TOWN OF SWANZEY

OFFICE OF PLANNING AND COMMUNITY DEVELOPMENT

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Swanzey Zoning Board of Adjustment
Meeting Agenda for August 18, 2025
7:00 p.m.

The regular meeting of the Swanzey Zoning Board of Adjustment will be held on Monday, August 18, 2025 at 7:00 p.m. at Whitcomb Hall, 17 Main Street, Swanzey. The public may also access the meeting via Zoom by going to www.zoom.us, using the Zoom App, or by calling (929) 205-6099 and entering Meeting ID number 235 370 4380. 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. July 21, 2025

3) Public Hearings

   a. **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.
   b. **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.
   c. **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.

4) Other Business

5) Adjournment

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.

DRAFT

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.
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

TOWN OF SWANZEY

OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT

Phone: 603-352-7411 ext. 108
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Memorandum – Office of Planning & Economic Development

TO: Zoning Board of Adjustment

FROM: Adam Paquette, Town Planner

DATE: **July 14, 2025**

Continued to 8/18/2025
Additional comments & attachments from the applicant are attached to the end of this memo

RE: ZBA #25-0011 and #25-012 – Variances – Map 205 Lot 1

Background:

ReVision Energy, representing the City of Keene, is seeking two variances under Section IV, Article A.1 and 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). Portions of the proposed project are located within the Rural/Agricultural and Residence Districts, where the intended use is not currently permitted.

The subject parcel encompasses approximately 893 acres. The proposed solar array within the Rural/Agricultural District will occupy roughly 13.5 acres at the southern end of the airport property. An additional array, located in the Residence District, will cover approximately 8.6 acres on the eastern side of the property, adjacent to Route 32. This project is part of the City of Keene's broader initiative to transition to 100% clean energy by 2030. Notice of the public hearing was mailed to abutters on July 8, 2025, and published in the Keene Sentinel on July 19, 2025.

Discussion:

The proposed solar energy system complies with all dimensional requirements, including the minimum front, side, and rear setbacks established for both the Rural/Agricultural and Residence Districts under the Swanzey Zoning Ordinance. While the use itself is not explicitly listed as permitted in either district, it is important to note that New Hampshire RSA 672:1, III-d recognizes renewable energy systems as "traditional, fundamental, and accessory uses of land" throughout the state. This statutory language reflects a statewide policy encouraging municipalities to accommodate renewable energy development. Whether the Town of Swanzey's Zoning Ordinance should be amended to explicitly reflect this policy is a broader planning consideration, but it does provide context for the Board's evaluation of the variance request.

Applicable Ordinance Sections:

1. Section IV, Article A.1 – Uses Permitted in the Rural/Agricultural District
2. Section IV, Article B.1 – Uses Permitted in the Residence District

Department Head and Staff Review:

Department Heads were notified of the application on July 1.

Conservation Commission

While the Conservation Commission is generally in favor of this use in the two zones in question, we do have a concern about the continued loss of habitat for state-listed birds and other wildlife in the airport grasslands (a rare habitat), which could be considered contrary to the public interest. We hope that grassland birds will be considered by planners when this project is designed and permitted, and we have questions about state oversight for these species.

- Cheri Domina, Chair, Conservation Commission

Planning

Staff is curious to learn if any power generated could be used to benefit Swanzey.

Attachments:

A. Variance Application
B. Tax Map

REVISION ENERGY

August 8, 2025

Chair Adam Mulhearn
Swanzey Zoning Board
620 Old Homestead Hwy
Swanzey, NH 03446

RE: Additional materials for Keene Airport Solar Array variance applications, ZBA 25-011 and ZBA 25-012.

Dear Chair Mulhearn,

Thank you for your review and consideration of our zoning applications. The Board indicated that further information would be appreciated to assess the impact, if any, the project will have to the public interest during the continuance meeting. Enclosed with this letter is additional information about glare and the decommissioning of solar projects. Please accept these additional comments for incorporation into our variance applications ZBA 25-011 and ZBA 25-012.

Attachments:

1. Airport support letter
2. FAA Policy for Solar Energy System Projects on Federally-Obligated Airports
3. Module spec sheets
4. Glare Analysis

Glare:

Solar modules are designed to reduce reflection and absorb light. Modern module glass has an anti-reflective surface that reflects as little as 2% of incoming light, less than many features found in the natural environment. Research supports the lack of impact from solar glare.[1] Solar projects have successfully been sited at airports around the globe – take the case study of Denver International Airport, one of the world's busiest airports which has over the years installed 34 MW of solar, approximately 42,000 solar panels on 150 acres of airport land.[2]

Most importantly, the proposed project complies with the Federal Aviation Administration (FAA) policy regarding solar glare for projects sited at federally obligated airports. This is of key importance because the FAA policy takes into account current research and is aimed at protecting the public interest by ensuring that airport solar projects don't create harmful glare.

REVISION ENERGY

As background, in 2013 FAA issued an interim policy requiring that solar projects sited at airports show that: 1) there is no potential for solar glint or glare to the air traffic control tower, and 2) that there are no instances of yellow glare in the final 2-mile approach path. (Note: the ocular impact of solar glare is quantified into three categories: Green - low potential to cause after-image; Yellow - potential to cause a temporary after-image; and Red - potential to cause permanent eye damage. Both yellow and red glare are deemed hazardous).

While the interim policy was in effect, the FAA collected comments and assessed additional information on the ocular impacts of proposed solar energy systems. The FAA concluded that "in most cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass-façade buildings, parking lots, and similar features," and does not constitute a hazard.[3] The FAA did find that glare to air traffic control towers remains a concern and must be avoided. It is important to note that the case of the Manchester-Boston Regional Airport, as raised by Mr. Jacobs, one of the abutters, was an example of solar glare negatively impacting a control tower, not directly impacting incoming pilots.

The FAA issued a final policy in 2021 which removed the concern around the 2-mile approach path based on research and findings noted above and requires that projects evaluate and certify that there is no potential for glare to an air traffic control tower.

We have completed a glare analysis for the current project layout (Attachment 4). Because the Keene Dillant-Hopkins Airport does not have a control tower, our proposed project complies with the FAA's final policy. While it is no longer deemed necessary by the FAA, we have also evaluated the 2-mile approach paths for each runway. There are no instances of yellow or red glare, and the analysis supports that the project will not generate harmful glare for pilots. We've also included a letter of support from the Airport Director (Attachment 1). The analysis, combined with FAA policy compliance, supports that the proposed project will not produce negative impacts due to solar glare and thus will not be contrary to public interest in this regard.

1. https://www.nrel.gov/solar/market-research-analysis/blog/posts/research-and-analysis-demonstrate-the-lack-of-impacts-of-glare-from-photovoltaic-modules
2. FOX31, *Denver International Airport 'goes green' with new solar arrays, April 22, 2024,* https://www.youtube.com/watch?v=80lrxZa5dkM&t=65s
3. https://www.federalregister.gov/documents/2021/05/11/2021-09862/federal-aviation-administration-policy-review-of-solar-energy-system-projects-on-federally-obligated

Decommissioning:

At the request of the Vice Chair, we are also including additional information about the decommissioning of the project. For projects of this scale, it is typical for a decommissioning plan to be required by the Planning Board during Site Plan Review and, should the variances be granted, we expect to prepare a formal plan for submission to address the long-term ownership and decommissioning of the system. Please note, the Town of Swanzey bears no responsibility

for system operation, maintenance or removal. However, the need for conditions to ensure compliance with site plan development regulations or to provide additional assurances for the Town, (ie. via a decommissioning bond), is typically reviewed and implemented by the Planning Board during Site Plan Review.

If properly maintained, the panels have an expected usable life of 25-40 years; or up to 50 years with equipment replacement. ReVision Energy has an experienced in-house Operations & Maintenance Department that services (and as needed, repairs) our projects to ensure continued, safe operation. Under a project decommissioning plan, all solar facility components will be physically removed at the end of the useful life of the system and the site will be rehabilitated to as close to pre-construction conditions as is feasible, including revegetation. After decommissioning the site will be in a condition suitable to return to its previous use, or a new use. The Project Owner is responsible for all decommissioning costs. Any additional permits required for decommissioning, removal, and disposal of Project components are obtained before decommissioning activities begin. The system removal is conducted in accordance with all permits and applicable rules and regulations, and the majority of array components are anticipated to be recycled at authorized facilities, including inverters and PV modules, perimeter fencing and all electrical wiring, conductors, conduits, and associated hardware.

Abutter Mr. Jacobs submitted comments with concerns over toxic heavy metals that may leach into the groundwater or soil and pose an environmental risk. The body of evidence does not support that remediation and toxic clean-up are legitimate risks resulting from solar projects. solar modules are composed of 99.9%+ non-hazardous materials, that are recyclable with current technologies. ReVision Energy works with Aurum Recovery Group in Goffstown, NH to recycle modules and e-waste from damaged systems.

The modules anticipated for this system installation, manufactured by Qcells, do not pose a risk of exposure to hazardous chemicals. Like many electronics, most modules do contain exceptionally small amounts of lead, however, all materials in a solar panel are enclosed, sealed with a flexible EVA material which prevents module disintegration in the event of damage (similar to a windshield) and tempered glass that withstands high temperatures and protects from damage. The anticipated modules contain the following components:

Component	Material	Total Share	Remark
Frame	Aluminum	6% – 14%	not hazardous
	Silicone	<2%	not hazardous, see section 8
Laminate	Glass	65% – 85%	not hazardous
	Plastics (EVA, PET, PE, PPE, PC)	5% – 15%	no hazards known
	Silicon	2% – 4%	not hazardous
	Metals (Aluminum, Copper, Tin)	<2%	not hazardous
	Lead	<0,1%	hazardous
	Silver	<0,05%	not hazardous

REVISION ENERGY

Research by the Columbia Law School Sabin Center for Climate Change Law addresses the topic of heavy metals in solar panels with analysis from the Massachusetts Department of Energy Resources (DOER) and others. The Massachusetts DOER has assessed that "all solar panel materials… are contained in a solid matrix, insoluble and non-volatile at ambient conditions, and enclosed. Therefore, releases to the ground from leaching to the air from volatilization during use, or from panel breakage are not a concern." Additionally, in studies, soil tests under solar panels and 45-100 feet away have found lead and cadmium were not elevated and levels detected are far below concerns for environmental health.[4] These examples are two of many, supporting that solar panels do not pose a remediation risk, and a solar array would not be contrary to the public interest in this regard. Additional resources are linked in the report below.

4. Matthew Eisenson, Jacob Elkin, Andy Fitch, Matthew Ard, Kaya Sittinger & Samuel Lavine, Rebutting 33 False Claims About Solar, Wind, and Electric Vehicles, Sabin Center for Climate Change Law, April 2024 (revised February 2025), Pages 3-4. Available at: https://scholarship.law.columbia.edu/sabin_climate_change/217

While these topics understandably raise questions, the Board must consider the factual evidence as it relates to the zoning criteria. Research and policy support that the addition of solar panels to this property would not threaten the public health, safety or welfare, and therefore does not violate this zoning objective. We remind the Board of the hardship that exists, and that is the basis for this application: these areas of the airport are practically unusable under the current zoning due to airspace height and safety restrictions. The City of Keene has no reasonable, less intrusive, equally feasible alternative for siting the project, as other city owned properties are already in active use, or constrained for solar. Finally, the project has been designed to comply with the FAA policy for siting solar energy systems, with placement outside of runway protection zones, obstacle clearance areas, and critical safety zones to avoid any interference with aircraft operations. A solar energy system is a safe, low-profile, and passive use that is a reasonable use given the special characteristics of this property.

Thank you again for your consideration of our applications. We are happy to address additional questions.

Sincerely,

Megan Ulin
ReVision Energy

KEENE
DILLANT-HOPKINS
AIRPORT

August 7, 2025

Chair Adam Mulhearn
Swansey Zoning Board
620 Old Homestead Highway
Swanzey, NH 03446

Re: Glare issues at the Keene Dillant-Hopkins Airport

Dear Mr. Mulhearn,

I am writing as the Acting Airport Director to address concerns raised during the July 21, 2025, Swansey Zoning Board meeting regarding potential glare from the proposed solar development at Keene Dillant-Hopkins Airport.

During the Swanzey Zoning Board Meeting on July 21st there were two comments by local pilots voicing concern about potential glare issues with the proposed solar development at the airport. Mr. Wood had stated that he had experienced glare issues with previously installed solar panels. Upon questioning, I believe his issues have been with solar panels located behind 5 Business Ctr Drive. These panels were installed many years ago using panels with early generation solar technology. This solar array is just off airport property and is privately owned. Mr. Jacobs also voiced concern about the possibility of solar glare with this proposed project, indicating that there have been issues with previously installed solar array at the airport. I felt it prudent to inform the Zoning Board that in my 5+ years as the airport director, I had not previously received one comment or complaint regarding glare from solar arrays at the airport.

The advancement is solar panel technology has greatly reduced the glare produced by solar arrays, leading to changes in the FAA's oversight of similar projects. Federal Aviation Administration 14 CFR Part 77, Federal Aviation Administration Policy: Review of Solar Energy System Projects on Federally-Obligated Airports states: "Initially, FAA believed that solar energy systems could introduce a novel glint and glare effect to pilots on final approach. FAA has subsequently concluded that in most cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass facade buildings, parking lots, and similar features".

Regardless, revision energy will provide a glare analysis and the City of Keene will ensure that this project follows any further FAA guidance regarding solar development at airports. We will coordinate and confer with NHDOT Bureau of Aeronautics and the FAA to ensure FAA

compliance with this project. Additionally, Revision Energy is working closely with a reputable airport engineering firm that is well versed in the FAA approval process for similar projects.

This solar project offers significant benefits, advancing the City of Keene's goal of 100% renewable energy by 2030. The proposed site is ideal, as it is already cleared, requires no tree removal or significant terrain disruption, and is limited in alternative uses due to airport height restrictions. A 2022 Airport Land Use Study by McFarland Johnson Inc. identified this parcel as "ideal for a solar farm" to support the airport's and city's sustainability goals, noting that solar development may be the only viable use for the site.

I am confident that this project can be implemented without compromising the safety of aeronautical operations at Keene Dillant-Hopkins Airport and will contribute positively to our community's sustainability objectives.

Sincerely,

David Hickling
Airport Director

Rules and Regulations

Federal Register
Vol. 86, No. 89
Tuesday, May 11, 2021

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

OFFICE OF GOVERNMENT ETHICS

5 CFR Part 2611

RIN 3209–AA61

Removal of U.S. Office of Government Ethics Guidance Documents Regulations

AGENCY: Office of Government Ethics.

ACTION: Final rule.

SUMMARY: Pursuant to Executive Order 13992, the U.S. Office of Government Ethics (OGE) is removing its regulations that detail the processes for the issuance of, modifications to, and petitions regarding guidance documents, as defined by Executive Order 13891.

DATES: This final rule is effective May 11, 2021.

FOR FURTHER INFORMATION CONTACT: Patrick J. Lightfoot, Assistant Counsel, or Margaret Dylus-Yukins, Assistant Counsel; Telephone: 202–482–9300.

SUPPLEMENTARY INFORMATION:

I. Background

As required by Executive Order 13891, ''Promoting the Rule of Law Through Improved Agency Guidance Documents'' (October 9, 2019), OGE issued 5 CFR part 2611 on August 20, 2020. 85 FR 51301 (August 20, 2020). 5 CFR part 2611 set forth processes and procedures for OGE's issuance of guidance documents as defined by Executive Order 13891. Also pursuant to Executive Order 13891, OGE established and maintained a Guidance Portal on its website, which provided links to all guidance documents in effect and issued by OGE. 85 FR 45638 (July 29, 2020). Notably, all of OGE's guidance documents are already posted elsewhere on the OGE website.

Executive Order 13992, ''Revocation of Certain Executive Orders Concerning Federal Regulation'' (January 20, 2021), revoked Executive Order 13891 and five other executive orders. Executive Order 13992 also directed agencies to ''promptly take steps to rescind any orders, rules, regulations, guidelines, or policies, or portions thereof, implementing or enforcing'' the revoked executive orders.

