



Civil Engineers  
Structural Engineers  
Traffic Engineers  
Land Surveyors  
Landscape Architects  
Scientists

February 28, 2022

**Response to Approval Standards**  
**Proposed Gravel Pit – G2 Holdings, LLC**  
**Route 9, Keene, NH**

**A. The nature of the proposed application is consistent with the spirit and intent of the Zoning Regulations, the LDC and the City’s Comprehensive Master Plan, and complies with all applicable standards in the LDC for the particular use.**

The intent of the LDC, and the incorporated Zoning Regulations, is to facilitate orderly development and compatible uses of land, while enhancing the public health, safety, and general welfare. The proposed application fits within and supports the goals and guidelines set out in the LDC including those in the Zoning Regulations.

The subject property is located in the Rural Zone. This is the only zoning district in the City where the gravel pit use is permitted, by special exception. The Rural Zone is intended to provide for very low density development in areas beyond where city water, sewer, and other services can be readily supplied. The proposed use is therefore a reasonable fit for the Zone, given its open space, stand-alone nature. The proposed location is also highly compatible with the proposed use given the low traffic volume and direct access to Route 9.

Substantial setbacks and buffer areas will be provided, with little to no visibility to gravel pit operations from the public way, thereby preserving the rural character of the area. Stormwater controls, water supply protection practices, noise mitigation, low-intensity traffic generation, and site security measures will ensure the proposed use is consistent with preservation of health and safety.

The intent of the Master Plan is to provide a long-term guide and resource for the community in making regulatory, zoning, and planning decisions in alignment with the community vision statement. The proposed use supports the Master Plan vision focus on a vibrant economy by introducing a commercial use while also preserving the surrounding rural area, consistent with the vision focus for a unique natural environment. With robust stormwater controls, water resource protection practices, noise mitigation, and safety practices, the proposed use also safeguards the vision focus for a healthy community.

In sum, owing to thoughtful design choices and adherence to the established City standards, the proposed gravel pit use is consistent with the spirit and intent of the LDC and Zoning Regulations, as well as the Comprehensive Master Plan.

**B. The proposed use will be established, maintained, and operated so as not to endanger the public health, safety, or welfare.**

The proposed use will not endanger public health, safety, or welfare. Stormwater controls and groundwater protection practices will safeguard water resources on the site. Vegetative buffers and

earthen berms will create a barrier between the gravel pit and adjacent wetland areas, and also contribute to noise control. Traffic impacts will be minimal, as illustrated by the trip generation memorandum provided by the Applicant. The general public will not be in close proximity to gravel pit operations due to the remote location of the project, long driveway off the public way, and gated access to the site.

**C. The proposed use will be established, maintained, and operated so as to be harmonious with the surrounding area and will not impeded the development, use, and enjoyment of adjacent property.**

The proposed gravel pit is located in a rural area. It is surrounded by forested land and, due to grade changes combined with vegetation, there will be minimal visibility to gravel pit operations from the public way. Because significant vegetated buffers, stormwater controls, noise management, and groundwater protection practices will be in place, the use will not impede development, use or enjoyment of adjacent properties.

**D. The proposed use will be of a character that does not produce noise, odors, glare, and/or vibration that adversely affects the surrounding area.**

No glare or odor impacts are expected to result from the gravel pit use. Mitigation plans will be in place during gravel pit operations to prevent noise and vibrations from adversely impacting the surrounding area. Both naturally occurring and proposed constructed earth berms will contribute to noise mitigation. The project is located in a remote area with significant distance to any occupied buildings, with the majority of that distance being woodlands. The gravel pit area itself observes appropriate setbacks from lot lines. The nearest property lines of parcels not owned by the applicant are located at the following approximate distances:

North: 2,350 l.f.  
South: 300 l.f.  
East: 1,650 l.f.  
West: 600 l.f.

**E. The proposed use will not place an excessive burden on public improvements, facilities, services, or utilities.**

The proposed use will require no public improvements or excessive burden on public facilities, services, or utilities. Other than an updated driveway permit which the applicant will obtain from NH-DOT, no improvements to Route 9 will be necessary to support the proposed use. Traffic impacts will be minor, as will be shown by the trip generation memorandum.

**F. The proposed use will not result in the destruction, loss, or damage of any feature determined to be of significant natural, scenic, or historic importance.**

There proposed use will not cause the destruction, loss, or damage of any significant natural, scenic, or historic feature. The gravel pit area will be largely out of view given the significant wooded surroundings, grade of the land as is slopes upwards from Route 9, and general rural nature of the area. The nearby

water resources will be protected using naturally occurring and proposed constructed earthen berms on the perimeter, as well as stormwater management practices within the project area to control and treat runoff.

**G. The proposed use will not create a traffic safety hazard or a substantial increase in the level of traffic congestion in the vicinity of the use.**

Route 9 can support traffic from the proposed use with no improvements other than an updated driveway permit which will be obtained from NH-DOT. The proposed gravel pit will generate minimal traffic, primarily consisting of its own employees and contractors. A trip generation memorandum has been provided to illustrate the minor impacts. Sight distance from the project driveway allows adequate visibility to prevent collisions with vehicles on Route 9.