



City of Keene Planning Board

AGENDA

Monday, April 25, 2022

6:30 PM

City Hall, 2nd Floor Council Chambers

I. **Call to Order** – Roll Call

II. **Minutes of Previous Meeting** – March 28, 2022

III. **Public Hearings**

S-05-22 – Subdivision – 2-lot Subdivision – 63 Meadow Rd – Applicant Russ Huntley, on behalf of owners Travis & Whitney Fafard, proposes to subdivide the 0.33-acre parcel at 63 Meadow Rd (TMP #109-015-000-000-000) into a 0.168-acre lot and 0.162-acre lot. The site is located in the High Density District.

SPR-02-22 – Site Plan – Aroma Joe’s – 0 West St – Applicant Brickstone Land Use Consultants, on behalf of owner Judy L. Williams, proposes to construct an 800 sf, drive-thru only Aroma Joe’s coffee shop and install a second curb cut on the property located at 0 West St (TMP# 577-025-000-000-000). A waiver is requested from Sec. 20.6.2.C.1.a of the Land Development Code regarding screening standards for roof-mounted equipment. The site is 0.22 ac in size and is located in the Commerce District.

IV. **Staff Updates**

V. **New Business**

VI. **Upcoming Dates of Interest – April 2022**

- Joint Committee of the Planning Board and PLD – May 9, 6:30 PM
- Planning Board Steering Committee – May 10, 11:00 AM
- Planning Board Site Visit – May 18, 8:00 AM – **To Be Confirmed**
- Planning Board Meeting – May 23, 6:30 PM

1 **City of Keene**
2 **New Hampshire**

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5 **PLANNING BOARD**
6 **MEETING MINUTES**
7

8 **Monday, March 28, 2022**

6:30 PM

**Council Chambers,
City Hall**

Members Present:

Pamela Russell Slack, Chair
Mayor George S. Hansel
Roberta Mastrogiovanni
Harold Farrington
Armando Rangel, Alternate

Staff Present:

Mari Brunner, Senior Planner
John Rogers, Interim Community
Development Director
Evan Clements, Planner

Members Not Present:

David Orgaz, Vice Chair
Councilor Michael Remy
Emily Lavigne-Bernier
Gail Somers
Tammy Adams, Alternate

9
10
11 **I) Call to Order**
12

13 Chair Russell Slack called the meeting to order at 6:30 PM and a roll call was taken.
14

15 **II) Minutes of Previous Meeting – February 28, 2022**
16

17 A motion was made by Mayor George Hansel that the Planning Board approve the February 28,
18 2022 meeting minutes. The motion was seconded by Harold Farrington and was unanimously
19 approved.
20

21 **III) Boundary Line Adjustment**
22

23 S-01-22 – Boundary Line Adjustment – 0 Gilbo Ave & 0 Commercial St – Applicant
24 Fieldstone Land Consultants PLLC, on behalf of owner City of Keene, proposes a boundary line
25 adjustment between the properties located at 0 Commercial St (TMP# 575-010-000-000-000)
26 and 0 Gilbo Ave (TMP# 575-015-000-000-000). This adjustment would result in a transfer of
27 0.32-ac from the 0.56- ac parcel at 0 Gilbo Ave to the 1.6-ac parcel at 0 Commercial St. A
28 waiver is requested from Section 25.10.8.B.2 of the Planning Board Regulations regarding the
29 requirement to submit an updated survey showing all metes and bounds of the revised parcels.
30 Both properties are located in the Downtown Growth and Downtown Core Districts.
31

32 A. Board Determination of Completeness

33 Senior Planner Mari Brunner stated the Applicant has requested exemptions from providing a
34 separate grading plan, landscaping plan, lighting plan, and technical reports. After reviewing this
35 request, staff have determined that exempting the Applicant from submitting this information
36 would have no bearing on the merits of the application. In addition, the Applicant requests a
37 waiver from providing an updated survey showing all metes and bounds of the revised parcels.
38

39 The submitted plan includes all the metes and bounds for 0 Gilbo Avenue but does not include
40 the metes and bounds for all parcel boundaries of the property located at 0 Commercial Street.
41 The Applicant submitted a written waiver request, which is included as an attachment to this
42 staff report. In making a decision to accept this application as complete, the Board may wish to
43 consider whether the missing information is necessary for the Board to complete its review.
44

45 A motion was made by Mayor George Hansel that the Board accept the application as complete.
46 The motion was seconded by Harold Farrington and was unanimously approved.
47

48 The Chair stated before the applicant addresses this application, the Applicant would need to
49 address their waiver request.
50

51 Mr. Michael Ploof of Fieldstone Land Consultants addressed Board on behalf of the City of
52 Keene. He noted the City owns both these lots and referred to the lots on a plan. He noted the
53 purpose of the plan is to adjust the common line between lot 575-15 (referred to in pink) and lot
54 575-10. Lot 575-15 is the current skate park which has a strip that goes up to Main Street. The
55 first proposal is to add this portion to the Commercial Street lot. The south side of the skate park
56 is also being proposed to be configured to be more rectangular in shape. He referred to two areas
57 shown in orange, Parcels B and C, which are going to be added to lot 575-10. The area shown as
58 Parcel A (small triangular sliver) will be added to lot 575-15 to make it the future rectangle
59 shape.
60

61 The original acreage for the Commercial Street lot is 1.6 acres. After parcels B and C are added
62 and Parcel A is subtracted, the area will change to 1.9 acres. The original acreage of the skate
63 park lot 575-15 was 0.5 acres; after Parcels B and C are subtracted and Parcel A is added it will
64 be 0.24 acres. Mr. Ploof stated there is development planned for this site in the future but nothing
65 is being proposed with this application. This concluded his presentation.
66

67 The Chair went over the Board criteria for the Waiver as follows:
68

69 *Strict conformity would pose an unnecessary hardship to the applicant and the waiver would not*
70 *be contrary to the spirit and intent of the regulations.*
71

72 *Or specific circumstances relative to the site plan or conditions of the land in such site plan*
73 *indicate the waiver would carry out the spirit and intent of the regulations.*
74

75 Ms. Brunner noted what the Chair referred to is what the Board needs to find in order to grant the
76 waiver request and asked if the applicant would like to address this issue.
77

78 Mr. Ploof explained the Commercial Street parking lot parcel is a larger and complicated piece
79 of property consisting of various other parcels. In 1969, the Council laid this out as a public way
80 and it has been modified from time to time for development in the area. Research of layouts,
81 modifications, cross easements, etc. would require substantial time and effort and delay the
82 development of the skate park and would have no bearing on this requested adjustment. He felt
83 this causes an unnecessary hardship on the City and the entities supporting the skate park. During
84 the development of Gilbo Avenue in the future, the City intends to modify Commercial Street
85 and Wilson Street with a full property survey. As a result, the City requests the Planning Board
86 grant the waiver and exempt the City from submitting a metes and bounds survey on lot 575-10.
87

88 The Chair asked for public next. There were no public comment on the waiver.
89

90 A motion was made by Mayor George Hansel that the Planning Board grant the waiver request.
91 The motion was seconded by Harold Farrington and was unanimously approved.
92

93 B. Public Hearing
94

95 Mr. Michael Ploof of Fieldstone Land Consultants addressed Board and referred to lots 575-10
96 (1.6 acres) and 575-15 (a little over 0.5 acres). The proposal is to revise the common line
97 between the two lots, which would cause lot 575-15 to be 0.2 acres in size and the addition of
98 parcels B and C to lot 575-10 would result in the parcel being 1.9 acres in size.
99

100 Mayor Hansel asked for clarification on the small sliver of land to the north. Mr. Ploof stated this
101 is an existing condition and was part of the existing skate park lot, which includes a section of
102 the rail trail. The Mayor asked why this could not be included with the new skate park lot. City
103 Engineer Don Lussier in response stated this strip of land, which is about ten feet wide, is where
104 the bike path is located. If it was to be transferred it would become detached from the overall
105 public parcel and the rest of the rail trail.
106

107 Mr. Farrington referred to the portion to the south that would be subtracted from the skate park
108 and asked whether this would cause any of the structures in the skate park to be modified. Mr.
109 Ploof answered in the negative.
110

111 Staff comments were next. Ms. Brunner stated the bulk of the land swap would result from a
112 transfer of the Cheshire Rail Trail portion of 0 Gilbo Ave to the property at 0 Commercial Street,
113 making the skate park more rectangular. Both these parcels are located in the Downtown Growth
114 District, with just the narrow extensions connecting to Main Street falling in the Downtown Core
115 district. These districts don't have a minimum lot size.
116

117 Ms. Brunner noted there were no departmental comments on this application. The only two
118 standards that would apply to this application are Traffic and Access Management – there are no
119 changes proposed to the existing access to either property as part of this proposal. Surface
120 Waters and Wetlands - no surface waters or wetlands are present on either site. This concluded
121 staff comments.
122

123 Ms. Mastrogiovanni asked about future plans for this site. Ms. Brunner stated there are plans for
124 the City to look at the Commercial Street parking lot which is not part of this proposal and hence
125 it was not part of staff review.

126
127 The Chair asked for public comment. With no public comment the Chair closed the public
128 hearing.

129
130 C. Board Discussion and Action

131 A motion was made by Mayor George Hansel that the Planning Board approve S-01-22 as
132 shown on the plan entitled “Lot Line Adjustment Prepared for City of Keene, 3 Washington St,
133 City of Keene, County of Cheshire, State of New Hampshire” prepared by Fieldstone Land
134 Consultants, PLLC at a scale of 1 inch = 30 feet on February 16, 2022 and last revised on March
135 9, 2022, with the following condition prior to signature by Planning Board Chair:

136 1. Owners’ signatures appear on the plan

137
138 The motion was seconded by Harold Farrington and was unanimously approved.

139
140 S-02-22 – Boundary Line Adjustment – 50 & 62 Rule St – Applicant Cardinal Surveying
141 & Land Planning, on behalf of owners Elfriede Wagner & Pilot Realty LLC, proposes a
142 boundary line adjustment between the properties located at 50 Rule St (TMP# 518-047-000-000-
143 000) and 62 Rule St (TMP# 518-051-000-000-000). This adjustment would result in a transfer of
144 0.03-ac from the 6-ac parcel at 50 Rule St to the 0.21-ac parcel at 62 Rule St. A waiver is
145 requested from Section 25.10.8.B.2 of the Planning Board Regulations regarding the requirement
146 to submit an updated survey showing all metes and bounds of the revised parcels. Both
147 properties are located in the Low Density District.

148
149 A. Board Determination of Completeness

150
151 Ms. Brunner stated the Applicant requests exemptions from submitting separate Existing and
152 Proposed Conditions Plans that show the boundaries and acreage of the existing and proposed
153 lots subject to review, a Grading Plan, a Landscaping Plan, a Lighting Plan, and Technical
154 Reports. After reviewing this application, Staff have determined that exempting the Applicant
155 from submitting this information would have no bearing on the merits of the application.

156
157 She further stated that, similar to the application the Board just reviewed, the Applicant has
158 requested a waiver from Article 25 Section 10.8.B.2 of the Land Development Code regarding
159 the requirement to submit an updated survey showing the boundary line adjustment and all metes
160 and bounds of the revised parcels. The submitted plan includes all metes and bounds for the
161 property at 62 Rule Street but does not include the metes and bounds for the property at 50 Rule
162 Street. The Applicant has submitted a written waiver request, which is included in the Board’s
163 packet.

164
165 Ms. Brunner stated in making a decision to accept this application as complete, the Board may
166 wish to consider whether the missing information is necessary for the Board to complete its
167 review.

168

169 A motion was made by Mayor George Hansel to recommend the Board accept Application S-02-
170 22 as complete. The motion was seconded by Councilor Harold Farrington and was unanimously
171 approved.

172
173 The Chair reminded the Board the waiver request needs to be addressed first.

174
175 The Chair noted the Applicant has requested a waiver from Article 25.10.8.B.2 of the Land
176 Development Code, which states that, "An updated survey showing the boundary line
177 adjustment, and all metes and bounds of the revised parcels shall be prepared by the Applicant."
178 Specifically a plan includes all metes and bounds for the property at 62 Rule Street.

179
180 The Chair invited the Applicant to address the waiver request.

181
182 Ms. Wendy Pelletier from Cardinal Surveying addressed the Board. She began by referring to a
183 .21 acre parcel which was surveyed in the fall. The second parcel is 6 acres in size and the only
184 portion the Applicant is concerned with is the .03 acres near the property boundary and felt
185 conducting a survey on the entire parcel would be an undue burden on the owners. The request
186 would have no effect on the abutters.

187
188 The Chair asked for public next. There were no public comment on the waiver.

189
190 A motion was made by Mayor George Hansel that the Planning Board grant the waiver request.
191 The motion was seconded by Harold Farrington and was unanimously approved.

192
193 B. Public Hearing

194 Ms. Pelletier from Cardinal Surveying referred to the existing residential lots on Rule Street, and
195 stated these lots were taken out of the larger lot back in the 1920's. She referred to the lot in
196 question, and noted that is smaller (not as deep) than the other lots. The house was built in the
197 20's and additions were added on at a later date that have gone over the lot line. The property
198 was sold last year and upon sale is when it was realized the house was over the lot line. The
199 request is to move the lot line to be in keeping with the other houses. The shed will still be over
200 the line and will need to be moved. Ms. Pelletier noted what is being requested is to add the .03
201 acres to the .21 acres. She noted the building does not conform to the setback requirement but
202 will be more conforming compared to what it was. This concluded Ms. Pelletier's comments.

203
204 Staff comments were next. Ms. Brunner stated the two properties that are the focus of this
205 proposal are single-family lots in the Low Density District with frontage on Rule Street. There is
206 no development being proposed at this time. The proposed boundary line adjustment would
207 make it so that the house on the 62 Rule Street become more conforming. The minimum lot size
208 in the Low Density District is 10,000 square feet.

209
210 She indicated prior to the adjustment, 50 Rule Street was 6 acres, but 62 Rule Street is 9,061
211 square feet, slightly under 10,000 square feet but it will be 10,539 square feet after the
212 adjustment.

213

214 The only departmental comments are whether the shed was going to be moved and the Applicant
215 has addressed that.

216
217 Ms. Brunner went on to say with respect to the Board’s standards, the only standards that apply
218 are Traffic and Access Management - There are no changes proposed to the existing access to
219 either property. Hence, this standard does not apply.

220
221 Surface Waters & Wetlands - There are no known wetlands or surface waters present on either of
222 the subject parcels, and there is no new development proposed as part of this application. Hence,
223 this standard does not apply.

224
225 The Chair asked for public comment. With no public comment the Chair closed the public
226 hearing.

227
228 C. Board Discussion and Action
229 A motion was made by Mayor George Hansel that the Planning Board approve S-02-22 as
230 shown on the plan entitled “Boundary Line Adjustment, Map 518-051-000 & Map 518-047-000,
231 50 & 62 Rule Street, Keene, NH 03431” prepared by Cardinal Surveying & Land Planning at a
232 scale of 1 inch = 20 feet on February 15, 2022 and last revised on March 14, 2022, with the
233 following condition prior to signature by Planning Board Chair:

234 1. Owners’ signatures appear on the plan.

235
236 The motion was seconded by Roberta Mastrogiovanni and was unanimously approved.

237
238 **IV) Public Hearings**

239
240 **SPR-927, Modification #11B – Site Plan** – 2 Ash Brook Rd #12 – Applicant KPR
241 Centers LLC, on behalf of owner Keene MZL LLC, proposes to renovate the north tenant space
242 in the building located at 2 Ash Brook Rd #12 (TMP# 109-027-000-010-012) for use as a Panera
243 Bread Restaurant with a drive-through window. This site is 1.64-ac in size and is part of the
244 larger Monadnock Marketplace plaza located in the Commerce District

245
246 A. Board Determination of Completeness
247 Ms. Brunner stated the Applicant requests an exemption from submitting a Lighting Plan, a
248 Drainage Report, a Soil Analysis, an Historic Evaluation, and a Screening Analysis. Staff
249 recommend that the Board grant the requested exemptions and accept the application as
250 complete.

251
252 A motion was made by Mayor George Hansel to recommend the Board accept Application SPR-
253 927 as complete. The motion was seconded by Councilor Harold Farrington and was
254 unanimously approved.

255
256 B. Public Hearing
257 Jim Phippard of Brickstone Land Use Consultants addressed the Board on behalf of Keene MZL
258 LLC (Monadnock Marketplace). Mr. Phippard stated this proposal is to locate a new Panera
259 Bread Restaurant at Monadnock Marketplace. He referred to an existing conditions plan and

260 referred to where Ash Brook Road, Ash Swamp Brook and Route 9 are located. To access this
261 site the public comes down Ash Brook Road to a signalized intersection and takes a left to where
262 the parking lot that serves the restaurant section and Price Chopper are located. He referred to
263 where Olive Garden was located at the corner which opened in 2005 and was in business until
264 2015. This vacant building was removed and a multi-tenant building was constructed to locate
265 “small shops”.

266
267 Panera Bread will locate at the north end of this building. With this space being occupied, there
268 are changes being also proposed for the parking area to locate a drive thru lane. Mr. Phippard
269 stated parking will be eliminated on the west side of the building to create an outdoor seating
270 area. There will be 70 seats inside the restaurant. The parking area will be reconfigured to create
271 a drive thru in the north. The drive thru will be able to accommodate 10 to 11 cars.

272
273 Mr. Phippard noted there are parking spaces being eliminated but per zoning for this entire
274 “small shop” building only 47 spaces are required, there are 81 spaces still remaining.