In accordance with Executive Order 13992, OGE is removing 5 CFR part 2611 in its entirety. OGE will retain a copy of the regulation. The **Federal Register** issuance at 85 FR 51301, which includes the full text of the regulation, will remain on OGE's website. OGE will also remove the Guidance Portal from its website; however, the documents from the Guidance Portal will continue to be available elsewhere on OGE's website.

II. Matters of Regulatory Procedure

Administrative Procedure Act

Pursuant to 5 U.S.C. 553(b)(3)(A), as Director of the Office of Government Ethics, the notice and comment procedures are being waived because these amendments concern matters of agency organization, procedure and practice.

Paperwork Reduction Act

The Paperwork Reduction Act (44 U.S.C. chapter 35) does not apply because this regulation does not contain information collection requirements that require approval of the Office of Management and Budget.

Unfunded Mandates Reform Act

For purposes of the Unfunded Mandates Reform Act of 1995 (2 U.S.C. chapter 5, subchapter II), this final rule would not significantly or uniquely affect small governments and will not result in increased expenditures by State, local, and tribal governments, in the aggregate, or by the private sector, of $100 million or more (as adjusted for inflation) in any one year.

Executive Order 13563 and Executive Order 12866

Executive Orders 13563 and 12866 direct agencies to assess all costs and benefits of available regulatory alternatives and, if regulation is necessary, to select the regulatory approaches that maximize net benefits (including economic, environmental, public health and safety effects, distributive impacts, and equity). Executive Order 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility. In promulgating this rulemaking, OGE has adhered to the regulatory philosophy and the applicable principles of regulation set forth in Executive Orders 12866 and 13563. The rule is not a significant regulatory action for the purposes of Executive Order 12866.

Executive Order 12988

As Director of the Office of Government Ethics, I have reviewed this rule in light of section 3 of Executive Order 12988, Civil Justice Reform, and certify that it meets the applicable standards provided therein.

List of Subjects in 5 CFR Part 2611

Administrative practice and procedure, Guidance documents, Significant guidance documents.

Approved: May 6, 2021.

Emory Rounds,

Director, U.S. Office of Government Ethics.

For the reasons set forth in the preamble, and under the authority of 5 U.S.C. app. 101–505 (Ethics in Government Act of 1978), the U.S. Office of Government Ethics amends 5 CFR chapter XVI by removing part 2611.

[FR Doc. 2021–09954 Filed 5–10–21; 8:45 am]

BILLING CODE 6345–03–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 77

Federal Aviation Administration Policy: Review of Solar Energy System Projects on Federally-Obligated Airports

AGENCY: Federal Aviation Administration, DOT.

ACTION: Noticificaton of policy.

SUMMARY: This document establishes FAA policy for proposals by sponsors of federally-obligated airports to construct solar energy systems on airport property. FAA is publishing this policy because it is in the public interest to enhance safety by analyzing ocular impact of proposed solar energy systems on airport traffic control tower personnel. The policy applies to proposed on-airport solar energy systems at federally-obligated towered

airports. This policy replaces the Interim Policy published on October 23, 2013.

DATES: The effective date of this policy is May 11, 2021.

ADDRESSES: You can obtain an electronic copy of this Policy and all other documents in this docket using the internet by:

(1) Searching the Federal eRulemaking portal (*http://www.faa.gov/regulations/search*);

(2) Visiting FAA's Regulations and Policies web page at (*http://www.faa.gov/regulations_policies*); or

(3) Accessing the Government Printing Office's web page at (*http://www.gpoaccess.gov*).

You can also obtain a copy by sending a request to FAA, Airport Planning and Environmental Division, 800 Independence Ave. SW, Washington, DC 20591, or by calling (202) 267–3263. Make sure to identify the docket number, document number or amendment number of this proceeding.

FOR FURTHER POLICY INFORMATION CONTACT: Mike Hines, Manager, Airport Planning and Environmental Division, APP–400, Federal Aviation Administration, 800 Independence Ave. SW, Washington, DC 20591, telephone (202) 267–8772; email: *Michael.Hines@faa.gov.*

SUPPLEMENTARY INFORMATION: Authority for the Policy: This policy is published under the authority described in Title 49 of the United States Code, subtitle VII, part B, Chapter 471, Section 47122(a).

Background

In October 2013, FAA issued an interim policy for proposals by sponsors of federally-obligated airports to construct solar energy systems on airport property. 78 FR 63276, October 23, 2013.

There is continued interest in installing solar photovoltaic (PV) and solar hot water (SHW) systems on airports. While solar PV or SHW systems (henceforth referred to as solar energy systems) are designed to absorb solar energy to maximize electrical energy production or the heating of water, in certain situations the glass surfaces of the solar energy systems can reflect sunlight and produce glint (a momentary flash of bright light) and glare (a continuous source of bright light). FAA has learned that glint and glare from solar energy systems could result in an ocular impact to airport traffic control tower (ATCT) personnel working in the tower cab, and compromise the safety of the air transportation system. FAA is issuing this policy pursuant to its authority under title 14 of the Code of Federal Regulations (CFR), part 77, with the intent to ensure the safety of the development of solar energy systems on airport property by eliminating the potential for ocular impact to the ATCT cab from these systems. FAA established a cross-organizational working group in 2012 to establish a standard for measuring glint and glare, and clear thresholds for when glint and glare would impact aviation safety. This resulted in FAA's 2013 Interim Policy on Review of Solar Energy Systems at Federally-Obligated Airports, referenced above.

The Interim Policy required federally-obligated airports to conduct an ocular analysis of potential glint and glare effects to pilots on final approach and ATCT cabs before construction begins. The policy also included a standard for measuring ocular impact and a recommended tool for measuring ocular impact.

FAA received 20 comments on the Interim Policy. The majority of comments were from persons who are involved with the solar energy industry. FAA also received comments from the Airport Consultants Council (ACC) on behalf of its membership. The comments were largely focused on requirements in the interim policy that FAA is not carrying forward to this updated policy.

Developments Since Interim Policy

The Interim Policy stated that ''FAA expects to continue to update these policies and procedures as part of an iterative process as new information and technologies become available.'' This is in keeping with FAA's obligation under 49 U.S.C. 47122(a) to continually incorporate new information on safety considerations, and update policies and procedures as appropriate. In keeping with these statements, FAA reviewed the comments received on the Interim Policy and continued to collect additional information on ocular impacts of proposed solar energy systems.

Initially, FAA believed that solar energy systems could introduce a novel glint and glare effect to pilots on final approach. FAA has subsequently concluded that in most cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass-façade buildings, parking lots, and similar features. However, FAA has continued to receive reports of potential glint and glare from on-airport solar energy systems on personnel working in ATCT cabs. Therefore, FAA has determined the scope of agency policy should be focused on the impact of on-airport solar energy systems to federally-obligated towered airports, specifically the airport's ATCT cab.

The policy in this document updates and replaces the previous policy by encouraging airport sponsors to conduct an ocular analysis of potential impacts to ATCT cabs prior to submittal of a Notice of Proposed Construction or Alteration Form 7460–1 (hereinafter Form 7460–1). Airport sponsors are no longer required to submit the results of an ocular analysis to FAA. Instead, to demonstrate compliance with 14 CFR 77.5(c), FAA will rely on the submittal of Form 7460–1 in which the sponsor confirms that it has analyzed the potential for glint and glare and determined there is no potential for ocular impact to the airport's ATCT cab. This process will enable FAA to evaluate the solar energy system project, with assurance that the system will not impact the ATCT cab.

FAA is also withdrawing the recommended tool for ocular impact, the Solar Glare Hazard Analysis Tool (SGHAT). The Interim Policy mandated the use of SGHAT, developed independently by Sandia National Laboratories. The tool is no longer available to all users at no cost. There are several glint/glare analysis tools available to airport sponsors on the open market, but FAA is not requiring or endorsing a specific tool for assessing ocular impact. In addition, FAA acknowledges that in some cases a tool may not be required to support a sponsor's statement that a proposed solar energy system will not impact an ATCT cab. The primary example is a proposed on-airport solar energy system that is not visible from an ATCT cab because it is blocked by another structure.

This policy does not apply to:

1. Solar energy systems on airports that do not have an ATCT,

2. Airports that are not federally-obligated, or

3. Solar energy systems not located on airport property.

Though this policy does not apply to proponents of solar energy systems located off airport property, they are encouraged to consider ocular impact for proposed systems in proximity to airports with ATCTs. In these cases, solar energy system proponents should coordinate with the local airport sponsor.

FAA Policy: Review of Solar Energy System Projects on Federally-Obligated Airports

The following sets forth FAA's policy for analyzing ocular impact and the obligations of an Airport Sponsor when a solar energy system is proposed for development on a federally-obligated airport with an ATCT.

It is in the public interest to enhance safety by analyzing ocular impact of proposed solar energy systems at federally-obligated towered airports. The policy applies to any proposed solar energy system on a federally-obligated towered airport.

Standard for Analyzing Ocular Impact

For federally-obligated towered airports, the airport sponsor will revise an Airport Layout Plan to depict proposed solar installations of any size that are not co-located with an existing structure and require a new footprint (as required by 49 U.S.C. 47107(a)(16)(A)). The airport sponsor will also file a Notice of Proposed Construction or Alteration Form 7460–1 (as required by 14 CFR 77.9). To demonstrate compliance with 14 CFR 77.5(c), FAA will rely on the airport sponsor to include a statement in its completed Form 7460–1 that the proposed solar project will not result in ocular (*i.e.* glint or glare) impacts to the airport's ATCT cab. The airport sponsor is encouraged to conduct an ocular analysis of potential impacts to ATCT cabs prior to the submittal of its Form 7460–1. If the 7460–1 evaluation results in a ''no objection'' finding, FAA will include the following statement in the aeronautical study determination:

FAA relies on the airport sponsor's statement in the submitted Form 7460–1 that it has proposed a project that will not create ocular (*i.e.,* glint or glare) impacts to personnel in the airport's airport traffic control tower. If impacts to the airport traffic control tower are discovered after construction, the Sponsor must mitigate those impacts at its own expense. The Sponsor remains subject to a compliance action under 14 CFR part 16 for failing to mitigate ocular impacts that interfere with aviation safety.

Tools To Assess Ocular Impact

FAA encourages airport sponsors of federally-obligated towered airports to conduct a sufficient analysis to support their assertion that a proposed solar energy system will not result in ocular impacts. There are several tools available on the open market to airport sponsors that can analyze potential glint and glare to an ATCT cab. For proposed systems that will clearly not impact ATCT cabs (*e.g.,* on-airport solar energy systems that are blocked from the ATCT cab's view by another structure), the use of such tools may not be necessary to support the assertion that a proposed solar energy system will not result in ocular impacts. FAA suggests that airport sponsors with questions about conducting this analysis contact their local FAA Airports District Office (or Regional Office for those Regions without District Offices) during the early stages of a solar energy system siting process. Regional and Airports District Offices are available to provide assistance with this process.

Integration of This Policy Statement Into FAA Orders and Publications

FAA will incorporate this policy into applicable FAA Orders and publications, such as Advisory Circulars, as they are updated. The agency will also continually review this policy in the interest of aviation safety. FAA reserves the right to update this policy if the agency collects or receives additional information on glint and glare from on-airport solar energy systems. The FAA will incorporate any updates into applicable FAA Orders and publications.

This policy does not have the force and effect of law and is not meant to bind the public in any way, it is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Issued in Washington, DC.

Robert John Craven,

Director, Airport Planning and Programming.

[FR Doc. 2021–09862 Filed 5–10–21; 8:45 am]

BILLING CODE 4910–13–P

SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 232, 239, 249, 269 and 274

[Release Nos. 33–10935; 34–91352; 39–2538, IC–34226]

Adoption of Updated EDGAR Filer Manual, Form ID Amendments

AGENCY: Securities and Exchange Commission.

ACTION: Final rule.

SUMMARY: The Securities and Exchange Commission (the ''Commission'') is adopting amendments to Volumes I and II of the Electronic Data Gathering, Analysis, and Retrieval system (''EDGAR'') Filer Manual (''EDGAR Filer Manual'' or ''Filer Manual''), a related form, and related rules. The amendments result in a more uniform and secure process for EDGAR access by requiring certain applicants that already have an EDGAR Central Index Key (or CIK) account number, but do not have EDGAR access codes, to submit the related form and an authenticating document to obtain access to EDGAR. The related form has also been amended to update its instructions and cross-references to Volume I of the Filer Manual. The revisions to Volume II reflect additional updates to the EDGAR system.

DATES:

Effective date: May 11, 2021.

Incorporation by reference: The incorporation by reference of the EDGAR Filer Manual is approved by the Director of the Federal Register as of May 11, 2021.

Compliance date: The applicable compliance date is discussed in Section VII.

FOR FURTHER INFORMATION CONTACT: For questions regarding the amendments to Volume I of the Filer Manual, Form ID, and related rules, please contact Rosemary Filou, Chief Counsel, or Monica Lilly, Senior Special Counsel, in the EDGAR Business Office at 202–551–3900. For questions concerning the changes to the submission form types for Forms N–NMFP and N–CEN, please contact Heather Fernandez in the Division of Investment Management at (202) 551–6708. For questions concerning changes to the submission form types for Form C, please contact Christian Windsor, Senior Special Counsel, in the Division of Corporation Finance at (202) 551–3419. For questions concerning the XBRL submissions, please contact the Office of Structured Disclosure in the Division of Economic and Risk Analysis at (202) 551–5494.

SUPPLEMENTARY INFORMATION: We are adopting an updated EDGAR Filer Manual, Volume I: ''General Information,'' Version 37 (March 2021) and Volume II: ''EDGAR Filing,'' Version 57 (March 2021); amendments to 17 CFR 232.10 and 17 CFR 232.301 (''Rule 301''); and amendments to Form ID (17 CFR 239.63, 17 CFR 249.446, 17 CFR 269.7, and 17 CFR 274.402). The updated Filer Manual volumes are incorporated by reference into the Code of Federal Regulations.

I. Background

The Filer Manual contains technical specifications needed for filers to make submissions on EDGAR. Filers must comply with the applicable provisions of the Filer Manual in order to assure the timely acceptance and processing of

PV MODULE REFLECTION – GLARE

PV MODULE REFLECTION – GLARE

When light falls on a surface it is split; some of the light traverses the surface (transmission), some light enters the surface and is lost (absorption) and some is redirected away from the surface (reflection). In order for a PV module to produce as much power as possible, the cover glass is optimized for high transmission. This is why Hanwha Q CELLS PV modules have cutting-edge anti-reflective coatings (ARC) in order to maximize transmission and limiting the possibility for reflections.

Each of these actions, transmission, absorption and reflection, can be measured as a proportion of the original light falling on the surface, eg. T + A + R = 100 %. For our purposes it is only necessary to look at the proportion of this original light, as the intensity of the light falling on the surface of the PV module glass will change with numerous factors including different system configurations, locations and times of both the day and year.

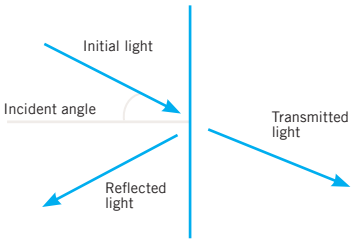


Figure 1: Light falling on a surface

The proportion of light reflected from any surface is dependent upon the angle at which the light hits the glass, called the incident angle where 0° is direct light and 90° is parallel to the surface. The proportion of reflected light can be calculated for different incident angles using the Fresnel equations. For a sheet of glass it would be necessary to calculate the reflection twice, once for the frontside of the glass and once for the backside. However as the rear of PV module glass is connected to an EVA and light absorbing PV cell it is only necessary to consider the frontside effect. To calculate the reflection the refractive index of the involved media is needed. As an example air has an index of 1, for normal "window" glass the value is around 1.5, for water it is 1.33 and for PV module glass it is around 1.25. From these figures alone it is possible to, correctly, presume that the glass used in PV modules creates less reflected light than normal "window" glass or a body of water. Figure 2 shows the curves of these different cases, along with measurements by TÜV Rheinland of Hanwha Q CELLS modules. It can be seen that the proportion of light reflected starts close to zero but rises as the incident angle gets closer to 90°.

