

City of Rochester, New Hampshire

Zoning Board of Adjustment

Variance Application

TO: BOARD OF ADJUSTMENT
CITY OF ROCHESTER

DO NOT WRITE IN THIS SPACE

CASE NO. Z-22-02

DATE FILED 12/22/21

ZONING BOARD CLERK

Applicant:

Victoria Perez and/or as assigned

E-mail: vperez@mobilekogo.com

Phone: (603) 438 - 2695

Applicant Address: 25 Ernest Ave., Unit 1, Exeter, NH 03833

Property Owner (if different): Pamela R. Watson

Property Owner Address: 1215 Bond St. Herndon, VA 20170

Variance Address: 127 Farmington Rd., Rochester, NH 03867

Map Lot and Block No: Tax Map 208 and Lot 16

Description of Property: 1.66 acres vacant lot on Farmington Rd. Rochester NH 03833

Proposed use or existing use affected: Construct a commercial EV charging station with 6 charging units and parking for 10.

The undersigned hereby requests a variance to the terms of the Rochester Zoning Ordinance, Ch. 275, Section Table 18-D

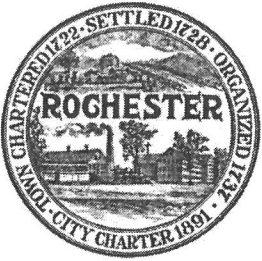
and asks that said terms be waived to permit the construction of a pervious parking area with the installati
of 6 charging units and appropriate lighting.

The undersigned alleges that the following circumstances exist which prevent the proper enjoyment of his land under the strict terms of the Zoning Ordinance and thus constitute grounds for a variance. **I understand that while presenting my case the testimony should be confined to the 5 criteria and how they pertain to my case.**

Signed:

Victoria Perez

Date: 14 Dec 2021



City of Rochester, New Hampshire

Zoning Board of Adjustment

Variance Criteria

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

The Project at 127 Farmington Rd would not be contrary to the public interest and will satisfy the increasing YoY demand for commercial EV charging stations. EV's are quiet, clean, do not produce carbon emissions, and provide consumer lifetime ownership savings. This project will not only promote environmentally friendly vehicle choices, but will also satisfy the demand for a reliable, convenient, robust commercial EV infrastructure far into the future.

2) If the variance were granted, the spirit of the ordinance would be observed because:

If the variance were granted the spirit of the ordinance would be observed through minimal disruption to the land and water run off/setbacks. EVs are quiet, clean, do not require oil, and do not use gas which will maintain a more natural environment for this parcel and the abutters.

3) Granting the variance would do substantial justice because:

Substantial justice would be awarded if the variance is granted and no harm would be experienced by the public due to an environmentally friendly design. Since this parcel of land is limited, our project is an ideal location for the installation of a commercial EV charging station. An EV charging station includes a lot, charging units, safety lighting , etc and is deemed a completed system as well as an efficient business model.

4.) If the variance were granted, the values of the surrounding properties would not be diminished because:

The issuance of a variance would not diminish the value of the surrounding properties. This EV technology will not increase traffic noise, water run-off, or ground pollution but rather supports Federal and State “green” environmental initiatives. It is very likely that surrounding businesses will see an increase in sales as out os state tourist travel along ` the busy route 16 and stop to charge their vehicles before heading north.

5.) Unnecessary Hardship:

- a. Owning to special ***conditions of the property that distinguish it from other properties in the area***, denial of the variance would result in an unnecessary hardship because:
- i. No fair and substantial relationship exists between the general public purposes of the ordinance provision and the specific application of that provision to the property because:

An unnecessary hardship would result in a denial of the variance, under chapter 275 section 18-6, parking lot restrictions. The limited use conditions for a traditional business and the limits imposed on parking areas make this parcel almost unusable in its current state. It is in my proposed project that if a variance is granted the ability to develop a complete commercial EV charging system would bring valuable use to a previous restricted and limited use parcel of land. Therefore, a complete commercial EV charging infrastructure requires parking sites to be a complete system.