275
276 The existing dumpster will be relocated and will be well screened with a six foot high solid wood
277 fencing and will be located away from the drive thru. There is also a dedicated delivery area
278 being created for this site.

279
280 Because of the change to parking, drainage was reviewed. Lot coverage is being decreased and
281 green space is being increased by about 200 square feet which will reduce run off. This is the
282 reason for requesting an exemption from providing a drainage report.

283
284 Landscaping – Mr. Phippard referred to newly created landscaping for the site. Two trees and
285 shrubs will be located to buffer the cars sitting in the queue lane. There is additional plantings
286 also being proposed along Ash Brook Road.

287
288 Lighting – The existing light poles are not being changed. There are wall packs being added to
289 the building only. Applicant is requesting an exemption from providing an additional lighting
290 plan because the lighting is not being changed.

291
292 A traffic report was provided at the request of staff. Mr. Phippard stated he did not submit a
293 traffic report initially because he did not feel it was necessary and went on to explain the drive
294 thru is within the Monadnock Market Place and if traffic ever backed up beyond the queue it
295 backs up onto private property not onto the City street. He added going from a 200 seat Olive
296 Garden Restaurant to the retail stores and this 70 seat restaurant, did not justify the need for a
297 traffic report. Staff requested a traffic report, hence the Applicant hired a traffic engineer to
298 complete a traffic study. He added because Panera has other sites in New England they have data
299 for drive thru sites and these numbers are far less than what the ITE Manual estimates. The
300 traffic engineer went with the ITE numbers to provide much more conservative numbers. Even
301 with these artificially high numbers there is no concern for traffic safety on NH Route 9 and Ash
302 Brook Road.

303
304 There is no change to snow storage – it will be hauled off site.

305

306 There is no change to water and sewer – the existing facilities will be utilized.

307

308 There will no impact to surface water and wetlands.

309

310 Architecture – The architectural theme is being maintained; cornice work, brick columns are all
311 part of the original architectural theme the Board approved in 2015. The only thing being
312 changed is the color away from the red brick and terracotta where this tenant spaces is going to
313 be located. Panera is going with darker colors. The color of the awning is also being changed.
314 The glass windows and doors will remain in the same location. This concluded Mr. Phippard’s
315 presentation.

316

317 Mr. Farrington clarified the traffic report is now part of the application. Mr. Phippard answered
318 in the affirmative.

319

320 The Chair asked for public comment next.

321

322 Mr. Edward Haas of 114 Jordan Rd asked about flooding in this area and the date of the flood
323 maps that were used for drainage purposes for the original design. Mr. Phippard stated there was
324 no flooding at Monadnock Market Place. He explained before Monadnock Market Place was
325 developed this property was identified as part of a split floor floodway where Ash Swamp Brook
326 was obstructed by a culvert flowing under Route 9 and in a 100 year flood event, water would
327 over top the embankments and pass across this property. The flood study done in 1985 was not
328 correct – incorrect information was used to develop the topography. They modeled the flooding
329 of this property as a three foot wall of water when it reached the intersection of Routes 9 and 12
330 but it didn’t cross the highway. It was known this was incorrect, but there were no funds to
331 correct the error.

332

333 The flood model was amended using correct topographic information; this was done by Konover
334 Development and was incorporated in the 2006 FEMA flood maps that are utilized by Keene.
335 This property is no longer in the 100 year floodplain, it was removed because of the incorrect
336 modeling. He added there has been no flooding in this area that he is aware of.

337

338 With no further public comment, the Chair closed the public hearing.

339

340 Staff comments were next. Ms. Brunner stated this proposal is for 12 Ash Brook Road #12 is
341 located on the northwest corner of the NH Route 9 and Ash Brook Road intersection. It is part of
342 the larger, 70.5-acre Monadnock Marketplace development, in the former location of the Olive
343 Garden Restaurant.

344

345 With respect to Drainage, as the Applicant noted, there is going to be an overall reduction in the
346 impervious surfaces and hence the Applicant has requested an exemption from providing a
347 Drainage Report, and staff felt this was reasonable given the reduction of impervious surface.

348

349 Sediment and Erosion Control - During construction, the Applicant is proposing to install silt
350 fencing along the south end of the disturbed area and silt socks at all existing catch basins. In
351 addition, the perimeter of any stockpiles will be protected with silt fencing, and they will be

352 seeded and mulched if left in place for more than 21 days. Post-construction, Sheet N1 of the
353 plan set specifies that all finished graded areas shall be seeded, fertilized, and mulched within 72
354 hours of finish grading. This standard appears to be met.

355
356 With respect to Snow Storage and Removal, there are no changes being proposed.

357
358 Landscaping - The Applicant proposes to install a mix of 31 shrubs and 36 perennials and no
359 existing trees are proposed to be removed. During construction, the Applicant proposes to protect
360 the root system of existing trees by installing temporary fencing. This standard appears to be
361 met.

362
363 Screening – Ms. Brunner stated the Applicant has described the type of screening that would be
364 installed for the dumpster. In addition, there is a rooftop equipment being proposed which will be
365 screened by an existing roof parapet and will be setback 20 feet from the edge of the roof.

366
367 With respect to Lighting - the Applicant proposes to install six wall-mounted lights, including
368 four on the north façade along the drive-through and two on the west façade. The proposed light
369 fixture is an LED wall sconce with an Antique Bronze finish. The color temperature of the
370 proposed light fixtures is 3000K and the color rendering index is 90, which exceeds the Board
371 Standard. Hence, the Applicant has requested an exemption from providing a photometric plan
372 as no changes to the existing parking lot lights.

373
374 With respect to Traffic and Access Management, the Applicant submitted a Trip Generation
375 Analysis prepared by VHB, which concludes that the proposed restaurant with a drive through
376 window would not change the trip generation estimates for the previously approved Small Shops
377 building as there would be no change in the overall square footage of the building. In addition it
378 looked at the queue lengths for the drive-thru and notes that the 95th percentile drive-through
379 queue length would reach a maximum of 6 vehicles, assuming a 2-minute processing time at the
380 pickup window; the franchisee estimates a processing time of 1 minute. This is also assuming
381 that during the peak hour, about 30% of total customer transactions will occur at the drive-
382 through window. The study concludes there will only be a maximum of six vehicles, and the
383 drive thru can accommodate 10-11 vehicles.

384
385 Ms. Brunner further noted, there are no changes proposed to the access to the site. With respect
386 to internal traffic flow, the only area of concern is the break in the drive thru lane where trucks
387 could drive thru to get to the dumpster but this will be striped off to indicate vehicles cannot
388 block this area while waiting in the queue line.

389
390 There are no surface waters present on the site; however, Ash Swamp Brook is located about 300
391 feet to the west and the proposed development is outside the Surface Water Protection buffer and
392 the Shoreland Protection Area.

393
394 There are no known hazardous or toxic materials on the site.

395

396 Architecture and Visual Appearance – Ms. Brunner noted she has included images of what is
397 existing and the excerpts from the elevations to compare the two. As the Applicant noted, the
398 only thing that is changing are the colors.
399

400 This concluded staff comments.
401

402 Mayor Hansel noted when evaluating this building the Board is considering as part of the site
403 plan just the Panera Bread site and does not include the other attached retail spaces. Ms. Brunner
404 stated this is the only section of the building that is proposed to have any changes, the rest is
405 proposed to remain as it was approved in 2015. The Mayor noted this is an existing site plan the
406 Planning Board approved in 2015 with all those spaces included in that approval, but the Board
407 is considering just this space and added the reason he is raising this question is because of the
408 change in color and the Board’s standard as it relates to visual appearance. Ms. Brunner stated
409 this would be something the Board would need to decide – whether the proposed changes does
410 not fit with the overall building. She indicated staff only looked at this tenant space as this was
411 the only part of the building that was changing.
412

413 Mr. Phippard stated he would like to offer some consideration for the Mayor; he noted the store
414 fronts down Main Street are all attached. Over time businesses are changing their appearance to
415 brighter colors in an effort to stand out and identify as a separate entity. Mr. Phippard felt this
416 was no different in a multi-tenant building. The Mayor stated he does not disagree it is consistent
417 with how it is in other areas in the City with businesses with varied colors schemes. He stated he
418 wanted to internalize how as a Planning Board member he would review this, as this was
419 approved under a prior plan. He stated he was in agreement to what is being proposed.
420

421 C. Board Discussion and Action

422 A motion was made by Mayor George Hansel that the Planning Board approve SPR-927,
423 Modification #11B for renovations to the northern tenant space in the Small Shops building
424 located at 2 Ash Brook Road #12, as presented in the plan set identified as “Panera Drive Thru-
425 Lot 16B” prepared by Brickstone Land Use Consultants and SVE Associates at a scale of 1 inch
426 = 20 feet on February 18, 2022 and last revised on March 4, 2022 with the following conditions
427 prior to signature by Planning Board Chair:

428 1. Submittal of security for erosion control, landscaping, and as-built plans in a form and
429 amount acceptable to the City Engineer.

430 2. Owner’s signature appears on the plan.
431

432 Mr. Farrington noted the motion refers to the last revision as March 4 but the letter from VHB is
433 dated for March 11 and asked for clarification. Ms. Brunner stated that letter came in after the
434 plan but it did not alter the plan itself.
435

436 The Mayor felt the design for the drive-thru was a smart design. The Chair agreed.
437

438 The motion was seconded by Harold Farrington and was unanimously approved.
439

440 **Change of Governmental Land Use** – RSA 674:54 regarding a proposed salt shed on the
441 former City landfill property located 0 Main St (TMP# 113-007-000-000-000). The 23.1-acre
442 parcel is owned by the City of Keene and is located in the Industrial District.

443
444 The Chair began by stating per RSA 674:54 the Planning Board received notification from the
445 City of Keene regarding the relocation of the City salt shed to the 0 Main Street property, which
446 is the former Keene landfill. She added any comment from the Board is non-binding.

447
448 City Engineer Don Lussier and Lee Dexter, Civil Engineer were the next two presenters. Mr.
449 Lussier reminded the Board about the location of the Froling Energy facility at 560 Main Street.
450 He indicated this discussion arises out of that project. Mr. Lussier stated the City sold a portion
451 of its landfill at 560 Main Street as well as the existing salt shed. The terms of the sale the City
452 has is that they were permitted to continue using the salt shed until December 2022. Mr. Lussier
453 stated the City chose 0 Main as the option for the relocation of the salt shed because the
454 surrounding uses are industrial in nature. The activity will be moved just 1,000 feet to the east.
455 He further stated this site is not likely to be developed for any better use because of its prior use
456 as a landfill.

457
458 He indicated the City was able to develop this project in manner to avoid environmental impacts
459 by staying out of wetland areas and flood plain areas. Mr. Lussier stated this project has been
460 developed to comply with Planning Board Standards to the maximum extent possible. The
461 Standards that were not met were because they were impractical or undesirable. Because this is a
462 landfill and has soil contamination as well as groundwater contamination, it is not desirable to
463 infiltrate groundwater as it would push it to different areas of the site. For this reason and
464 because the impervious surface is being increased, the total maximum rate of discharge is being
465 increased slightly (less than a cubic foot per second).

466
467 Mr. Lussier went on to say the City is not submitting a formal landscaping plan or lighting plan.
468 This is not a site open to the public, it is used only by City employees who drive to the site to
469 conduct City business.

470
471 In terms of Developmental Standards:

472
473 Drainage is being increased by 0.88 cubic feet per second this is due to an increase to impervious
474 surfaces. The ground in this area is compacted gravel, which is impervious, but not at a high rate.
475 Through discussion with the New Hampshire Department of Transportation (NHDOT), the
476 proposed site plan will drain (at the north) about half of the drainage towards the NHDOT right
477 of way. There are well defined grass swales between the abutting property and Route 101 which
478 the City is taking advantage of - this will act as a vegetated buffer. Drainage of the southern end
479 will follow the existing storm water pattern and flow to the south and east until it reaches the
480 Branch River.

481
482 Sedimentation and Erosion Control – This is a relatively flat site and hence does not present any
483 significant challenges.

484

485 Snow Storage – The City is providing some snow storage but this site is also used as a snow
486 dump.

487
488 Landscaping – The northern line is well screened already with evergreen and deciduous trees.
489 The northwest corner is a little sparse and will be filled in with evergreens.

490
491 Lighting – The site does not have electricity and electric is not being run to the site. Lighting will
492 be done on a task purpose essentially using solar. There will be a few solar street fixtures to light
493 the area where equipment is loaded and where employees will be accessing the building.

494
495 Water and Sewer – There will be no water and sewer utilities on site.

496
497 Traffic and Access Management – Access is through the right of way across the Froling
498 property. The unpaved portion will be paved. There will be no change to the traffic pattern.

499
500 Wetlands and Surface Water – There are wetlands on the parcel but they are at a good distance to
501 the east from this activity.

502
503 Hazardous and Toxic Material – This is a former closed landfill area and there is known to have
504 contaminated groundwater and soils in the project area and hence the City is trying to minimize
505 activity on site, instead will be bringing the grade up by about two feet by reusing material on
506 site.

507
508 Noise – No changes are being made to the operation, operations are just being moved 1,000 feet
509 to the east. There have been no noise issues on site.

510
511 Architecture and Visual Appearance – Mr. Lussier referred to a similar type of building. The
512 project is going to be bid out. He noted there will be a slight difference to the shape of the arch.
513 It will be a steel building with fabric cover, available in different colors. The building will be
514 about 100 feet long. He further referred to an equipment storage shed – today equipment storage
515 is part of the salt shed, a wood frame structure. A 30' x 80' pole barn structure with four garage
516 bay doors, each door will be 12 feet wide, will be located as well. This is for storage of Public
517 Works equipment. It will be located on the eastern side of the salt shed building. Mr. Lussier
518 stated with reference to color, he prefers white so day light would come into the building. He
519 asked for the Board's opinion on the color options, which all cost the same.

520
521 This concluded Mr. Lussier's comments.

522
523 Chair Slack said she prefers the gold color, and noted the white color might get dirty. Mayor
524 Hansel asked for the life span of the fabric being used. Mr. Lussier stated it is guaranteed for 20
525 years.

526
527 The Chair asked for public comment. With no public comment, the Chair closed the public
528 hearing.

529
530

531 **V. Minor Project Review Committee Membership**

532

533 The Chair noted that members nominated to the Committee are listed on page 79 of the packet.
534 Ms. Brunner said that for regular members, Deputy Fire Chief Jeff Chickering will be replacing
535 Captain John Bates. For Alternates there will be two new members, Evan Clements, Planner and
536 Deputy Fire Chief Donald Farquhar. Ms. Brunner stated this is a temporary fix and there is a
537 permanent solution staff will be discussing in the next few months.

538

539 A motion was made by Mayor George Hansel to approve the slate of Minor Project Committee
540 members as presented. The motion was seconded by Harold Farrington and was unanimously
541 approved.

542

543

544 **VI. Staff Updates**

545

546 Ms. Brunner introduced new Planner, Evan Clements.

547

548 **VII. New Business**

549 • Update to the Planning Board Rules of Procedure

550

551 Ms. Brunner stated at a future meeting staff would like to propose an update to rules of
552 procedure that were last updated in 1990. In addition, staff would like to build the process for
553 membership on the Minor Project Review Committee into the Board's rules of procedure so that
554 specific individuals are not named. The City Attorney has suggested having members be
555 representatives from specific departments; this will help with quorum when employees leave the
556 City's employment or go on vacation.

557

558 **VIII. Upcoming Dates of Interest – April 2022**

559 • Joint Committee of the Planning Board and PLD – April 11, 6:30 PM

560 • Planning Board Steering Committee – April 12, 11:00 AM

561 • Planning Board Site Visit – April 20, 8:00 AM – To Be Confirmed

562 • Planning Board Meeting – April 25, 6:30 PM

563

564

565 There being no further business, Chair Russell Slack adjourned the meeting at 8 PM.

566

567 Respectfully submitted by,

568 Krishni Pahl, Minute Taker

569

570 Reviewed and edited by,

571 Mari Brunner, Senior Planner

S-05-22 – SUBDIVISION – 63 Meadow Road

Request:

S-05-22 – Subdivision – 2-lot Subdivision – 63 Meadow Road – Applicant Russ Huntley, on behalf of owners Travis & Whitney Fafard, proposes to subdivide the 0.33-acre parcel at 63 Meadow Rd (TMP #109-015-000-000-000) into a 0.168-acre lot and 0.162-acre lot. The site is located in the High Density District.

Background:

The site at 63 Meadow Road is 0.33-acres (14,379 sq. ft.) and is located on the west side of Meadow Road between the intersection with Lee Street and the entrance to a Keene Housing property. There is an existing single-family dwelling that was built in 1900 at the southern end of the lot.

The Applicant proposes to subdivide the property into two lots. One lot would be 0.168-acres (7,308 sq. ft.) and contain the existing residential dwelling. The other lot would be 0.162-acres (7,071 sq. ft.) and would contain the remainder of the parcel.

The Applicant is not proposing any new development with this proposal. The parcel is in the High Density District, and both lots would be conforming with this District's dimensional standards if subdivided as proposed.



Figure 1. Aerial view of the property located at 63 Meadow Road, highlighted in yellow.

Completeness:

The Applicant requests exemptions from providing separate existing and proposed conditions plans, a grading plan, a lighting plan, a landscaping plan and technical reports. Staff have determined that the requested exemptions would have no bearing on the merits of the application, and recommend that the Board accept the application as “complete.”

Departmental Comments:

There were no comments from staff in Code Enforcement / Zoning, Fire, and Police. Engineering staff noted that the future developer of the new undeveloped lot will need to submit a driveway permit application when the lot is developed in the future.