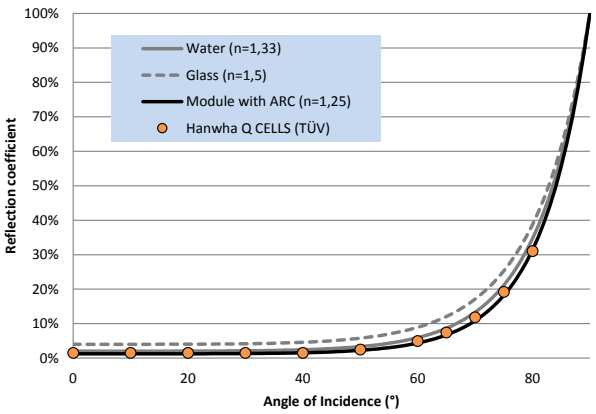


Figure 2: Reflection vs. incident angle

CONCLUSION

From both the theoretical and measured data it is clear that ARC glass used in all Hanwha Q CELLS currently produced PV modules reflects less light than both naturally occurring features, such as bodies of water, and common manmade structures. Moreover for incident angles below 55° less than 4 % of the initial light is reflected away from the PV module.

EMAIL: service@q-cells.com
TEL: +49 (0)3494 66 99 23222

Specifications subject to technical changes © **Hanwha Q CELLS** Module_reflection_2017-02_Rev01_EN

Q.PEAK DUO XL-G11S SERIES

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:

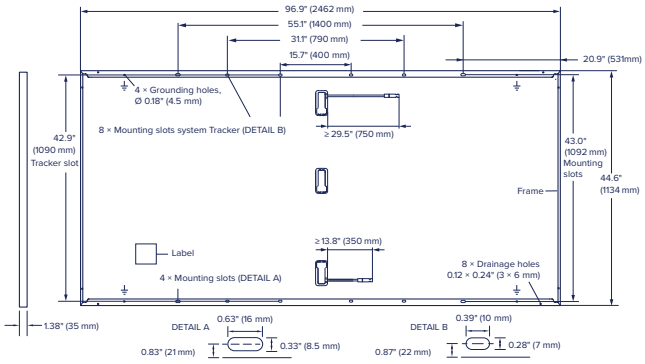
Ground-mounted solar power plants

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 (34.9kg)
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

MINIMUM PERFORMANCE AT STANDARD TEST CONDITIONS, STC[1] (POWER TOLERANCE +5 W / −0 W)

				590	BSTC*	595	BSTC*	600	BSTC*	605	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

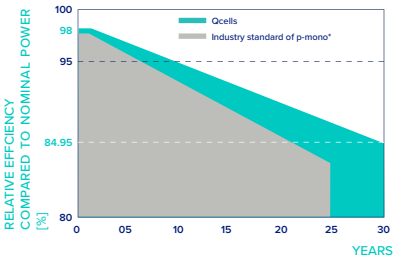
[1]Measurement tolerances P_{MPP} ±3 %; I_{SC}, V_{OC} ±5 % at STC: 1000 W/m²; *at BSTC: 1000 W/m² + φ × 135 W/m², φ = 70 %, 25±2 °C, AM 1.5 according to IEC 60904-3

MINIMUM PERFORMANCE AT NORMAL OPERATING CONDITIONS, NMOT[2]w

				590	595	600	605
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

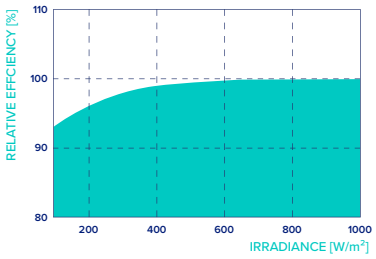


At least 98 % of nominal power during first year. Thereafter max. 0.45 % degradation per year. At least 93.95 % of nominal power up to 10 years. At least 84.95 % of nominal power up to 30 years.

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
Maximum Series Fuse Rating		[A DC]	30
Max. Push Load[3], Test/Design		[lbs/ft²]	113 (5400 Pa) / 75 (3600 Pa)
Max. Pull Load[3], Test/Design		[lbs/ft²]	78 (3750 Pa) / 52 (2500 Pa)

[3] See Installation Manual for instructions

PV module classification	Class II
Fire Rating based on ANSI / UL 61730	TYPE 29[4]
Permitted Module Temperature on Continuous Duty	−40 °F up to +185 °F (−40 °C up to +85 °C)

[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

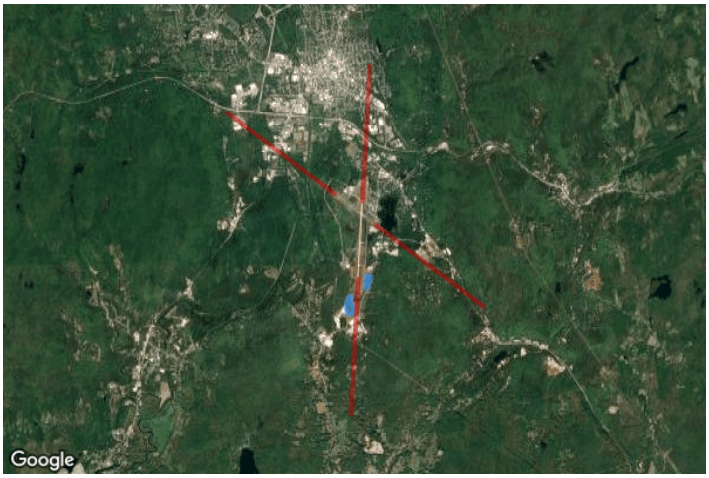
FORGESOLAR GLARE ANALYSIS

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

Site configuration: **Untitled**

Created 29 Jul, 2025
Updated 29 Jul, 2025
Time-step 1 minute
Timezone offset UTC-5
Minimum sun altitude 0.0 deg
DNI peaks at 1,000.0 W/m^2
Site ID 156081.26135

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



Glare Policy Adherence

The following table estimates the policy adherence of this glare analysis according to the **2021** U.S. Federal Aviation Administration Policy:

Review of Solar Energy System Projects on Federally-Obligated Airports

This policy may require the following criteria be met for solar energy systems on airport property:

- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics, including 1-minute time step.

ForgeSolar is not affiliated with the U.S. FAA and does not represent or speak officially for the U.S. FAA. ForgeSolar cannot approve or deny projects - results are informational only. Contact the relevant airport and FAA district office for information on policy and requirements.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
ATCT(s)	N/A	No ATCT receptors assessed

The referenced policy can be read at https://www.federalregister.gov/d/2021-09862

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: **Untitled**
Analysis conducted by Samuel Lavallee (nniles@revisionenergy.com) at 19:43 on 29 Jul, 2025.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

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

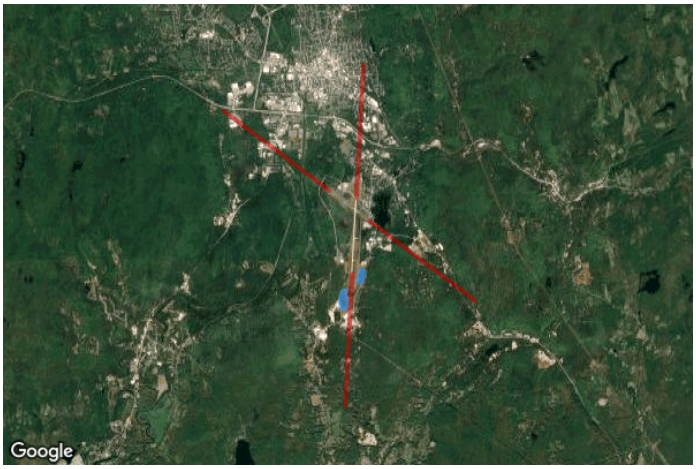
FAA Policy 78 FR 63276 can be read at https://www.federalregister.gov/d/2013-24729

Keene Airport Solar Array

Lots 12 & 14 Glare Analysis

Created Jul 29, 2025
Updated Jul 29, 2025
Time-step 1 minute
Timezone offset UTC-5
Minimum sun altitude 0.0 deg
Site ID 156081.26135

Project type Advanced
Project status: active
Category 5 MW to 10 MW



Misc. Analysis Settings

DNI: **varies (1,000.0 W/m^2 peak)**
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: **Version 2**
Enhanced subtended angle calculation: **On**

Summary of Results

Glare with low potential for temporary after-image predicted

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Lot 12 Array	30.0	180.0	1,839	0	-
Lot 14 Array	30.0	180.0	1,628	0	-

Component Data

PV Array(s)

Total PV footprint area: 21.3 acres

Name: Lot 12 Array
Footprint area: 7.6 acres
Axis tracking: Fixed (no rotation)
Tilt: 30.0 deg
Orientation: 180.0 deg

Rated power: -
Panel material: Smooth glass with AR coating
Vary reflectivity with sun position? Yes
Correlate slope error with surface type? Yes
Slope error: 8.43 mrad



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	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
Footprint area: 13.7 acres
Axis tracking: Fixed (no rotation)
Tilt: 30.0 deg
Orientation: 180.0 deg

Rated power: -
Panel material: Smooth glass with AR coating
Vary reflectivity with sun position? Yes
Correlate slope error with surface type? Yes
Slope error: 8.43 mrad



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	42.883955	-72.272832	475.50	8.00	483.50
2	42.882241	-72.273197	468.05	8.00	476.05
3	42.882226	-72.272349	471.61	8.00	479.61
4	42.880134	-72.272457	502.14	8.00	510.14
5	42.880072	-72.274152	504.57	8.00	512.57
6	42.881770	-72.274581	472.89	8.00	480.89
7	42.882540	-72.274366	477.24	8.00	485.24
8	42.883943	-72.273846	473.69	8.00	481.69

2-Mile Flight Path Receptor(s)

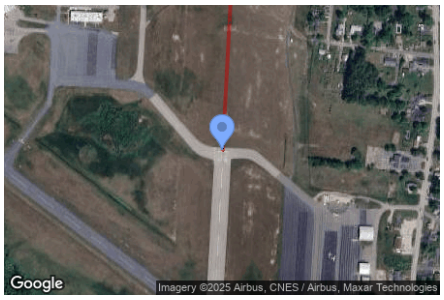
Name: Runway 14 Approach
Description:
Threshold height : 50 ft
Direction: 127.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	42.905777	-72.277695	471.23	50.00	521.23
2-mile point	42.923178	-72.309256	526.43	548.23	1074.66



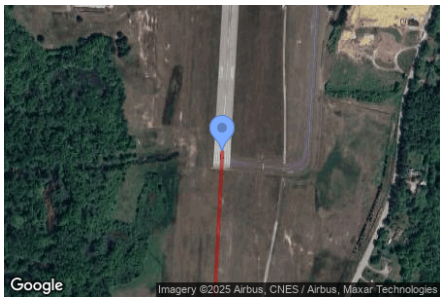
Name: Runway 20 Approach
Description:
Threshold height : 50 ft
Direction: 183.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	42.904316	-72.269627	480.85	50.00	530.85
2-mile point	42.933189	-72.267558	489.51	594.77	1084.28



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

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	42.887623	-72.270902	484.36	50.00	534.36
2-mile point	42.858750	-72.272970	498.54	589.25	1087.78



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



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	42.899134	-72.265735	480.51	50.00	530.51
2-mile point	42.881734	-72.234177	735.42	348.52	1083.94

Summary of PV Glare Analysis

PV configuration and total predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File
	deg	deg	min	min	kWh	
Lot 12 Array	30.0	180.0	1,839	0	-	-
Lot 14 Array	30.0	180.0	1,628	0	-	-

Distinct glare per month

Excludes overlapping glare from PV array for multiple receptors at matching time(s)

PV	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
lot-12-array (green)	0	0	269	570	86	0	0	455	459	0	0	0
lot-12-array (yellow)	0	0	0	0	0	0	0	0	0	0	0	0
lot-14-array (green)	0	0	442	127	9	374	117	0	547	12	0	0
lot-14-array (yellow)	0	0	0	0	0	0	0	0	0	0	0	0

PV & Receptor Analysis Results

Results for each PV array and receptor

Lot 12 Array low potential for temporary after-image

Component	Green glare (min)	Yellow glare (min)
FP: Runway 14 Approach	0	0
FP: Runway 20 Approach	0	0
FP: Runway 2 Approach	0	0
FP: Runway 32 Approach	1839	0

Lot 12 Array: Runway 14 Approach

No glare found

Lot 12 Array: Runway 20 Approach

No glare found

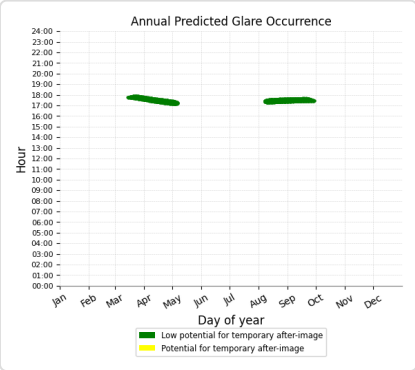
Lot 12 Array: Runway 2 Approach

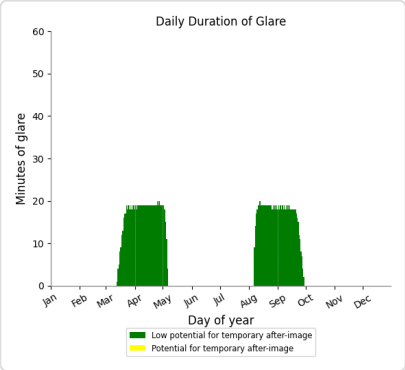
No glare found

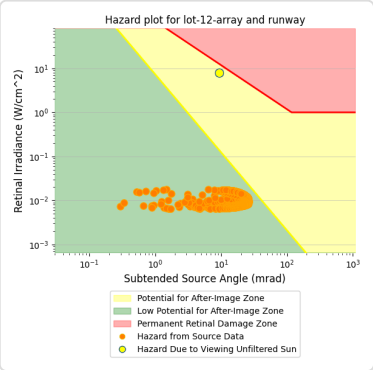
Lot 12 Array: Runway 32 Approach

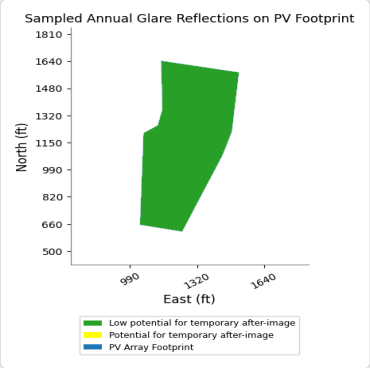
PV array is expected to produce the following glare for this receptor:

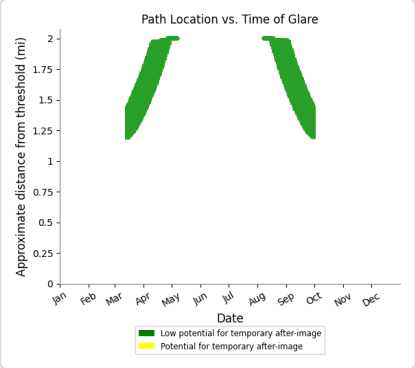
- 1,839 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.

