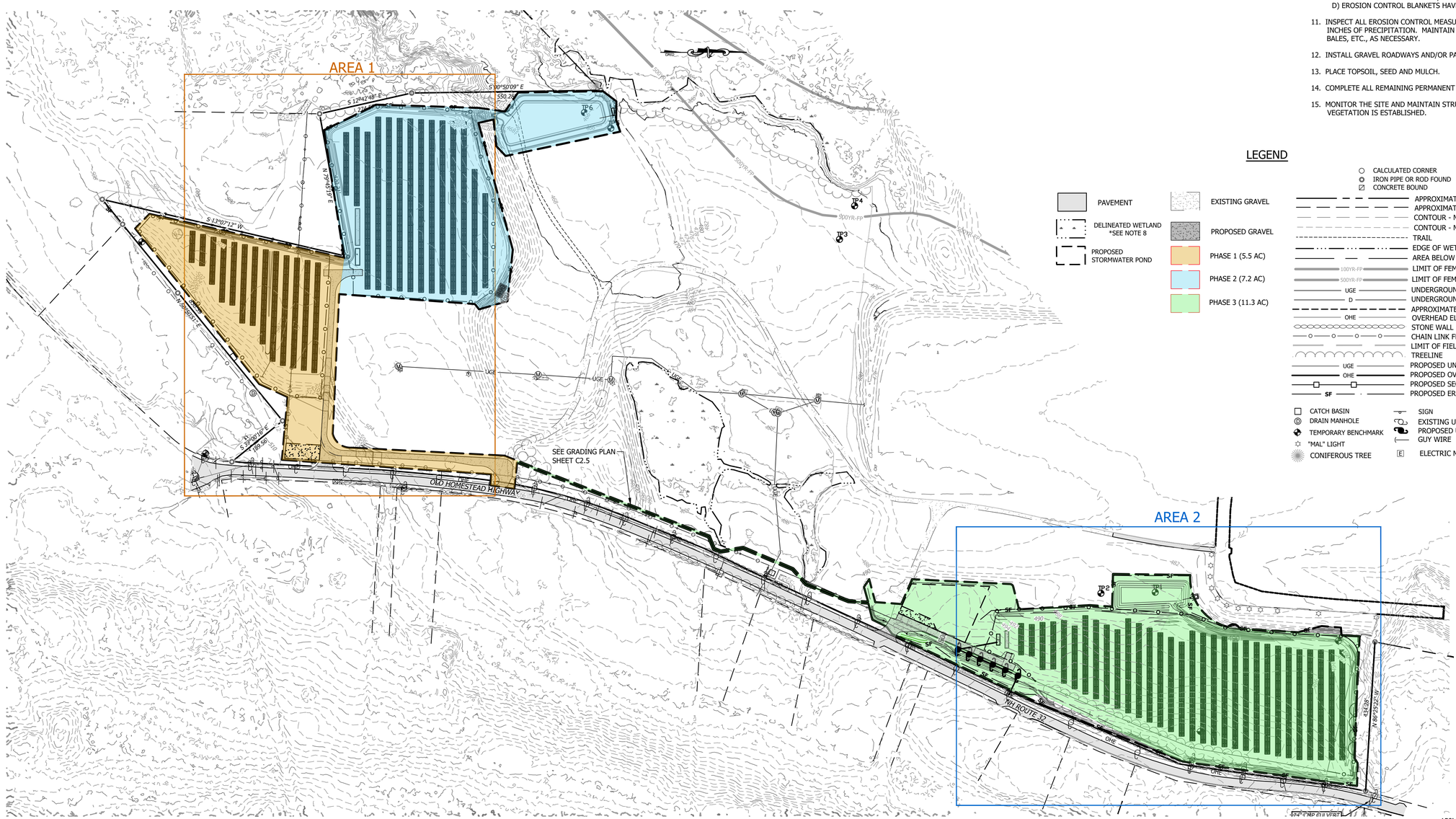
SHEET **C2.6**

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CONSTRUCTION SEQUENCE NOTES

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

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



LEGEND

- PAVEMENT
- DELINEATED WETLAND *SEE NOTE 8
- PROPOSED STORMWATER POND
- EXISTING GRAVEL
- PROPOSED GRAVEL
- PHASE 1 (5.5 AC)
- PHASE 2 (7.2 AC)
- PHASE 3 (11.3 AC)
- CALCULATED CORNER
- IRON PIPE OR ROD FOUND
- CONCRETE BOUND
- APPROXIMATE PROPERTY LINE
- APPROXIMATE ABUTTER PROPERTY LINE
- CONTOUR - MAJOR INTERVAL
- CONTOUR - MINOR INTERVAL
- TRAIL
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RYAN HUDOCK — STATE OF NEW HAMPSHIRE — RYAN HUDOCK No. 17777 — LICENSED PROFESSIONAL ENGINEER — P.E._17777 — STATE: NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMW	RJH	240633

No.	REVISION	CHK'D BY	DATE

SWANZEY-NEW HAMPSHIRE

REVISION ENERGY GROUND MOUNTED SOLAR ARRAY

CONSTRUCTION SEQUENCE PLAN

DATE 03/03/2026

SCALE 1" = 150'

SHEET **C2.7**

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SEEDING RECOMMENDATIONS

1. SEEDBED PREPARATION

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

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

2. ESTABLISHING VEGETATION

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

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

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

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

A. SEEDING GUIDE:

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

B. SEEDING RATES:

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

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

D. TEMPORARY SEEDING RATES:

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

4. MULCH

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

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

5. MAINTENANCE TO ESTABLISH A STAND

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

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

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

EROSION CONTROL GENERAL NOTES

A. KEEP SITE MODIFICATION TO A MINIMUM

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

B. MINIMIZE POLLUTION OF WATER DURING CONSTRUCTION ACTIVITIES

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

C. PROTECT AREA AFTER CONSTRUCTION.

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

D. INVASIVE SPECIES AND FUGITIVE DUST

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

COLD WEATHER SITE STABILIZATION REQUIREMENTS

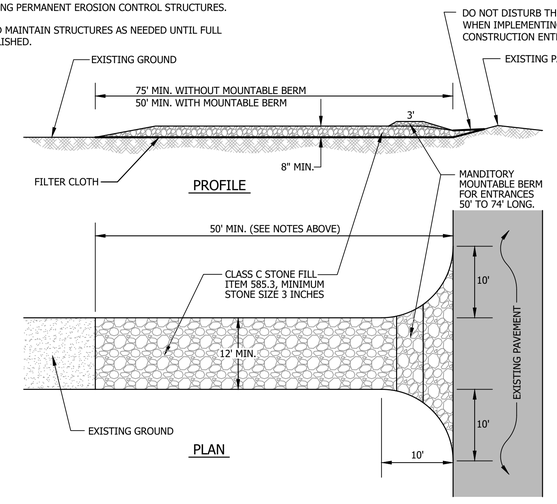
TO ADEQUATELY PROTECT WATER QUALITY DURING COLD WEATHER AND DURING SPRING RUNOFF, THE FOLLOWING ADDITIONAL STABILIZATION TECHNIQUES SHALL BE EMPLOYED DURING THE PERIOD FROM OCTOBER 15 THROUGH MAY 1:

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

CONSTRUCTION SEQUENCE NOTES

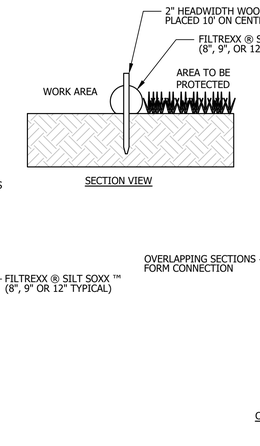
1. PREPARE AN EROSION CONTROL PLAN OR A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS.
2. INSTALL CONSTRUCTION EXIT, SEE DETAIL.
3. CUT AND CLEAR TREES WITHIN THE CLEARING LIMITS, IF ANY.
4. INSTALL SEDIMENT FENCES, ROCK CHECK DAMS, AND OTHER APPROPRIATE EROSION CONTROL MEASURES AT LOCATIONS SHOWN ON THE PLANS AND AS NEEDED.
5. GRUB SITE WITHIN GRADING LIMITS.
6. STRIP AND STOCKPILE TOPSOIL AND INSTALL EROSION CONTROL MEASURES.
7. INSTALL/ADJUST SEDIMENT FENCE, CHECK DAMS, AND HAYBALES, AS REQUIRED.
8. CONSTRUCT PERMANENT STORMWATER CONTROLS AS SOON AS PRACTICAL. DO NOT DIRECT STORMWATER TOWARD TREATMENT BASINS, PONDS, SWALES, DITCHES AND LEVEL SPREADERS UNTIL THEY HAVE BEEN STABILIZED.
9. PROCEED WITH WORK, LIMITING THE DURATION 0F DISTURBANCE. THE MAXIMUM OF UNCOVERED DISTURBED EARTH AT ANY ONE TIME IS FIVE ACRES. THE MAXIMUM LENGTH OF TIME THAT DISTURBED EARTH MAY BE LEFT UNSTABILIZED IS 45 DAYS. SEE ALSO CONSTRUCTION SEQUENCE PLAN SHEET C 2.7.
10. BEGIN SEEDING AND MULCHING IMMEDIATELY AFTER GRADING. ALL DISTURBED AREAS SHALL BE STABILIZED WITH APPROVED METHODS WITHIN 72 HOURS OF ACHIEVING FINISHED GRADE.

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



STABILIZED CONSTRUCTION EXIT

NOT TO SCALE



NOTES:
1. ALL MATERIAL TO MEET FILTREXX ® SPECIFICATIONS.
2. SILT SOXX ™ FILL TO MEET APPLICATION REQUIREMENTS.
3. COMPOST MATERIAL TO BE DISPERSED ON SITE, AS DETERMINED BY ENGINEER.

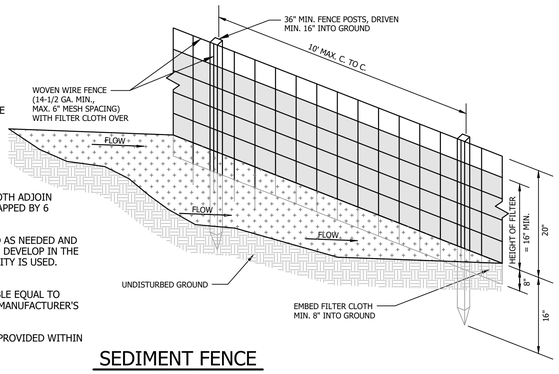
filtrexx SOLUTIONS LAND IMPROVEMENT SYSTEMS let nature do it.

FILTREXX INTERNATIONAL
35481 GRAFTON EASTERN RD.
GRAFTON, OH 44044
420-926-2607
WWW.FILTREXX.COM

FILTREXX® SILT SOXX™ DETAILS

NOT TO SCALE

SOURCE: https://www.filtrexx.com/en/resources/design-specs-cads/filtrexx-cad-files
THIS DETAIL IS ADAPTED FROM "FILTREXX ® SILT SOXX ™ & SEDIMENT TRAPP ™ DETAILS" SHEET AND IS THE SOLE PROPERTY OF FILTREXX INTERNATIONAL, LLC.

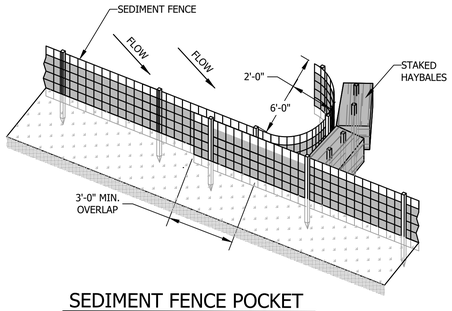


CONSTRUCTION NOTES FOR SEDIMENT FENCE

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

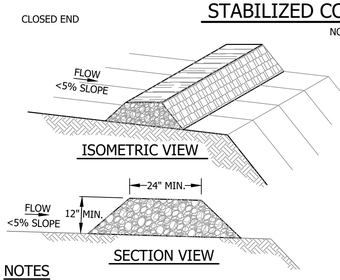
SEDIMENT FENCE

NO SCALE



SEDIMENT FENCE POCKET

NO SCALE



NOTES

1. PERVIOUS BERMS SHALL NOT BE USED IN AREAS ON CONCENTRATED STORMWATER FLOW.
2. THE BERM SHALL BE INSTALLED TO FOLLOW THE CONTOUR OF THE LAND AS CLOSELY AS POSSIBLE.
3. THE MATERIAL MIX FOR THE BERM SHALL HAVE AN ORGANIC PORTION BETWEEN 25% AND 65%, DRY WEIGHT BASIS, AND BE FIBROUS AND ELONGATED SUCH AS FROM SHREDDED BARK, STUMP GRINDINGS, COMPOSTED BARK, OR EQUIVALENT.
4. WOOD CHIPS, BARK CHIPS, GROUND CONSTRUCTION DEBRIS, OR REPROCESSED WOOD PRODUCTS SHALL NOT BE USED AS THE ORGANIC MATERIAL.
5. THE MIX SHALL NOT CONTAIN SILTS, CLAYS OR FINE SANDS.
6. THE MIX SHALL HAVE A PARTICLE SIZE BY WEIGHT OF 100% PASSING A 3" SCREEN, 90%-100% PASSING A 1" SCREEN, 70% TO 100% PASSING A 0.75" SCREEN, AND 30% TO 75% PASSING A 0.25" SCREEN.
7. THE MIX SHALL HAVE A pH BETWEEN 5.0 AND 8.0.