Application Analysis: Many of the Planning Board's Site Development Standards are not relevant to this application as there is no new construction or development proposed with this application. The following is a review of the Site Development standards relevant to this application.

- **Sewer and Water:** This site has access to City sewer and water. This standard appears to be met.
- **Traffic & Access Managment:** The proposed subdivision would not affect traffic generation to the site at this time, as no new development is proposed. If the subdivision is approved and development is proposed in the future, any new land use(s) may generate an increase in traffic to the site.
- **Surface Waters & Wetlands:** There are no wetland areas or surface waters located on or within 30 feet of this site. This standard appears to be met.

While Floodplain is no longer an explicit Site Development Standard, there are regulations addressing this site feature in the City’s Land Development Code. Included below is an overview of this feature as relating to the subject parcel.

- Floodplain – The undeveloped parcel lies entirely outside the floodplain. A portion of the parcel containing the existing single-family dwelling is within the 100-year floodplain, however the dwelling itself is outside the floodplain. A floodplain permit would be required if the applicant were to develop in this area in the future.

Recommended Motion:

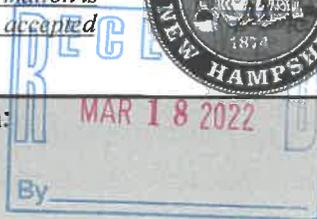
If the Board is inclined to approve this request, the following language is recommended for a motion:

Approve S-05-22 for a 2-lot subdivision of the parcel located at 63 Meadow Rd (TMP# 109-015-000), as shown on the plan identified as “2 Lot Subdivision, Land of Travis D. & Whitney P. Fafard located at Tax Map 109 Lot 015, 63 Meadow Road, Cheshire County, New Hampshire” prepared by Huntley Survey & Design, PLLC at a scale of 1 inch = 10 feet, dated March 2, 2022 and revised on April 1, 2022 with no conditions.

CITY OF KEENE | PLANNING BOARD

SUBDIVISION APPLICATION

This form must be filled out in its entirety. If a box is not checked, staff will assume that the information is not provided and the application is, therefore, not complete. Incomplete applications will not be accepted for review.



A	Project Name Fafard Two Lot Subdivision	Date Received/Date of Submission: MAR 18 2022
	Tax Map Parcel number(s) 109 - 015 - 000 - _____ _____ _____	Community Development Dept File #: S-05-22

Project Address: 63 Meadow Road	O W N E R	Name/Company: PLEASE PRINT: Travis & Whitney Fafard
		Address: 207 London Road Westmoreland, NH 03467
Acreage/S.F. of Parcel: 0.33 / 14,379		Telephone: (603) 852-4984 E-mail: fafardconstruction@gmail.com
		Signature: <i>[Signatures]</i> Printed Name: Travis Fafard Whitney Fafard
Zoning District: HD - High Density	A P P L I C A N T	Contact Name/Company: PLEASE PRINT: Russ Huntley, Huntley Survey & Design PLLC
		Address: 659 West Road, Temple, NH 03084
		Telephone: (603) 924-1669 W (603) 381-3227 C E-mail: russ@huntleysurvey.com
		Signature: <i>[Signature]</i> Printed Name: Russell Huntley

B Descriptive Narrative Including

- | | | |
|--|---|---|
| <input type="checkbox"/> Type of development | <input type="checkbox"/> Sedimentation Control | <input type="checkbox"/> Scope/scale of development |
| <input type="checkbox"/> Proposed uses | <input type="checkbox"/> Vegetation | <input type="checkbox"/> Parcel size |
| <input type="checkbox"/> Location of access points | <input type="checkbox"/> Debris management | <input type="checkbox"/> Proposed stormwater, drainage & erosion plan |
| <input type="checkbox"/> Any other descriptive information | <input type="checkbox"/> Disposal proposals for boulders, stumps & debris | |

C A complete application must include the following

- | | |
|---|--|
| <input checked="" type="checkbox"/> Two (2) copies of completed application forms signed and dated
<input checked="" type="checkbox"/> Two (2) copies of descriptive narrative
<input checked="" type="checkbox"/> Notarized list of all owners of property within 200' - include owner and applicant
<input checked="" type="checkbox"/> Two (2) sets of mailing labels, per abutter
<input checked="" type="checkbox"/> Seven (7) copies on "D" size paper of plans (24" x 36") | <input type="checkbox"/> Three (3) copies of "D" size architectural elevations (24" x 36")
<input checked="" type="checkbox"/> Plans stamped/signed by reg. professional
<input checked="" type="checkbox"/> Two (2) copies on 11x17
<input type="checkbox"/> Three (3) copies of all technical reports
<input type="checkbox"/> Two (2) color architectural elevations on 11" x 17"
<input checked="" type="checkbox"/> A check to cover the costs of legal notice to advertise the public hearing and mailing notices out to abutters |
|---|--|

Two Lot Subdivision
Land of Travis & Whitney Fafard
63 Meadow Road, Keene, NH

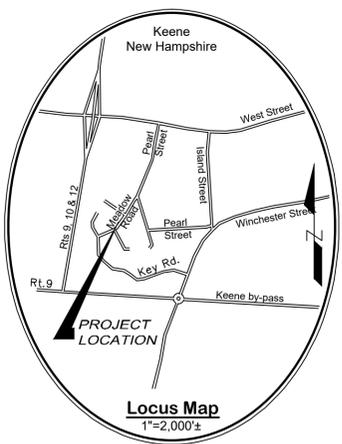
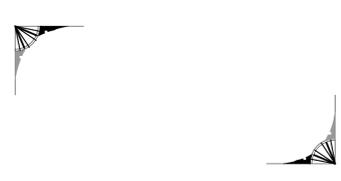
March 17, 2022

Project Narrative

Travis and Whitney Fafard currently own a 0.33 Acre/14,739 Square foot parcel of land known as Tax map parcel 109-015-000 located at 63 Meadow Road in Keene. They wish to subdivide the parcel into two parcels, with an existing residence on the westerly parcel and a developable residential building lot as the easterly parcel.

The Fafards retained Huntley Survey & Design to perform the necessary survey and to prepare the subdivision plat and application.

Both lots will have 59 feet of frontage on Meadow Road and will be serviced with municipal sewer and water. The westerly parcel with the house has an existing driveway. A small area to the rear of the westerly parcel lies within 100-year flood zone AE, however no development or fill is intended for this area. Both lots meet the dimensional requirements of the City of Keene Land Development Code.



Zoning Districts

HD (High Density)
REQUIREMENTS

MAX HEIGHT 2 STORIES/35'
 LOT SIZE 6,000 sf for single unit
 5,000 sf additional unit
 FRONTAGE 50'
 LOT WIDTH 50'

BUILDING SETBACKS
 FRONT 15'
 SIDE 10'
 REAR 15'

MAX BUILDING COVERAGE 55%
 MAX IMPERMEABLE COVERAGE 75%

SEE CITY OF KEENE LAND DEVELOPMENT ORDINANCE CONCERNING ADDITIONAL REQUIREMENTS PERTAINING TO PARCEL

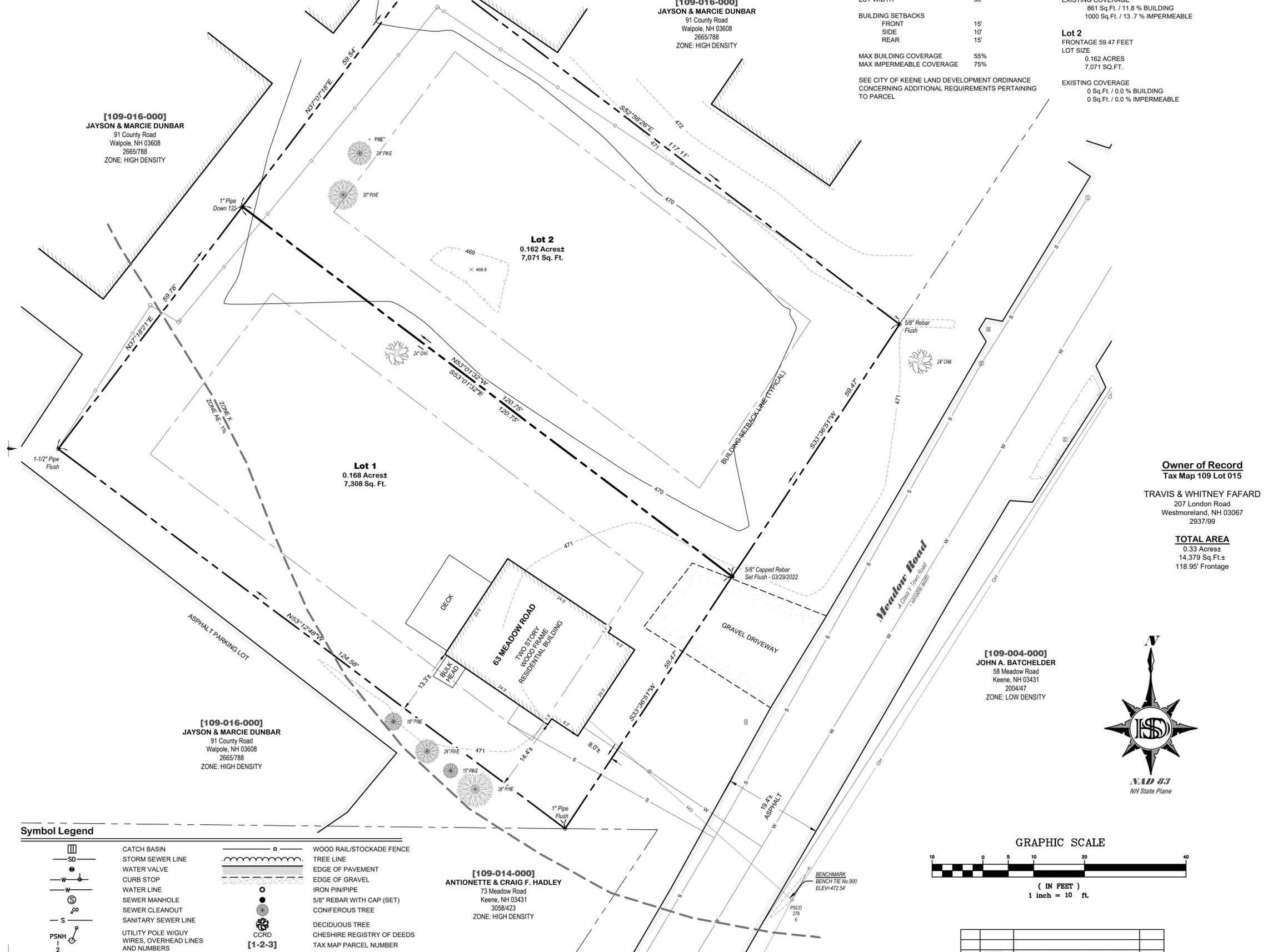
Lot Statistics

Lot 1
 FRONTAGE 59.47 FEET
 LOT SIZE 0.168 ACRES
 7,308 SQ. FT.

EXISTING COVERAGE
 861 Sq. Ft. / 11.8 % BUILDING
 1000 Sq. Ft. / 13.7 % IMPERMEABLE

Lot 2
 FRONTAGE 59.47 FEET
 LOT SIZE 0.162 ACRES
 7,071 SQ. FT.

EXISTING COVERAGE
 0 Sq. Ft. / 0.0 % BUILDING
 0 Sq. Ft. / 0.0 % IMPERMEABLE



[109-016-000]
JAYSON & MARCIE DUNBAR
 91 County Road
 Walpole, NH 03608
 2665/788
 ZONE: HIGH DENSITY

[109-016-000]
JAYSON & MARCIE DUNBAR
 91 County Road
 Walpole, NH 03608
 2665/788
 ZONE: HIGH DENSITY

Lot 2
 0.162 Acres±
 7,071 Sq. Ft.

Lot 1
 0.168 Acres±
 7,308 Sq. Ft.

Owner of Record
Tax Map 109 Lot 015
 TRAVIS & WHITNEY FAFARD
 207 London Road
 Westmoreland, NH 03067
 2937/99

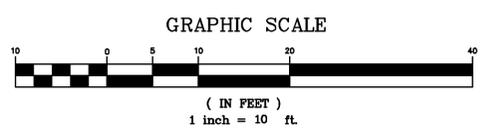
TOTAL AREA
 0.33 Acres±
 14,379 Sq. Ft.±
 118.95' Frontage

[109-004-000]
JOHN A. BATCHELDER
 58 Meadow Road
 Keene, NH 03431
 2004/47
 ZONE: LOW DENSITY

[109-016-000]
JAYSON & MARCIE DUNBAR
 91 County Road
 Walpole, NH 03608
 2665/788
 ZONE: HIGH DENSITY

[109-014-000]
ANTIONETTE & CRAIG F. HADLEY
 73 Meadow Road
 Keene, NH 03431
 3058/423
 ZONE: HIGH DENSITY

Symbol Legend	
	CATCH BASIN
	STORM SEWER LINE
	WATER VALVE
	CURB STOP
	WATER LINE
	SEWER MANHOLE
	SEWER CLEANOUT
	SANITARY SEWER LINE
	UTILITY POLE W/ GUY WIRES, OVERHEAD LINES AND NUMBERS
	WOOD RAIL/STOCKADE FENCE
	TREE LINE
	EDGE OF PAVEMENT
	EDGE OF GRAVEL
	IRON PIN/PIPE
	5/8" REBAR WITH CAP (SET)
	CONIFEROUS TREE
	DECIDUOUS TREE
	CHESHIRE REGISTRY OF DEEDS
	TAX MAP PARCEL NUMBER
	DEED VOLUME & PAGE
	SPOT ELEVATION
	CONTOUR DEPRESSION



NO.	DATE	REVISION	BY
1	4/12/22	Lot numbers, spot grade, pin set date	RJH

Plan References

REFERENCES INCLUDE ALL INFORMATION REFERRED TO ON ANY OF THE FOLLOWING PLANS

- PORTION OF FORMER PEARL STREET GARDENS, SURVEYED FOR ALEXANDER E. BRECKWOLDT AND BARBARA K. BRECKWOLDT, DATED JUNE 1984, BY ROY K. PIPER (Cab.5 Dr.00 No.153 CCRD)

Notes

- THE BEARINGS SHOWN ON THIS PLAN IS/ARE REFERENCED TO NAD83 NH STATE PLANE GRID, BASED ON A STATIC GPS SURVEY PERFORMED ON MARCH 11, 2022 USING AN IG3S GNSS RECEIVER.
- THE BOUNDARY LINES SHOWN ON THIS PLAN WERE CALCULATED FROM DEEDS, RECORD PLANS & PHYSICAL EVIDENCE FOUND DURING THE FIELD SURVEY.
- TOPOGRAPHY SHOWN ON THIS PLAN IS FROM AN ACTUAL FIELD SURVEY BY HUNTLEY SURVEY & DESIGN, PLLC PERFORMED DURING THE MONTH OF MARCH 2022 THE VERTICAL DATUM IS ASSUMED. CONTOUR INTERVAL IS ONE (1) FOOT.
- UNDERGROUND UTILITIES, STRUCTURES AND FACILITIES HAVE BEEN PLOTTED FROM DATA OBTAINED FROM FIELD SURVEY OF SURFACE LOCATIONS, PREVIOUS MAPS AND RECORDS OBTAINED FROM THE CITY OF KEENE. THEIR EXISTENCE MUST BE CONSIDERED APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITIES THE EXISTENCE OF WHICH ARE NOT KNOWN. THE SIZE AND LOCATION OF ALL UTILITIES AND STRUCTURES MUST BE VERIFIED PRIOR TO ANY AND ALL CONSTRUCTION. CALL DIG-SAFE PRIOR TO ANY CONSTRUCTION.
- JURISDICTIONAL WETLANDS WERE NOT OBSERVED ON SITE.
- A PORTION OF THE PARCEL SHOWN IS LOCATED IN ZONE AE AND IS IN A SPECIAL FLOOD HAZARD AREA PER FEMA PANEL 33005C0266E EFFECTIVELY DATED 5/23/2006. THE FLOOD LINE SHOWN WAS IMPORTED FROM DIGITAL MAPPING OBTAINED FROM FEMA. THE FLOOD ELEVATION SHOWN ON THE FEMA FIRM IS 471.00 NAVD88. BOTH THE JURISDICTIONAL FLOOD LINE AND THE 471 ELEVATION CONTOUR ARE SHOWN HEREON.

Owner Certification

I CERTIFY THAT WE ARE THE CURRENT OWNERS OF THE TRACTS SHOWN HEREON AND THAT WE APPROVE OF THE SUBDIVISION.

Travis Fafard 3/17/22
 OWNER'S SIGNATURE DATE

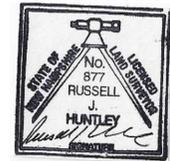
Whitney Fafard 3/17/22
 OWNER'S SIGNATURE DATE

APPROVED BY THE KEENE PLANNING BOARD

BY _____ CHAIRMAN
 AND _____ SECRETARY
 ON _____

Surveyor's Certification

PURSUANT TO RSA 676: 18 III AND RSA 672: 14, I CERTIFY THAT THIS SURVEY AND PLAT WERE PRODUCED BY ME OR THOSE UNDER MY DIRECT SUPERVISION FROM A TOTAL STATION AND DATA COLLECTOR TRAVERSE WITH A POSITION TOLERANCE THAT MEETS OR EXCEEDS NH LAN 500 AND THE ALLOWABLE RELATIVE POSITIONAL ACCURACY REQUIRED BY THE STATE OF NEW HAMPSHIRE IN TABLE 500.1, "ACCURACY MEASUREMENTS, LOCAL ACCURACY OF CONTROL SUPPORTING THE SURVEY," AND IS BASED ON INFORMATION RECORDED AT THE CHESHIRE COUNTY REGISTRY OF DEEDS AS REFERENCED HEREON. INFORMATION PROVIDED BY THE CLIENT AND PHYSICAL EVIDENCE FOUND.