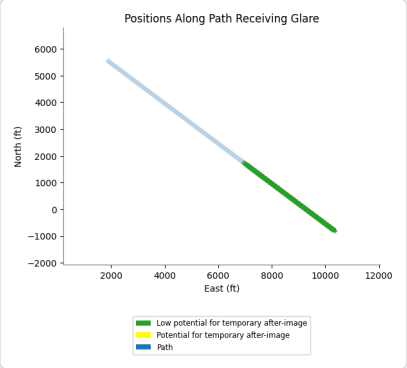












Lot 14 Array low potential for temporary after-image

Component	Green glare (min)	Yellow glare (min)
FP: Runway 14 Approach	0	0
FP: Runway 20 Approach	0	0
FP: Runway 2 Approach	500	0
FP: Runway 32 Approach	1128	0

Lot 14 Array : Runway 14 Approach

No glare found

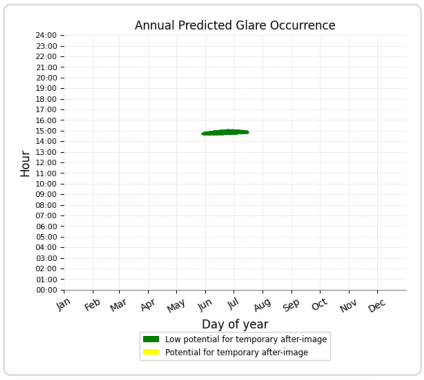
Lot 14 Array : Runway 20 Approach

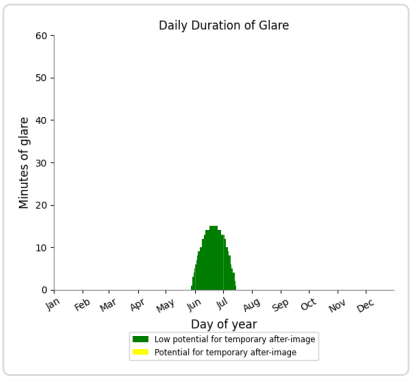
No glare found

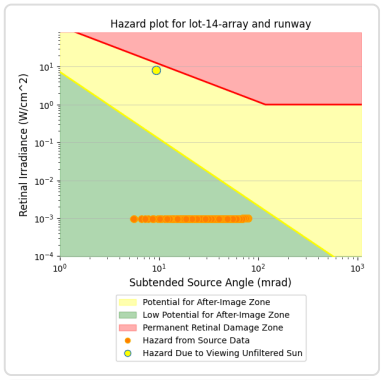
Lot 14 Array : Runway 2 Approach

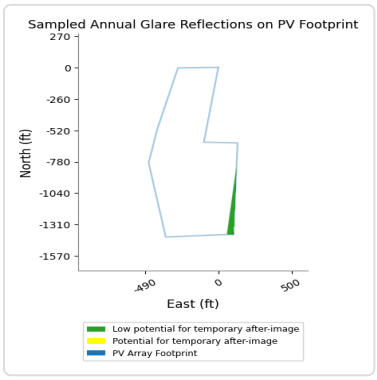
PV array is expected to produce the following glare for this receptor:

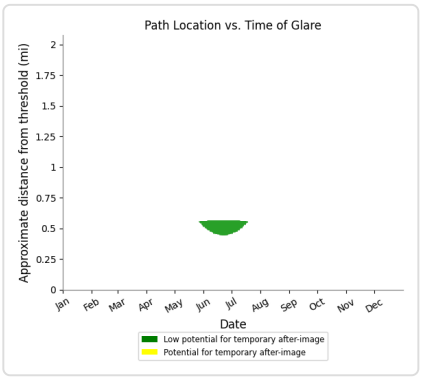
- 500 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.

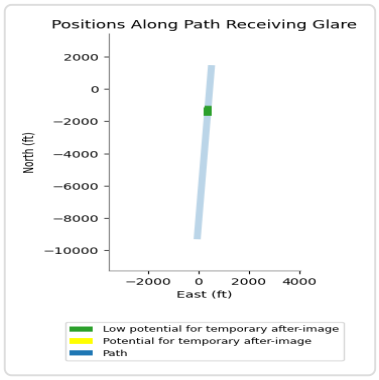








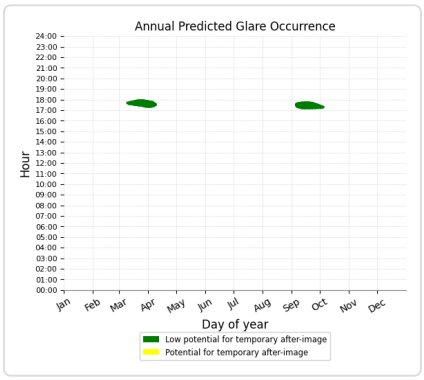


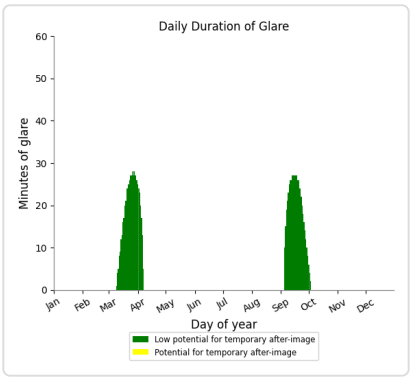


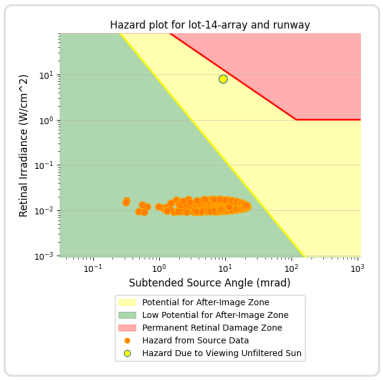
Lot 14 Array : Runway 32 Approach

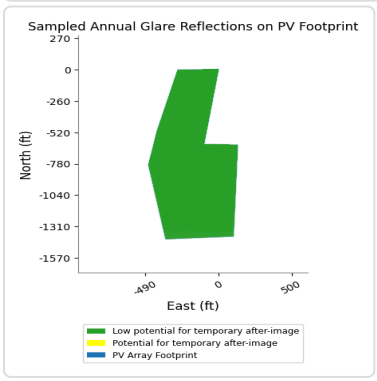
PV array is expected to produce the following glare for this receptor:

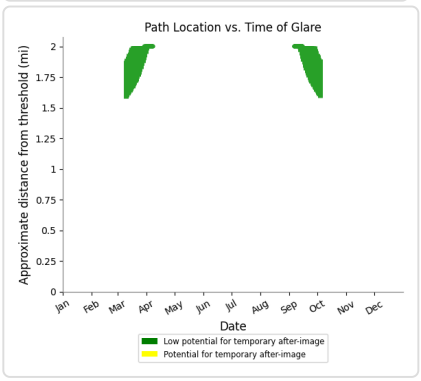
- 1,128 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.

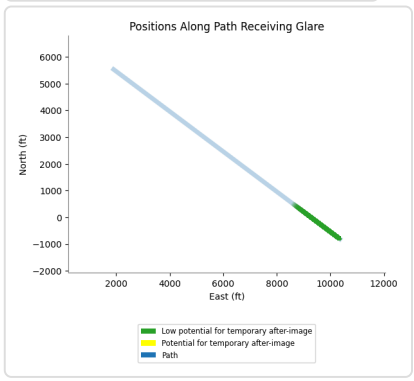












Summary of Vertical Surface Glare Analysis

Assumptions

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not automatically account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographi obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- 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.
- Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for larg PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- 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.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, nc discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Refer to the **Help page** for detailed assumptions and limitations not listed here.

APPLICATION FOR VARIANCE
TOWN OF SWANZEY (New 1/10; Revised 8/22)

MAP: 205 **LOT:** 1

To: Board of Adjustment, Town of Swanzey:

NAME OF APPLICANT:	**MAILING ADDRESS OF APPLICANT:**
ReVision Energy Inc. c/o Megan Ulin	7A Commercial Dr. Brentwood, NH 03833
Contact phone number: 603-583-4361	
OWNER OF PROPERTY: (If same as applicant, write "same")	**MAILING ADDRESS OF OWNER:** (If same as applicant, write "same")
City of Keene	3 Washington St. Keene, NH 03431

LOCATION OF PROPERTY (Give Zoning District in which located & current street address)
Keene Dillant Hopkins Airport, located at Airport Road and bordered by Old Homestead Highway, of which a portion is located in the Rural/Agricultural District.

FEES:

- Application fee: $75
- Current rates for Keene Sentinel Legal Notices
- $10/abutter certified mail notice

Fees will be billed and **must** be paid prior to public hearing.

1. ☑ **SITE PLAN** – The site plan need not be done professionally, but **must** be to scale; the scale should be appropriate for the size of the project & the plan must be readable. Plans must indicate the size of the lot in acres or square feet, show the placement of all **existing** and **proposed** buildings on the lot and include setbacks required by the zoning ordinance. The plan must include a written and visual depiction of the scale used.

2. ☑ If applicable, indicate on the Site Plan the location of:
   - septic system and/or leach field
   - water supply
   - curb cuts
   - parking area (and size of parking spaces)
   - waterways
   - wetland areas
   - tree lines
   - drainage ways
   - loading docks
   - underground tank locations
   - impervious surfaces

It is the applicant's responsibility for including all information on the plan that is pertinent to their application and proposed project.

3. ☑ Attach completed and up-to-date listing of ALL abutters with addresses.

4. ☑ Provide a brief description of the project/request.

A Variance is requested from the terms of Section 4, Article A.1 of the Zoning Regulations of the Town of Swanzey.

FACTS IN SUPPORT OF GRANTING THE VARIANCE:

1. Granting the variance would not be contrary to the public interest because:

See attached.

2. Granting the variance would observe the spirit of the ordinance because:

See attached.

3. Granting the variance would do substantial justice because:

See attached.

4. Granting the variance would not diminish the values of surrounding properties because:

See attached.

5. Unnecessary Hardship

Literal enforcement of the provisions of the ordinance would result in an unnecessary hardship because:

The "Special Conditions" of this property that distinguish it from other properties in the area are as follows:

See attached.

A. Owing to the special conditions of the property as set forth above that distinguish it from other properties in the area:

(i) No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property because:

See attached.

and

ii. The proposed use is a reasonable one because:

See attached.

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

B. Owing to special conditions of the property as set forth above 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 therefore necessary to enable a reasonable use of the property because:

See attached.

Note: The definition of "unnecessary hardship" set forth in subparagraph 5 shall apply whether the provision of the ordinance from which a variance is sought is a restriction on use, a dimensional or other limitation on a permitted use, or any other requirement of the ordinance.

Signature of Applicant

Date: 6/9/2025

Signature of Property Owner

Date: 6-17-25

THIS VARIANCE IS HEREBY:

☐ **GRANTED**

☐ **DENIED**

by the Swanzey Zoning Board of Adjustment. The following are reasons and/or conditions:

CHECKLIST FOR GRANTING A VARIANCE
(for use by Swanzey Zoning Board of Adjustment)

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

_____ Yes _____ No

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

_____ Yes _____ No

3. Would granting the variance do substantial justice?

_____ Yes _____ No

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

_____ Yes _____ No

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

_____ Yes _____ No

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?

_____ Yes/Agree _____ No

And

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

_____ Yes _____ No

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:

_____ Yes _____ No

If the answer to questions 1, 2, 3, 4 and 5 (5A or 5B) is "yes," the variance should be granted.

If the applicant fails to meet any one of the five variance requirements (1, 2, 3, 4 and/or 5), it cannot be legally granted and should be denied. Note: The applicant only needs to meet either 5A or 5B to satisfy criteria 5.

REVISION ENERGY

Variance Application

Keene Dillant-Hopkins Airport (Parcel 205-001-000)

Project Narrative

ReVision Energy, the Applicant, is seeking a use variance from Section 4, 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, located at Airport Road, Swanzey, NH (Tax Map 205, Lot 1) and which a portion of the subject of the property to be developed is located in the Rural/Agricultural District.

ReVision Energy has been working in partnership with the City of Keene to develop a solar energy system on City-owned land that would achieve the City's goal of transitioning to 100% clean energy use by 2030. The intent of this project is to generate and export solar electricity to the grid that benefits the City of Keene through municipal net metering credits. The Airport would be one intended beneficiary of the net metering credits alongside other municipal electric accounts. Because the proposed system connects directly to the grid and will also serve offsite accounts, it is considered a primary use.

The proposed solar energy system is comprised of two arrays located in the Rural/Agricultural and Residence Districts. The focus of this application is the array located in the Rural/Agricultural District, which will encompass approximately 13 acres of land at the southern end of the airport property. The array has been sited on an "airport development parcel" that is constrained for other airport uses. A land development study previously commissioned by the City identified this parcel as ideal for solar due to certain airspace restrictions, topography, and other constraints that make this area of the property unsuitable for other types of development.

Responses to Variance Criteria

1. **Granting the variance would not be contrary to the public interest because; and**
2. **Granting the variance would observe the spirit of the ordinance because:**

The first two variance criteria are related and are considered together. See Harborside Assocs. v. Parade Residence Hotel, 162 N.H. 508, 514 (2011). "The first step in analyzing whether granting a variance would be contrary to the public interest or injurious to the public rights of others is to examine the applicable zoning ordinance." Chester Rod & Gun Club, Inc. v. Town of Chester, 152 N.H. 577, 581 (2005). For a variance to be contrary to public interest, it "must unduly and in a marked degree conflict with the ordinance such that it violates the ordinances basic zoning objectives." Nine A LLC v. Town of Chesterfield, 157 N.H. 361, 366 (2008). In considering whether "granting a variance violates an ordinance's basic zoning objectives, [the court considers], among other things, whether it would alter the essential character of the locality or threaten public health, safety, or welfare." Id. This determination

REVISION ENERGY

includes examining whether granting the variance would "alter the essential character of the neighborhood." Harborside Assocs., 162 N.H. at 514.

While the southern portion of the subject property is located in the rural/agricultural district, this land is unsuitable for the permitted types of development due to airspace-related height restrictions and equipment setbacks, severe grades, and access limitations that encumber this portion of the airport property.

The purpose and intent of the rural/agricultural district as stated in the Swanzey Zoning Ordinance is "to accommodate residences and agricultural uses in what is commonly recognized as being a rural atmosphere" with this district serving as "the potential future growth area for the town." In addition to agricultural and residential uses, a number of additional and more intensive uses are either permitted or permitted by special exception (including hospitals, manufactured, business and industrial uses, material (sand/gravel) extraction, and telecommunications facilities, among others). Therefore, the essential character of a locality or neighborhood within the rural/agricultural district is fluid and heavily influenced by the existing surroundings and the planned growth areas. Such is the case here, where only a very small island of rural/agricultural zoning exists on the airport property, and which is sandwiched between commercial use and business zoning to the south and the remainder of the 893-acre airport property (also commercial use and business zoning).

The proposed location for the solar energy system is bounded to the west by a sand pit and wetlands/floodplain, to the south by undeveloped land (access parcel) and industrial equipment supply, and to the east by Old Homestead Highway (Rt. 32), which is a mixed-use corridor that houses multiple higher intensity uses. The existing uses and zoning in proximity to the proposed solar location along Old Homestead Highway include industrial equipment supply, gas station, greenhouses, hospitality/bed and breakfast, airport storage, consultant services, retail stores, manufacturing, and residences, among others. The airport property itself serves as a transportation hub and economic link for the Monadnock Region and supports a variety of uses including the Keene Dillant-Hopkins Airport and associated services (hangars, flight services, rental services, restaurants), as well as the Keene Wastewater Treatment Plant which includes an accessory solar energy system. The majority of the airport property constitutes a commercial use, and the regular operation of the airport entails a certain amount of activity and existing impact on the surrounding area.

The proposed solar energy system is a passive use will not threaten public health, safety or welfare. The system will not generate an increase in noise or traffic to the area. The panels and mounting structure are generally less than 13ft in height, less than that of a typical single-story residence, and the system will be setback over 500-ft from Old Homestead Hwy, so the visual impact from the nearest public way and residential properties will be minimal. The panels do not produce any smoke, fumes, or odors, nor do the materials or construction result in any toxic materials that pose a risk to abutting properties. With regard to glare, solar panels are designed to absorb light, have an anti-reflective surface and have been shown to reflect less light than

standing water (less than 2%). Never-the-less, because this project is sited at an airport a thorough glare analysis will be completed as part of the FAA permitting to ensure the system will not produce adverse impacts to air traffic. The land beneath and surrounding the solar energy system will be revegetated with grass and will remain pervious allowing for stormwater infiltration. The system will not increase the burden on Town services, and the project will comply with all local, state, and federal permit requirements, final conservation measures from NHF&G, and all FAA regulations to ensure that it does not interrupt safe aircraft operations on the property. In fact, the generation of renewable energy provides a benefit to public health, and the proposed system would result in the generation of clean solar electricity that would be used locally by the City of Keene.

In considering the character of the rural/agricultural district as described by the ordinance (which does permit a mixed-use environment), the character as exists on the ground (a locality that includes multiple commercial/industrial uses, and that does support an existing large scale solar energy system), and the passive nature of the solar energy system, it is evident that the proposed system is a compatible use for this mixed-use neighborhood and will not alter the essential character of the locality, nor will it have a noticeable impact on surrounding properties compared to the existing higher intensity uses on the property. For these reasons, the proposed solar energy system will not violate the basic zoning objectives of the ordinance and thus the proposed solar energy system is not contrary to the public interest, and the spirit of the ordinance is observed.