EROSION CONTROL MIX (ECM) BERM

NOT NOT SCALE

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
PHONE: 603.444.4111

RYAN HUDOCK — STATE OF NEW HAMPSHIRE — RYAN HUDOCK No. 17777 — LICENSED PROFESSIONAL ENGINEER — P.E._17777 — STATE: NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMV	RJH	240633

CHK'D BY	DATE	REVISION	No.

SWANZEY–NEW HAMPSHIRE

REVISION ENERGY GROUND MOUNTED SOLAR ARRAY

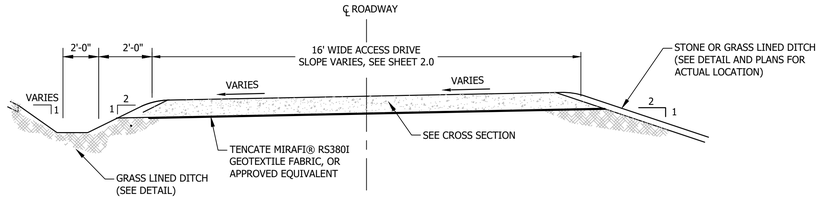
EROSION CONTROL NOTES & DETAILS

FOR REVIEW NOT FOR CONSTRUCTION

DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

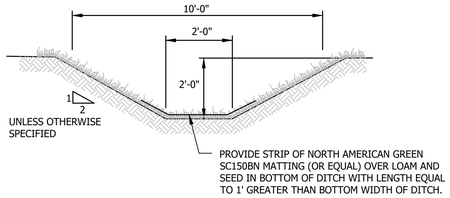
DATE	03/03/2026
SCALE	AS NOTED
SHEET	C3.0

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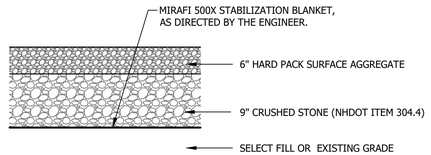
TYPICAL GRAVEL ACCESS ROAD CROSS SECTION

NOT TO SCALE



GRASS LINED DITCH DETAIL

NOT TO SCALE



NOTE:

1. BASE SHALL BE THOROUGHLY COMPACTED IN 6 INCH LIFTS WITH VIBRATORY COMPACTOR

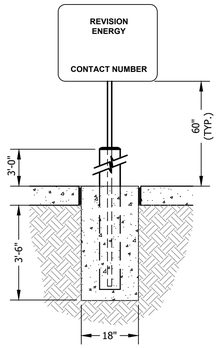
TYPICAL GRAVEL ROAD SECTION

NOT TO SCALE

STANDARD TRENCH NOTES

1. ORDERED EXCAVATION OF UNSUITABLE MATERIAL BELOW GRADE SHALL BE REPLACED WITH BEDDING MATERIAL. SEE ALSO NOTE 3.
2. SAND BEDDING: CLEAN SAND FREE FROM ORGANIC MATTER, SO GRADED THAT 100% PASS A ½ SIEVE AND NOT MORE THAN 15% PASSES A #200 SIEVE.
3. SUITABLE MATERIAL: IN ROADS, ROAD SHOULDERS, WALKWAYS, AND TRAVELED WAYS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE NATURAL MATERIAL EXCAVATED FROM THE TRENCH DURING THE COURSE OF CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, WET OR SOFT MUCK, PEAT OR CLAY, EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN LARGEST DIMENSION, OR ANY MATERIAL NOT APPROVED BY THE ENGINEER.

   TRENCH BACKFILL IN CROSS-COUNTRY LOCATIONS SHALL BE SUITABLE MATERIAL AS DESCRIBED ABOVE, EXCEPT THAT TOP-SOIL, LOAM, MUCH, OR PEAT MAY BE USED PROVIDED THAT THE COMPLETED CONSTRUCTION WILL BE STABLE AND ACCESS TO THE PIPE FOR MAINTENANCE AND RECONSTRUCTION IS PRESERVED. BACKFILL SHALL BE MOUNDED TO A HEIGHT OF SIX INCHES ABOVE THE ORIGINAL GROUND SURFACE.
4. BASE COURSE FOR TRENCH REPAIR SHALL MEET THE REQUIREMENTS OF SECTION 300 OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR THE ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION.
5. SHEETING: ALL TRENCH SUPPORTS SHALL CONFORM TO OSHA STANDARDS. CONTRACTOR IS RESPONSIBLE FOR OSHA COMPLIANCE AND WORKER SAFETY THROUGHOUT CONSTRUCTION.
6. FOR CONDUIT DETAIL, SEE ELECTRICAL PLANS.



SIGN DETAIL

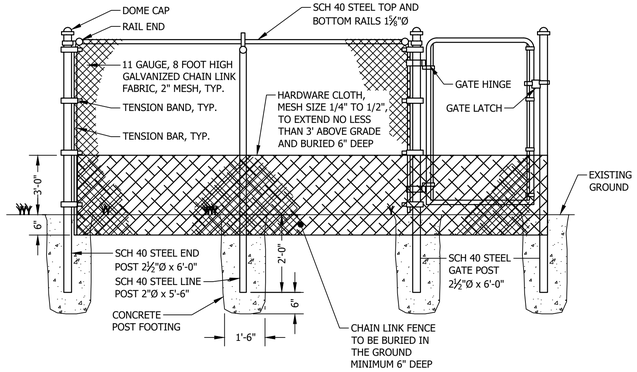
NOT TO SCALE

NOTES:

A. PRIOR TO CONSTRUCTION REVISION ENERGY SHALL VERIFY SIGN DETAILS AND TEXT.

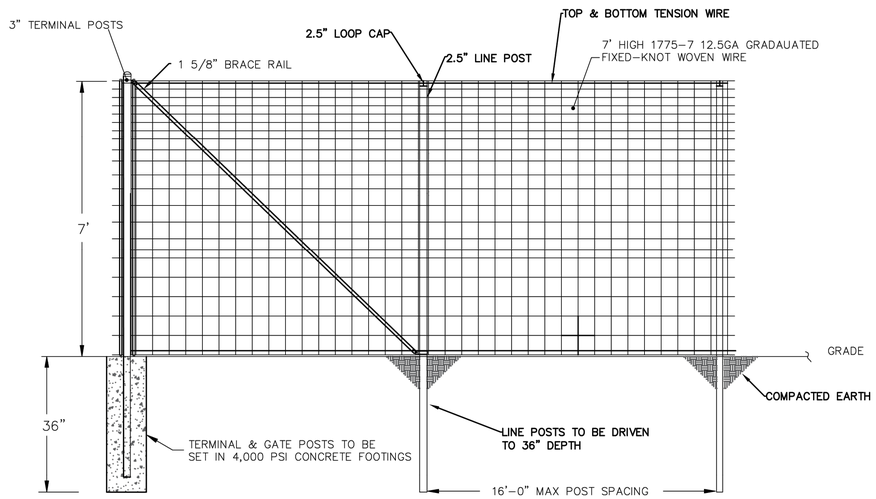
B. SPECIFIC CODE SHOULD BE REFERENCED FOR LOCAL AND STATE REQUIREMENTS.

C. SEE SITE PLAN FOR LOCATION.



8' HIGH CHAIN LINK FENCE DETAIL

NOT TO SCALE



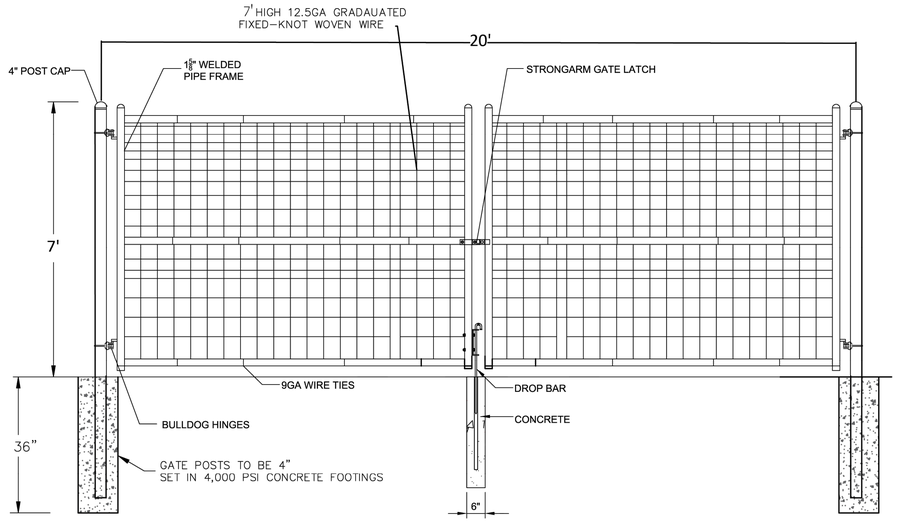
TYPICAL AGRICULTURAL FENCE

NOTES:

1. TERMINAL & GATE POSTS TO RECEIVE ANGLE BRACE
2. TOP & BOTTOM TENSION WIRE SECURED WITH HOG RINGS

TYPICAL AGRICULTURAL FENCE

NOT TO SCALE
DETAIL PER REVISION ENERGY



TYPICAL AGRICULTURAL DD GATE

NOTE: PIPE TO BE DQ40 GALVANIZED.

TYPICAL AGRICULTURAL GATE

NOT TO SCALE
DETAIL PER REVISION ENERGY

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CONSTRUCTION

DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
PHONE: 603.444.4111

RYAN HUDOCK
NEW HAMPSHIRE – STATE – PROFESSIONAL ENGINEER
RYAN HUDOCK
No. 17777
LICENSED
P.E._17777
STATE:_NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMW	RJH	240633

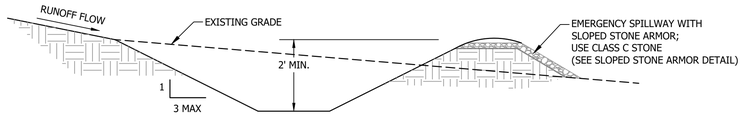
No.	REVISION	CH'D BY	DATE

SWANZEY-NEW HAMPSHIRE
REVISION ENERGY
GROUND MOUNTED SOLAR ARRAY
MISCELLANEOUS DETAILS

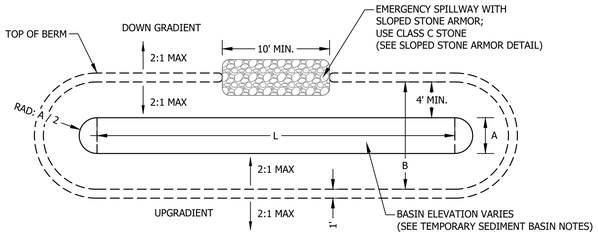
DATE 03/03/2026
SCALE AS NOTED
SHEET **C3.1**

TEMPORARY SEDIMENT TRAP NOTES:

1. THE TRAP SHALL BE INSTALLED AS CLOSE TO THE DISTURBED AREA OR SOURCE OF SEDIMENT AS POSSIBLE.
2. THE MAXIMUM CONSTRIBUTING DRAINAGE AREA TO THE TRAP SHALL BE LESS THAN 5 ACRES.
3. THE SIDE SLOPES OF THE TRAP SHALL BE 3:1 OR FLATTER, AND SHALL BE STABILIZED IMMEDIATELY AFTER THEIR CONSTRUCTION.
4. TEMPORARY SEDIMENT TRAPS MUST BE CONSTRUCTED PRIOR TO EARTH MOVING AND/OR GRUBBING OPERATIONS AND VEGETATED WITHIN 3 DAYS.
5. A TEMPORARY SEDIMENT TRAP SHALL NOT BE REMOVED UNTIL THE CONTRIBUTING AREA HAS BEEN VEGETATED AND STABILIZED.
6. THE MINMUM VOLUME OF THE TRAP SHALL BE 3,600 CUBIC FEET OF STORAGE FOR EACH ACRE OF DRAINAGE AREA, EXCEPT FOR SOLAR ARRAYS AS REQUIRED BY ENV-WQ 1511.07.
7. THE OUTLET OF THE TRAP SHALL BE A MINIMUM OF ONE FOOT BELOW THE CREST OF THE TRAP AND SHALL DISCHARGE TO A STABILIZED AREA
8. SEDIMENT SHOULD BE REMOVED AND THE TRAP RESTORED TO ORIGINAL CAPACITY WHEN SEDIMENT HAS ACCUMULATED TO 50% OF THE ORIGINAL VOLUME. THE MATERIALS REMOVED FROM THE TRAP SHALL BE PROPERLY DISPOSED OF AND STABILIZED.
9. CONTRACTOR SHALL SUBMIT PROPOSED DESIGN CHANGES FOR ANY TEMPORARY SEDIMENT TRAP TO THE ENGINEER FOR REVIEW AND APPROVAL.
10. UPON STABILIZATION OF CONTRIBUTING AREAS, TEMPORARY SEDIMENTATION TRAPS MAY BE REMOVED AND DISTURBED AREA RESTORED USING LOAM, SEED, AND EROSION MAT.