Two Lot Subdivision

LAND OF
Travis D. & Whitney P. Fafard
 located at
 Tax Map 109 Lot 015
 63 Meadow Road, Keene, Cheshire County, New Hampshire
 Book 2937, Page 99

Scale 1"= 10'

Surveyed 03/2022 Plan prepared 03/02/2022
 Project No. H22-001 Cad File No. H22-001A.dwg

Huntley Survey & Design, PLLC
 NH & VT Land Surveying, Wetlands & NH Septic System Design
 659 West Road, Temple, NH 03084 (603) 924-1669 www.huntleysurvey.com

SPR 02-22 – SITE PLAN REVIEW – AROMA JOE’S – 0 WEST STREET

Request:

Applicant Brickstone Land Use Consultants, on behalf of owner Judy L. Williams, proposes to construct an 800 sf, drive-thru only Aroma Joe’s coffee shop and install a second curb cut on the property located at 0 West St (TMP #577-025-000-000-000). A waiver is requested from Sec. 20.6.2.C.1.a of the Land Development Code regarding screening standards for roof-mounted equipment. The site is .22 ac in size and is located in the Commerce District

Background:

The property that is the subject of this proposal is located at 0 West Street, about 166 ft east of the West Street / Pearl Street intersection (see Figure 1). The property is currently vacant; however, this site previously had a duplex residence that was demolished. The site is in the Commerce District.

The current proposal is to construct an approximately 42 ft by 18 ft, single story building with various site improvements to accommodate a walk-up / drive-thru coffee shop with no indoor or outdoor seating. Adjacent uses include an auto detailing business to the west (formerly a gas station), a medical clinic to the east, and two residential properties to the south and southeast. Access to the site is via an existing curb cut on West Street. A second curb cut is proposed to allow a one-

way drive-thru to flow around the proposed building. A “turn back” lane is also proposed to allow for customer traffic to navigate back around the site without having to turn onto West Street. The proposed hours of operation are 4am – 9pm with four full time employees. The Applicant notes that a maximum of two employees will be on shift at any given time. Four employee-only parking spaces are proposed, including one accessible parking space.

This property was recently granted a Variance, ZBA 22-05 to permit a building lot consisting of 9,738 square feet in the Commerce District where 15,000 square feet is required. The applicant has submitted a proposed site plan, grading & drainage plan, landscaping plan, lighting plan with fixture cut sheets, color elevations, drainage report, and traffic analysis.

The applicant requests a waiver request from Sec. 20.6.2.C.1.a of the Land Development Code regarding screening standards for roof-mounted equipment, specifically the requirement to have roof-mounted equipment set back from the edge of the roof at least 10-ft.



Figure 1. Aerial view of 0 West Street

Completeness:

The applicant requests exemptions from submitting a soils analysis and an historic evaluation. After reviewing each request, staff has determined that exempting the applicant from submitting this information would have no bearing on the merits of the application and recommends that the Planning Board grant these exemptions and accept the application as “complete.”

Departmental Comments: Included below are comments from other departments. There were no comments from the Police Dept. on this application.

ENGINEERING COMMENTS:

- Please provide details for proposed ADA ramps.
- Staff recommend that granite curbs be installed along the greenspace at the front of the site to retain soils and protect plants during sidewalk plowing operations. *(Note: the Applicant responded to this comment and said that the existing curb along the sidewalk will be maintained)*
- Staff recommend that the exit from the site be restricted to a “Right Turn Only” movement.

CODE ENFORCEMENT COMMENTS: There does not appear to be a reasonable accessible route from the accessible parking to the primary functions of the building. Is this accessible parking space strictly intended for employees to enter through the back of the building? *(Note: The Applicant confirmed with staff that the parking will be restricted for use by employees only)*

ZONING COMMENTS: The curb ramp in front of the building does not appear to have a landing area at the top of the ramp. Please provide a ramp detail that shows the slopes of the ramps.

FIRE DEPT. COMMENTS: Staff are concerned about emergency vehicle access to the site and the turn radius for the driveway.

Application Analysis: The following is a review of the Planning Board development standards relevant to this application.

20.2 **Drainage:** The existing conditions of the site slopes from West Street to the rear of the property. Two test pits were dug at the rear of the site to check for infiltration conditions and revealed fine loamy sand at 41” with no observable ledge at the bottom of both test pits. The applicant is proposing to install a Stormtech infiltration system under the parking area with two catch basins to direct drainage into the Stormtech chambers. The drainage will be treated as it moves through the system before infiltrating back into the ground. The system was designed to accommodate a 25-year storm event over a 24-hour period with an estimated total rainfall of 4.92 inches. The system model used a conservative 3in/hr infiltration rate with 6in/hr of infiltration expected. The report concludes that there will be no significant change in stormwater runoff post development. The Stormtech infiltration system functions similar to an underground cistern and allows treated drainage runoff to infiltrate back into the ground. This would qualify the system as LID and appears to meet the Planning Board’s standard.

20.3 **Sedimentation and Erosion Control:** The Grading & Drainage Plan shows silt fence installed along the perimeter of the downslope portion of the site. Erosion control matting and a stabilized construction entrance are also proposed. These erosion control measures appear to meet the Planning Board’s standards.

20.4 **Snow Storage & Removal:** The submitted narrative describes that snow is intended to be stored around the perimeter of the paved area and in the parking spaces to the rear. Excess snow will be

removed from the property after each storm as needed. Section 20.4.D states that snow cannot be stored in required minimum parking spaces. The project is providing the minimum amount of required parking stalls. There appears to be sufficient space to store snow along the perimeter of the pavement. Combined with the planned snow removal from the site, this appears to meet the Planning Board's standards.

20.5 Landscaping: The proposed landscaping includes 16 arborvitae to be located along the east and west property lines to provide screening for the abutting commercial properties. A mix of perennials, shrubs, and grasses are proposed along the frontage of the property and the western edge of the new building. A new flowering crab tree is also proposed near the new building. There are a total of 43 new plantings proposed for this site. The existing maples and black cherry trees located in the southwestern corner of the property will remain. Temporary construction fencing is to be used to protect the root system of these trees during construction. The proposed landscaping appears to meet the Planning Board's standards.

20.6 Screening: Sub-section 2.B of this standard includes screening requirements for drive-through businesses, including a requirement that drive-through windows and lanes shall not be located along the building frontage or a building façade with a primary entrance. Although the "turn-back" lane is located along the building frontage, the Applicant notes that this is not considered part of the drive-through. This standard also states that drive-through lanes shall be screened from any adjacent public rights-of-way, existing residential properties, or residential zoning districts. The 16 proposed arborvitae along the northern perimeter of the site will provide screening to the adjacent commercial properties to the east and west of the site. A 6 foot solid fence is proposed around the southern perimeter of the site to screen the drive-thru and parking area from the abutting residential properties. This proposal meets the Screening standards for drive-through businesses, which is more stringent than the parking lot perimeter screening requirements in Section 9.4.4 of the LDC.

The roof top mechanicals are proposed to be installed in the center of the roof, directly behind the raised architectural feature on the front of the building and will be screened from West Street. The applicant has requested a waiver from the requirement that roof-top mechanicals be at least 10 feet from the edge of a building because the proposed width of the building is only 18 feet. Additional screening will be required to screen the roof-top mechanicals from adjacent buildings.

The Board should use the Planning Board waiver criteria listed in Section 25.12.14 of the LDC, listed below, to evaluate the waiver request:

- "1. Strict conformity would pose an unnecessary hardship to the applicant and the waiver would not be contrary to the spirit and intent of the regulations; or,*
- 2. Specific circumstances relative to the site plan, or conditions of the land in such site plan, indicate that the waiver will properly carry out the spirit and intent of the regulations.*
- 3. In granting a waiver the Planning Board may require any mitigation that is reasonable and necessary to ensure that the spirit and intent of the standard being waived will be preserved, and to ensure that no increase in adverse impacts associated with granting the waiver will occur."*

20.7 Lighting: The Lighting Plan shows the installation of three 12 foot tall pole mounted lights in the parking area and travel lanes around the site. The plan also proposes to install two wall mounted fixtures. All pole and wall mounted lights are full cutoff LED fixtures. Ceiling mounted lighting is

to be installed under the canopies for the order/pick-up windows. Full cut sheets were not supplied by the applicant, so the color temperature could not be reviewed for compliance. The Board may wish to ask the applicant if the proposed lighting fixtures meet subsection 3.D which states, “*All illumination shall be of a white light and shall have a color rendering index (CRI) greater than 70. The color-temperature or correlated color temperature (CCT) of lighting shall not exceed 3,500 kelvins.*” A condition of approval for this proposal could include the submission of complete cut sheets for the proposed lighting fixtures to ensure this standard is met.

- 20.8 Sewer and Water: The Applicant proposes to disconnect the existing sewer and water services at the mains in West Street and install a new 1” water service line and 4” sewer service line for the proposed development. Engineering staff had no comments or concerns regarding this proposal. This standard appears to be met.
- 20.9 Traffic & Access Management: The Applicant submitted a Trip Generation and Drive-Through Queue letter prepared by a licensed engineer which details the traffic impact this proposed development has on traffic flow along West Street. Based on ITE methodologies as well as comparing the trips from a similar Aroma Joes’ restaurant located in Farmington, NH, the report determined that the traffic impact on adjacent roadway systems would be negligible. The report estimated eight total new trips during AM weekday peak hour and two new trips during PM weekday peak hour. The development will not affect the level of service at nearby intersections.

The Applicant proposes to utilize the existing curb cut as an entrance into the site to allow drive-thru customers to circulate around the site from the west to the east side of the proposed building to the order and pick-up windows. Customers will then exit the site via a new, second curb cut with the option to turn either right or left out of the street. Staff recommend that the exit be limited to a right turn only traffic movement. A left turn traffic movement out of the site will require vehicles to cross two lanes of oncoming traffic. Considering the well-established traffic and safety concerns, City engineering staff have recommended that left turn vehicle movements along West Street should be discouraged for new development. The West Street Corridor Project is part of NHDOT’s 10-year plan and will include access control provisions such as right turn only vehicle movements.

Customers for the walk-up window would access the site from West Street via a painted walkway that leads to the order window on the west side of the building. This section of West Street has sidewalks on both sides of the road and is located along the City Express bus route. A bike rack is proposed near the walk-up order window.

Subsection 2.B of this standard states “*Wherever possible, the number of curb cuts or driveways on public streets shall be limited to one per lot.*” Staff recommended that the applicant explore the possibility of a shared curb cut with 364 West Street, to the west of the subject parcel but the applicant did not believe that this would be feasible for Aroma Joe’s or 364 West Street.

The Site Plan shows that the proposed drive-thru lane is 12 feet wide along the westerly, entrance side of the property, then widens to 24 feet where the parking spaces are located, then narrows to 17.5 feet at the easterly, order/pick-up area. There are nine spaces for cars to queue while waiting in the drive-thru starting from the pick-up window and wrapping around. The Fire Department has concerns about navigating around the site with the narrow drive aisles and tight turning radii.

The Site Plan proposes a “turn back” lane in front of the building to allow for customers who have picked up their order to navigate back around the site if need be. The applicant states that this is to prevent customers from having to leave the site via a left turn onto West Street then immediately turning left again to re-enter the site. Considering that there are no indoor or outdoor customer

seating and no customer parking spaces are being provided, staff is questioning the necessity of the “turn back” lane. It also provides a potential conflict with pedestrians entering the site via the public right of way along West Street. A stop sign has been added before the crossing to limit a conflict between pedestrians and vehicles utilizing the “turn back” lane. The Board may wish to ask the applicant how the proposed “turn back” lane meets subsection 3.A which states, *“Interior circulation and parking shall be designed to assure safe passage of all vehicles and pedestrians into, out of, and throughout the site.”*

The proposal includes four parking spaces to be located in the southern portion of the site. This includes three regular parking spaces and one accessible parking space with adjacent loading area. Staff recommends that signage be installed indicating that these parking spaces are designated for employees only.

Due to the constraints of the site and the narrowness of the proposed drive aisles, the plan to receive deliveries on the site is to close the drive-thru lane and have the delivery truck back up from West Street into the site via the exiting curb cut. Unloading will take place at the rear of the building. The applicant anticipates deliveries to take place weekly on Wednesdays at 2:00pm and will close the drive-thru for 15 minutes during delivery unloading. The Board may wish to ask the applicant how the proposed delivery operation meets subsection 3.C of this standard which states, *“New development shall provide safe and efficient access from roads and streets to all users, regardless of their mode of transportation.”*

- 20.10 Filling and Excavation: The applicant anticipates minor excavation and earthwork as part of site development. Trucks will haul material from NH Rt. 12 to West Street to the building site. Approximately 200 cubic yards of material will be hauled to and from the site. Assuming a 10 yard truck, the estimated 20 trips does not trigger the threshold for additional review and it appears that this standard has been met.
- 20.11 Surface Waters & Wetlands: The Ashuelot River is located approximately 300 feet east of the subject parcel. There will be no impacts to the river as part of this proposal. There are no delineated wetlands present on the site. This standard appears have been met.
- 20.12 Hazardous or Toxic Materials: In the project narrative, the applicant states they are not aware of any hazardous or toxic materials located at the subject parcel. This standard is not applicable.
- 20.13 Noise: In the project narrative, the applicant states that no excessive noise will result from this proposal.

20.14 Architecture and Visual Appearance:
 The proposed building (see Figure 2) is a small, single story building of approximately 800 SF. The front of the building appears to be two stories with an architectural feature consisting of a steep pitched roof with asphalt shingles and a height of 23ft-7in. The rear of the building is a flat roof screened from West Street by the front pitched roof feature. The building will have white clapboard siding with a light grey brick veneer along the bottom four feet of the structure. The window trim, roof lining, and building corners will be blue in color. The applicant states in the project narrative that the overall building incorporates traditional New England design features with the windows adding pedestrian scale elements to the façade.



Figure 2. Front elevation

Recommended Motion:

If the Board is inclined to approve this request, the following motion is recommended:

Grant a waiver from Section 20.6.2.C.1.a of the Land Development Code and approve SPR-02-22, as shown on the plan identified as “Aroma Joe’s 0 West Street, Keene, New Hampshire” prepared by SVE Associates and Brickstone Land Use Consultants at a scale of 1 in =10 ft, dated March 18, 2022 and last revised April 5, 2022, and on the architectural elevations received on March 18, 2022 and prepared by Reprise Architecture, Inc. of Burnsville, MN at a scale of 1/4in = 1 ft, with the following conditions prior to signature of Planning Board Chair:

1. Owner’s signature appears on plan.
2. Submittal of full cut sheets for the proposed light fixtures.
3. Submittal of security for landscaping, sedimentation and erosion control, and “as built” plans in a form and amount acceptable to the City Engineer.
4. Submittal of a revised building elevation sheet that includes the following information:
 - a. Name of the firm that created the elevations.
 - b. All relevant dates, including all revision dates.
 - c. All measurements should be from grade and not an elevation set at 100 feet.
5. Submittal of a revised site plan that displays the exit from the site restricted to a “Right Turn Only” movement.



City of Keene, NH
Planning Board
Major / Minor Project Application

If you have questions about how to complete this form, please call: (603) 352-5440 or email: communitydevelopment@keene.nh.gov

SECTION 1: PROJECT INFORMATION	
PROJECT NAME: Aroma Joes	TYPE OF APPLICATION BEING SUBMITTED: <input checked="" type="checkbox"/> MAJOR PROJECT APPLICATION <input type="checkbox"/> MINOR PROJECT APPLICATION
PROJECT ADDRESS(ES): 0 West Street (Formerly 344-346 West Street)	
SECTION 2: CONTACT INFORMATION	
NAME/COMPANY: Judy L Williams c/o Howard B Law	NAME/COMPANY: Aaron Wiswell
MAILING ADDRESS: PO Box 472 Keene NH 03431	MAILING ADDRESS: 9 White Pine Way Berwick ME 03906
PHONE: 603 352 5720	PHONE: 207-252-5145
EMAIL: HowardLaw@lawandbentley.com	EMAIL: AARONWISWELL@gmail.com
SIGNATURE: <i>Howard B. Law</i>	SIGNATURE: <i>Aaron Wiswell</i>
PRINTED NAME: Howard B Law Jr	PRINTED NAME: Aaron Wiswell
NAME/COMPANY: James Phippard / Brickstone Land Use C	TAX MAP PARCEL #(s): 577-025000.000.000
MAILING ADDRESS: 185 Winchester Street Keene NH 03431	
PHONE: 603-357-0116	PARCEL SIZE: 0.23 ac
EMAIL: jhippard@ne.rr.com	DATE STAMP:
SIGNATURE: <i>James P. Phippard</i>	ZONING DISTRICT: Commercial
PRINTED NAME: James Phippard	PROJECT #: SPR02-22



Site Plan Review Project Narrative

**Aroma Joe's
0 West Street (formerly 344-346 West Street)
Keene, NH**

March 10, 2022

Aaron Wiswell has a contract to purchase the property at 0 West Street (formerly 344-346 West Street). This is a vacant lot in the Commerce district which was previously occupied by a duplex. The duplex was removed from the site in Feb. 2019. The existing lot is 0.22 acres, 9738 sf in size. It is a nonconforming lot due to lot size where 15,000 sf is required in the Commerce district. An application for variance to allow construction on a nonconforming lot is pending at the Keene ZBA.