3. **Granting the variance would do substantial justice because:**

"Perhaps the only guiding rule [on this standard] is that any loss to the individual that is not outweighed by a gain to the general public is an injustice." Malachy Glen Assocs. v. Town of Chichester, 155 N.H. 102, 109 (2007).

Granting the variance will allow the property owner, the City of Keene, to use this undeveloped portion of the Airport, that cannot otherwise be reasonably used in strict conformance with the ordinance, in a way that meets the spirit of the ordinance and is compatible with the surrounding land uses in this mixed-use neighborhood. Denying the variance will not serve the public interest as the proposed solar energy system will be a source of locally generated, clean, renewable energy, and would deny the City of Keene the opportunity to achieve their municipal goal of offsetting 100% of their electricity use with renewable energy.

4. **Granting the variances does not diminish the values of surrounding properties:**

Noise disturbance is a significant contributor to diminished property values, particularly for properties in proximity to airports and even busy roads. In contrast, the proposed solar energy system is a passive use that will not increase noise impacts to abutting properties, that is consistent with the character of the locality, and that has significant setbacks from nearby residential properties to limit visual impact. Solar is an established use on the Airport property; an existing approx. 5-acre solar array is permitted as an accessory use serving the Keene Wastewater Treatment Plant (completed in 2022). And, the permitted use of the overall parcel as

an airport, with associated infrastructure and services, is a commercial use compatible with the addition of a solar energy system. The proposed solar energy system may also eventually support the airport's goal of installing electric plane chargers, which could benefit neighboring properties in terms of reduced air travel noise and emissions.

Compared to the existing permitted higher intensity uses on the property and surroundings, the addition of the proposed solar array will not have noticeable impact on surrounding properties, nor will it contribute to diminished surrounding property values. Studies of utility-scale solar farms that have been performed in the larger United States generally support the finding that the presence of a solar farm does not diminish the value of surrounding properties or deter sales of agricultural or residential land.[1] In communities where solar is favorably considered, the presence of a solar farm that generates local renewable electricity can be seen as a positive addition to the landscape. In an example specific to New Hampshire, real estate transactions were evaluated surrounding the New Hampshire Electric Cooperative's 2.2MW solar energy system in Moultonborough in testimony submitted to the NH Site Evaluation Committee and this expert evaluation did not find evidence of reduced property values or correlation in reduction of property values due to proximity to the system.[2]

1. American Clean Power Association. (2022). Property Values and Utility-Scale Solar Facilities [Fact Sheet]. https://cleanpower.org/wp-content/uploads/2021/08/Solar-and-Property-Values-Fact-Sheet_2.2.22.pdf
2. STATE OF NEW HAMPSHIRE. (2019). PREFILED TESTIMONY OF MATTHEW MAGNUSSON ON BEHALF OF CHINOOK SOLAR, LLC OCTOBER 14, 2019. SEC DOCKET NO. 2019-02. pp 8-13. https://www.nhsec.nh.gov/projects/2019-02/application/2019-02_2019-10-14_testimony_magnusson.pdf

5. Unnecessary Hardship A. Owing to special conditions of the property that distinguish it from other properties in the area, denial of the variance would result in unnecessary hardship because:

i. No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property because:

Applicants for a variance may establish unnecessary hardship by proof that: (1) a zoning restriction as applied to their property interferes with their reasonable use of the property, considering the unique setting of the property in its environment; (2) no fair and substantial relationship exists between the general purposes of the zoning ordinance and the specific restriction on the property; and (3) the variance would not injure the public or private rights of others. Simplex Technologies v. Town of Newington, 145 N.H. 727 (2001).

Other types of permitted development are not feasible for this property because it is encumbered by multiple airspace clearance surfaces that limit development heights (due to its location south of the runway), has several instances of severe grades of greater than 15%, and because it is a controlled access area at active airport containing related

infrastructure (approach lighting system, fencing) that must be operated and maintained to ensure safe aircraft operations. As a result, the subject property cannot reasonably be used or accessed for the general purposes allowable under the ordinance.

From a broad view, the boundaries of the zoning districts as applied to the airport parcel, and the unique setting of the property within its environment, make the subject property uniquely configured. More than seventy percent of the 893-acre airport parcel is zoned as business district with a small island of rural/agricultural zoning sandwiched between the southerly oriented runway and the abutting businesses and business zoning located directly to the south. This is unique, relative to other properties in the area both due to the size of the lot, the number of uses that the property already accommodates, and the application of the zoning districts.

As previously established, the character of the locality is mixed-use, with a substantial amount of existing commercial and industrial development. While the intent of the rural/agricultural district is generally to provide for residential and agricultural uses, and to maintain a rural character, it would be unreasonable to suggest this could be accomplished in such a small area relative to the existing uses, and the more highly developed surroundings. Never-the-less, a solar energy system as a passive use does fit well within the character of the locality and listed uses that are permitted in the rural/agricultural district.

It is worth noting that solar energy systems are not expressly prohibited under the Swanzey Zoning Ordinance, the ordinance simply has not yet addressed them. NH RSA 672:1, III-d supports that "…renewable energy systems… when practiced in accordance with applicable laws and regulations, are traditional, fundamental and accessory uses of land throughout New Hampshire, and that a prohibition upon these uses cannot necessarily be inferred from the failure of an ordinance or regulation to address them."

For these reasons, no fair and substantial relationship exists between the general public purposes of the ordinance and the property, and strictly applying the ordinance to prohibit a solar energy system as a primary use on this property would not advance the zoning objectives.

ii. The propose use is a reasonable one because:

"Hardship exists when special conditions of the land render the use for which the variance is sought 'reasonable.'" Rancourt v. City of Manchester, 149 N.H. 51, 54 (2003).

A solar energy system is a uniquely suitable use for this property, as it can accommodate the special conditions of the property (development height restrictions, severe grades, general access restrictions) that other types of development permitted by the ordinance

cannot. Additionally, the proximity to three-phase power lines on Old Homestead Highway make this site attainable for solar energy development. The proposed solar energy system is a passive use that will not generate an increase in noise, smoke, fumes, odors and will not adversely affect the airport and the surrounding properties. The use is reasonable as the character of the neighborhood and locality is already mixed-use, with business, residence, and industrial uses intermingled within a one-half mile radius of the project, and solar is already an established use on this property at the Waste Water Treatment Plant. The visual impact of the project is mitigated due to its placement on the property and the size of the larger airport parcel. For these reasons and for those previously established, granting the variance would not injure the public or private rights of others. Because the subject lands are unsuitable for residential, agricultural or other uses as prescribed by the zoning ordinance, it is reasonable for the City of Keene to pursue development of a solar array that furthers their renewable energy goals at a location that otherwise would not allow for further economic development of the airport. Additionally, the solar energy project would be in alignment with the Town of Swanzey's goals to support efforts to increase the use of solar arrays for commercial properties, as stated in their own Master Plan. The proposed solar energy system is a reasonable use of the property, given the special conditions that encumber it and the unique setting of the property in its environment.

B. Explain how, if the criteria in subparagraph A are not established, an unnecessary hardship will be deemed to exist if, and only if, owning to 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 therefore necessary to enable a reasonable use of it.

Though the criteria demonstrating unnecessary hardship in subparagraph A have been established, the property cannot be reasonably used in strict conformance with the ordinance on several counts:

It is encumbered by multiple airspace clearance surfaces that limit development heights due to its location south of the runway, including a 400-foot wide 12-acre strip that bi-sects the property and severely limits heights under 13 feet within the approach lighting system clearance surface. This part of the property is additionally not able to be used for hangar development due to the distance from the runway. The shape of the lot is unique, with the property line tracing multiple sharp points at the southern boundary that would inhibit placement of and access to other types of development. The property has several instances of severe grades of greater than 15% that would impede other types of development permitted by the ordinance without substantial and costly earthwork. Finally, it is a fenced, and controlled access area at active airport containing related infrastructure (approach lighting system, and associated setbacks) that must be operated and maintained to ensure safe aircraft operations. As a result, the subject property cannot reasonably be used or accessed for the general purposes allowable under the ordinance and a variance is necessary to enable reasonable use of it.

SYSTEM SUMMARY	
DC SYSTEM SIZE	5,497.800 kW DC
AC SYSTEM SIZE	3,500.000 kW AC
PROJECT TYPE	GROUND MOUNT
TILT / AZIMUTH	30° / 180°

EQUIPMENT SUMMARY		
ITEM	DESCRIPTION	QTY
MODULE	Q CELLS, Q.PEAK DUO XL-G11S.3 595/BFG(595W)	9,240
INVERTER	CPS SCH100KTL-DO/US600	35
DAS	TBD	1

NOTES: NOT FOR CONSTRUCTION.
LAYOUT SUBJECT TO CHANGE.
FOR INFORMATIONAL PURPOSES ONLY.

NOTES: TOTAL PARCEL ACREAGE : 893 ACRES
FOOTPRINT ARRAY 1: 8.6 ACRE
FOOTPRINT ARRAY 2: 13.5 ACRES

SETBACKS FOR RESIDENCE & RURAL/AG DISTRICTS:

30'FRONT/20'SIDE/20'REAR

REVISION ENERGY
758 WESTBROOK STREET
SOUTH PORTLAND, ME 04106
(207) 221-6342

CLIENT:

KEENE AIRPORT

PROJECT ADDRESS:

80 AIRPORT ROAD, KEENE NH

SYSTEM TYPE:

GROUND MOUNT PHOTOVOLTAIC ARRAY

NOT FOR CONSTRUCTION

REV	BY	DATE	STATUS
000	TR	04/17/2025	ISSUED FOR INTERCONNECTION

DESIGNED BY: TR
PRINT SIZE: 24" X 36"
SCALE: 1"=200'
DATE: APRIL 17TH, 2025

DWG TITLE
SITE PLAN

DWG NUMBER
E100

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Layout Map w/Zoning

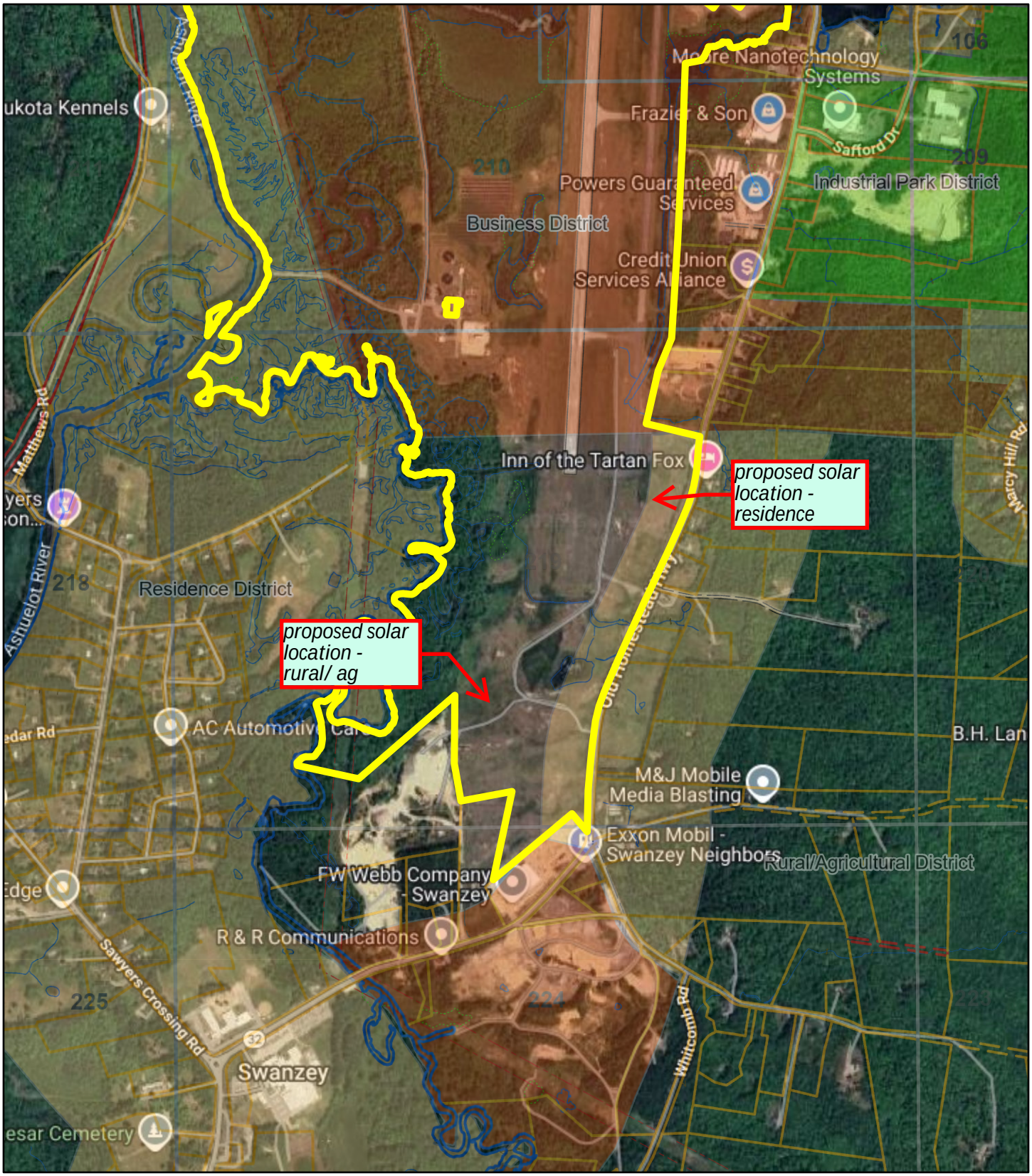
Town of Swanzey, NH

1 inch = 1105 Feet

0 1105 2210 3315

June 3, 2025

CAI Technologies
Precision Mapping. Geospatial Solutions.
www.cai-tech.com



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

REVISION ENERGY

Photo Sheets

Keene Dillant-Hopkins Airport (Parcel 205-001-000)
Variance Applications

Example PV system photos w/revegetation and wildlife fence





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*Views of proposed **residence district location**, east of access road (looking towards existing vegetative buffer)*





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*Views of proposed **rural/agriculture** location, west of access road*





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*View of southern end of proposed **rural/agriculture** location*



APPLICATION FOR VARIANCE
TOWN OF SWANZEY (New 1/10; Revised 8/22)

MAP: 205 **LOT:** 1

To: Board of Adjustment, Town of Swanzey:

NAME OF APPLICANT:	**MAILING ADDRESS OF APPLICANT:**
ReVision Energy Inc. c/o Megan Ulin	7A Commercial Dr. Brentwood, NH 03833
Contact phone number: 603-583-4361	
OWNER OF PROPERTY: (If same as applicant, write "same")	**MAILING ADDRESS OF OWNER:** (If same as applicant, write "same")
City of Keene	3 Washington St. Keene, NH 03431
LOCATION OF PROPERTY (Give Zoning District in which located & current street address)	
Keene Dillant Hopkins Airport, located at Airport Road and bordered by Old Homestead Highway, of which a portion is located in the Residence District.	

FEES:

- Application fee: $75
- Current rates for Keene Sentinel Legal Notices
- $10/abutter certified mail notice

Fees will be billed and **must** be paid prior to public hearing.

1. ☑ **SITE PLAN** – The site plan need not be done professionally, but **must** be to scale; the scale should be appropriate for the size of the project & the plan must be readable. Plans must indicate the size of the lot in acres or square feet, show the placement of all **existing** and **proposed** buildings on the lot and include setbacks required by the zoning ordinance. The plan must include a written and visual depiction of the scale used.

2. ☑ If applicable, indicate on the Site Plan the location of:
   - septic system and/or leach field
   - water supply
   - curb cuts
   - parking area (and size of parking spaces)
   - waterways
   - wetland areas
   - tree lines
   - drainage ways
   - loading docks
   - underground tank locations
   - impervious surfaces

It is the applicant's responsibility for including all information on the plan that is pertinent to their application and proposed project.

3. ☑ Attach completed and up-to-date listing of ALL abutters with addresses.

4. ☑ Provide a brief description of the project/request.

A Variance is requested from the terms of Section 4, Article B.1 of the Zoning Regulations of the Town of Swanzey.

FACTS IN SUPPORT OF GRANTING THE VARIANCE:

1. Granting the variance would not be contrary to the public interest because:

See attached.

2. Granting the variance would observe the spirit of the ordinance because:

See attached.