SECTION VIEW



PLAN VIEW

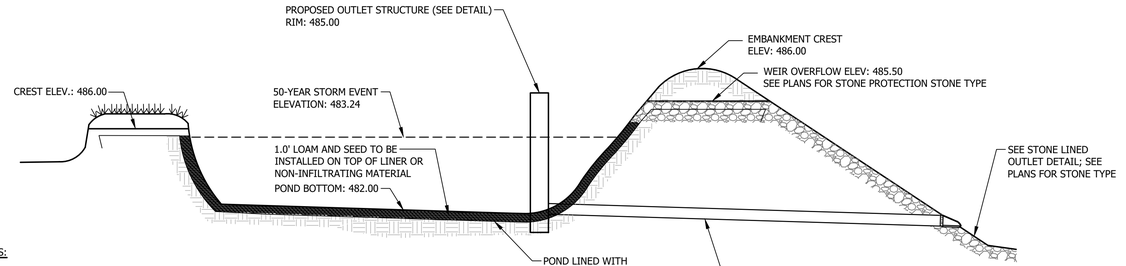
TYPICAL TEMPORARY SEDIMENTATION BASIN DETAIL

NOT TO SCALE

PROJECT SPECIFIC STORMWATER NOTES:

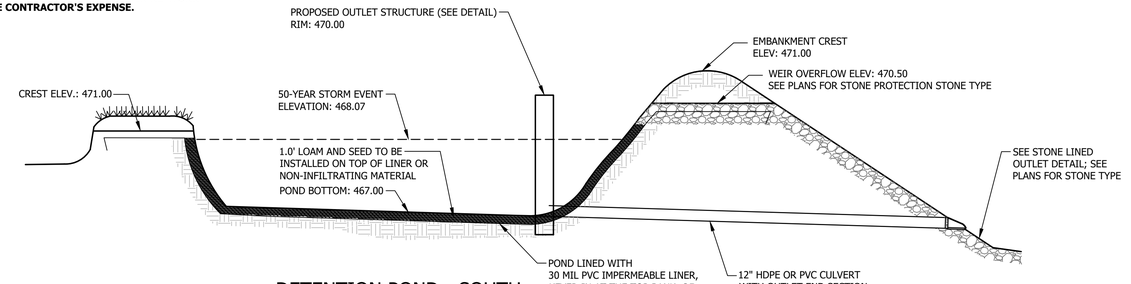
1. **THIS PROJECT REQUIRES DETAILED STORMWATER TREATMENT SYSTEM(S) MEETING NHDES ALTERATION OF TERRAIN (AoT) REQUIREMENTS.** SEE ALSO DETAILS AND NOTES ON THIS SHEET. THE CONTRACTOR SHALL PROVIDE ENGINEER AN ANTICIPATED SCHEDULE FOR ALL STORMWATER SYSTEM INSTALLATION(S) **AT LEAST 14 DAYS IN ADVANCE OF ANY INSTALLATION,** OR AS SOON AS PRACTICABLE. THE CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER UPON ANY CHANGES TO THE SCHEDULE.

   PURSUANT TO Env-Wq 1503.21(c), FAILURE TO CONTACT THE ENGINEER (RYAN HUDOCK, PE; 603-444-4111; RHUDOCK@HORIZONSENGINEERING.COM) FOR ON-SITE INSPECTIONS DURING CONSTRUCTION MAY RESULT IN RE-WORK OR REPAIR SOLELY AT THE CONTRACTOR'S EXPENSE.



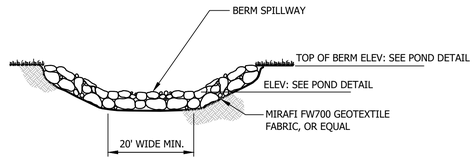
DETENTION POND - NORTH

NOT TO SCALE

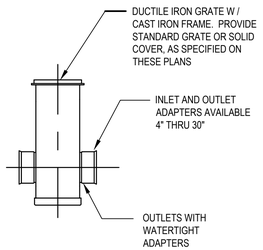


DETENTION POND - SOUTH

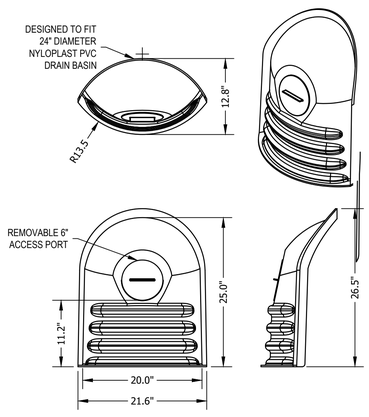
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EMERGENCY SPILLWAY

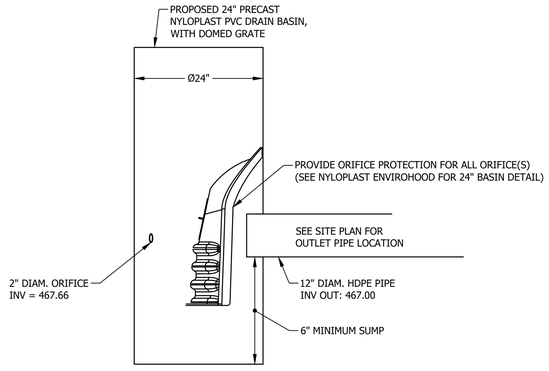


NYLOPLAST OVERFLOW DRAIN



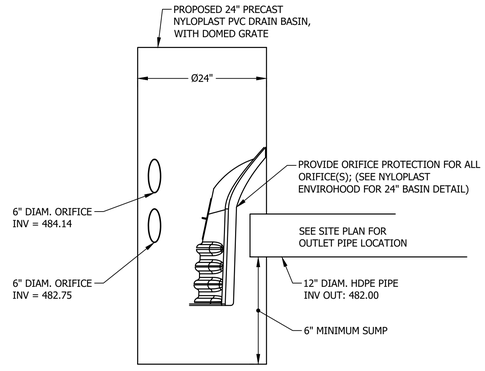
NYLOPLAST ENVIROHOOD FOR 24" BASIN

NOT TO SCALE



OUTLET CONTROL DEVICE - SOUTH DETAIL

NOT TO SCALE



OUTLET CONTROL DEVICE - NORTH DETAIL

NOT TO SCALE

FOR REVIEW
NOT FOR CONSTRUCTION

DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
PHONE: 603.444.4111

RYAN HUDOCK — STATE OF NEW HAMPSHIRE — RYAN HUDOCK No. 17777 — LICENSED PROFESSIONAL ENGINEER — P.E. 17777 — STATE: NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMW	RJH	240633

No.	REVISION	CHK'D BY	DATE

SWANZEY~NEW HAMPSHIRE
REVISION ENERGY
GROUND MOUNTED SOLAR ARRAY
MISCELLANEOUS DETAILS

DATE 03/03/2026
SCALE AS NOTED
SHEET **C3.2**

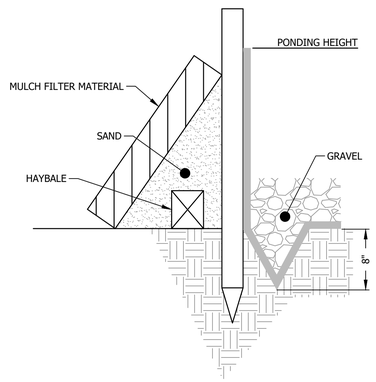
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DCT26-0159 NEW HAMPSHIRE FISH AND GAME CONSERVATION MEASURES:

1. EASTERN MEADOWLARK (STATE THREATENED) AND GRASSHOPPER SPARROW (STATE THREATENED) OCCUR WITHIN THE VICINITY OF THE PROJECT AREA. ALL OPERATORS AND PERSONNEL WORKING ON OR ENTERING THE SITE SHALL BE MADE AWARE OF THE POTENTIAL PRESENCE OF THESE SPECIES ALONG WITH NHFG CONTACT INFORMATION. SEE COVER SHEET AND SITE PLANS.
2. RARE SPECIES INFORMATION (E.G. IDENTFICATION, OBSERVATION AND REPORTING OF OBSERVATIONS, WHEN TO CONTACT NHFG IMMEDIATELY AND NHFG CONTACT INFORMATION) SHALL BE COMMUNICATED DURING MORNING MEETINGS PRIOR TO WORK COMMENCEMENT DURING THE CONSTRUCTION PHASE OF THE PROJECT. SEE COVER SHEET AND THIS SHEET.
3. TURTLES MAY BE ATTRACTED TO DISTURBED GROUND DURING NESTING SEASON (MAY 15TH – JULY 15TH). TURTLE NESTS ARE PROTECTED BY NH LAWS (RSA 212-B:4, FIS 1401.03). IF A NEST IS OBSERVED OR SUSPECTED, OPERATORS SHALL CONTACT JOSH MEGYESY AT NHFG IMMEDIATELY FOR FURTHER CONSULTATION. SEE SPECIES FLYERS ON THIS SHEET AND COVER SHEET FOR NHFG CONTACT INFORMATION.
   a. THE NEST OR SUSPECTED NEST SHALL BE MARKED (SURROUNDING ROPED Off OR CONE BUFfER DEPLOYED) AND AVOIDED; THIS SHALL BE COMMUNICATED TO ALL PERSONNEL ONSITE.
   b. SITE ACTIVITIES SHALL NOT OCCUR IN THE AREA SURROUNDING THE NEST OR SUSPECTED NEST UNTIL FURTHER GUIDANCE IS PROVIDED BY NHFG.
4. FOR PROJECT ACTIVITIES OCCURRING BETWEEN APRIL 15TH AND OCTOBER 15TH, INSTALLATION OF A WILDLIFE EXCLUSIONARY BARRIER (E.G., SILT FENCE) SHALL BE INSTALLED AS FOLLOWS:
   a. THE WILDLIFE EXCLUSIONARY BARRIER SHALL BE INSTALLED AROUND THE PERIMETER OF THE SITE PRIOR TO APRIL 15TH AND MAINTAINED BETWEEN APRIL 15TH AND OCTOBER 15TH THROUGHOUT THE LIFE OF THE ACTIVE PROJECT/CONSTRUCTION ACTIVITIES. PLEASE SEE THE ATTACHED FILE "WILDLIFE EXCLUSIONARY BARRIER GATE" FOR AN EXAMPLE OF A WILDLIFE EXCLUSIONARY BARRIER GATE THAT SHALL REMAIN CLOSED AT THE END OF THE WORK DAY. SEE SITE PLANS AND THIS SHEET.
   b. THE WILDLIFE EXCLUSIONARY BARRIER SHALL BE BURIED TO A DEPTH OF NO LESS THAN 6-8" AND EXTEND NO LESS THAN 18" ABOVE EXISTING GRADE. SEE SITE PLANS AND THIS SHEET.
   c. THE WILDLIFE EXCLUSIONARY BARRIER SHALL BE INSTALLED WITH THE WOOD STAKES EXPOSED ON THE INTERIOR SIDE OF THE WORK ZONE. SEE SITE PLANS AND THIS SHEET.
   d. THE WILDLIFE EXCLUSIONARY BARRIER SHALL BE INSPECTED DAILY FOR ANY DEFECTS AS WELL AS POSSIBLE TRAPPED WILDLIFE PRIOR TO SITE CONSTRUCTION ACTIVITIES. ANY DEFECTS SHALL BE REPAIRED IMMEDIATELY AND SHALL BE REPORTED TO NHFG WITHIN 24 HOURS OF DISCOVERY. THE SITE OPERATOR SHALL MAINTAIN A LOG OF ALL INSPECTIONS THAT INCLUDES DATE/TIME/OBSERVATIONS/DEFECTS/REPAIRS/COORDINATION EFFORTS/PHOTOGRAPHS DURING THE LIFE OF THE PERMIT OR UNTIL PROJECT COMPLETION, WHICHEVER OCCURS fiRST. THE LOGS SHALL BE MADE AVAILABLE IMMEDIATELY TO NHFG AND NHDES UPON WRITTEN REQUEST. SEE SITE PLANS AND THIS SHEET.
   e. WILDLIFE ESCAPE MOUNDS ("RAMPS") SHALL BE INSTALLED ON THE INTERIOR OF THE WILDLIFE EXCLUSIONARY BARRIER ALLOWING FOR POTENTIALLY ENTRAPPED WILDLIFE TO ESCAPE FROM THE PROJECT AREA. RAMPS SHALL BE CONSTRUCTED ON THE WORK-ZONE SIDE OF THE WILDLIFE EXCLUSIONARY BARRIER. THE RAMPS SHALL BE CONSTRUCTED OUT OF NATIVE MATERIAL (SAND/SOIL) FROM THE SITE AND SHALL BE AT A MINIMUM OF 3 FEET IN WIDTH. ADDITIONAL TALL STAKES SHALL BE INSTALLED IN THE LOCATION OF THESE RAMPS TO HELP SUPPORT THE SILT FENCING AS NEEDED. MATERIALS SUCH AS HAY OR MULCH MAY BE USED TO OFFSET WEIGHT AS LONG AS MATERIALS DO NOT ASSIST ANIMALS IN ENTERING WORK ZONE. WILDLIFE ESCAPE MOUNDS SHALL BE INSTALLED AT LEAST EVERY 75 FEET ALONG THE WILDLIFE EXCLUSIONARY BARRIER AND SHALL ONLY BE INSTALLED ON SIDES OF THE FENCE THAT DO NOT BORDER ROADS. PLEASE SEE THE ATTACHED FILE "WILDLIFE RAMP" FOR AN EXAMPLE OF A WILDLIFE ESCAPE MOUND. SEE SITE PLANS AND THIS SHEET.
   f. NHFG SHALL BE INFORMED IN WRITING WHEN WILDLIFE EXCLUSIONARY BARRIER INSTALLATION HAS BEEN COMPLETED. SEE COVER SHEET AND SITE PLANS.
5. GRASSLAND BIRD SURVEYS SHALL BE CONDUCTED DURING MAY – JULY **PRIOR TO SOLAR INSTALLATION** AND **ANNUALLY FOR A PERIOD OF 3 YEARS AFTER SOLAR INSTALLATION. A MINIMUM OF FOUR YEARS OF SURVEYS SHALL BE CONDUCTED** WITH NHFG RETAINING THE ABILITY TO REQUIRE A 5TH YEAR SURVEY DEPENDING ON SURVEY RESULTS, SITE CONDITIONS, AND OTHER PERTINENT CONSIDERATIONS. SEE COVER SHEET AND THIS SHEET.
   a. THE SURVEY PROTOCOL SHALL INCLUDE BUT NOT BE LIMITED TO SURVEYS BETWEEN MAY 1ST AND AUGUST 1ST AND SHALL INCLUDE MAPPING OF BREEDING BIRD TERRITORIES. SEE COVER SHEET AND THIS SHEET.
   b. SURVEYS SHALL BE COMPLETED BY A WILDLIFE BIOLOGIST WITH EXPERIENCE CONfiRMED BY NHFG. QUALIfiCATIONS SHALL BE PROVIDED TO NHFG ALONG WITH AN APPLICATION FOR A SCIENTIfiC PERMIT. SEE COVER SHEET AND THIS SHEET.
   c. SURVEY PROTOCOL DETAILS SHALL BE COORDINATED WITH NHFG ANNUALLY BY APRIL 1ST OF THE SURVEY YEAR AND SHALL BE DEVELOPED Off OF PREVIOUSLY APPROVED METHODS. THE SURVEY PROTOCOL WILL NEED TO BE INCLUDED IN ANY APPLICATIONS FOR A SCIENTIfiC PERMIT. SEE COVER SHEET AND THIS SHEET.
   d. AN APPLICATION FOR A SCIENTIfiC PERMIT SHALL BE SENT TO NHFGREVIEW@WILDLIFE.NH.GOV AND BRENDAN.J.CLIffORD@WILDLIFE.NH.GOV EMAIL SUBJECT LINE: NHB23-2871_SCIENTIfiC PERMIT APPLICATION_ANNUAL GRASSLAND BIRD SURVEY_KEENE. SEE SITE PLANS AND THIS SHEET.
   e. A SUMMARY OF fiNDINGS SHALL BE PROVIDED TO NHFG WITHIN 30-DAYS OF SURVEY COMPLETION. COMPLETE TERMS AND METHODS SHALL BE INCORPORATED IN THE APPROVED NHFG SCIENTIfiC PERMIT. SEE SITE PLANS AND THIS SHEET.
6. NHFG RECOMMENDS THAT MOWING SHOULD NOT OCCUR BETWEEN MAY 1ST AND AUGUST 1ST IN THE PROPOSED DELAYED MOWING AREAS DESCRIBED IN THE ATTACHMENT "DELAYED MOWING AERIAL"; HOWEVER, NHFG (NHFGREVIEW@WILDLIFE.NH.GOV) AND NH AUDUBON PAM HUNT (PHUNT@NHAUDUBON.ORG) SHALL BE NOTIfiED AND COORDINATION SHALL OCCUR AT LEAST 4 DAYS PRIOR TO MOWING EVENTS DURING THIS TIMEFRAME. SEE SITE PLANS AND THIS SHEET.
7. NO WORK FOR THIS PROJECT SHALL OCCUR BETWEEN MAY 1ST AND AUGUST 1ST. WORK SHALL BE DEfiNED AS PROJECT/CONSTRUCTION ACTIVITIES INCLUDING ANY ACTIVITIES ON FOOT TO LIMIT DISTURBANCE TO NESTING BIRDS. SEE PLAN SHEET(S) SEE SITE PLANS AND THIS SHEET.
8. ROAD SALT SHALL NOT BE USED ON ACCESS ROADS OR ROADS WITHIN THE SOLAR FACILITY TO MINIMIZE NEGATIVE IMPACTS TO WILDLIFE HABITAT. SEE SITE PLANS AND THIS SHEET.
9. THE NATIVE SEED BANK SHALL BE ALLOWED TO REGROW IN AREAS DISTURBED BY CONSTRUCTION ACTIVITIES. VIRGINIA WILD RYE (ELYMUS VIRGINICUS) MAY BE APPLIED TO AREAS AfiECTED BY CONSTRUCTION AS A TEMPORARY SEDIMENT CONTROL. SEE SITE PLANS AND THIS SHEET.
10. CATCH BASINS AND OUTLET CONTROL STRUCTURES, IF APPLICABLE, SHALL NOT CONTAIN SUMPS AND HAVE GRATE OPENINGS NO LARGER THAN 2" X 2". SEE SITE PLANS, DETAIL SHEETS, AND THIS SHEET.
11. OUTLET CONTROL STRUCTURES, IF APPLICABLE, SHALL NOT BE PLACED ADJACENT TO THE SIDE SLOPES BUT RATHER AS FAR AWAY AS POSSIBLE TO DETER WILDLIFE FROM CRAWLING ONTO THEM AND FALLING THROUGH THE GRATE OPENINGS. THESE STRUCTURES SHOULD BE A MINIMUM OF 12"-18" ABOVE GRADE AND BE SET BACK AT LEAST 3' FROM ADJACENT SLOPE. SEE SITE PLANS, DETAIL SHEETS, AND THIS SHEET.
12. ALL MANUFACTURED EROSION AND SEDIMENT CONTROL PRODUCTS, WITH THE EXCEPTION OF TURF REINFORCEMENT MATS, UTILIZED FOR, BUT NOT LIMITED TO, SLOPE PROTECTION, RUNOff DIVERSION, SLOPE INTERRUPTION, PERIMETER CONTROL, INLET PROTECTION, CHECK DAMS, AND SEDIMENT TRAPS SHALL NOT CONTAIN PLASTIC, OR MULTIfiLAMENT OR MONOfiLAMENT POLYPROPYLENE NETTING OR MESH WITH AN OPENING SIZE OF GREATER THAN 1/8 INCHES. SEE SITE PLANS, DETAIL SHEETS, AND THIS SHEET.
13. ALL OBSERVATIONS OF THREATENED OR ENDANGERED SPECIES ON THE PROJECT SITE SHALL BE REPORTED IMMEDIATELY TO THE NHFG NONGAME AND ENDANGERED WILDLIFE ENVIRONMENTAL REVIEW PROGRAM BY PHONE AT 603-271-2461 AND BY EMAIL AT NHFGREVIEW@WILDLIFE.NH.GOV, WITH THE EMAIL SUBJECT LINE CONTAINING **DCT26-0159, KEENE AIRPORT SOLAR, WILDLIFE SPECIES OBSERVATION**. PHOTOGRAPHS OF THE OBSERVED SPECIES AND NEARBY ELEMENTS OF HABITAT OR AREAS OF LAND DISTURBANCE SHALL BE PROVIDED TO NHFG IN DIGITAL FORMAT AT THE ABOVE EMAIL ADDRESS FOR VERIfiCATION, AS FEASIBLE.
14. IN THE EVENT A THREATENED OR ENDANGERED SPECIES IS OBSERVED ON THE PROJECT SITE DURING THE TERM OF THE PERMIT, THE SPECIES SHALL NOT BE DISTURBED, HANDLED, OR HARMED IN ANY WAY PRIOR TO CONSULTATION WITH NHFG AND IMPLEMENTATION OF CORRECTIVE ACTIONS RECOMMENDED BY NHFG.
   a. SITE OPERATORS SHALL BE ALLOWED TO RELOCATE WILDLIFE ENCOUNTERED IF DISCOVERED WITHIN THE ACTIVE WORK ZONE IF IN DIRECT HARM FROM PROJECT ACTIVITIES.
   b. WILDLIFE SHALL BE RELOCATED IN CLOSE PROXIMITY TO THE CAPTURE LOCATION BUT OUTSIDE OF THE WORK ZONE AND IN THE DIRECTION THE INDIVIDUAL WAS HEADING.
   c. NHFG SHALL BE CONTACTED IMMEDIATELY IF THIS ACTION OCCURS.
15. THESE CONSERVATION MEASURES DO NOT CONSTITUTE COMPLIANCE WITH THE FEDERAL ENDANGERED SPECIES ACT (ESA). THERE MAY BE OCCURRENCES OF FEDERALLY LISTED SPECIES IN NEW HAMPSHIRE THAT ARE NOT INCLUDED ON THE DATACHECK LETTER. PLEASE VISIT THE US FISH AND WILDLIFE SERVICE'S (USFWS) INFORMATION FOR PLANNING AND CONSULTATION WEBSITE (IPAC; HTTPS://IPAC.ECOSPHERE.FWS.GOV/) FOR AN OfficIAL LIST OF FEDERALLY LISTED SPECIES THAT MAY BE PRESENT IN YOUR PROJECT AREA. IF A FEDERAL AGENCY IS INVOLVED IN YOUR PROJECT THROUGH FUNDING, PERMIT, OR OTHER AUTHORIZATION, COORDINATE YOUR IPAC RESULTS WITH YOUR POINT OF CONTACT AT THE AGENCY FOR FURTHER ESA REVIEW. IF THERE IS NO FEDERAL AGENCY NEXUS TO YOUR PROJECT, AND YOU DETERMINE THROUGH IPAC, HABITAT EVALUATIONS, ETC. THAT A PROJECT MAY CAUSE TAKE OF A FEDERALLY LISTED SPECIES, WE RECOMMEND COORDINATING WITH THE USFWS' NEW ENGLAND FIELD OffiCE (NEWENGLAND@FWS.GOV; 603-223-2541).
16. NHFG, INCLUDING ITS EMPLOYEES AND AUTHORIZED AGENTS, SHALL HAVE ACCESS TO THE PROPERTY DURING THE TERM OF THE PERMIT.