The applicant is proposing to construct a new Aroma Joe's at the site. They will provide a drive-thru/pick up service with no interior seating. The proposed building will be approximately 800 sf in size. On-site parking for 4 cars will be provided. The hours of operation are 4AM – 9PM. There will be up to 4 employees with a maximum of 2 per shift.

We are proposing a split driveway to the site from West Street with the west driveway an "ENTER ONLY" and the east driveway an "EXIT ONLY". This configuration has worked well on West Street at other sites such as Walpole Savings Bank.

The existing site slopes from the front to the rear. Stormwater will be directed on-site to the rear where it will be infiltrated into the existing sandy soils. City water and city sewer services exist at the site. They will be replaced with a new 1" water service and a new 4" sewer service. The existing services will be disconnected at the mains in West Street.

On-site lighting will consist of three new site lights on 12' poles with full cutoff LED fixtures. Two wall paks, also full cutoff LED's, will be installed near the rear of the building. Ceiling mounted lights will be installed under the awnings at the order/pickup windows.

Six foot high solid fencing will be installed to screen the rear parking lot and driveway areas. Landscaping will be used to provide screening along the east and west sides of the site as shown on the Landscape Plan. Landscaped planting areas will be installed in front of the building, along the west side of the building, and at the property frontage. Screen plantings will be added on both the east and west sides of the site.

Site Plan Review Narrative

Aroma Joe's
0 West Street
Keene, NH

March 18, 2022

Site Development Standards

20.2 Drainage & Stormwater Management- The existing drainage patterns at the site will be maintained. Stormwater will be directed to the rear of the lot to an infiltration area. The infiltration area is designed to retain and infiltrate a 25 year design storm. There will be no increase in runoff leaving the site as a result of this proposal. See attached Hydrocad report from SVE Associates.

20.3 Sediment/Erosion Control – Sediment and erosion control will be provided using silt fencing during construction at the disturbed areas and use of stone construction entrance during construction.

20.4 Snow Storage & Removal – Snow will be stored around the perimeter of the paved area and in the parking spaces at the rear of the site. Excess snow will be removed from the site after each snowstorm as needed.

20.5 Landscaping – Existing trees along the east and south sides of the site will be preserved. New shrubs, perennials and grasses will be planted along the north and west sides of the building and at the street frontage. Arbor vitae will be planted on the east and west sides of the site to provide screening from the abutting properties. Zoning requires 81 sf of landscaped area within the parking lot. 250 sf of landscaped area is provided.

20.6 Screening – The trash containers will be screened by a walled enclosure located at the rear of the building. The parking area is located at the rear of the site and will be screened with 6' high solid fencing from the abutting properties. A roof top HVAC unit will be installed in the center of the building directly behind the front raised portion of the building. It will be well screened from West Street by the raised portion of the building.

20.7 Lighting – Site lighting will be provided with 3 pole lights in the parking and circulation areas. Each pole light will have full cutoff LED fixtures at a 12' foot mounting height. There will be two wall mounted fixtures, also full cutoff LED fixtures. Each of the three awnings at the order and pickup windows will have ceiling lights which will light the area at the window locations. Average light levels will be 1.90 footcandles and will be reduced

to 0.44 footcandles after business hours with the wall mounted lights left on for security.

20.8 Sewer & Water – The existing sewer and water services will be disconnected at the mains in West Street. A new 1” water service and 4” sewer service will be installed.

20.9 Traffic & Access Management – VHB has prepared an analysis of trip generation and queuing capacity for this proposal. The analysis used data from an existing Aroma Joe’s identical to this facility. The results are shown in the attached traffic letter from VHB.

20.10 Filling & Excavation – Minor filling and excavation will be necessary to add the proposed building and parking area to the site. Trucks will haul materials from NH Rt. 12 to West Street to the building site. Approximately 200 CY of material will be hauled to or from the site.

20.11 Surface Waters & Wetlands – The Ashuelot River is located approximately 300 feet east of the development site. There will be no impacts to the Ashuelot River resulting from this proposal.

20.12 Hazardous or Toxic Materials – The applicant has no knowledge of hazardous or toxic materials at this site.

20.13 Noise – No excessive noise will result from this proposal.

20.14 Architecture & Visual Appearance - The proposed Aroma Joe’s will be a small, single story building of approximately 800 sf. The front of the building will appear two stories with a portion of the building 23’ – 7” high topped with a steep pitched roof with gray asphalt shingles. The rear of the building is a flat roof structure screened from West Street by the front pitched roof.

The building siding will be white clapboards made with a fiber cement (Hardie board). A thin brick siding, light gray in color, will be applied to the bottom 4’ of the walls and at the walled enclosure at the rear of the building. The trim along the windows, building corners and roof lines will be blue in color.

Overall, the building has a traditional New England architectural design with a steep pitched roof, clapboards and brick siding. The windows on three sides of the building help to provide a pedestrian scale and an inviting appearance to this site.



April 12, 2022

Evan Clements, Planner
City of Keene
3 Washington Street
Keene, NH 03431

Re: Site Plan Review for Aroma Joe's, 0 West Street Keene, NH
Request for Waiver of Standard 20.6.2.C.1.a, Location of Roof-Mounted Equipment

Dear Evan:

On behalf of Aaron Wiswell, I am requesting a waiver of Standard 20.6.2.C.1.a, Location of Roof-Mounted Equipment to allow two roof top HVAC units in the center of a roof area where the building width is only 18 feet wide. The standard requires roof top units to be at least 10 feet from the edge of the building.

Strict conformity results in an unnecessary hardship to the Owner. The proposed building is only 18 feet wide where the roof top units would be located. It is not possible to meet the 10 foot setback standard from the edge of the roof on this building. The Owner cannot locate the units on the ground at the rear of the building because every square foot is needed in that area for trash storage and for delivery access to the building.

Specific circumstances of the site plan will meet the spirit and intent of the standard. The proposed roof top units will be completely screened from public view. The front portion of the building is raised and provides a complete screen of the units from West Street. Painted lattice will be added on the east, west and south sides of the units on the roof. This will provide complete screening of the units from the adjacent properties and meets the intent of the standard.

Granting the waiver will result in no adverse impacts in this case.

Thank you for your consideration.

Sincerely,

James P. Phippard, agent



April 11, 2022

Evan Clements, Planner
Keene Community Development Department
3 Washington Street
Keene, NH 03431

Re: Response to Staff Comments, SPR-02-22, Aroma Joe's

Dear Evan,

In response to your letter dated April 01, 2022, I offer the following additional information:

1. **Turn-back Lane** – We have proposed a one way turn-back lane at the front of the property to allow customers to circle back into the site without having to enter the street, turn left and turn left again back into the site. We feel it is much safer to allow this on site rather than force this circulation into West Street. We will add a stop sign to slow cars as they approach the crosswalk leading to the walkup window.
2. **Number of curb cuts** – We are proposing two curb cuts; a one way enter, and a one way exit to West Street. We feel this allows the safest access into and out of the site. Due to the narrowness of the lot, it is not possible to have a single two way curb cut. The turning radii did not work for cars exiting the site and would have required a 40 foot wide curb cut at West Street. The two one way curb cuts work very well at Walpole Savings Bank just west of this site on West Street.
We have no interest in sharing a curb cut with the property to the west of this site. They would be forced to lose a whole row of parking spaces along their east side. They would also be forced to deal with the queue of cars, which under our current plan are contained entirely on our lot. It would also force the adjacent lot to reconfigure their onsite circulation.
3. **Queueing in the one way turn-back lane** - No. The one way turn-back lane is not part of the queue lane.
4. **Show onsite queueing** - The attached plan shows the possible queue stacking on the site.
5. **Accessible route** - The accessible route from the handicap parking space leads to the rear of the store where the only entrance to the building exists. There are no customer seats, no customer restrooms in this building. This entrance is for employees only.
6. **Accessible path to walk-up window** – An accessible path from the handicap parking space to the building entry is already on the plan. It is designed at the maximum permissible grade.

7. **On-site parking** - The onsite parking is for use by employees.
8. **Deliveries** – Deliveries occur once per week. They will be scheduled for Wednesday afternoon at 2:00 PM. The Cisco delivery truck will back into the site in the exit lane and make the delivery to the rear of the building. The drive-thru lane will be closed for 15 minutes while a delivery is being made.
9. **Right turn only at exit** – We do not wish to force exiting vehicles to turn right only. This location is midway between traffic signals at Island Street and at West Street Shopping Center. The traffic signals create gaps in the traffic flow which allow vehicles exiting the site to safely turn left most times of the day. If cars cannot easily turn left, they will turn right and find a place to reverse direction.
10. **Ramp Detail** – All ramps will be constructed to meet the ADA requirements. The posts at the walk-up window have been eliminated.
11. **Existing landscape protection** – The plan has been revised to add to add construction fencing in locations to protect the existing trees and shrubs at the site that are intended to remain.
12. **Shrub detail** – The shrub detail has been corrected to erase the overlapping text.
13. **Curbing** – A curb exists along the sidewalk at West Street and will be retained between the curb cuts.
14. **Lighting Photometric Plan** – The photometric plan has been corrected to add the effect of the six foot fence at the site. There is no light trespass over the property lines. A note has been added to the plan.
15. **Light Fixture cut sheets** – Cut sheets were provided for the pole light fixtures and the wall paks. The only cut sheets not provided are for the lights inside the canopies.
16. **Roof Mounted Equipment locations** – The proposed building is only 20 feet wide so it is not possible to locate the rooftop units at least 10 feet from each sidewall. The owner will provide additional screening as necessary to adequately screen the two proposed rooftop units.
17. **Color Building Elevations** - Reprise Architecture, Inc. of Burnsville, MN provided the building plans and the color building elevations for this project.

Please review the attached plan sheets and let me know if any additional information is required.

Thank you for your consideration.

Sincerely,



James P. Phippard, agent

Aroma Joe's

0 West Street, KEENE, NEW HAMPSHIRE

OWNER:

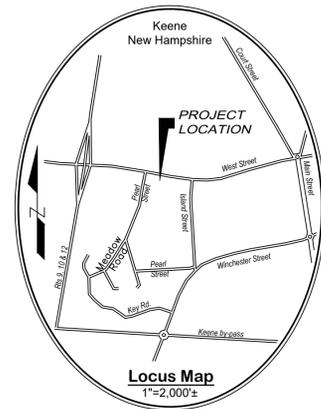
Judy L. Williams

P.O. BOX 472
KEENE, NH 03431

APPLICANT:

Aaron Wiswell

9 WHITE PINE WAY
BERWICK, ME 03906



INDEX OF PLANS

- N-1 NOTES
- EXISTING CONDITIONS PLAN
- C-1 SITE PLAN
- C-2 GRADING & DRAINAGE PLAN
- C-3 CONSTRUCTION DETAILS
- C-4 CONSTRUCTION DETAILS
- LA-1 LANDSCAPING PLAN
- LT-1 LIGHTING PLAN
- LT-2 REDUCED LIGHTING PLAN

Project K2730
PREPARED BY

Civil Engineer:

SVE Associates

439 WEST RIVER ROAD
BRATTLEBORO, VT 05302

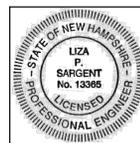
PHONE (802) 257-0561
FAX (802) 257-0721

Development Consultant:

Brickstone Land Use Consultants

185 WINCHESTER ST.
KEENE, NH 03431

PHONE (603) 357-0116



Liza Sargent 4/11/22

LIZA P. SARGENT DATE
R.C.E. NUMBER: 13365

March 18, 2022
Revised thru April 5, 2022

APPROVED BY THE APPLICANT:

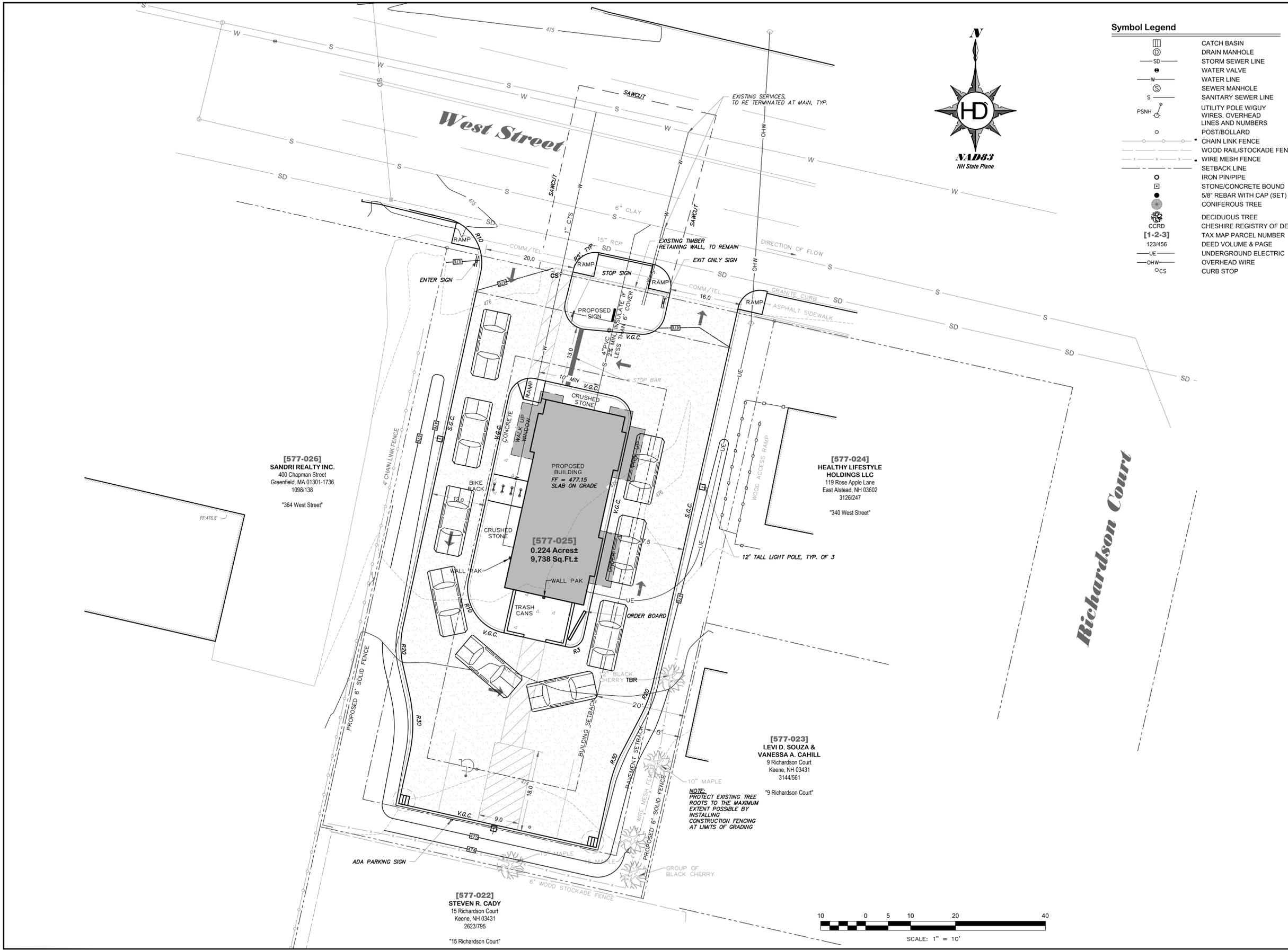
ON _____

INSPECTION PERMISSION: UPON APPROVAL OF THIS SITE PLAN, THE OWNER GRANTS PERMISSION FOR THE MEMBERS OR AGENTS OF THE KEENE PLANNING BOARD TO INSPECT THIS SITE AS NECESSARY.