3. Granting the variance would do substantial justice because:

See attached.

4. Granting the variance would not diminish the values of surrounding properties because:

See attached.

5. Unnecessary Hardship

Literal enforcement of the provisions of the ordinance would result in an unnecessary hardship because:

The "Special Conditions" of this property that distinguish it from other properties in the area are as follows:

See attached.

A. Owing to the special conditions of the property as set forth above that distinguish it from other properties in the area:

(i) No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property because:

See attached.

and

ii. The proposed use is a reasonable one because:

See attached.

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

B. Owing to special conditions of the property as set forth above 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 therefore necessary to enable a reasonable use of the property because:

See attached.

Note: The definition of "unnecessary hardship" set forth in subparagraph 5 shall apply whether the provision of the ordinance from which a variance is sought is a restriction on use, a dimensional or other limitation on a permitted use, or any other requirement of the ordinance.

Signature of Applicant

Date: 6/9/2025

Signature of Property Owner

Date: 6-17-25

THIS VARIANCE IS HEREBY:

☐ **GRANTED**

☐ **DENIED**

by the Swanzey Zoning Board of Adjustment. The following are reasons and/or conditions:

CHECKLIST FOR GRANTING A VARIANCE
(for use by Swanzey Zoning Board of Adjustment)

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

_____ Yes _____ No

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

_____ Yes _____ No

3. Would granting the variance do substantial justice?

_____ Yes _____ No

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

_____ Yes _____ No

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

_____ Yes _____ No

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?

_____ _____

Yes/Agree No

And

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

_____ _____

Yes No

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:

_____ _____

Yes No

If the answer to questions 1, 2, 3, 4 and 5 (5A or 5B) is "yes," the variance should be granted.

If the applicant fails to meet any one of the five variance requirements (1, 2, 3, 4 and/or 5), it cannot be legally granted and should be denied. Note: The applicant only needs to meet either 5A or 5B to satisfy criteria 5.

REVISION ENERGY

Variance Application

Keene Dillant-Hopkins Airport (Parcel 205-001-000)

Project Narrative

ReVision Energy, the Applicant, is seeking a use variance from Section 4, Article B. 1 of the Town of Swanzey Zoning Ordinance to install a ground-mounted solar energy system on unutilized land at the Keene Dillant-Hopkins Airport, located along Old Homestead Highway (Rt. 32), Swanzey, NH (Tax Map 205, Lot 1) and which a portion of the subject of the property to be developed is located in the Residence District.

ReVision Energy has been working in partnership with the City of Keene to develop a solar energy system on City-owned land that would achieve the City's goal of transitioning to 100% clean energy use by 2030. The intent of this project is to generate and export solar electricity to the grid that benefits the City of Keene through municipal net metering credits. The Airport is one intended beneficiary of the net metering credits alongside other municipal electric accounts. Because the proposed system connects directly to the grid and will also serve offsite accounts, it is considered a primary use.

The proposed solar energy system is comprised of two arrays located in the Rural/Agricultural and Residence Districts. The focus of this application is the array located in the Residence District, which will encompass approximately 10 acres of land. The array has been sited on an "airport development parcel" that is constrained for other airport uses. A land development study previously commissioned by the City identified this parcel as ideal for solar due to certain airspace restrictions, topography, and other constraints that make this area of the property unsuitable for other types of development.

Responses to Variance Criteria

1. **Granting the variance would not be contrary to the public interest because; and**
2. **Granting the variance would observe the spirit of the ordinance because:**

The first two variance criteria are related and are considered together. See Harborside Assocs. v. Parade Residence Hotel, 162 N.H. 508, 514 (2011). "The first step in analyzing whether granting a variance would be contrary to the public interest or injurious to the public rights of others is to examine the applicable zoning ordinance." Chester Rod & Gun Club, Inc. v. Town of Chester, 152 N.H. 577, 581 (2005). For a variance to be contrary to public interest, it "must unduly and in a marked degree conflict with the ordinance such that it violates the ordinances basic zoning objectives." Nine A LLC v. Town of Chesterfield, 157 N.H. 361, 366 (2008). In considering whether "granting a variance violates an ordinance's basic zoning objectives, [the court considers], among other things, whether it would alter the essential character of the locality or threaten public health, safety, or welfare." Id. This determination

includes examining whether granting the variance would "alter the essential character of the neighborhood." Harborside Assocs., 162 N.H. at 514.

While the subject property contains a small strip of land in the Residence District to the west of Old Homestead Highway (Rt. 32), this land is unsuitable for residential development and does not contain any residences. The topography (sloping steeply away from Old Homestead Hwy), the proximity to the airport runway and taxiway and lack of visual buffer from the airport, the airspace-related height restrictions that encumber it, and the fact that it is fenced and controlled access airport property make it undesirable for residential development.

Per the Swanzey Zoning Ordinance, the Residence District "encompasses the more highly developed sections of town. It provides the transitional areas between the outlying rural and more densely developed business districts." The proposed solar energy system would be located along a mixed-use corridor that houses multiple higher intensity uses. The uses and zoning in proximity to the proposed solar location along Old Homestead Highway include a variety of business, residence, and commercial/industrial uses that are largely inter-mixed. These land uses include industrial equipment supply, gas station, greenhouses, hospitality/bed and breakfast, airport storage, consultant services, retail stores, and manufacturing, and residences, among others. The airport property itself serves as a transportation hub and economic link for the Monadnock Region and supports a variety of uses including the Keene Dillant-Hopkins Airport and associated services (hangars, flight services, rental services, restaurants), as well as the Keene Wastewater Treatment Plant which includes an accessory solar energy system. The majority of the 893-acre airport property (located north of the subject location) is zoned as business and the regular operation of the airport entails a certain amount of activity and existing impact on the surrounding area.

Because solar is a passive use, it is a compatible use, both with the existing neighborhood, and with a "transitional area". The system will not generate an increase in noise or traffic to the area. From a visual standpoint, an existing row of evergreen screening installed on airport property already provides a buffer for the residential uses across the street from the larger airport property and will provide screening for the subject solar array as well. This existing screening can be extended as determined necessary by the planning board to appropriately meet site development standards and provide an adequate buffer. The panels do not produce any smoke, fumes, or odors, nor do the materials or construction result in any toxic materials that pose a risk to abutting properties. With regard to glare, solar panels are designed to absorb light, have an anti-reflective surface and have been shown to reflect less light than standing water (less than 2%). Never-the-less, because this project is sited at an airport a thorough glare analysis will be completed as part of the FAA permitting to ensure the system will not produce adverse impacts to air traffic. The land beneath and surrounding the solar energy system will be revegetated with grass and will remain pervious allowing for stormwater infiltration. The system will not increase the burden on Town services, and the project will comply with all local, state, and federal permit requirements, final conservation measures from NHF&G, and all FAA regulations (including glare analysis) to ensure that it does not interrupt safe aircraft operations on the property. For

these reasons, the proposed system will not threaten public health, safety or welfare. In fact, the generation of renewable energy provides a benefit to public health, and the proposed system would result in the generation of clean solar electricity that would be used locally by the City of Keene.

Given the character of the neighborhood (mixed-use, including business, and commercial/industrial uses, and that does support an existing large scale solar energy system), the passive nature of the solar energy system will not alter the essential character of the locality, nor will it have a noticeable impact on surrounding properties compared to the existing higher intensity uses on the property. For these reasons, the proposed solar energy system will not violate the basic zoning objectives of the ordinance and thus the proposed solar energy system is not contrary to the public interest, and the spirit of the ordinance is observed.

3. **Granting the variance would do substantial justice because:**

"Perhaps the only guiding rule [on this standard] is that any loss to the individual that is not outweighed by a gain to the general public is an injustice." Malachy Glen Assocs. v. Town of Chichester, 155 N.H. 102, 109 (2007).

The proposed location of the solar energy system cannot reasonably be used for residential development in strict compliance with the ordinance. Granting the variance will allow the property owner, the City of Keene, to use this undeveloped portion of the Airport in a way that meets the spirit of the ordinance and is compatible with the surrounding land uses in this mixed-use neighborhood. Denying the variance will not serve the public interest as the proposed solar energy system will be a source of locally generated, clean, renewable energy, and would deny the City of Keene the opportunity to achieve their municipal goal of offsetting 100% of their electricity use with renewable energy.

4. **Granting the variances does not diminish the values of surrounding properties:**

Noise disturbance is a significant contributor to diminished property values, particularly for properties in proximity to airports and even busy roads. In contrast, the proposed solar energy system is a passive use that will not increase noise impacts to abutting properties, that is consistent with the character of the locality, and with an existing evergreen vegetative buffer to limit visual impact. Solar is an established use on the Airport property; an existing approx. 5-acre solar array is permitted as an accessory use serving the Keene Wastewater Treatment Plant (completed in 2022). And, the permitted use of the overall parcel as an airport, with associated infrastructure and services, is a commercial use compatible with the addition of a solar energy system. The proposed solar energy system may also eventually support the airport's goal of installing electric plane chargers, which could benefit neighboring properties in terms of reduced air travel noise and emissions.

Compared to the existing permitted higher intensity uses on the property and surroundings, the addition of the proposed solar array will not have noticeable impact on surrounding properties,

nor will it contribute to diminished surrounding property values. Studies of utility-scale solar farms that have been performed in the larger United States generally support the finding that the presence of a solar farm does not diminish the value of surrounding properties or deter sales of agricultural or residential land.[1] In communities where solar is favorably considered, the presence of a solar farm that generates local renewable electricity can be seen as a positive addition to the landscape. In an example specific to New Hampshire, real estate transactions were evaluated surrounding the New Hampshire Electric Cooperative's 2.2MW solar energy system in Moultonborough in testimony submitted to the NH Site Evaluation Committee and this expert evaluation did not find evidence of reduced property values or correlation in reduction of property values due to proximity to the system.[2]

1. American Clean Power Association. (2022). Property Values and Utility-Scale Solar Facilities [Fact Sheet]. https://cleanpower.org/wp-content/uploads/2021/08/Solar-and-Property-Values-Fact-Sheet_2.2.22.pdf
2. STATE OF NEW HAMPSHIRE. (2019). PREFILED TESTIMONY OF MATTHEW MAGNUSSON ON BEHALF OF CHINOOK SOLAR, LLC OCTOBER 14, 2019. SEC DOCKET NO. 2019-02. pp 8-13. https://www.nhsec.nh.gov/projects/2019-02/application/2019-02_2019-10-14_testimony_magnusson.pdf

5. Unnecessary Hardship A. Owing to special conditions of the property that distinguish it from other properties in the area, denial of the variance would result in unnecessary hardship because:

i. No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property because:

Applicants for a variance may establish unnecessary hardship by proof that: (1) a zoning restriction as applied to their property interferes with their reasonable use of the property, considering the unique setting of the property in its environment; (2) no fair and substantial relationship exists between the general purposes of the zoning ordinance and the specific restriction on the property; and (3) the variance would not injure the public or private rights of others. Simplex Technologies v. Town of Newington, 145 N.H. 727 (2001).

The airport property is unique in that it serves as an economic transportation hub for the Monadnock region and western NH and hosts a wide variety of uses on a large 800-acre property that overlays multiple zoning districts. While a small strip of residential zoning exists to the west of Old Homestead Highway where the solar array is proposed, these lands are unsuitable for residential development and do not contain any residences.

Topography (terrain rising approximately 40 feet from east to west makes this property unique compared to other properties in the area and subject to height restrictions from the overlying CFR Part 77 Transitional surface, limiting development opportunities. A significant portion of the subject area is limited to heights of less than 15' due to airspace

height restrictions. A solar array can accommodate these restrictions whereas other types of development cannot. The subject property also slopes steeply away from Old Homestead Highway, which could make structural development difficult. This also restricts the development of airport related infrastructure (hangars).

The proposed solar location abuts the main airport runway and taxiway and has no existing forested buffer between the airport and proposed development area, unlike other properties that are located north of the project on Old Homestead Highway, making the proposed location undesirable for residential development. Additionally, a forested buffer could not be established in this area, due to the substantial height restrictions in proximity to the runway. Finally, because the land is owned by the Airport, access is controlled and the lands will never be used for residential development. With these restrictions, the land cannot realistically be used in strict compliance with the ordinance.

It is worth noting that solar energy systems are not expressly prohibited under the Swanzey Zoning Ordinance, the ordinance simply has not yet addressed them. NH RSA 672:1, III-d supports that "…renewable energy systems… when practiced in accordance with applicable laws and regulations, are traditional, fundamental and accessory uses of land throughout New Hampshire, and that a prohibition upon these uses cannot necessarily be inferred from the failure of an ordinance or regulation to address them."

For these reasons, and given the passive use of the proposed system, within an already mixed-use neighborhood, no fair and substantial relationship exists between the general public purposes of the ordinance and the property, and strictly applying the ordinance to prohibit a solar energy system as a primary use on this property would not advance the zoning objectives.

ii. The propose use is a reasonable one because:

"Hardship exists when special conditions of the land render the use for which the variance is sought 'reasonable.'" Rancourt v. City of Manchester, 149 N.H. 51, 54 (2003).

A solar energy system is a uniquely suitable use for this property, as it can accommodate the special conditions of the property (topography, height and access restrictions) that other types of development permitted by the ordinance cannot. Additionally, the proximity to three-phase power lines on Old Homestead Highway make this site attainable for solar energy development. The proposed solar energy system is a passive use that will not adversely affect the airport and the surrounding properties. The character of the neighborhood is already mixed use, with business, residence, and industrial uses intermingled within a ½ mile radius of the project. The visual impact of the project is mitigated through a substantial evergreen buffer that already exists on the subject land,

and that can be extended as determined necessary by the Planning Board. Because the subject lands are unsuitable for residential development, it is reasonable for the City of Keene to pursue development of a solar array at this location that otherwise would not allow for an activity that supports the economic development of the airport. Additionally, the solar energy project would be in alignment with the Town of Swanzey's goals to support efforts to increase the use of solar arrays for commercial properties, as stated in their own Master Plan. Solar is a reasonable use of the property, given the topography and height restrictions that encumber it.

B. Explain how, if the criteria in subparagraph A are not established, an unnecessary hardship will be deemed to exist if, and only if, owning to 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 therefore necessary to enable a reasonable use of it.

The criteria demonstrating unnecessary hardship in subparagraph A have been established. These special conditions of the property as noted above (topography, airspace and access restrictions) prevent the reasonable use of the property in strict conformance with the ordinance, and a variance is necessary to enable reasonable use of the property.

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 & Economic Development

TO: Zoning Board of Adjustment

FROM: Adam Paquette, Town Planner

DATE: **August 12, 2025**

RE: ZBA # 25-014 – Variance – 21 Waters Edge Rd

Background:

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 identified as Tax Map 103, Lot 52, located in the Residence District. Notice of Public Hearing was mailed to abutters on August 7 and published in the Keene Sentinel on August 16.

Discussion:

The applicants are seeking approval to locate a shed within the required 30 foot front setback. The structure is positioned approximately 7 feet from Waters Edge Road and roughly 5 feet from the property line. The shed, purchased from Blueberry Hill Sheds, was installed without first obtaining a building permit. Subsequently, the Town issued a permit in error without Zoning Board review. The applicants are now seeking this variance to remedy that oversight.

The shed measures approximately 160 square feet and is placed in the only feasible location on the lot. It is aligned with, or set farther back than, several other structures along Waters Edge Road. A staff site visit confirmed that sight lines for the road remain clear and comparable to existing conditions in the area.

Department Head and Staff Review:

Conservation Commission:

Concerns about the shed's placement were raised by some abutters during a Conservation Commission meeting; however, staff does not have a record of those specific comments.

Planning:

Staff recommends approval of the variance. The applicants have submitted letters of support from adjacent property owners. Although the original building permit was issued in error without prior ZBA approval, the applicants are acting in good faith to correct the situation. Staff finds

that the proposal meets the criteria required for granting a variance.