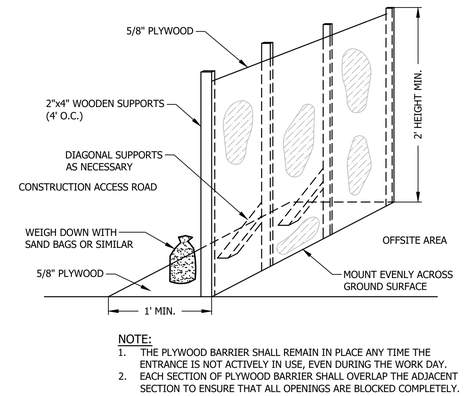
RECOMMENDED ADDITIONAL WILDLIFE PROTECTION FOR SPECIES OF SPECIAL CONCERN:

1. WOOD TURTLE (SPECIAL CONCERN, PROTECTED UNDER FIS 1400 RULES), HORNED LARK (SPECIAL CONCERN), AND VESPER SPARROW (SPECIAL CONCERN) OCCUR WITHIN THE VICINITY OF THE PROJECT AREA. ALL OPERATORS AND PERSONNEL WORKING ON OR ENTERING THE SITE SHOULD BE MADE AWARE OF THE POTENTIAL PRESENCE OF THESE SPECIES AND SHOULD BE PROVIDED A WOOD TURTLE flYER TO HELP IDENTIFY THIS SPECIES, ALONG WITH NHFG CONTACT INFORMATION. SEE THIS SHEET FOR WOOD TURTLE FLER.



WILDLIFE RAMP DETAIL

NOT TO SCALE



NOTE:
1. THE PLYWOOD BARRIER SHALL REMAIN IN PLACE ANY TIME THE ENTRANCE IS NOT ACTIVELY IN USE, EVEN DURING THE WORK DAY.
2. EACH SECTION OF PLYWOOD BARRIER SHALL OVERLAP THE ADJACENT SECTION TO ENSURE THAT ALL OPENINGS ARE BLOCKED COMPLETELY.

WILDLIFE EXCLUSIONARY BARRIER GATE

NOT TO SCALE

FOR REVIEW
NOT FOR CONSTRUCTION

DATE OF PRINT
MARCH 04 2026
HORIZONS ENGINEERING

NEW HAMPSHIRE SPECIES OF CONCERN

WOOD TURTLE

Report Sightings: Contact Wildlife Biologist Josh Megyesy at (603) 271 – 1125 or the Wildlife Division at (603) 271 – 2461. Observation reports can be sent to RAARP@wildlife.nh.gov. Photographs and exact locations are strongly encouraged.



Specific Information:
- Adults are 5 – 8 inches long.
- Neck and front limbs are orange.
- Associated with streams and rivers where they hibernate. Use surrounding fields, forests, and floodplains extensively during active period.
- Turtles are frequently concealed by leaves and undergrowth and may not be easily visible.
- Turtles are most active from April 15 – October 15.
- During nesting season (May 15 – July 15) turtles are attracted to disturbed ground.





This species is protected under Fis 1400. Thank you for reporting any observations.

PLEASE DO NOT DISTURB OR HANDLE WILDLIFE

verdantas
34 SCHOOL STREET
LITTLETON, NH 03561
FAX: 603.444.1343
PHONE: 603.444.4111

RYAN HUDOCK
No. 17777
STATE OF NEW HAMPSHIRE – PROFESSIONAL ENGINEER
P.E._17777
STATE_NH

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT NO.
WAM	DMW	RJH	240633

No.	REVISION	CHK'D BY	DATE

SWANZEY~NEW HAMPSHIRE

REVISION ENERGY

GROUND MOUNTED SOLAR ARRAY

DCT26-0159 NEW HAMPSHIRE FISH AND GAME CONSERVATION MEASURES

DATE 03/03/2026

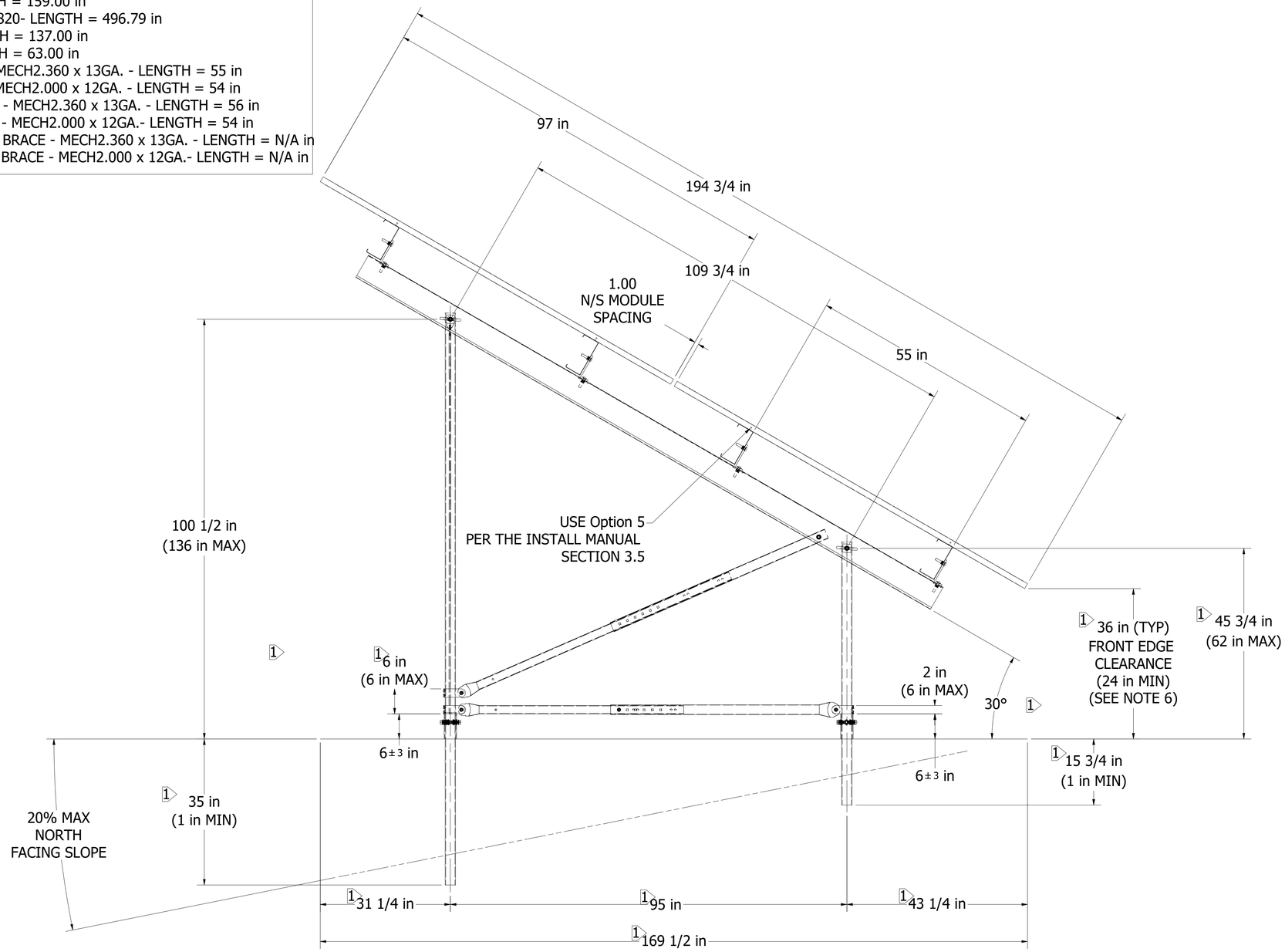
SCALE AS NOTED

SHEET **C3.3**

t:\proj_2024\240633 - keene airport - swanzey, nh\internal\civil\final\240633 - cut sheet - 01.dwg 3/4/2026 11:19 AM

MEMBER PROPERTIES

SOUTH SCREW - 76 mm X 2380 mm
NORTH SCREW - 76 mm X 2380 mm
NORTH /SOUTH BEAM - RAFTER - LENGTH = 159.00 in
EAST/ WEST BEAM - C-BEAM 9.0x4.0x0.0820- LENGTH = 496.79 in
NORTH LEG - MECH2.375 x 9GA. - LENGTH = 137.00 in
SOUTH LEG - MECH2.375 x 9GA. - LENGTH = 63.00 in
DIAGONAL EXTERNAL LATERAL BRACE - MECH2.360 x 13GA. - LENGTH = 55 in
DIAGONAL INTERNAL LATERAL BRACE - MECH2.000 x 12GA. - LENGTH = 54 in
HORIZONTAL EXTERNAL LATERAL BRACE - MECH2.360 x 13GA. - LENGTH = 56 in
HORIZONTAL INTERNAL LATERAL BRACE - MECH2.000 x 12GA.- LENGTH = 54 in
UPPER HORIZONTAL EXTERNAL LATERAL BRACE - MECH2.360 x 13GA. - LENGTH = N/A in
UPPER HORIZONTAL INTERNAL LATERAL BRACE - MECH2.000 x 12GA.- LENGTH = N/A in



SIDE ELEVATION VIEW
SCALE 1/14

NOTES:
1. TYPICAL INSTALLATION DIMENSIONS MAY BE ADJUSTED TO SUIT FIELD CONDITIONS WITHIN THE TOLERANCES PROVIDED.
2. LEGS SHALL BE INSTALLED PLUMB, IF MECHANICALLY POSSIBLE. MAXIMUM 3° OUT OF PLUMB.
3. LATERAL BRACES ARE DESIGNED TO ALLOW FOR 7" OF TOTAL ADJUSTMENT. IF FIELD CONDITIONS REQUIRE ADDITIONAL ADJUSTMENT AND LATERAL BRACES ARE TOO LONG, THEY MAY BE CUT DOWN AND DRILLED TO FIT BY THE RACK INSTALLER. IF THEY ARE TOO SHORT, NEW LATERAL BRACES MAY BE ORDERED TO FIT AT THE PURCHASER'S EXPENSE.
4. FOR SOUTH FACING SLOPES, THE DIAGONAL AND HORIZONTAL LATERAL BRACES CAN BE SWITCHED TO PROVIDE ADDITIONAL ADJUSTABILITY.
5. ON NORTH FACING SLOPES LEGS CAN BE FULLY EXTENDED TO MEET MINIMUM FRONT EDGE REQUIREMENTS. ALL LEGS REQUIRE A MINIMUM OF 1 INCH EMBEDMENT BELOW GRADE. FULL EXTENSION OF LEGS MAY RESULT IN LATERAL BRACES NOT FITTING. IF THEY ARE TOO SHORT, NEW LATERAL BRACES MAY BE ORDERED TO FIT AT THE PURCHASER'S EXPENSE.
6. TABLES CONSTRUCTED WITH A FRONT EDGE HEIGHT 48in OR GREATER REQUIRE SEISMIC BRACING ON THE FRONT LEGS, SEE INSTALLATION MANUAL.

DRAWING NOTES
1. INTERPRET DIMENSIONS AND TOLERANCES PER ASME Y14.5-2009

PROJECT NAME	
PROJECT NUMBER	
CLIENT	REVISION ENERGY
ASCE	RISK CATEGORY
EXPOSURE CATEGORY	WIND SPEED
GROUND SNOW LOAD Pg	FLAT ROOF SNOW LOAD Pf
SITE CLASS	SEISMIC Sds
MODULE MODEL	
MODULE LONG EDGE / MODULE SHORT EDGE / MODULE THICKNESS	
MODULE LONG EDGE BOLT SPACING	MODULE SHORT EDGE BOLT SPACING
MODULE LONG EDGE FLANGE WIDTH	MODULE SHORT EDGE FLANGE WIDTH
GROUND SCREW	
PRODUCT CODE	Terraglide Portrait
ENGINEERING APPROVED BY	
DRAWN BY / REVISION - STATUS / SHEET NUMBER	

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TERRASMART
6715 STEGER DRIVE
CINCINNATI, OH 45237
P 239.362.0211 | F 239.676.1900
WWW.TERRASMART.COM

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Town of Swanzey, New Hampshire
Swanzey Zoning Board of Adjustment (ZBA)
Meeting Minutes – **July 21, 2025**
Whitcomb Hall, Main Street, Swanzey, NH

Note: Draft Minutes are subject to review, correction, and approval by the Board. Review and approval of Minutes generally takes place at the next regularly scheduled meeting of the Board.