APPROVED BY THE KEENE PLANNING BOARD

ON _____

CERTIFIED BY CHAIRMAN _____

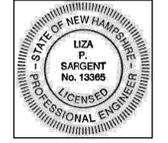


Symbol Legend

	CATCH BASIN
	DRAIN MANHOLE
	STORM SEWER LINE
	WATER VALVE
	WATER LINE
	SEWER MANHOLE
	SANITARY SEWER LINE
	UTILITY POLE W/GUY
	WIRES, OVERHEAD LINES AND NUMBERS
	POST/BOLLARD
	CHAIN LINK FENCE
	WOOD RAIL/STOCKADE FENCE
	WIRE MESH FENCE
	SETBACK LINE
	IRON PIN/PIPE
	STONE/CONCRETE BOUND
	5/8" REBAR WITH CAP (SET)
	CONIFEROUS TREE
	DECIDUOUS TREE
	CHESHIRE REGISTRY OF DEEDS
	TAX MAP PARCEL NUMBER
	DEED VOLUME & PAGE
	UNDERGROUND ELECTRIC
	OVERHEAD WIRE
	CURB STOP

REVISIONS:

- MARCH 10, 2022
REMOVE BENCHES
ADD BIKE RACK
- APRIL 5, 2022
ADDED QUEUE LENGTH & STOP SIGN



Liza Sargent 4/11/22

LIZA P. SARGENT DATE
R.C.E. NUMBER: 13365

SVE
2022
Engineering
Planning
Landscape Architecture
Surveying

SVE Associates
P.O. Box 1818
439 West River Road
Brattleboro, VT 05302
T 802.257.0561
F 802.257.0721
www.sveassoc.com

OWNER:
JUDY L. WILLIAMS
PO BOX 472
KEENE, NH 03431

DEVELOPER:
AARON WISWELL
9 WHITE PINE WAY
BERWICK, ME 03906

PLANNER:
Brickstone
Land Use Consultants, LLC
Site Planning, Permitting and Development Consulting
185 Winchester Street, Keene, NH 03431
Phone: (603) 357-0116

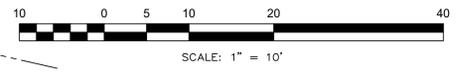
AROMA JOE'S
0 WEST STREET
KEENE, NH

SITE PLAN

SCALE: 1"=10'

DATE: MARCH 18, 2022

SHEET C-1



[577-026]
SANDRI REALTY INC.
400 Chapman Street
Greenfield, MA 01301-1736
1098/138
364 West Street

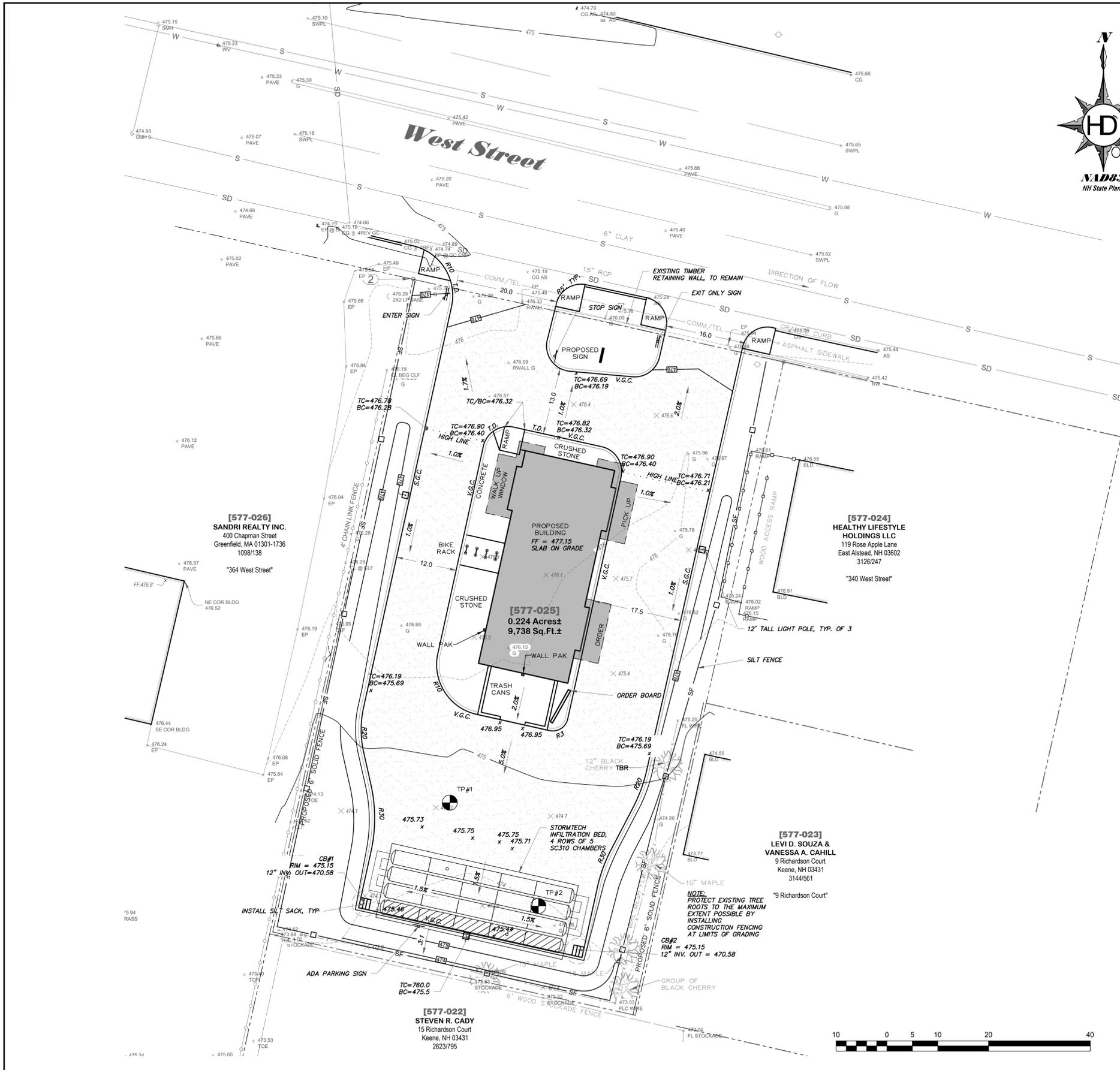
[577-024]
HEALTHY LIFESTYLE
HOLDINGS LLC
119 Rose Apple Lane
East Alstead, NH 03602
3126/247
340 West Street

[577-025]
0.224 Acrest
9,738 Sq.Ft.±

[577-023]
LEVI D. SOUZA &
VANESSA A. CAHILL
9 Richardson Court
Keene, NH 03431
3144/561
9 Richardson Court

[577-022]
STEVEN R. CADY
15 Richardson Court
Keene, NH 03431
2623/795
15 Richardson Court

NOTE:
PROTECT EXISTING TREE
ROOTS TO THE MAXIMUM
EXTENT POSSIBLE BY
INSTALLING
CONSTRUCTION FENCING
AT LIMITS OF GRADING



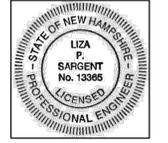
INFILTRATION BED NOTE:
 REMOVE ALL UNSUITABLE MATERIAL ENCOUNTERED (ASH, BRICK, ASPHALT, ETC.) WITHIN IN FOOTPRINT OF INFILTRATION BED. REPLACE WITH CONCRETE SAND AS NECESSARY.

TEST PITS	1	2
PIT DEPTH	72"	84"
ESTIMATED SEASONAL HIGH WATER	66"	60"
DEPTH TO OBSERVED WATER	NONE OBSERVED	NONE OBSERVED
DEPTH TO LEDGE	NONE OBSERVED	NONE OBSERVED

FROM NRCS WEB SOIL SURVEY, SOILS ARE CLASSIFIED AS OCCUM FINE SANDY LOAM, HSG A, KSAT VALUE 6 IN/HR.

TP#1	TP#2
0-17" FROST-FILL (GLASS/BRICK/ASPHALT/GRAVEL) 10YR4/2; FROZEN	0-9" FROST-7.5YR3/2; FROZEN LOAM
17-66" 10YR5/6; FINE LOAMY SAND; FRIABLE; WEAK SUBANGULAR BLOCKY	9-41" FILL (ASH/BRICK/ASPHALT) 10YR4/2; FRIABLE.
66-72" 2.5Y3/2; FINE LOAMY SAND; WET; FIRM; WEAK SUBANGULAR BLOCKY	41-60" 10YR5/6; FINE LOAMY SAND; FRIABLE; WEAK SUBANGULAR BLOCKY
MOTTLING AT 66" NO LEDGE IN TEST PIT PIT BOTTOM 72"	60-84" 2.5Y3/2; FINE LOAMY SAND; WET; FIRM; WEAK ANGULAR BLOCKY; COMMON MOTTLING
	MOTTLING AT 60" NO LEDGE IN TEST PIT PIT BOTTOM 84"

REVISIONS:
 Δ MARCH 10, 2022
 REMOVE BENCHES
 ADD BIKE RACK
 Δ APRIL 5, 2022
 ADDED STOP SIGN



Liza Sargent 4/11/22

LIZA P. SARGENT DATE
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SVE
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 Phone: (603) 357-0116

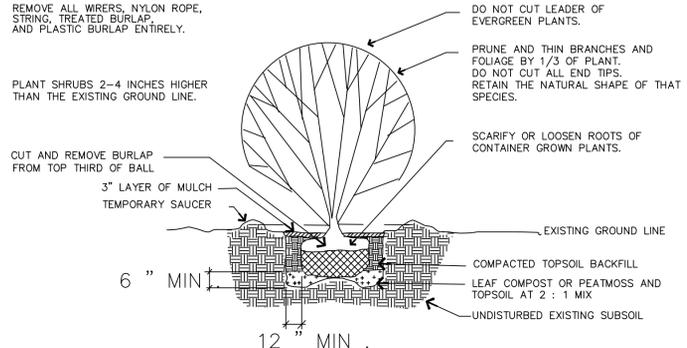
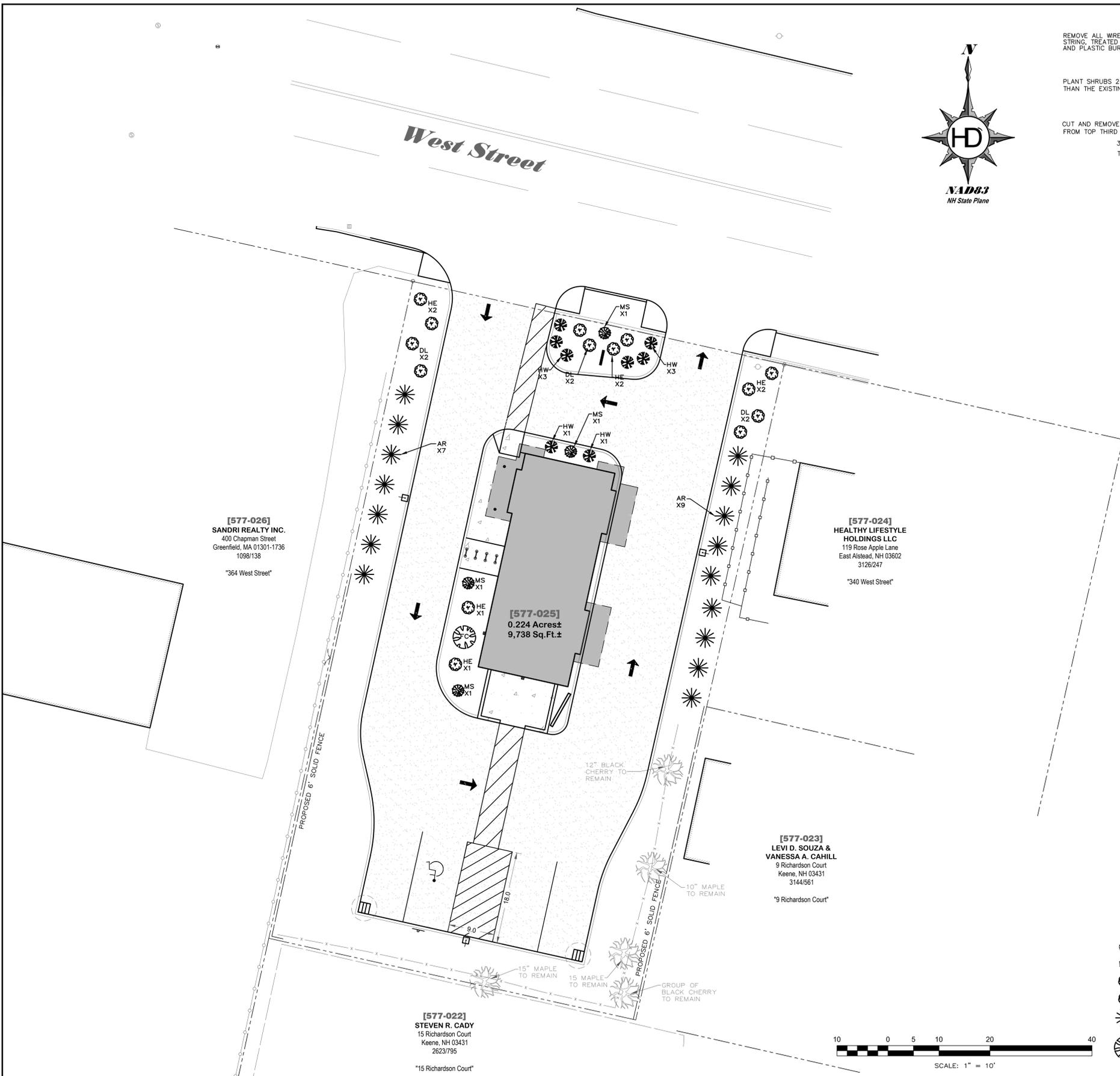
AROMA JOE'S
 0 WEST STREET
 KEENE, NH

GRADING & DRAINAGE PLAN

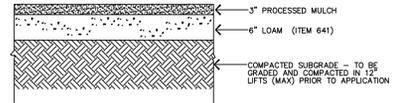
SCALE: 1"=10'

DATE: MARCH 18, 2022

SHEET C-2

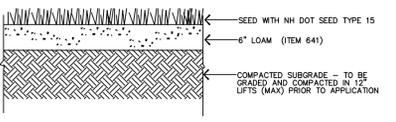


DETAIL OF SHRUB PLANTING
NOT TO SCALE



1. SPREAD LOAM TO SPECIFIED DEPTH AND RAKE TO REMOVE ALL UNSUITABLE MATERIALS. ROLL LOAM TO COMPACT.
2. SPREAD LIMESTONE AT A RATE OF 80 LBS/1000 SF OF SURFACE AREA
3. FERTILIZE WITH 10-10-10 FERTILIZER AT A RATE OF 20 LBS/1000 SF
4. SPREAD MULCH IN AREAS SHOWN ON PLAN.

LOAM AND MULCH DETAIL
NOT TO SCALE



1. SPREAD LOAM TO SPECIFIED DEPTH AND RAKE TO REMOVE ALL UNSUITABLE MATERIALS. ROLL LOAM TO COMPACT.
2. SPREAD LIMESTONE AT A RATE OF 80 LBS/1000 SF OF SURFACE AREA
3. FERTILIZE WITH 10-10-10 FERTILIZER AT A RATE OF 20 LBS/1000 SF
4. SEED AT 2.75 LBS/1000 SF

LOAM AND SEED DETAIL
NOT TO SCALE

NH DOT SEED TYPE 15			
KIND OF SEED	MINIMUM PURITY %	GERMINATION %	LBS/ACRE
CREeping RED FESCUE	96	85	40
PERENNIAL RYEGRASS	98	90	50
KENTUCKY BLUEGRASS	97	85	25
REDTOP	95	80	5
		TOTAL	120

LANDSCAPE LEGEND

TYPE	QUANTITY	PLANTING SIZE	MATURE HEIGHT
HW WILTON HORIZ. JUNIPER (BLUE RUG)	8 EA	3 GAL	4 FEET
MS MISCANTHUS GRACIMILLUS	4 EA	1 GAL	4 FEET
DL DAYLILY (HAPPY & ROSY)	6 EA	1 GAL	PERENNIAL
HE HELUCHERA	8 EA	1 GAL	PERENNIAL
AR ARBORVITAEAS	16 EA	4\"/>	



REVISIONS:
 ▲ MARCH 10, 2022
 REMOVE BENCHES
 ADD BIKE RACK

ENGINEER:
SVE
 Engineering
 Planning
 Landscape Architecture
 Surveying
 SVE Associates
 P.O. Box 1818
 439 West River Road
 Brattleboro, VT 05302
 T 802.257.0561
 F 802.257.0721
 www.sveassoc.com

OWNER:
JUDY L. WILLIAMS
 PO BOX 472
 KEENE, NH 03431

DEVELOPER:
AARON WISWELL
 9 WHITE PINE WAY
 BERWICK, ME 03906

PLANNER:
Brickstone
 Land Use Consultants, LLC
 Site Planning, Permitting and Development Consulting
 185 Winchester Street, Keene, NH 03431
 Phone: (603) 357-0116

AROMA JOE'S
 WEST STREET
 KEENE, NH

LANDSCAPE PLAN

SCALE: 1"=10'