Preliminary research by staff indicates that a Shoreland Permit from the NH Department of Environmental Services (DES) is likely not required. However, it remains the applicants' responsibility to confirm this. DES offers an online guidance tool to help determine whether a project requires a Shoreland Permit, available here:

https://www.des.nh.gov/land/waterfront-development/protected-shoreland

Shoreland Phone Number: (603) 271-2147

Shoreland Email: shoreland@des.nh.gov

Attachments:

A. Variance Application
B. Site Photos
C. Tax Map

APPLICATION FOR VARIANCE
TOWN OF SWANZEY (New 1/10; Revised 8/22)

RECEIVED
JUN 24 2025
TOWN OF SWANZEY

MAP: 103/52/0/0/0 **LOT:** 52

Lot 52
MAPS 103

To: Board of Adjustment, Town of Swanzey:

NAME OF APPLICANT:
Sheehan, Barbara A
Foster, Timothy F.

MAILING ADDRESS OF APPLICANT:
21 Waters Edge Rd
North Swanzey
New Hampshire 03431

Contact phone number: Barbara 1-928 302 0172
Tim 1-603 318 9037

OWNER OF PROPERTY:
(If same as applicant, write "same")
SAME

MAILING ADDRESS OF OWNER:
(If same as applicant, write "same")
SAME

LOCATION OF PROPERTY (Give Zoning District in which located & current street address)
Residental District
21 Waters Edge Road
North Swanzey N.H. 03431

FEES:

- Application fee: $75
- Current rates for Keene Sentinel Legal Notices
- $10/abutter certified mail notice

Fees will be billed and **must** be paid prior to public hearing.

1. ☑ **SITE PLAN –** The site plan need not be done professionally, but **must** be to scale; the scale should be appropriate for the size of the project & the plan must be readable. Plans must indicate the size of the lot in acres or square feet, show the placement of all **existing** and **proposed** buildings on the lot and include setbacks required by the zoning ordinance. The plan must include a written and visual depiction of the scale used. Shed

2. ☐ If applicable, indicate on the Site Plan the location of:
   - septic system and/or leach field
   - water supply
   - curb cuts
   - parking area (and size of parking spaces)
   - waterways
   - wetland areas
   - tree lines
   - drainage ways
   - loading docks
   - underground tank locations
   - impervious surfaces

S- 103/52/0/0/0 Lot 52

It is the applicant's responsibility for including all information on the plan that is pertinent to their application and proposed project.

3. ☐ Attach completed and up-to-date listing of ALL abutters with addresses.

4. ☑ Provide a brief description of the project/request.

Prebuilt shed dropped off (Blueberry Hill Sheds (Row) Old Hickory Buildings size 10' x 16 ft.

A Variance is requested from the terms of Section _____, Article _____ of the Zoning Regulations of the Town of Swanzey. See Attached letter of request

FACTS IN SUPPORT OF GRANTING THE VARIANCE:

1. Granting the variance would not be contrary to the public interest because:

It is less than 200 square feet Shed 10 ft by 16 feet

2. Granting the variance would observe the spirit of the ordinance because:

the cottage we live in is less than 600 sqaure ft. and no room to store essential living items

3. Granting the variance would do substantial justice because:

There is no room to have guests; as bedroom 2 has much clutter. it is a hardship without room to store items (shed) The shed was repainted white to blend in with the surrounding environment it is not a detriment to the surroundings (see letters from neighbors)

S 103/52/0/0 Lot 52

4. Granting the variance would not diminish the values of surrounding properties because:

It is a shed less than 200 sq. feet (attached are letters of no objection to the shed from neighbors

5. Unnecessary Hardship

Literal enforcement of the provisions of the ordinance would result in an unnecessary hardship because:

The "Special Conditions" of this property that distinguish it from other properties in the area are as follows:

It is a cottage of less than 600 sq. ft. With inadequate storage and no basement. Which makes the shed a neccessity as our neighbors have in this situation Also

A. Owing to the special conditions of the property as set forth above that distinguish it from other properties in the area:

(i) No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property because:

we have a life long belief in protecting the environment. This shed is less than 200 sq. ft. It is on blocks. It is a pervious surface It does not inhibit water flow under or around the shed It does not require electricity or plumbing

and

ii. The proposed use is a reasonable one because:

It is 160 square feet (less than 200 sq. ft.. space is needed for storage. as it is a cottage.

MAPS 103/52/0/0/0 Lot 52

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

B. Owing to special conditions of the property as set forth above 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 therefore necessary to enable a reasonable use of the property because:

The land layout (trees) is not useable shed was not able to f.t. through trees

Note: The definition of "unnecessary hardship" set forth in subparagraph 5 shall apply whether the provision of the ordinance from which a variance is sought is a restriction on use, a dimensional or other limitation on a permitted use, or any other requirement of the ordinance.

Signature of Applicant

Date: June 25, 2025

Signature of Property Owner

Timothy Foster
BARBARA SHEEHAN

Date: June 25, 2025

THIS VARIANCE IS HEREBY:

☐ **GRANTED** ☐ **DENIED**

by the Swanzey Zoning Board of Adjustment. The following are reasons and/or conditions:

CHECKLIST FOR GRANTING A VARIANCE
(for use by Swanzey Zoning Board of Adjustment)

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

_____ Yes _____ No

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

_____ Yes _____ No

3. Would granting the variance do substantial justice?

_____ Yes _____ No

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

_____ Yes _____ No

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

_____ Yes _____ No

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?

_____ Yes/Agree _____ No

And

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

_____ Yes _____ No

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:

_____ Yes _____ No

If the answer to questions 1, 2, 3, 4 and 5 (5A or 5B) is "yes," the variance should be granted.

If the applicant fails to meet any one of the five variance requirements (1, 2, 3, 4 and/or 5), it cannot be legally granted and should be denied. Note: The applicant only needs to meet either 5A or 5B to satisfy criteria 5.

June 15, 2025

To Whom it Concerns

We James & Isabelle (Marcy) Jarzabek 17 Waters Edge Rd, North Swanzey, NH. do not have objections to the garden shed located on the property 21 Waters Edge Rd, owned by Timothy Foster and Barbara Sheehan. Our neighbors have the same hardships as we have, lack of basement space and small cottage home with inadequate storage. These sheds are such a necessity in this situation.

Best Regards,

Isabelle (Marcy) Jarzabek
James Jarzabek

To Whom it may concern

Barbara and Tim Foster + Sheehan at 21 Waters Edge Rd came and asked about & we would mind if they placed a shed on their driveway.

We absolutely don't mind that they did.

Tonie Cole and Brigitte Auger at 20 Waters Edge Rd North Swanzey NH

Letters From ABBUTERS

6/16/25

To Whom it May Concern.

We, David and Sherry Page, of 16 Waters Edge Road, would like it known that we have no objection to the shed on 21 Waters Edge Rd.

Tim Foster and Barbara Sheehan are good neighbors and take good care of their property.

We are not really abutters, but do see the property - and the shed does not bother us at all.

Sherry L Page

David Page

Gmail

Barbara Shihoka <barbara7127@gmail.com>
Sheehan

Variance setback

Mon, Jun 16 at 10:44 AM

Lorrie Dionne <lorrie.dionne@gmail.com>
To: Barbara Shihoka <barbara7127@gmail.com>

To whom it may concern, the City of Swanzey,

Timothy Foster and Barbara Sheehan have requested a Variance pursuant to Section ———— of the Town of Swanzey Zoning Ordinance to, allow the shed into the. ——— feet front setback at 21 Waters Edge Road. North Swanzey, New Hampshire. 03431 in the. Residential District

The subject property is shown at Tax Map S 103 lot 52.

We live in a small cottage, less than 600 square feet, without a basement. We need a place for storage. The lack of space is a true hardship. The options are limited in how to create space for normal living and the ability to store things essential for the home.

Several weeks ago, on June 4, 2025, we presented to the town of Swanzey, a written notarized application for a permit for a simple pre-built shed, built upon blocks, in which to store our possessions. This shed is less than 200 square feet. The shed is 16 feet by 10 feet, which meets the requirements of less than 200 square feet. We have no need for electricity or plumbing. This shed does not inhibit water flow under or around the shed. This is a pervious surface. We have a lifelong belief in protecting the environment.

We have taken time and effort to tour our neighborhood to see how other folks have solved their storage needs, and concluded that many of our neighbors have taken similar steps, in various forms. It seems the norm for people living in our neighborhood to have sheds or other structures to create space for storage.

Gmail

Barbara Shihoka <barbara7127@gmail.com>

21 Waters Edge Road Survey

Jed Paquin <jed@paquinlandsurveying.com>
To: <barbara7127@gmail.com>

Thu, Jul 31 at 11:33 AM

Hi Barbara,

It was nice to meet you and Tim yesterday.

Please find attached a Lot Line Survey plat as well as an invoice for the completion of your survey work.

I'm also curious if your neighbor has made any mention of the survey?

Regards,

Jedadiah Paquin, NHLLS #978

PAQUIN LAND SURVEYING, PLLC

1281 Main Street, Unit G

Dublin, NH 03444

Cell Phone: 603-313-3858

25-37 Lot Line Survey, 2025-07-31.pdf, Invoice 25-37a.pdf

We have also taken time and effort to get the blessings of our neighbors, both verbally and in writing, to present to you for your consideration. See letters attached.

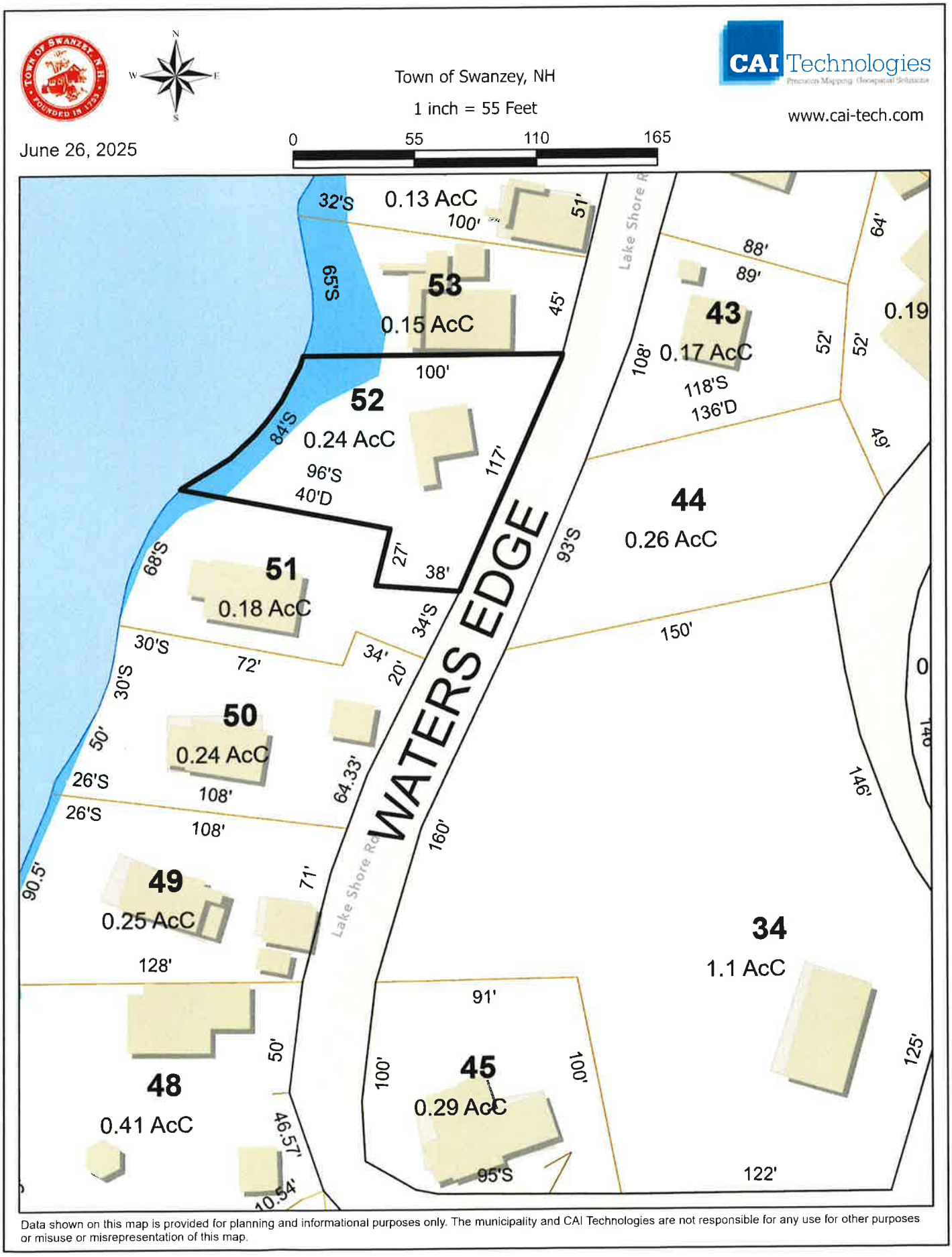
In that regard, we contacted Ron Blueberry Hill sheds. This is a pre-built shed. Because we do not wish to disturb the trees or the land layout, the only possible place to put the shed is in the front of the property. Putting the shed in the back or elsewhere would be impossible with these things taken into consideration. Ron Blueberry Hill Sheds have assessed the situation and agreed that there is only one possible place for the shed to be.

We are asking for your kind consideration and approval for the variance setback. This will give our lives quality as we are currently crowded within the home and unable to host guests or enjoy our space as it would normally be within our home.