CALL TO ORDER:

Chair Adam Mulhearn called to order the meeting at Whitcomb Hall at 7:00 p.m. Other members present were Vice Chair Jay Ward, Ann Karasinski, Bryan Rudgers, and Alternates Jessica Ramsey-Sanchez and Joe Parisi. Also present were Town Planner, Adam Paquette and Recording Secretary, Susan Ells.

ABSENT: Lisa Thorne, Alternates Pete Delaney and Wayne Lechlider

OTHERS PRESENT:
Megan Ulin - Revision Energy, Dave Hickling – Airport Manager, Carol McIntyre-Peale, Jim Peale, Judy Boufford, Linda Farina, Bea Boufford, Elizabeth Olliver - Normandeau Associates, Joe Hoebeke, Jeremy Fennell - Eversource, Adrian Wood, Gregory Curry, Kim Curry, Mark Scalera, Sharon Adams, Bob Audette, Robert McMahon

SEATING ALTERNATES:

- The chair seated Jessica Ramsey-Sancez for Lisa Thorne for ZBA 25-013
- The chair seated Joe Parisi for Lisa Thorne for ZBA 25-011 and ZBA 25-012

MINUTES:
The meeting minutes of **June 16, 2025** were considered. **Motion** was made by Mulhearn to approve the minutes as presented. There was a second made by Ward. Rudger abstained. All others were in favor. ***Motion passed.***

REGIONAL IMPACT:
Paquette read the guidelines regarding the regional impact. Parisi said he thought this meeting could have a regional impact. Paquette has sent the information to the impacted parties so they can participate if they wish. The board discussed. Karasinski originally made a motion that there was regional impact by all 3 hearings but based on the information heard, she rescinded the motion. ***Motion*** made by Ward that there is no regional impact. There was a second by Karasinski. All were in favor. With no further discussion, ***Motion passed***.

PUBLIC HEARING:

1) **ZBA 25-010: Variance -** Ryan Belanger-Saleh has requested a Variance pursuant to Section IV, Article B.3 of the Town of Swanzey Zoning Ordinance to construct a roof and deck within the front setback of 3 Pitcher Point. The subject property is shown at Tax Map 104, Lot 71 and is located in the Residence District. – Withdrawn by applicant.

2) **ZBA 25-013: Special Exception -** Eversource Energy, through its consultant Normandeau Associates, Inc., has submitted a Special Exception application pursuant to Section IX of the Town of Swanzey Zoning Ordinance to allow development within the Flood Plain District. The proposed work is part of the Eversource T198 Transmission Line Structure Replacement Project, which spans approximately 11 miles through Keene, Swanzey, Marlborough, and Troy.

Paquette read the application. He said that staff do not have concerns; he read aloud the concerns of the Conservation Commission and the Ashuelot River Local Advisory Committee (ARLAC) which are in the packet.

Elizabeth Olliver from Normandeau Associates spoke about the project and the request for a special exception permit. Part of the lines and structures being replaced by Eversource – the structures have reached the end of the life expectancy. The buried posts of the old structures typically won't be removed since that would further disturb the wetlands.

Jeremy Fennell from Eversource estimated the new material will last 50 years longer. Using metal will be less conducive to pests. The gravel that will be placed as temporary workspace will be removed except for what is needed for maintenance pads and the driveways to get into the area. They are taking advantage of existing roads where they can.

Ward asked when extensive work had last been done. **Fennell** said there was some done in 2022.

Karasinski asked if they had seen evidence of littering and partying. **Olliver** said she did not see any; there currently are gates, but they can't force the landowners to install more gates.

Karasinski asked about whether the work would disrupt wildlife mating seasons; **Olliver** said the work should happen in fall and winter.

Parisi asked who supervises to be sure the work is done as proposed. **Olliver** said the EPA General Construction permit requires weekly inspections by a consultant. **Ward** asked if EPA does inspections – **Olliver** said she has not seen that in the past. **Fennell** said DES has inspected in the past – the Town could also come inspect. **Ward** asked what permits have been requested and Olliver read an extensive list.

Olliver then read her answers to the questions in the application. These are in the packet.

The chair asked for public input.

Robert McMahon of 53 Centerview Drive asked about the possible impact on his street. Olliver said there was a large range of abutters so chances are his wouldn't be impacted. Paquette said the project was 1000 feet from Centerview Drive.

Mulhearn said he felt this was the most feasible plan – **Olliver** agreed. **Fennell** said they are using existing right of ways and replacing existing structures.

Mulhearn lives on Matthews Road which abuts the property and said when they had worked on it in the past, he said even as close as he was, even though he could hear the work, he said the impact was minimal.

Ward asked once the structures are in place what kind of maintenance is needed. **Fennell** said it would be brush clearing, tree limb clearing, or unplanned repairs for damage from a severe storm.

With no more questions, the public hearing was closed.

Rudgers said we all use electricity; we should support this. **Ward** agreed.

The Board deliberated the checklist for granting a variance.

1. **The proposed use is similar to one or more of the uses already authorized in the district and is an appropriate location for such a use.**
- Rudgers – Yes – by ordinance already a permitted use. Structures are already there. They do good clean up.
- Karasinski – Yes – same as Rudgers.
- Ward – Yes – same
- Ramsey-Sanchez - Yes
- Mulhearn – Yes

2. **Such approval would not reduce the value of any property within the district, not otherwise injurious, obnoxious, or offensive to the neighborhood.**
- Karasinski – Yes
- Ward - Yes
- Ramsey-Sanchez – Yes – more
- Rudgers Yes – no evidence to contrary
- Mulhearn – Yes

3. **There will be no nuisance or serious hazard to vehicles or pedestrians.**
- Ward -Yes
- Ramsey-Sanchez – Yes
- Karasinski - Yes
- Rudgers - Yes
- Mulhearn - yes

4. **Adequate and appropriate facilities will be provided for the proper operations of the proposed use.**
- Rudgers – Yes
- Karasinski – Yes
- Ward – Yes
- Mulhearn -Yes
- Ramsey-Sanchez - Yes

Motion was made by Ward to grant the special exception, Karasinski seconded – all in favor. ***Motion passed*** unanimously.

3) **ZBA 25-011: Variance -** ReVision Energy, representing the City of Keene, is seeking a variance under Section IV, Article A.1 of the Town of Swanzey Zoning Ordinance to install a ground-mounted solar energy system on undeveloped land at the Keene Dillant–Hopkins Airport (Tax Map 205, Lot 1). The proposed project is located within the Rural/Agricultural District, where the intended use is not currently permitted.

Paquette read the application and read the comments from the staff and the Conservation Commission, which are in the packet.
Megan Ulin (Revision Energy) explained the company background. Revision has been working with the City of Keene to reduce their reliance on electricity by 2030.
Mulhearn asked about wildlife impact. Ulin stated habitat will be converted back to the wildlife and vegetation replanted– there are no concrete footings.
Ward asked will area be mowed – Ulin stated vegetation would be maintained/mowed at least once a year. He asked if the photos are accurate and questioned how much space is at the lower edge? Ulin said it is typically 3 feet off the ground.
Mulhearn asked what type of maintenance would be done. **Ulin** said a lot is remotely done. Controlled access is with the airport's existing access driveway. It is still very early in planning so does not have an exact location currently. **David Hickling** (Airport Manager) said the approach equipment is maintained there now.
Ward asked about life span; **Ulin** replied 25 – 40 years. **Ward** asked if the efficiency decreases over time. **Ulin** replied that it does
Rudgers confirmed the array will be fenced even though they are within the airport fencing. Concern of residents in the area – deer do get in there. **Hickling** commented there will be a fence like the fence at the current wastewater treatment plant.
Rudgers asked if it would only be serving Keene? **Ulin** confirmed the power goes to the grid which will be directed to Keene's municipal accounts.
Ward – how far is the array from the Ashuelot River. **Ulin** said it is over 250 feet, so it is not shown on the site plan. It is not in the shoreland district.
Parisi asked what percentage of land will be used. **Ulin** said it is a very small footprint – 15'x30'.
Ramsey-Sanchez – susceptible to any kind of damage? **Ulin** said it is a very strong design. If damaged – it would be replaced by warranty.
Parisi asked Paquette – if approved, would it still be subject to Planning board. Paquette confirmed that it would.
Adrian Wood – owner of a hangar – concern of the arrays blinding the pilots. The newer panels do not reflect according to **Hickling**.
Karasinski – in the past, glare had not come up as a subject and **Ulin** said this is new technology. These have anti reflective surface. Less than 2%.
Nathan Jacobs – abutter and a pilot; he is on the airport economic advisory committee as an alternate. Opposes the variance applications which seek to allow solar development, which is zoned rural, agricultural and residential. He stated he is not anti-renewal initiatives. This is not what this is. It is a

zoning issue and an environmental issue which would cost lasting harm to the Town, residents and future of airport. He continued to read his objections to the project which he provided for the record.

Ulin responded that solar arrays are quiet, clean-energy neighbors. The property is unique and is surrounded by commercial property; 460 acres of 900 that is commercial; can be compatible with rural areas. They don't produce any noxious effects. She pointed out that there are other types of development that could go there that would be bad for the area. Lake effects are not documented as regular occurrences. As far as long-term land use – the Town is not responsible for any of the system. The project owner is responsible for all of that and is common to issue a bond for decommissioning. The material is largely recyclable. These are not composed of toxic materials. Even in the case of a cracked panel, there is not a risk of material leaching. The taxpayers will not incur any penalties and no tax burden. There may be a tax benefit to the Town. It is early in the process so that has not been brought up to the Town yet.
Hickling said this still must go through the FAA approval which will look at safety issues. Regarding the airport land – this land is height restricted so nothing else could be built there. It would not affect future development opportunities.
Rudgers asked if the FAA had given any indication they would approve. **Ulin** said they need to get through this process first.
Ulin stated it is important for the board to know there are opportunities for any issues to be addressed.
Mulhearn said he understands the 'cart before the horse' – is it a leap for this board to approve this before knowing some if the safety issues.
Karasinski stated the board doesn't have guidance on solar zoning.
Rudgers asked which way the panels face, and **Ulin** replied they face south for the best exposure. He asked if there are future builds planned? **Hickling** said there is a possibility, but the other land that the airport owns could be for hangars.
Parisi read the description of the rural agricultural district. As stated in the ordinance, it reads "This district is designed to accommodate residences and agricultural uses in what is commonly recognized as being a rural atmosphere. The property included within this district will generally be agriculture and forestry, low-density housing, open space protection, water supply protection, and recreation. This district is the potential future growth area for the town and is carefully controlled with monitoring, planning and re-zoning to prevent scattered and premature development. (Amended March 14, 2006)"
Ramsey-Sanchez clarified the land cannot be used for any other development. **Hickling** said that area is not compatible for any other building due to height restrictions.
Jacobs said it could be used for other things, such as drones. These panels would take away other opportunities. He asked how many acres have been taken away from the airport and given back to the FAA.
Hickling said the airport sold that property to the FAA so the airspace was protected and something tall could not be built. It went with an easement.
Bob Audette asked if it would increase the tax revenue. **Mulhearn** stated that the board is not required to consider that when approving the request unless the project places a burden on the town, but that

the planning board would consider that question. **Ward** said he knows the FW Webb property benefits the town. He feels the project would add value to the property. **Parisi** asked about other experiences of Revision; **Ulin** said generally, it does improve the value. It depends on the capacity of the system. **Parisi** asked how much it will save Keene **Ulin** said it depends on whether they lease or own – it hasn't been agreed upon yet.
Rudgers would like to know the assessment of the airport. **Paquette** said it was assessed in 2025 at $7.8 million; it has some exemptions so it could be about $5million.
Ramsey-Sanchez - Clarified potential $10-$15,000 tax benefits to Swanzey.
Paquette – read the language of the ordinance – try not to stray from the purpose.
Mark Scalera – is there any idea of putting the panels in the parking lot and creating covered parking spaces? **Ulin** – property does not work for this. **Hickling** – have looked at it in some areas of the airport but it is very expensive.