And:

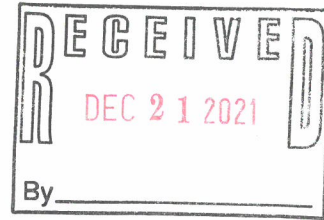
- ii. The proposed use is a reasonable one because:

The proposed project at 127 Farmington Rd is reasonable and the implementation of a commercial EV charging station can be properly constructed on this parcel of land. The current use is limited by its shape to construct a traditional business due to the wetland/water setbacks and the right-of-way on the current property. This project will be able to work around these restrictions with the approval of a variance for a parking area which is deemed a necessary part of the commercial EV charging station design.

- b. Explain how, if the criteria in subparagraph (A) are not established, an unnecessary hardship will be deemed to exist if, and only if, owing to the special conditions of the property that distinguish it from other properties in the area, the property cannot be reasonably used in the strict conformance with the ordinance, and a variance is therefore necessary to enable reasonable use of it.

The property at 127 Farmington Rd cannot be reasonably used if strict site conformance within the ordinance is required. Therefore, the definition of a parking lot should be avoided when describing a commercial EV charging station. A commercial EV charging station is similar to a gas station and is used to power vehicles and get the consumer on their way. As such, gas stations would not be described as parking lots with gas pumps. A commercial EV charging station is a complete business model just as a gas station is a complete business model. A commercial EV charging station cannot be established without a parking structure.

Shanna Sanders, Director
Rochester Planning & Development Department
33 Wakefield Street
Rochester, NH 03867-1917



20 Dec 2021

RE: 127 Farmington Rd., Rochester, NH 03867 Request for waiver

Hello, I am Victoria Perez, owner of Ko-Go LLC. Ko-Go is the acronym for Kilowatts-on-the-Go and is an Electric Vehicle (EV) charging service aimed at developing commercial EV charging stations. Ko-Go has been in the Research and Development phase since August 2020 and was officially registered on 28 Oct 2021, at the start of the acquisition phase for capital equipment and land. Ko-Go's initiative to develop commercial charging stations is driven by our desire to promote a healthier planet and support the Year-over-Year (YoY) increase in demand for EV services while satisfying both the NHDES and Federal green initiatives. The high demand for EV charging services stems from range anxiety. Range anxiety impacts travel decisions and is currently the number one concern of both potential and current EV owners. NH tourism relies on drivers from neighboring states and, as of Sep 2021, had generated \$1.3B in tourism revenue to date. Tourism in NH is the key source of revenue, growth, and success of small businesses and benefits all NH communities. If the EV driver hesitation persists, a loss of future revenue would be likely. With more and more drivers opting to purchase competitive EVs, NH must retain their competitive edge in tourism and continue to promote the production of a robust commercial EV charging infrastructure. EVs are the future and Ko-Go is committed to expanding their reach.

The property at 127 Farmington Rd, Tax map 208/Lot 16, has a unique shape and wetland restrictions which does not lend itself to the development of a traditional business structure. The variance request that Ko-Go is bringing forth will be able to comply with the wetland restrictions while constructing a commercial EV charging station. EV charging stations are a distinct design that incorporates individually designated charging spots with assigned charging units, designed to service EV owners/drivers as a complete EV charging system. This distinct system operates much like a traditional gas station in which drivers pull up to a pump and "power" their vehicle. No long-term parking is allowed as this would prevent other drivers from accessing the "power" that is needed. Ko-Go's desire to develop commercial EV charging stations is driven by the belief that every small effort will make a huge impact to improving our world. As a senior data analyst, I have influenced Ko-Go's development decisions and understand the effects of significant changes and their impacts on an environment. A slow transition from harmful fossil fuels to alternative energies such as electric, solar, and hydrogen fuel will normalize society and gain support of a new technology without disrupting the energy sector and negatively impacting our economy. Ko-Go believes that this project will be an ideal use of the property located at 127 Farmington Rd and requests a variance approval of the Rochester zoning board.

Respectfully,
Victoria L Perez, Owner
Ko-Go LLC, Business Operations
25 Ernest Ave. Unit 1
Exeter, NH 03833
(603) 438 - 2695

14 Dec 2021

To: Planning & Development Department
City Hall Annex
33 Wakefield Street
Rochester, NH 03867-1917

From: Pamela R. Watson
1215 Bond St.
Herndon, VA 20170
(571) 265 - 6037

RE: 127 Farmington Rd., Rochester, NH 03867 Request for waiver

I, Pamela R. Watson, provide the below applicant(s) written permission for the application and submission of a "Request of Waiver of Requirements" for the review of a certified plot plan to the Rochester Zoning Board Adjustments Committee.