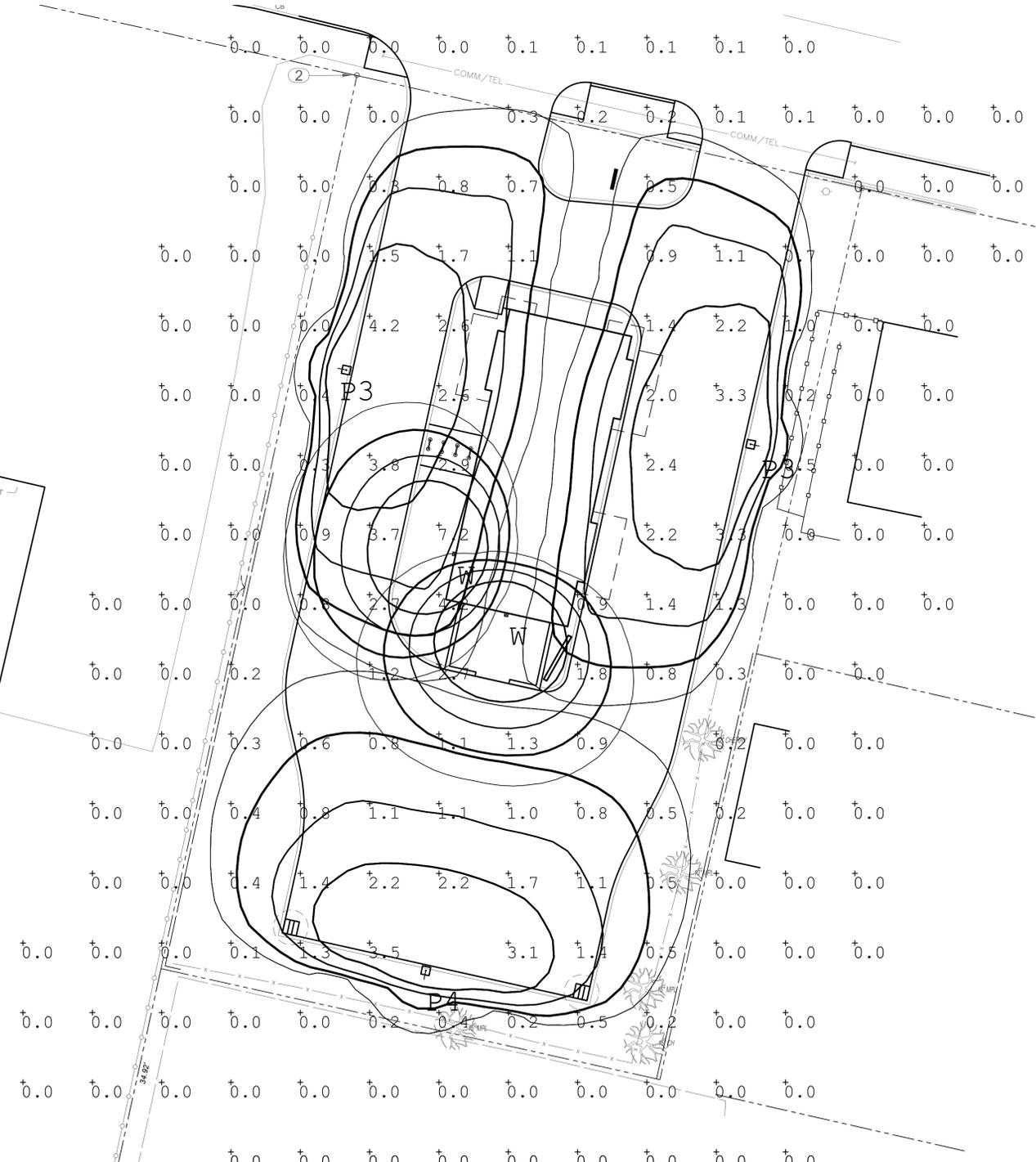
DATE: MARCH 18, 2022

SHEET LA-1

Luminaire Schedule				
Symbol	Qty	Label	Arrangement	Description
☐	2	P3	Single	GPC-SA1A-740-U-SL3-HSS-MS/DIM-L12 / SSS4A12SFN1 (12' AFG)
☐	1	P4	Single	GPC-SA1A-740-U-SL4-HSS-MS/DIM-L12 / SSS4A12SFN1 (12' AFG)
☐	2	W	Single	AXCS1A / WALL MTD LIGHTS

StatArea_1

Illuminance (Fc)
 Average = 1.90
 Maximum = 7.2
 Minimum = 0.5
 Avg/Min Ratio = 3.80
 Max/Min Ratio = 14.40



McGraw-Edison
GPC Galleon Pedestrian Companion
 Area / Site Luminaire
 Typical Applications
 Outdoor • Parking Lots • Walkways • Roadways • Building Areas

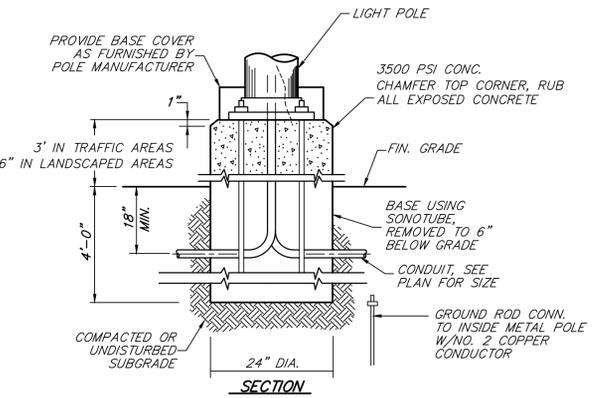
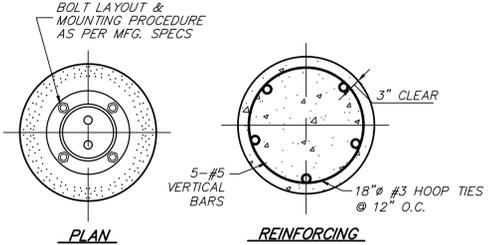
- Interactive Menu**
- Ordering Information page 2
 - Product Specifications page 2
 - Optical Configurations page 3
 - Energy and Performance Data page 4
 - Control Options page 6

Product Certifications

Product Features

#1431418
 BRAND: RAB LIGHTING
 MODEL: SLIM18/PC
 CONDITION: NEW
 SKU: 1431418
RAB SLIM18/PC SLIM 18W COOL LED 120V PC WALLMOUNT BRONZE View additional description
 Call or Chat for lead time confirm availability
 Typically ships in: 1 day
 Weight: 0.0 lb

LIGHTING NOTES:
 LIGHT LEVELS AT PROPERTY LINE SHALL NOT EXCEED 0.1 FOOT CANDLES.



LIGHT POLE BASE DETAIL
 NOT TO SCALE

REVISIONS:
 MARCH 10, 2022
 REMOVE BENCHES
 ADD BIKE RACK
 APRIL 8, 2022
 PB COMMENTS

ENGINEER:
SVE
 Engineering
 Planning
 Landscape Architecture
 Surveying
 SVE Associates
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OWNER:
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PLANNER:
Brickstone
 Land Use Consultants, LLC
 Site Planning, Permitting and Development Consulting
 185 Winchester Street, Keene, NH 03431
 Phone: (603) 357-0116

AROMA JOE'S
 WEST STREET
 KEENE, NH

LIGHTING PLAN

SCALE: 1"=10'
 DATE: MARCH 18, 2022

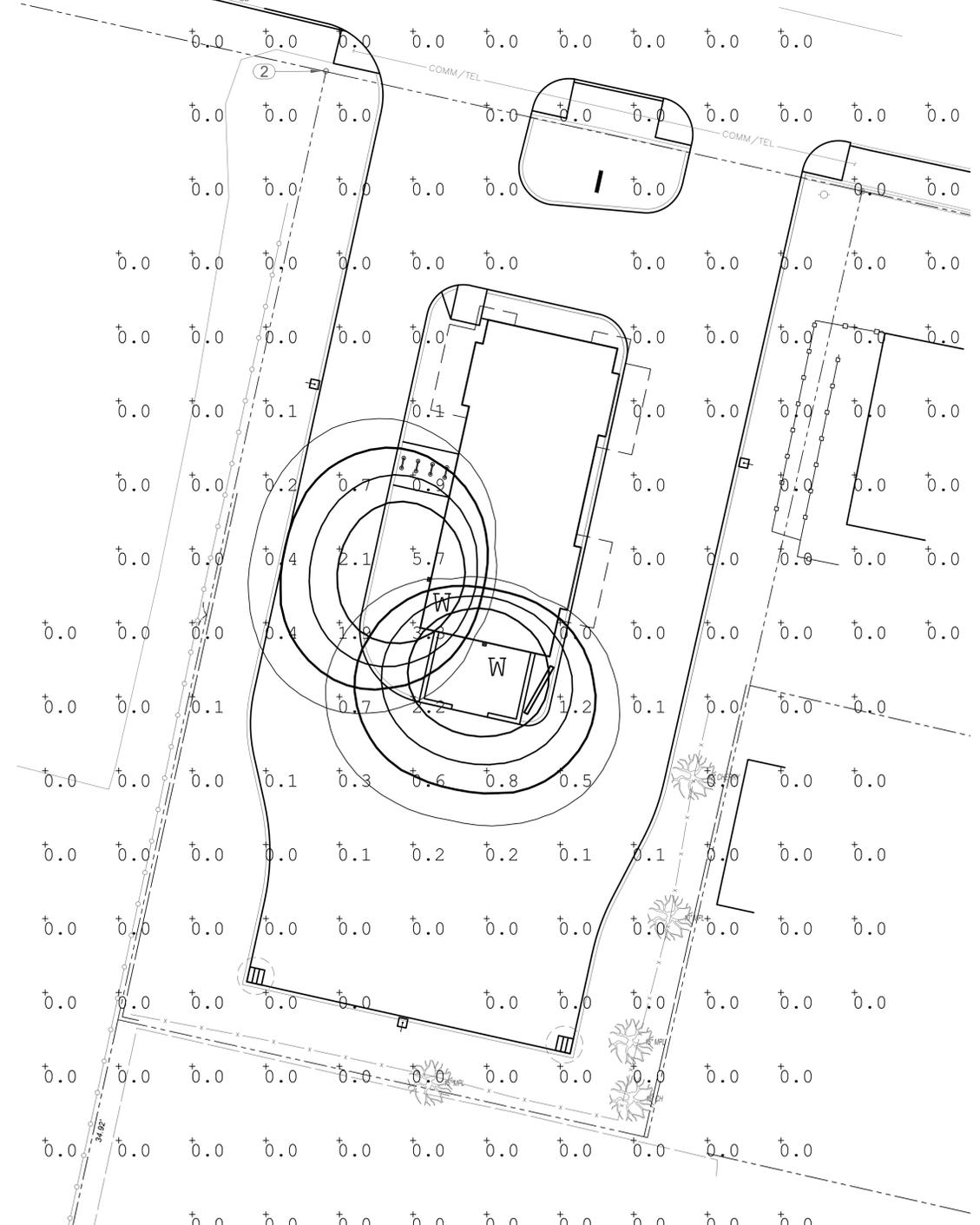
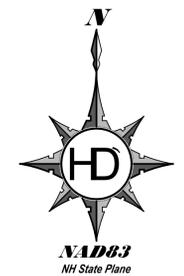
SHEET LT-1

Luminaire Schedule				
Symbol	Qty	Label	Arrangement	Description
☐	2	P3	Single	GPC-SA1A-740-U-SL3-HSS-MS/DIM-L12 / SSS4A12SFN1 (12' AFG)
☐	1	P4	Single	GPC-SA1A-740-U-SL4-HSS-MS/DIM-L12 / SSS4A12SFN1 (12' AFG)
☐	2	W	Single	AXCS1A / WALL MTD LIGHTS

StatArea_1

Illuminance (Fc)
 Average = 0.44
 Maximum = 5.7
 Minimum = 0.0
 Avg/Min Ratio = N.A.
 Max/Min Ratio = N.A.

POLE LIGHTS OFF



McGraw-Edison
GPC Galleon Pedestrian Companion
 Area / Site Luminaire
 Typical Applications
 Outdoor • Parking Lots • Walkways • Roadways • Building Areas

- Interactive Menu**
- Ordering Information page 2
 - Product Specifications page 2
 - Optical Configurations page 3
 - Energy and Performance Data page 4
 - Control Options page 5

Product Certifications

Product Features

#1431418



BRAND: RAB LIGHTING
 MODEL: SLIM18/PC
 CONDITION: NEW
 SKU: 1431418

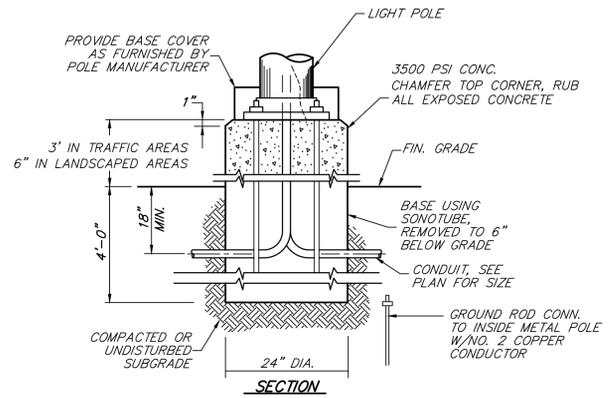
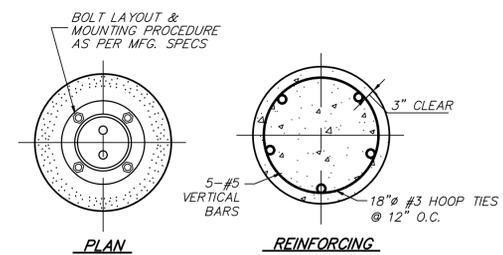
RAB SLIM18/PC SLIM 18W COOL LED 120V PC WALLMOUNT BRONZE
 View additional description

Call or Chat for lead time confirm availability

Typically ships in: 1 day

Weight: 0.0 lb

Image for illustration purposes only. Actual product may vary



LIGHT POLE BASE DETAIL

NOT TO SCALE

LIGHTING NOTES:
 LIGHT LEVELS AT PROPERTY LINE SHALL NOT EXCEED 0.1 FOOT CANDLES.

REVISIONS:

- MARCH 10, 2022
REMOVE BENCHES
ADD BIKE RACK
- APRIL 8, 2022
PB COMMENTS

ENGINEER:

SVE

Engineering
 Planning
 Landscape Architecture
 Surveying

SVE Associates
 P.O. Box 1818
 439 West River Road
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OWNER:

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DEVELOPER:

AARON WISWELL
 9 WHITE PINE WAY
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PLANNER:

Brickstone
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 185 Winchester Street, Keene, NH 03431
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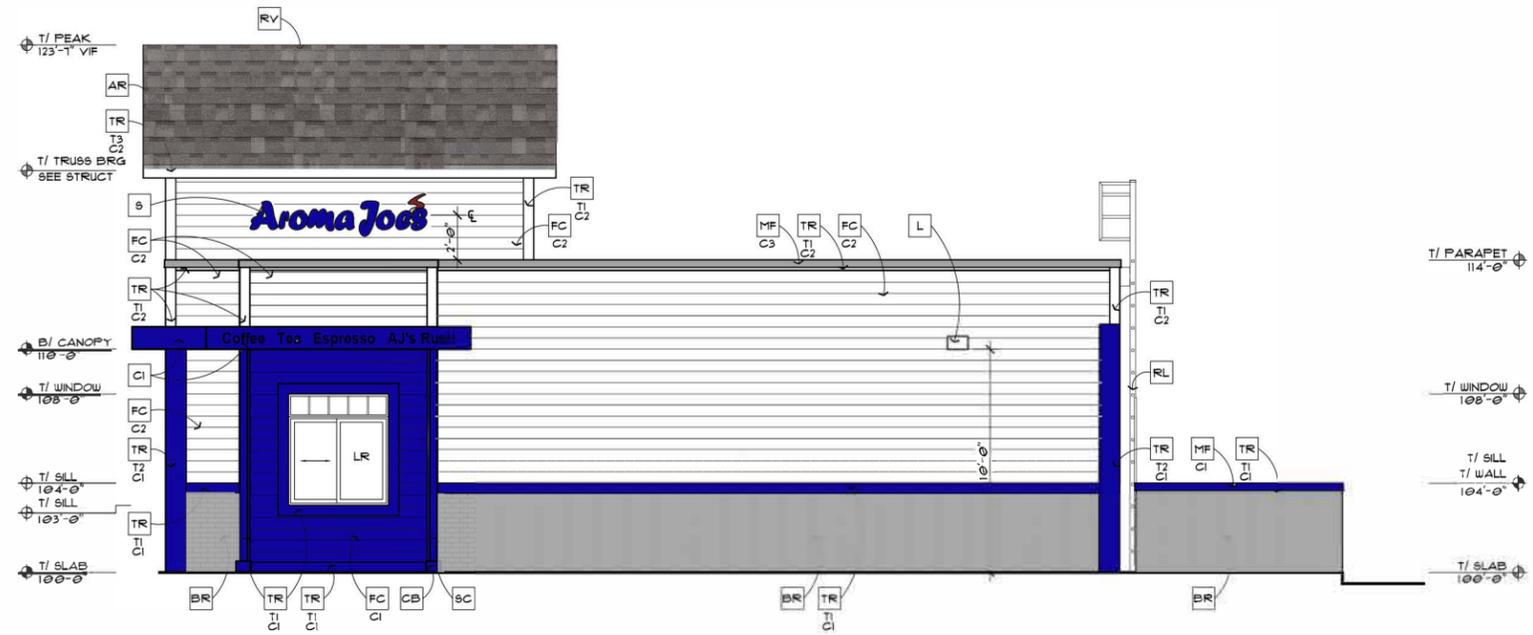
AROMA JOE'S
 WEST STREET
 KEENE, NH

REDUCED LIGHTING PLAN

SCALE: 1"=10'