When asked, Paquette explained the process to table this for another meeting. The board has 90 days to decide on the application. The board can attach conditions to their approval.

Ulin requested a continuance of the matter. Ward asked what would be brought to the next meeting. She said that glare concerns would be resolved. Ward asked for more information on the decommissioning fund.

A ***motion*** was made by Rudgers to accept the request for a continuance until the next regular meeting. Ward seconded. All approved. ***Motion carried*.**

4) **ZBA 25-012: Variance -** ReVision Energy, representing the City of Keene, is seeking a variance under Section IV, Article B.1 of the Town of Swanzey Zoning Ordinance to install a ground-mounted solar energy system on undeveloped land at the Keene Dillant–Hopkins Airport (Tax Map 205, Lot 1). The proposed project is located within the Residence District, where the intended use is not currently permitted.

   Rudgers asked for clarification on continuance for both meetings. Paquette they would both need to be voted separately to be continued.

   Ulin requested a continuance of the matter.

A ***motion*** was made by Ward to accept the request for a continuation until the next regular meeting. Parisi seconded. All approved. ***Motion carried*.**

OTHER DISCUSSIONS
Ward asked Paquette about a permit that was issued incorrectly to a Waters Edge property for a shed; how does the board handle this? By appeal or by a variance request. Paquette explained the situation – this will be on the agenda for the next zoning board meeting. Complaints should be made by citizens, not as members of the zoning board.

ADJOURNMENT

Motion to adjourn was made by **Parisi** and seconded by **Ramsey-Sanchez** and all were in favor. ***Motion passed.*** Adjournment occurred at 9:32 p.m.

Respectfully Submitted,
Susan Ells, Recording Secretary

DRAFT

Town of Swanzey, New Hampshire
Swanzey Zoning Board of Adjustment (ZBA)
Meeting Minutes – **August 18, 2025**
Whitcomb Hall, Main Street, Swanzey, NH

CALL TO ORDER:
Chair Adam Mulhearn called to order the meeting at Whitcomb Hall at 7:00 p.m. Other members present were Vice Chair Jay Ward, Ann Karasinski, Bryan Rudgers and Lisa Thorne as well as Alternate Joe Parisi. Also present were Town Planner, Adam Paquette and Recording Secretary, Susan Ells.

ABSENT: Alternates Pete Delaney, Jessica Ramsey-Sanchez and Wayne Lechlider

OTHERS PRESENT:
Barbara Sheehan, Timothy Foster, Megan Ulin (Revision Energy), Dave Hickling (Airport Manager), Jim Jarzabek, Marcy Jarzabek, Stuart DeRidder, Mark Scalera, Nathan Jacobs.

SEATING ALTERNATES:
The chair seated Parisi for Rudgers for the first hearing as Bryan Rudgers recused himself. Rudgers returned for the remainder of the hearings.

REGIONAL IMPACT:
Ward made a motion that there was no regional impact. There was a second by **Thorne**. All were in favor. With no further discussion, Motion passed.

MINUTES:
The meeting minutes of **July 21, 2025** were considered and an edit requested by Joe Parisi. A motion was made by Ward to approve the minutes as edited. There was a second made by Rudgers. All were in favor and the motion passed.

PUBLIC HEARING:
1) **ZBA 25-014: Variance –** Barbara Sheehan and Timothy Foster have requested a variance under Section IV, Article B.3 of the Town of Swanzey Zoning Ordinance to allow placement of a shed within the front setback. The property is located at 21 Waters Edge Road (Tax Map 103, Lot 52). The property is within the Residence District.

Paquette gave the background of the application; the shed had been placed without first getting a permit; a permit was applied for and granted, however it was given in error without Zoning Board review for a variance. The applicants have letters of support from their neighbors.

Parisi asked about equitable waiver which Paquette stated didn't apply. Ward asked about the appeal window which Paquette stated had closed. Scalera stated that this was within the Shoreline permit zone.

Mr. Foster explained why they need the shed is because the house is small so they need a shed to store items so they can use their second bedroom. The new shed has no electricity or plumbing. The property is about a ¼ acre but most of it is not usable. They want to preserve the trees that are on the lot, so they

don't want to clear any of that area. They painted the shed the same color as the home so it would blend in.

Mulhearn asked if anything needed to be removed before the shed was installed, to which Mr. Foster replied there was nothing. Ward asked if they knew they needed to get a permit. They said they didn't at first but then later applied for the permit from the Town when they learned they needed one.

Parisi asked about any other site on the property that could be used; Foster said no because the other side of the driveway is sloped; they would have had to build it up and disturb the property. The manufacturer of the shed could not have dropped it anywhere else.

Karasinski asked if they had considered adding onto the home when they determined it was too small; Foster said he was under the impression that he had to keep the same footprint; Karasinski said it could have been a second story; Foster said that was not feasible. Karasinski asked for clarification on what the requirements are for the distance from the road and how far the shed is from the neighbor's property line and was told it was about 5 feet.

Parisi wanted clarification as to why the shed couldn't be moved to the left. Foster said it would block the steps to get to the home and referred them to a photo in the packet.

Mulhearn asked the public if there were any questions.

Marcy Jarzabek, abutting neighbor at 17 Waters Edge Road, had a packet and photos to explain the impact that the shed has had on the property and the neighborhood. She wants to be a good neighbor and show good faith. They don't mind that they have a shed, but she wants it moved.

Karasinski said she would like a site visit; Mulhearn suggested they first look at the photos that were presented.

Mrs. Jarzabek showed the property stake that was placed there by a surveyor. The distance to their property is 3'5", not 5 feet.

Thorne asked Paquette about the request of the variance; he stated the variance should be updated with the side and back measurements.

Jim Jarzabek read the letter that he provided to the Board. He asked if staff had stood in their driveway and saw the impact he was seeing?

> *Note: after reading the draft minutes, he sent the following to the board:*
> *Dear members of the Zoning Board,*
> *I am James Jarzabek L7 Waters Edge Rd, an abutter. I attended the August 18, 2025 variance hearing regarding the shed located at 2l Waters Edge Rd. The minutes of the last meeting do not fully reflect the concerns I expressed. I am submitting this written statement and the attached photographs to be included in the official record of this continuance hearing.*
> *1. Driveway Safety and Sight Lines*

The shed in question has been placed in a location that significantly obstructs the sight lines when exiting my driveway. This creates a serious safety hazard, not only for myself and my family but also for other drivers and pedestrians using the roadway. Safe visibility is a fundamental zoning concern, and the shed's location directly undermines public safety.
2. Procedural and Permit Concerns
The shed was placed before a permit was obtained. Then the Town Code Enforcement Office received complaints did a visit, to the wrong address~~, along with the Planning Department Head~~. (Adam Paquette stated he did not attend this visit). Code Enforcement then issued a permit for a shed replacement of a shed that was never located on that part of the property.
3. Violation of Zoning Ordinance (Multiple Sheds)
The property already contains an existing shed on the rear of the property.
The zoning ordinance;
(Section lll C 3, p. 7 of Zoning Ordinance (amended March 10, 2020):
Section V Article B 3, p. 3 of the Warrant Amendments (March 10. 2020)
does not allow multiple accessory outbuildings of this type on a single lot without prior approval. The addition of this second shed constitutes a zoning violation and the front and side setbacks in itself aside from the safety issues it has created for us and the loss of property value.
4. Requested Relief
For the reasons stated above, I respectfully request that the Board require this shed to be relocated or removed. Doing so would (a) restore safe driveway sight lines, (b) correct a permitting process that was not followed properly, and (c) enforce the zoning ordinance as written.

Ward explained the question of the shoreland protection – this is not a primary residence, but it does need to go to the State if the Board approves the variance. He asked where the second shed is located; he said it is in the back yard and on the tax map. Mulhearn asked the property owners about the second shed; Foster said there is a second shed, but it is falling apart and needs to be taken down. He said that Paquette had suggested that a mirror be installed to help others leaving their neighbor's driveway.

Paquette said he thinks the reason Code Enforcement incorrectly provided the permit was because he thought it was replacing a shed in the same location.

Mulhearn clarified that a permit was issued with the understanding it was replacing a shed; the shed had already been delivered and installed when the permit was issued. The shed required a variance that was not sought.

Parisi asked why the new shed wasn't placed in the same place as the old one; Foster said it would not have been able to be placed there. Parisi said it could have if it had been a stick built. He feels a site visit is in order due to the site line and the location of the old shed.

Ward would like to see the location as well. Karasinski would also like to see the property or a new packet with a revised variance request. Mulhearn explained to the property owners that when the Board asks for the site visit it is generally granted.

Mrs. Jarzabek said that she had told the homeowners that they needed proper permitting.

Mulhern said the site visit is an extension of this meeting.

Parisi made a motion to continue the meeting until the Zoning Board does a site visit of the property in question on September 15th at 6pm and continue this meeting. Parisi, Thorne and Mulhern voted in the affirmative. Ward and Krasinski voted no. The motion passed.

Mulhern explained the process to the property owners.

2) ZBA Variance: **ZBA 25-011: Variance (CONTINUED FROM 7/21) –** ReVision Energy, representing the City of Keene, is seeking a variance under Section IV, Article A.1 of the Town of Swanzey Zoning Ordinance to install a ground-mounted solar energy system on undeveloped land at the Keene Dillant–Hopkins Airport (Tax Map 205, Lot 1). The proposed project is located within the Rural/Agricultural District, where the intended use is not currently permitted.

Ulin brought more information which she provided to the Board which is in the packet. This addresses the concerns from the previous meeting about possible glare created by solar panels. Ulin explained there is a federal policy which was updated in 2021 and stated that this design follows that policy and does not cause glare to pilots. Solar has been successfully installed at other airports, in particular Denver airport which has the most solar panels in the country.

Ulin also shared more information regarding the question of decommissioning it at end of the life of the panels and this is in the packet.

Mulhern said the current use of the land is the airport; he asked if this project did cause glare, would the FAA approve this project. Hickling said with the advancement of the solar panels the FAA no longer considers this a concern except for air traffic control towers, which this airport does not have. The research and data show this is not an issue for pilots.

Mulhearn reiterated with Hickling that the airport does not see an issue. Ward said he had a problem with the diagram that compared the glare off the panels with glare off buildings or water because the panels will be on an angle. He understands how reflective coatings can reduce the glare.

Karasinski felt the reports were interesting and appreciated the information. She said there was a helicopter school – is that property being used for the school and Hickling said it was not.

Parisi said he learned in the last presentation that basically that land isn't useful for anything else. Hickling said there is a study on their website that explains the height restrictions. Parisi asked if the property was suitable for farming? Ulin said the property is not available for public access and other uses could be potentially hazardous to wildlife in the area.

Karasinski asked would an incoming pilot know these solar panels are there; Hickling said the airport could publish it. Ulin said it won't change how pilots approach the airport. Hickling said the design has been revised several times to be sure of being compatible with the airport.

Mulhearn asked if there were any questions from the public:

Nathan Jacobs addressed the Board and explained that at the last meeting he had opposed the project; today he read more concerns which were provided for the record. He urged the board to deny the variance.

Ulin went through the checklist for the Board.

Mulhearn asked the Board for questions or more discussion; Parisi said he has a friend who is a pilot; he asked if he had any issues with solar panels at airports; he said he has had trouble with panels away from airports but not at airports. Karasinski confirmed that the brand in the packet is the brand they plan to install and asked if the coating would degrade over time? Ulin said the thickness has increased so that degradation is less likely to occur. Improvements in the past years have addressed this.

Mulhearn closed the public hearing at 8:53pm and asked the Board if they had any more discussion before they reviewed the questions. Rudgers said he travels a lot and sees a lot of solar at airports. He knows pilots that have problems with it and some that don't.

Rudgers asked if we can answer both cases at the same time? Paquette said it would be necessary to open a public hearing for the 2nd variance.

Mulhearn reopened the public hearing and asked Ulin if there was anything different for the second variance. She said the only difference is that it is in a separate zoning district. It is located closer to Old Homestead Highway but will have buffers and landscaping.

Jacobs expressed his concern that perhaps sometime in the future the airport might need a traffic control tower, what if there is an issue with glare. Ward said the Town would need to plan that accordingly. Parisi asked if there were any other uses for the other property. There are height restrictions there, too.

Mulhearn closed the public hearing, and the Board deliberated the checklist for granting a variance.