Regards,

Timothy Foster

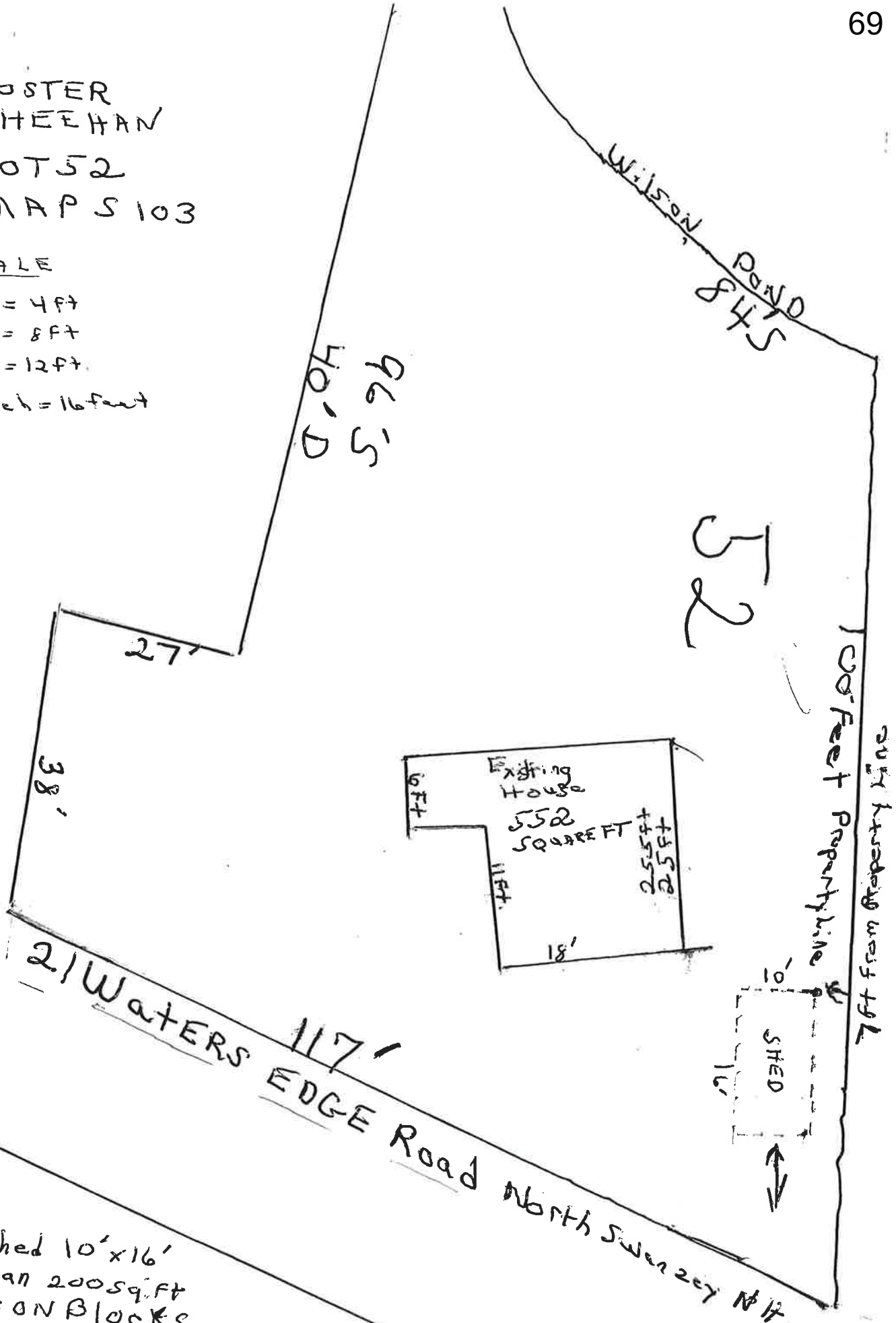
Barbara Sheehan



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

FOSTER
SHEEHAN
LOT 52
MAPS 103

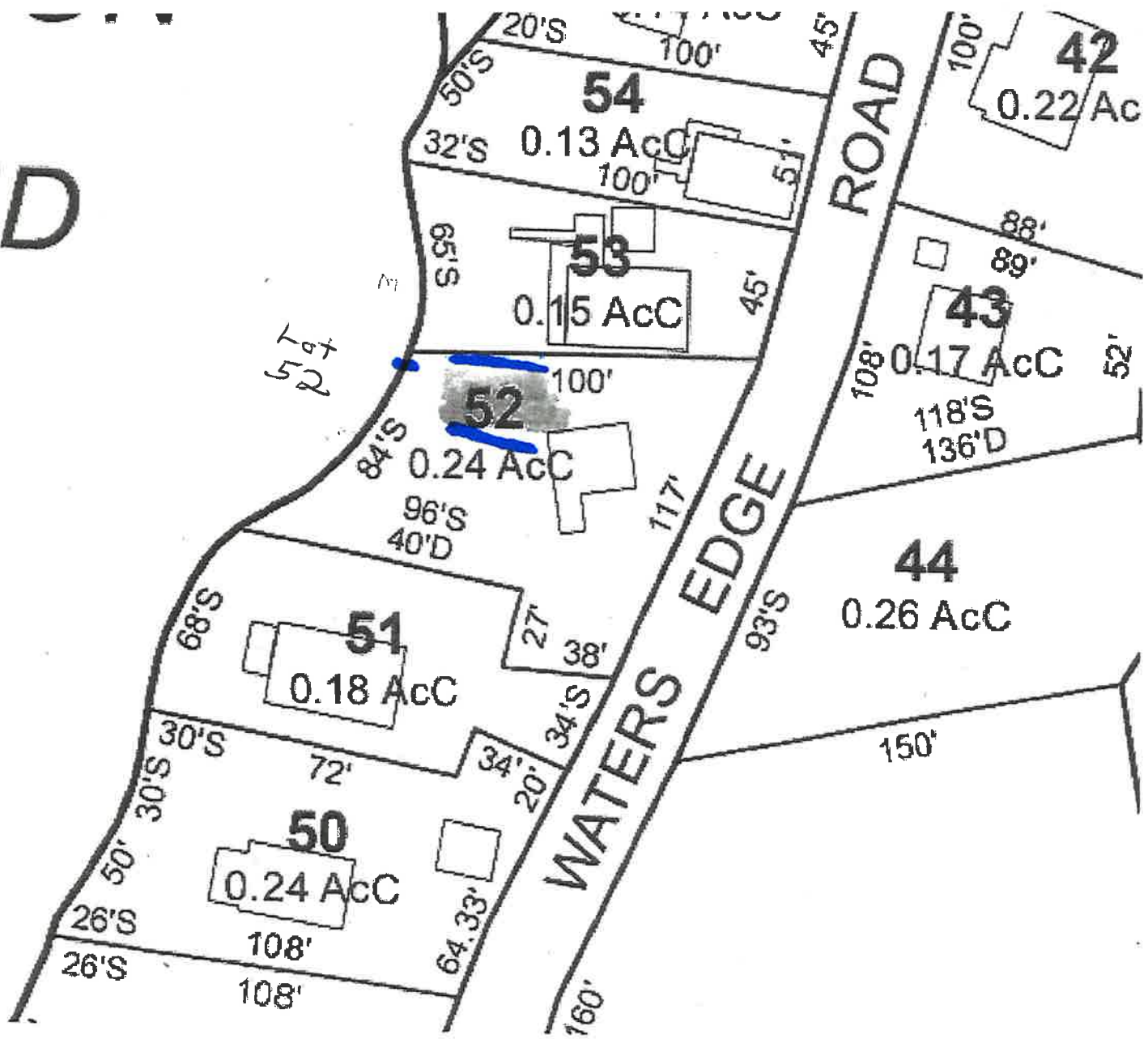
SCALE
$\frac{1}{4}$" = 4ft
$\frac{1}{2}$" = 8ft
$\frac{3}{4}$" = 12ft
1 inch = 16 feet



TACK Shed 10'x16'
Less than 200sq.ft
Pervious ON Blocks

PREBUILT

ND



Sheehan/FOSTER Lot 52 MAPS 103
21 Waters Edge Rd. Northwanzey NH 03431





TOWN OF SWANZEY

P.O. Box 10009
620 Old Homestead Hwy.
Swanzey, NH 03446

OUTBUILDING

FILE

Place in a Conspicuous Location at Start of Construction

Permit Number: 25-290 **Date:** 06/04/2025

Map Lot LotCut Bldg Condo: 103/52/0/0/0

Permit issued to: SHEEHAN, BARBARA A

at: 21 WATERS EDGE RD

Permission to: PLACE AND UTILIZE SHED.

Owner Address: 21 WATERS EDGE RD NORTH SWANZEY, NH 03431-4552 | Phone:

Applicant: BARBARA SHEEHAN | Phone: 603-318-9037

Contractor: SELF | Phone: | License #:

Permit Fee: $0.00 | Estimated Cost: $5,000

NOTE: 168 SQFT SHED NO FEE.

Town of Swanzey

Building Permit Application

PO Box 10009
620 Old Homestead Hwy
Swanzey, NH 03446

603-352-7411 x105
code@swanzeynh.gov

Permit #: _____
Permit Fee: _____
(This area for office use only)

Map # 103 / 52 / 0
Lot # 0 / 0 / 0
Zoning District _____

Owner & Property Information

Owner Name (s): Sheehan Barbara A Foster Timothy F.
Owner Phone Number (s): 1-603 318 9087 (Tim) 1-928302 0972 (Barbara)
Owner Email (s): barbara7127@gmail.com timfoster21@gmail.com
Site Address: 21 Waters Edge Rd Northswanzey NH Map/Lot: 103 / 52 / 0 / 0 / 0
Number *Street* ZIP 03431
Mailing Address if Different: Same
Number *Street*

Licensed Tradesperson

Full Legal Name *License # & Exp. date*

Electrician: Not Applicable _____
Phone # _____ Email: _____
Company Name: _____

CODE ENFORCEMENT OFFICER
PERMIT ISSUED / DENIED
DATE 6/4/25

Plumber: Not Applicable _____
Phone # _____ Email: _____
Company Name: _____

Mechanical: Not Applicable _____
Phone # _____ Email: _____
Company Name: _____

Contractor/Other: Not Applicable _____
Phone # _____ Email: _____
Company Name: _____

General Description of Work

Total estimated cost of work: $ Tuck shed dropped off by Blueberry Hill Sheds 5600 dollars 16'x16'

General Description of work:
* We asked permission from 17 Waters Edge if ok. Jarzebek said ok. asked 20 Waters Edge they said it was ok. before buying shed
it is Not a permanent structure Less than 200sq.ft

Proposed use: Residential ✓ Commercial ____ Industrial ____ Institutional ____ Demolition ____

* This for tax information per Kevin

Continue on Next Page

AUTUMN M CROKE
NOTARY PUBLIC
MY COMMISSION EXPIRES 5/15/2029
STATE OF NEW HAMPSHIRE

se include with this application: (if applicable)

- Driveway Permit (obtain from Road Agent or NH Department of Transportation)
- ☐ Sketch (with dimensions) showing location of proposed building(s) and setbacks
- ☐ Floor Plan
- ☐ Dig Safe # _____
- ☐ Septic Approval (If applicable)
- ☐ Shoreland/Wetland Approval

Approved Storm Water Management Plan

Foundation Certification (As requested by the Code Enforcement Officer)

Tack shed dropped off (Pre built) Blueberry Hill sheds

MAP 103/52/0/0/0

Conditions for Issuance of Permit

Permits issued are subject to the following restrictions and limitations:

1. Permit expires one (1) year from date of issue.
2. **Building or space is not to be occupied** until a Certificate of Occupancy is issued by the Town.
3. Department approval must be completed before Certificate of Occupancy can be issued.
4. **Signature(s) on this building permit authorizes the Code Official, Assessor or their agents, for the Town of Swanzey to conduct inspections from time to time during and upon completion of the work for which this permit is being issued.**
5. It is incumbent on the applicant to call for inspections when necessary. The Inspector must be given a minimum 48-hour notice for inspection.

☑ **In accordance with RSA 676:11-17, I understand that any violation of the above terms and conditions, or willful misrepresentation of any information on this application will result in legal action against me and will subject me to civil penalties of $275 for the first offense, and $550 for subsequent offenses, for each day that such violation is found to continue.**

Affidavit by Property Owner or Authorized Agent/Tradesperson

I acknowledge that all work will be performed in accordance with the State of New Hampshire building and Fire Codes, and that the installations and equipment will not be utilized until a Certificate of Occupancy has been issued for the work described above.

Please indicate that you are the owner or authorized agent/tradesperson:

☑ **I am the owner of the property** ☐ **I am the authorized agent/tradesperson**

Signature	*Print Name*	*Date*
	Barbara A. Sheehan	06/04/2025
	Timothy F. Foster	06/04/2025

ALTHEA M. CROKE NOTARY PUBLIC MY COMMISSION EXPIRES 5/15/2029 STATE OF NEW HAMPSHIRE

(Office Use Only) **Land Use, Zoning and Utilities**

CODE ENFORCEMENT OFFICER PERMIT ISSUED / DENIED DATE 6/4/25

Does the proposed construction meet any of the following criteria?

Approved Site Plan (Yes / No)

Shoreland Protection Zone (Yes / No)

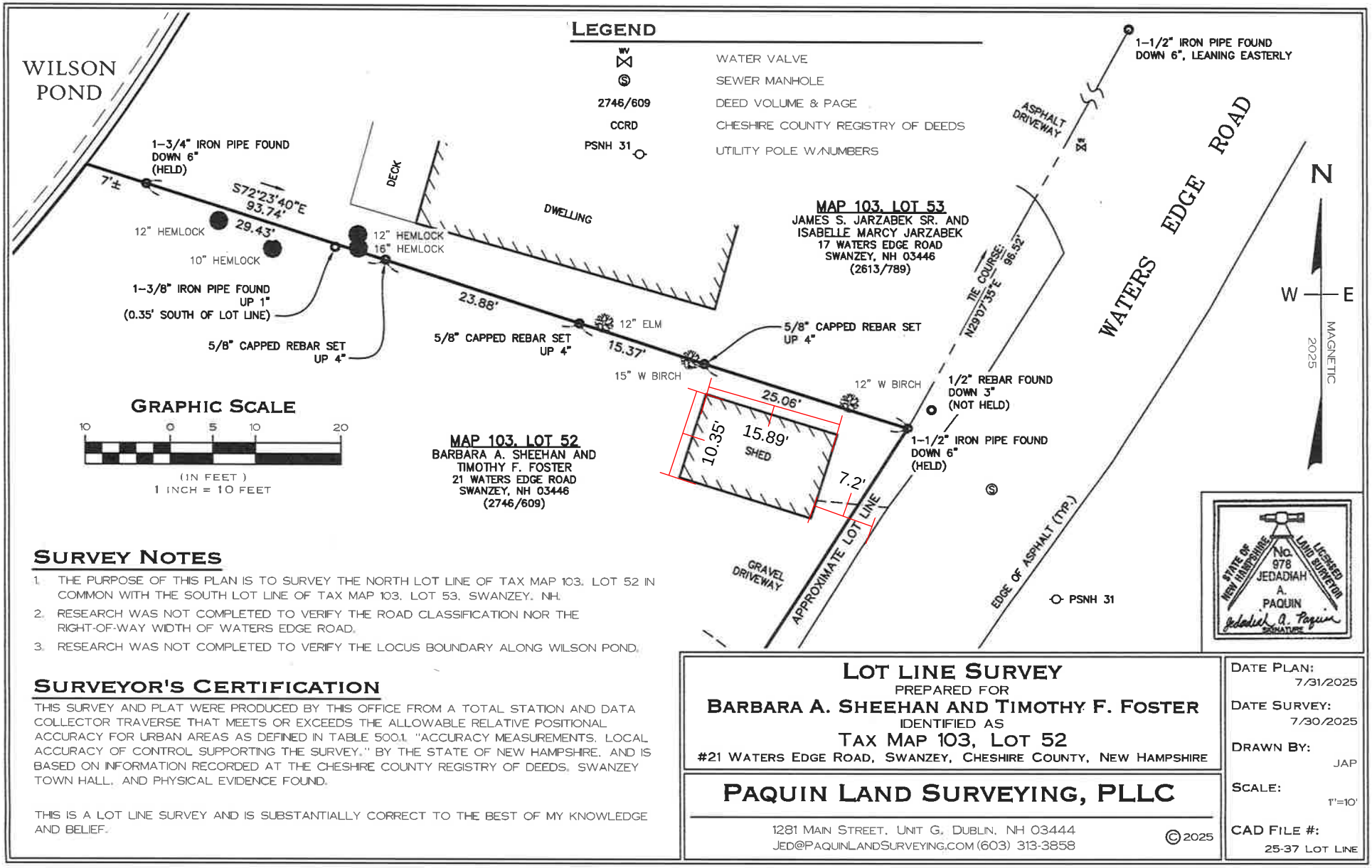
Within 50 feet of a Wetland Area (Yes / No)

Flood Hazard Area – per the Flood Insurance Rate Map (Yes / No)

City Water (Yes / No)

City Sewer (Yes / No)

Is this lot or any portion of this lot under current use assessment per RSA 79-A? ____ Yes ____ No



SURVEY NOTES

1. THE PURPOSE OF THIS PLAN IS TO SURVEY THE NORTH LOT LINE OF TAX MAP 103, LOT 52 IN COMMON WITH THE SOUTH LOT LINE OF TAX MAP 103, LOT 53, SWANZEY, NH.
2. RESEARCH WAS NOT COMPLETED TO VERIFY THE ROAD CLASSIFICATION NOR THE RIGHT-OF-WAY WIDTH OF WATERS EDGE ROAD.
3. RESEARCH WAS NOT COMPLETED TO VERIFY THE LOCUS BOUNDARY ALONG WILSON POND.

SURVEYOR'S CERTIFICATION

THIS SURVEY AND PLAT WERE PRODUCED BY THIS OFFICE FROM A TOTAL STATION AND DATA COLLECTOR TRAVERSE THAT MEETS OR EXCEEDS THE ALLOWABLE RELATIVE POSITIONAL ACCURACY FOR URBAN AREAS AS DEFINED IN TABLE 500.1, "ACCURACY MEASUREMENTS, LOCAL ACCURACY OF CONTROL SUPPORTING THE SURVEY," BY THE STATE OF NEW HAMPSHIRE, AND IS BASED ON INFORMATION RECORDED AT THE CHESHIRE COUNTY REGISTRY OF DEEDS, SWANZEY TOWN HALL, AND PHYSICAL EVIDENCE FOUND.

THIS IS A LOT LINE SURVEY AND IS SUBSTANTIALLY CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

LOT LINE SURVEY

PREPARED FOR

BARBARA A. SHEEHAN AND TIMOTHY F. FOSTER

IDENTIFIED AS

TAX MAP 103, LOT 52

#21 WATERS EDGE ROAD, SWANZEY, CHESHIRE COUNTY, NEW HAMPSHIRE

PAQUIN LAND SURVEYING, PLLC

1281 MAIN STREET, UNIT G, DUBLIN, NH 03444
JED@PAQUINLANDSURVEYING.COM (603) 313-3858

©2025

DATE PLAN: 7/31/2025
DATE SURVEY: 7/30/2025
DRAWN BY: JAP
SCALE: 1"=10'
CAD FILE #: 25-37 LOT LINE