DATE: MARCH 18, 2022

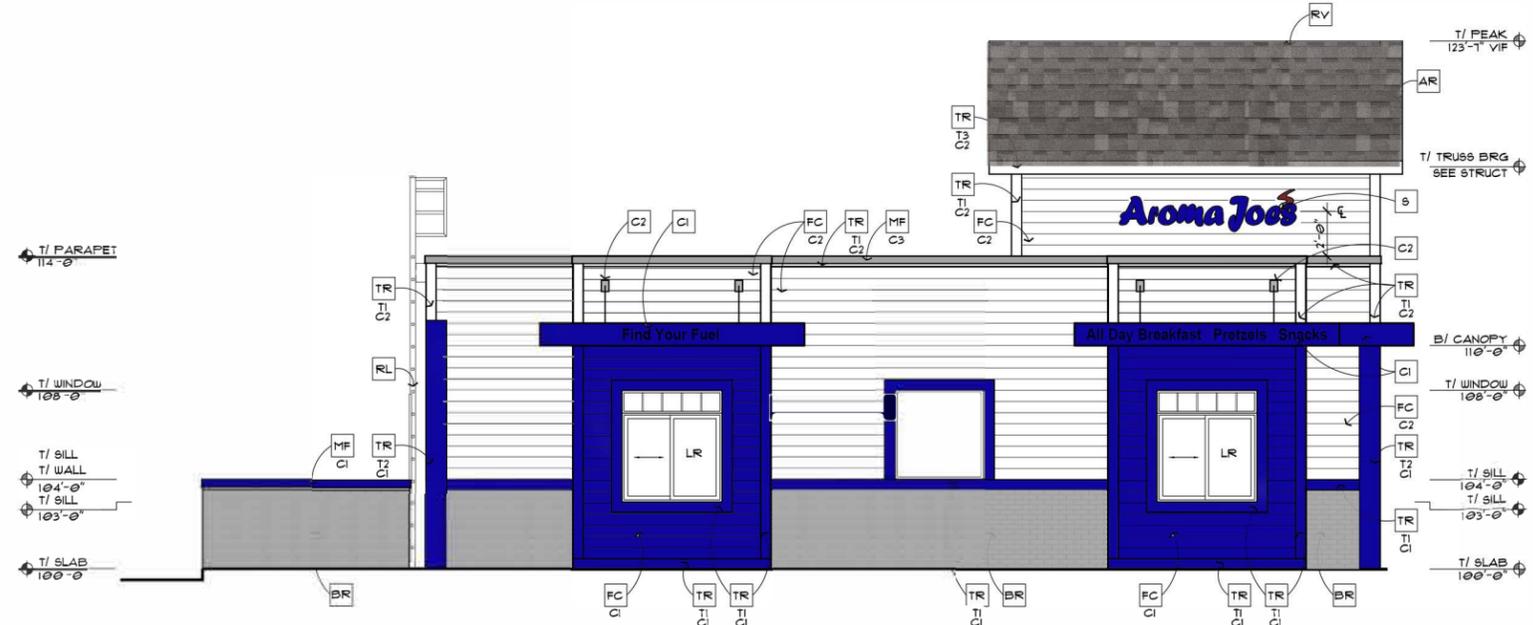
SHEET LT-2



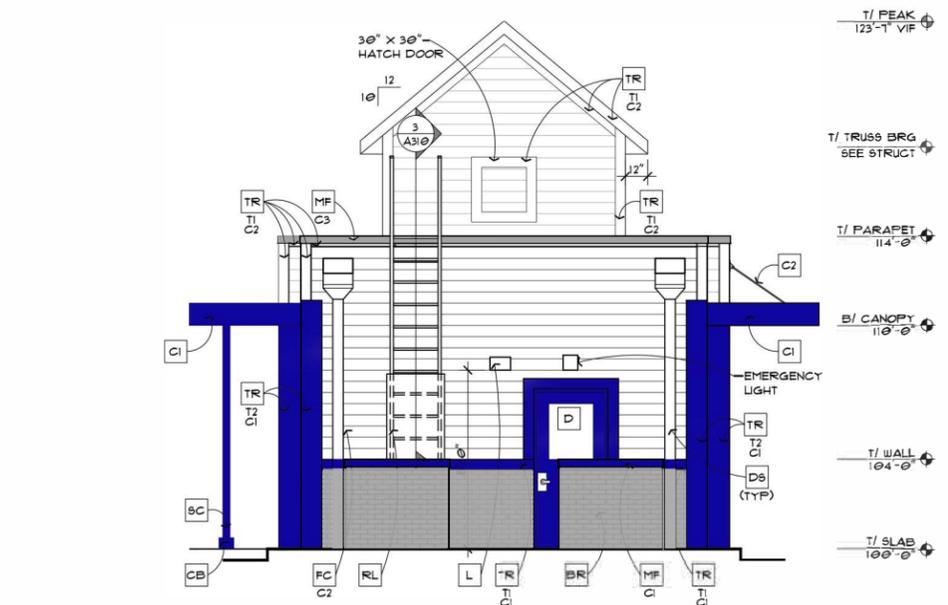
2 RIGHT SIDE ELEVATION
SCALE: 1/4" = 1'-0"



1 FRONT ELEVATION
SCALE: 1/4" = 1'-0"



4 LEFT SIDE ELEVATION
SCALE: 1/4" = 1'-0"



3 REAR ELEVATION
SCALE: 1/4" = 1'-0"

KEY NOTES:

- AR** ASPHALT/FIBERGLASS ARCHITECTURAL SHINGLES (KO CAMBRIDGE AR - CHARCOAL GRAY)
- BR** THIN BRICK BY ACME BRICK
SERIES: THIN BRICK
COLOR: GRAYWOOD
SIZE: MODULAR
- CI** ALUMINUM CANOPY SYSTEM (COLOR: MATCH 'P1')
- C2** CANOPY TIE-BACK (COLOR: MATCH 'P1')
- CB** CONCRETE BASE (COLOR: MATCH 'P1')
- D** DOOR - PAINTED 'P1'
- DB** SCUPPER & DOWNSPOUT - PAINTED TO MATCH SURROUNDING MATERIAL 'P3' OVER THIN BRICK (FROM BASE TO TRIM), 'P1' OVER TRIM AND 'P2' OVER FIBER CEMENT ABOVE TRIM
- FC** FIBER CEMENT HARDIE SIDING
COLOR:
C1 = 1/2" (6" EXPOSURE) MATCH 'P1' (SMOOTH)
C2 = 1/2" (6" EXPOSURE) 'ARCTIC WHITE' (CEDARMILL)
- L** WALL SCONCE LIGHT FIXTURE - SEE ELECTRICAL
- MF** METAL FASCIA - REFER TO SECTIONS FOR ADDL INFO
COLOR:
C1 = MATCH 'P1'
C2 = NOT USED
C3 = 'AJ GRAY'
- P** PAINT
COLOR:
P1 = 'AJ BLUE' - A89T154 GALLON W/ 24/32, LI: 8 OZ. 6/32,
R4: 35/32
P2 = 'AJ WHITE' - COLOR TO MATCH 'FC-C2' FIBER CEMENT HARDIE SIDING 'ARCTIC WHITE'
P3 = 'AJ GRAY' - COLOR TO MATCH 'BR' THIN BRICK COLOR 'RUSHMORE'
- RL** ROOF LADDER - PAINTED 'P2'
- RV** RIDGE VENT
- S** SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT.
- SC** STEEL COLUMN - PAINTED 'P1'
- TR** PVC TRIM BY BORAL - ALL SMOOTH TEXTURE
TYPE:
T1 = 5/4x6
T2 = 5/4x12
T3 = 1X6
COLOR:
C1 = MATCH 'P1'
C2 = 'AJ WHITE'
- UX** EXTERIOR WINDOW ASSEMBLY - SEE WINDOW FRAME LEGEND ON I/A&E!
- WZ** DRIVE-THRU WINDOW
SLIDE DIRECTION: RL = RIGHT TO LEFT
LR = LEFT TO RIGHT

NOTE:
VERIFY ALL COLOR SELECTIONS WITH AROMA JOE'S CORPORATE

DATE ISSUED
CLIENT REVIEW
FIRST ISSUE
ROOF DRAINAGE
DRAWN BY
CHECKED BY

Drainage Summary

for

**Aroma Joe's
0 West Street, Keene, NH**

**Prepared by SVE Associates
March 17, 2022**

A comparison of peak stormwater runoff for the 25-year rainfall events in the post-development conditions was completed by SVE Associates using HydroCad 10.0 software. The storm event used in the model was Type III, 24-hour storm with the following rainfall depths for Keene, NH:

25 Year Event: 4.92 inches

OVERVIEW:

This project will consist of redeveloping the 0 West Street property, removing the existing driveway and water and sewer services, and the construction of the Aroma Joe's facility that includes a two-story building, associated parking, and one-way travel isles.

EXISTING CONDITIONS:

The existing conditions of this property include the driveway and mainly vacant lot, with five mature trees along the property line. There was formerly a residence, but that was demolished over one year ago. Currently a portion of the stormwater runoff sheet flows to the catch basin in West Street. The rest of the stormwater sheet flows to the low point along the southern property line.

PROPOSED CONDITIONS:

The proposed conditions, modeled in the "Post-Development" drainage model, consist of the proposed building, parking areas and one-way travel isle. With the redevelopment, stormwater runoff will sheet flow from the high line at the front of the proposed building to the north and be collected in the catch basin in West Street. The portion of stormwater runoff that sheet flows to the south of the high line will flow along the proposed curbing to the two catch basins in the parking spaces and will infiltrate into the Stormtech chamber infiltration bed which is under the parking. The infiltration rate used (3 in/hr) is half of the published Ksat value (6 in/hr).

SVE Associates

Engineering * Surveying * Landscape Architecture * Planning
P.O. Box 1818, Brattleboro, VT 05302 Phone: (802) 257-0561 Fax (802) 257-0721 E-mail svek@sveassoc.com
P:\Project\NH PROJECTS\K2730 Aroma Joes\Hydrocad\K2730 Drainage Summary PB.doc

	25 year	
	<i>Existing</i>	<i>Proposed</i>
	<i>Runoff (cfs)</i>	<i>Runoff (cfs)</i>
<i>Summary Node 100R</i>	0.2	0.2
<i>Summary Node 101R</i>	0.3	0.0

CONCLUSION:

There will be no adverse impact to downstream abutters due to stormwater runoff from the facility. Overall, there is no significant change in stormwater runoff post development.



Liza Sargent

SVE Associates

March 17, 2022

Ref: 52888.00

Aaron Wiswell
9 White Pine Way
Berwick, ME 03906

Re: Trip-Generation and Drive-Through Queue Letter
Aroma Joe's Restaurant
Keene, New Hampshire

Dear Mr. Wiswell:

As proposed, an Aroma Joe's restaurant with a drive-through window will be constructed at 0 West Street (formerly 344-346 West Street) in Keene, New Hampshire. The site was previously occupied with a residential duplex that was razed in February 2019. At this time, an 800 +/- square foot Aroma Joe's restaurant with a drive-through window is proposed to be constructed with no indoor seating. This letter has been prepared to summarize the trip-generation methodologies associated with the proposed restaurant.

Trip Generation Methodology

Two trip-generation methodologies were reviewed in developing trip estimates for the proposed Aroma Joe's restaurant. The first methodology was the use of trip-generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual.¹ Based on ITE methodologies, Land Use Code 938 (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating) was selected. For the second methodology, existing vehicles entering and exiting were noted at an existing similar site located in Farmington, New Hampshire.² Since the proposed restaurant will be similar in size to the existing Aroma Joe's restaurant in Farmington, these trips were used as observed to represent a local trip-generation methodology. A comparison of these trip-generation methodologies is summarized in Table 1 with the trip-generation calculations provided in the Appendix.

¹ Trip Generation Manual. 11th ed. Washington, DC: Institute of Transportation Engineers, 2021.

² Transaction data collected between March 7 2022 and March 13, 2022 at 430 NH Route 11, Farmington, NH.

Table 1 Trip-Generation Comparison

Time Period/Direction	ITE Methodology ^a	Local Methodology ^b
Weekday Daily		
<i>Enter</i>	90	347
<i>Exit</i>	90	347
<i>Total</i>	180	694
Weekday AM Peak Hour		
<i>Enter</i>	20	40
<i>Exit</i>	20	40
<i>Total</i>	40	80
Weekday PM Peak Hour		
<i>Enter</i>	8	23
<i>Exit</i>	8	23
<i>Total</i>	16	46
Saturday Daily		
<i>Enter</i>	n/a	328
<i>Exit</i>	n/a	328
<i>Total</i>	n/a	656
Saturday Midday Peak Hour		
<i>Enter</i>	n/a	44
<i>Exit</i>	n/a	44
<i>Total</i>	n/a	88

a ITE Land Use Code 938 (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating) for 1 drive-through lane.

b Trips based on existing vehicle data collected at the Aroma Joe's restaurant located at 430 NH Route 11 in Farmington, NH.

As shown in Table 1, the proposed Aroma Joe's restaurant is estimated to generate more site trips with the local trip-generation methodology than the ITE methodology. Not all of the vehicle trips expected to be generated by the proposed restaurant represent new trips on the study area roadway system. A portion of the vehicles that would visit the proposed restaurant may already be present in the adjacent passing traffic stream or are diverted from another route to the subject site. Based on data presented in the ITE Trip Generation Handbook, the average pass-by trip percentage for (Coffee/Donut Shop with Drive-Through Window and No Indoor Seating) is 90 percent during the weekday AM peak hour and 98 percent during the weekday PM peak hour.³ A summary of the peak hour trip-generation characteristics is provided in Table 2.

³ Trip Generation Handbook, 3rd ed. Washington, DC: Institute of Transportation Engineers, Sept. 2017.

Table 2 Trip-Generation Characteristics Summary

Time Period/Direction	Total Trips ^a	Pass-By Trips ^b	New Trips ^c
Weekday AM Peak Hour			
<i>Enter</i>	40	36	4
<i>Exit</i>	40	36	4
<i>Total</i>	80	72	8
Weekday PM Peak Hour			
<i>Enter</i>	23	22	1
<i>Exit</i>	23	22	1
<i>Total</i>	46	44	2
Saturday Midday Peak Hour			
<i>Enter</i>	44	40	4
<i>Exit</i>	44	40	4
<i>Total</i>	88	80	8

a From Local Methodology trips presented in Table 1.

b 90% of Total Trips for the weekday AM and Saturday midday peak hours, and 98% of Total Trips for the weekday PM peak hour.

c Total Trips minus Pass-By Trips.

As shown in Table 2, the proposed Aroma Joe’s restaurant is estimated to generate 8 new trips (4 entering and 4 exiting) during the weekday AM peak hour, 2 new trips (1 entering and 1 exiting) during the weekday PM peak hour, and 8 new trips (4 entering and 4 exiting) during the Saturday midday peak hour. These values represent the projected traffic increases along West Street beyond the site driveway.

In accordance with ITE methodologies⁴ and New Hampshire Department of Transportation (NHDOT) guidance,⁵ a development may have a noticeable impact if the addition of site trips would increase peak hour traffic volumes on an intersection approach by 100 vehicles or more. As shown in Tables 1 and 2, the proposed Aroma Joe’s restaurant is not anticipated to exceed this threshold (i.e., entering trips < 100 vehicles per hour, and exiting trips < 100 vehicle per hour) using either the local or ITE trip-generation methodologies. Therefore, standard traffic engineering practice suggests that the proposed Aroma Joe’s restaurant would be expected to result in negligible impacts to the adjacent roadway system.

Drive-Through Queuing

As proposed, there would be a designated drive-through area for the proposed Aroma Joe’s restaurant that would provide approximately 25 feet of storage between the pick-up window and the order window with approximately

⁴ Transportation Impact Analyses for Site Development: An ITE Proposed Recommended Practice. Washington, DC: Institute of Transportation Engineers, 2010.

⁵ Bollinger, Robert E. Inter-Department Communication. New Hampshire Department of Transportation, Bureau of Traffic. 17 Feb. 2010.

156 feet provided beyond the order window to the West Street property line. Using a 20-foot long standard vehicle spacing within drive-through lanes, the proposed 180 feet associated with the Aroma Joe's restaurant drive-through area would accommodate 9 vehicles.

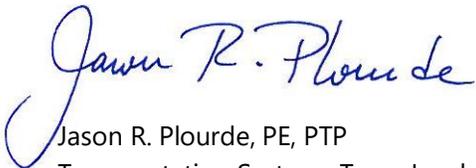
Based on standard traffic engineering practice for the mathematical theory of probability, a queue algorithm was used to estimate the vehicular queues for the proposed Aroma Joe's restaurant drive-through area. Vehicle queue lengths were calculated by applying franchisee provided estimates of 1 minute for processing time from the pick-up window and all customer transactions occurring at the drive-through window. This methodology resulted in the 95th percentile calculated drive-through queue length at a maximum of 9 vehicles. Based on this methodology, the proposed Aroma Joe's restaurant drive-through lane would provide adequate storage to meet the calculated vehicular queues. The queue length calculations are attached to this letter.

Conclusion

In summary, ITE and NHDOT methodologies anticipate that the vehicular trips associated with the proposed Aroma Joe's restaurant would have negligible impacts to the adjacent roadway system during the weekday AM, weekday PM, and Saturday midday peak hours. In addition, the proposed Aroma Joe's restaurant drive-through area is anticipated to be able to accommodate between 9 vehicles. Based on a standard traffic engineering methodology using the mathematical theory of probability, the drive-through storage area would be able to accommodate the calculated 95th percentile vehicle queues.

Sincerely,

VHB

A handwritten signature in blue ink that reads "Jason R. Plourde". The signature is written in a cursive style with a large initial 'J'.

Jason R. Plourde, PE, PTP
Transportation Systems Team Leader



City of Keene

New Hampshire

NOTICE OF DECISION

ZONING BOARD OF ADJUSTMENT

CASE NUMBER: ZBA 22-05
Property Address: 0 West St.
Zone: Commerce District
Owner: Judy L. Williams
Petitioner: Aaron Wiswell, Berwick, ME
Date of Decision: April 4, 2022

Notification of Decision:

Petitioner, Aaron Wiswell, of 9 White Pine Way, Berwick, ME, requested a Variance for property located at 0 West Street, Tax Map #577-025-000-000-000 that is in the Commerce District, owned by Judy L. Williams, of Keene. The Petitioner requested a Variance to permit a building lot consisting of 9,738 square feet in the Commerce District where 15,000 square feet is required, per Chapter 100, Article 5.1.2 of the Zoning Regulations, was approved with a vote 3-1.

Condition:

NOTE: Contact the Community Development Department and the Fire Prevention Officer for any applicable permits that may be needed.


Corinne Marcou, Clerk

Any person directly affected has a right to appeal this Decision. The necessary first step, before any appeal may be taken to the courts, is to apply to the Board of Adjustment for a rehearing. The Motion for Rehearing must be filed not later than 30 days after the first date following the referenced Date of Decision. The Motion must fully set forth every ground upon which it is claimed that the decision is unlawful or unreasonable. See New Hampshire RSA Chapter 677, et seq.

cc: Planning Dept.
Assessing Dept.
City Attorney
File Copy