1. Could the variance be granted without being contrary to the public interest?

- Thorne – Yes – would cause more noise or traffic.
- Karasinski – Yes – agree with Thorne
- Rudgers – Yes – testimony from a pilot
- Ward – Yes – thinks the material regarding the glare is not contrary.
- Mulhearn – Yes – it complies; there have been advances in technology

2. Would the spirit of the ordinance be observed if the variance were granted?

- Karasinski – Yes – allows the applicant to use the land more effectively
- Rudgers – Yes – give the property owner permission to use the land
- Ward – Yes – spirit of ordinance limits the type of development; this does not fall into the category of uses that are denied. Ordinance does not address solar arrays.
- Thorne – Yes – limited use for that land
- Mulhearn – Yes – agree with Ward

3. Would granting the variance do substantial justice?

- Rudgers – Yes
- Ward – Yes – the Town can let the property owner to use the property – we all benefit from the use of solar versus fossil fuels.
- Thorne – Yes agrees with Jay
- Karasinski – Yes – agrees with others and no injustice to general public
- Mulhearn – Yes - justice for property owners

4. Could the variance be granted without diminishing surrounding property values?

- Ward – Yes – this array is far enough from the surrounding properties will diminish values
- Thorne – Yes – no evidence that it will diminish
- Karasinski – Yes – believes it will improve property values and encourage others
  Rudgers – Yes - there is no evidence to the contrary
- Mulhearn – Yes

5. Do special conditions of the property exist that distinguish it from other properties in the area?

- Thorne – Yes – very limited uses
- Karasinski – yes – airport is similar to Swanzey Lake in that there are height restrictions.
- Rudgers – yes – very unique and controlled by government
- Ward – yes -restrictions on this – very different from the rest of the town.
- Mulhearn – yes agrees with the others. One of one type of property as an airport.

A.i. Owing to the special conditions of the property that distinguish it from other property in the area, there is not a fair and substantial relationship between the general public purpose of the ordinance and the specific application of the provision to the property?

- Karasinski - Yes
- Rudgers - Yes
- Ward - No – in this case – ordinance is clear that it is not allowed according to his interpretation
- Thorne - Yes
- Mulhearn – Yes – this is a special condition property. Other uses would have more of an impact.

A.ii. Is the proposed use a reasonable one?

- Karasinski – Yes
- Rudgers - Yes
- Ward - Yes
- Thorne - Yes
- Mulhearn - Yes

If the criteria in subparagraph A.i. and A.ii. are not met, an unnecessary hardship will be deemed to exist if, and only if:

B. Owing to the special conditions of the property that distinguish it from other properties in the area the property cannot be reasonably used in strict conformance with the ordinance, and a variance is necessary to enable a reasonable use of the property:

A motion was made by Thorne that to accept **Variance 25-011** – seconded by Karasinski; Ward voted no; all others voted Yes. The motion passed.

3) **ZBA 25-012: Variance (CONTINUED FROM 7/21) –** ReVision Energy, representing the City of Keene, is seeking a variance under Section IV, Article B.1 of the Town of Swanzey Zoning Ordinance to install a ground-mounted solar energy system on undeveloped land at the Keene Dillant–Hopkins Airport (Tax Map 205, Lot 1). The proposed project is located within the Residence District, where the intended use is not currently permitted.

The Board deliberated the checklist for granting a variance.

1. Could the variance be granted without being contrary to the public interest?

- Thorne – Yes – same issue
- Karasinski - Yes
- Rudgers -Yes
- Ward - Yes – even though closer to Route 32, not an issue
- Mulhearn - Yes

2. Would the spirit of the ordinance be observed if the variance were granted?

- Karasinski – Yes – observes the spirit of the ordinance. It is not contrary; it is passive.
- Rudgers – Yes - no contrary evidence that it is not observing the ordinance
- Ward – Yes – homeowners are allowed to install these – no difference
- Thorne – Yes agrees with others
- Mulhearn - Yes

3. Would granting the variance do substantial justice?

- Rudgers – Yes same reasons
- Ward – Yes same reasons, and some substantial justice that the value of the airport will increase
- Thorne – Yes agrees with Jay
- Karasinski – Yes - same as others.
- Mulhearn – Ys, same rationale. And homeowners have the right as well.

4. Could the variance be granted without diminishing surrounding property values?

- Ward – Yes – no evidence shown otherwise
- Thorne - Yes
- Karasinski – Yes – no contrary evidence
- Rudgers – Yes - no contrary evidence
- Mulhearn – Yes

5. Do special conditions of the property exist that distinguish it from other properties in the area?

- Thorne – Yes – all the same reasons

- Karasinski - Yes
- Rudgers - Yes
- Ward - Yes
- Mulhearn - Yes

A.i. Owing to the special conditions of the property that distinguish it from other property in the area, there is not a fair and substantial relationship between the general public purpose of the ordinance and the specific application of the provision to the property?

- Thorne - Yes
- Karasinski Yes
- Ward No – for the same reason as the other variance
- Mulhearn - Yes
- Rudgers - Yes

A.ii. Is the proposed use a reasonable one?

- Karasinski - Yes
- Rudgers - Yes
- Thorne - Yes
- Ward - Yes
- Mulhearn - Yes

If the criteria in subparagraph A.i. and A.ii. are not met, an unnecessary hardship will be deemed to exist if, and only if:

B. Owing to the special conditions of the property that distinguish it from other properties in the area the property cannot be reasonably used in strict conformance with the ordinance, and a variance is necessary to enable a reasonable use of the property:

A motion was made by Thorne that to accept **Variance 25-012** – seconded by Karasinski; Ward voted no; all others voted Yes. The motion passed.

Thorne made a motion to move the meetings downstairs until the Town provides a sound system. Mulhearn seconds the motion unless the meeting is too large for the room downstairs. All were in favor and the motion passed.

OTHER DISCUSSIONS

Rudgers asked that it is clarified whether if a person votes no on any question whether they are allowed to make a motion, second a motion, or vote in the affirmative for a motion. Paquette will provide clarification.

ADJOURNMENT

A motion to adjourn was made by Ann and seconded by Lisa and all were in favor. The Motion passed. Adjournment occurred at 9:40 p.m.

Respectfully Submitted,
Susan Ells, Recording Secretary
Approved on September 15, 2025

SWANZEY PLANNING BOARD
P. O. Box 10009
Swanzey, NH 03446
Email: planner@swanzeynh.gov

NEW TENANT APPLICATION FORM

Date Received:_____ By:_____

Businesses moving into a building that has previously received Site Plan approval for the **same type of permitted use** may be allowed without a formal Site Plan Review.

Applications submitted by new tenants do not automatically require a public hearing. However, the Planning Board reserves the right to determine, based on the nature of the application, whether a Site Plan Review will be necessary. This process helps ensure that any proposed use aligns with local planning and zoning regulations.

Application Fee: $25.00

SELECT ONE OPTION BELOW:

- [ ] **New Tenant in a Multi-Tenant Building**
- [x] **New Tenant in a Single-Tenant Building**

1. Name and address of owner(s) of record:
2. Aolin Properties LLC (Da Brothers Contractors LLC) 93 Monadnock Hwy SwanzeyNH 03446
3. Preferred Telephone:603-355-8800
4. Email: Dan@dabrothers.com
5. Name and address of applicant (if different):
   Amanda Swanson
   192 Roxbury Street, Apt 2, Keene NH 03431
   Preferred Telephone: 6033139506 Email: mandinorway@Yahoo.com
6. Street Address of Proposed Project: 223 Monadnock Highway, Swanzey, NH 03446
7. Zoning District(s): Business Tax Map# 106 Lot(s)# 53

5. Type of Business (describe briefly):
Small scale dog boarding and daycare facility

6. Location of Business on Property (site plan of property location shall be included:
Already existing building on lot

7. Proposed Hours and Days of Operation: 6am-930pm Monday-Sunday

8. Estimated Customers Per Day: 5-8

9. Parking Spaces Planned: 5

10. Number of Full-Time Employees: 1

11. Number of Part-Time Employees: 1

12. Number of Pick-ups & Deliveries each day/week: 0-3

13. Means of Pick-up & Delivery (large truck, van, personal vehicle, etc.):
Personal Vehicle & delivery trucks

14. Outside Lighting (describe briefly):
Exterior lighting located in the front and rear of the building

15. Special Licenses Required: no

16. Permits Required: no

17. Signs Required (describe briefly and attach a copy of completed sign permit application):

The Applicant certifies that this application is correctly completed with all required attachments and requirements and that any additional costs for engineering or professional services incurred by the Planning Board or the Town of Swanzey in the final review process of this application shall be borne by the applicant and/or owner.

01/27/26 _____

Date **Applicant Signature**

The Owner certifies that this application is correctly completed with all required attachments and requirements and that any additional costs for engineering or professional services incurred by the Planning Board or the Town of Swanzey in the final review process of this application shall be borne by the applicant and/or owner.

_____01/27/2026_____ _____

Date **Owner Signature**

FOR PLANNING BOARD USE ONLY

Comments:

The above application was:

☐ **APPROVED**

☐ **DENIED**

6. **Approval** (Old section X)

   a. The Planning Board may attach such conditions to the approval of the application as it deems reasonable and necessary to ensure that the proposed use will be consistent with the purpose and intent of these regulations. Bonding may be required to ensure the completion of utilities and other amenities.

   b. No substantial deviation from plans as approved shall be permitted without the approval of the Planning Board. "Substantial deviation" will be monitored by the Code Enforcement Officer and/or Planning Board designee and determined by the Planning Board.

   c. Site Plan approval will expire after a period of one (1) year following the date on which the Board votes to approve or conditionally approve the application unless within this one-year period, active and substantial development has occurred. For site plans approved in phases, a determination of active and substantial development shall apply to the phase currently under approval. If a bond or other security is required in connection with such approval, such bond or security must be posted. Active and substantial development shall include one or more of the following, at the Planning Board's discretion: Active and substantial development or building shall begin on the site by the owner or the owner's successor in interest in accordance with the approved plan within 12 months after the date of approval, or in accordance with the terms of the approval, and if a bond or other security to cover the costs of roads, drains, or sewers is required in connection with such approval, such bond or other security is posted. "Active and substantial development or building" will be monitored by the Code Enforcement Officer and/or Planning Board designee and determined by the Planning Board.

      i. Site preparation activities, including movement of earth, excavation, clearing, logging, as well as installation and maintenance of erosion control measures. Activities must be conducted in conjunction with and in furtherance of the approved development.

      ii. Construction and/or installation of roadways or accessways constructed to at least a gravel base, building foundations, slabs, or footings in accordance with the approved plans.

      iii. Construction and/or installation of basic infrastructure intended to support the development, such as drainage and utilities in accordance with the approved plans.

   d. No certificate of occupancy shall be issued until two (2) copies of the Site Plan are signed by the Chair of the Planning Board. No Site Plan shall be signed until all conditions related to the approval are placed on the plan, the Board receives final unconditional approval from the Swanzey Fire Department, and the plan is signed by a registered engineer or surveyor.

e. A minimum of thirty (30) days prior to the expiration of approval, an applicant may request a one-time extension of one (1) year for meeting active and substantial development from the Planning Board. The applicant shall demonstrate the necessity of the extension and provide an update to the Board about the status of the project.

f. Costs of engineering, legal fees, etc., shall be borne by the applicant. A security bond may be required to guarantee performance of the applicant's application described herein.

7. Conditional Approval

a. Pursuant to RSA 676:4I(i), the Board may grant conditional approval of a site plan application without further public hearing only when such conditions:

   i. Are administrative in nature;

   ii. involve no discretionary judgment on the part of the Board; or

   iii. involve the application's possession of permits and approvals granted by other boards or agencies.

b. If a conditional approval has been granted pursuant to 7.a in this section, the conditions shall be met within one year after the date upon which the board voted to approve, otherwise the approval is null and void.

c. All other conditions shall require a public compliance hearing and notice as provided in RSA 676:4.I(d). Public compliance hearing will be required within one (1) year after the date upon which the Board voted to approve with conditions, otherwise the approval is null and void. All conditions shall be recorded on the site plan prior to the compliance hearing.

d. The Planning Board may waive the requirement for action within the time period specified in subparagraph 6.a and 7.a, and consent to such extension as may be mutually agreeable.

SECTION X. ~~FIVE~~ SEVEN YEAR EXEMPTION (old XI)

Every plat or site plan approved by the Planning Board and recorded in the Registry of Deeds shall be exempt from all subsequent changes to subdivision regulations, site plan review regulations, and zoning ordinances adopted by the Town of Swanzey as provided in, and subject to the requirements of, RSA 674:39.