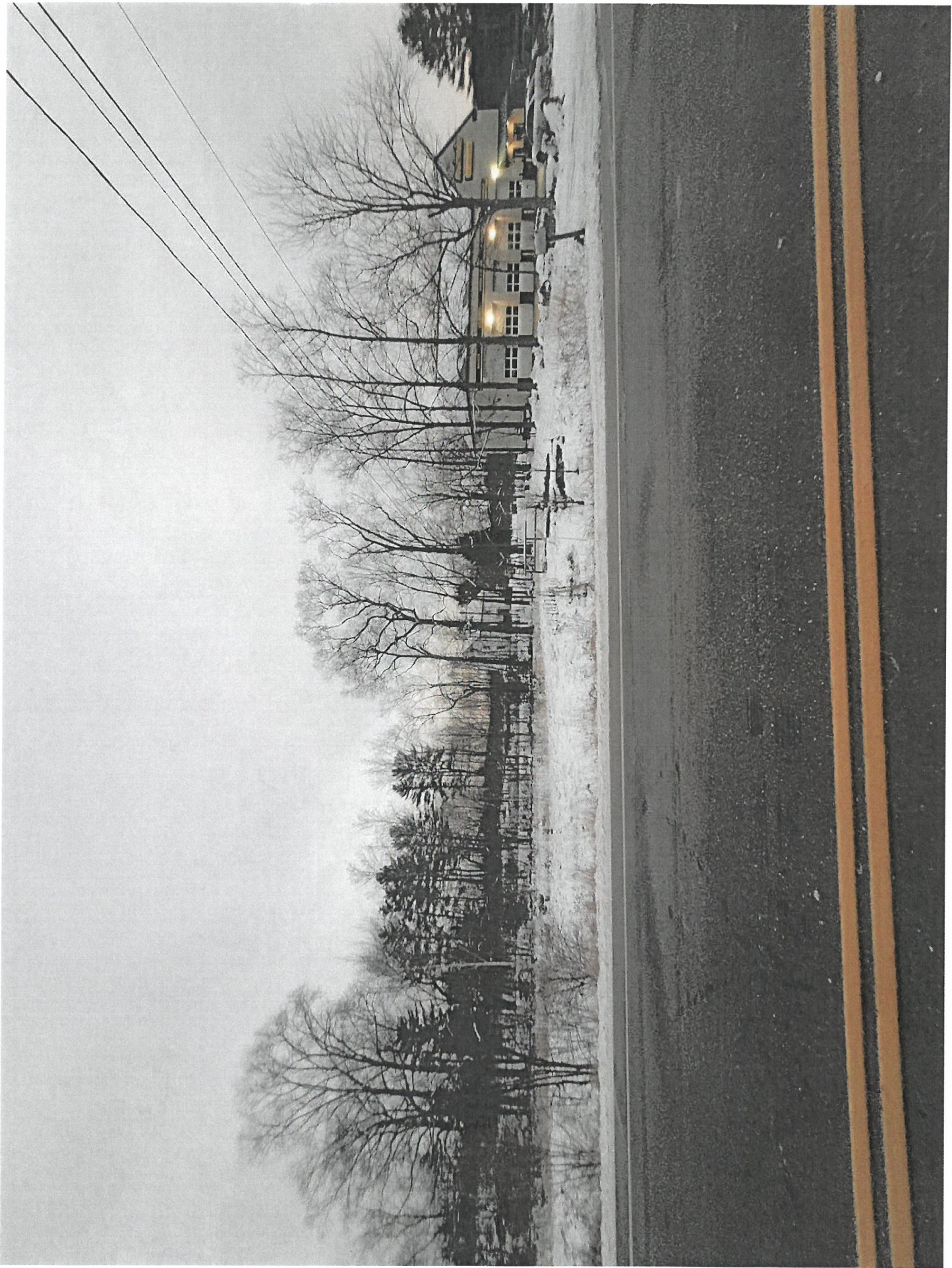
Applicants:
Victoria Perez, Lloyd Gifford, and/or as assigned
25 Ernest Ave. Unit. 1
Exeter NH 03833

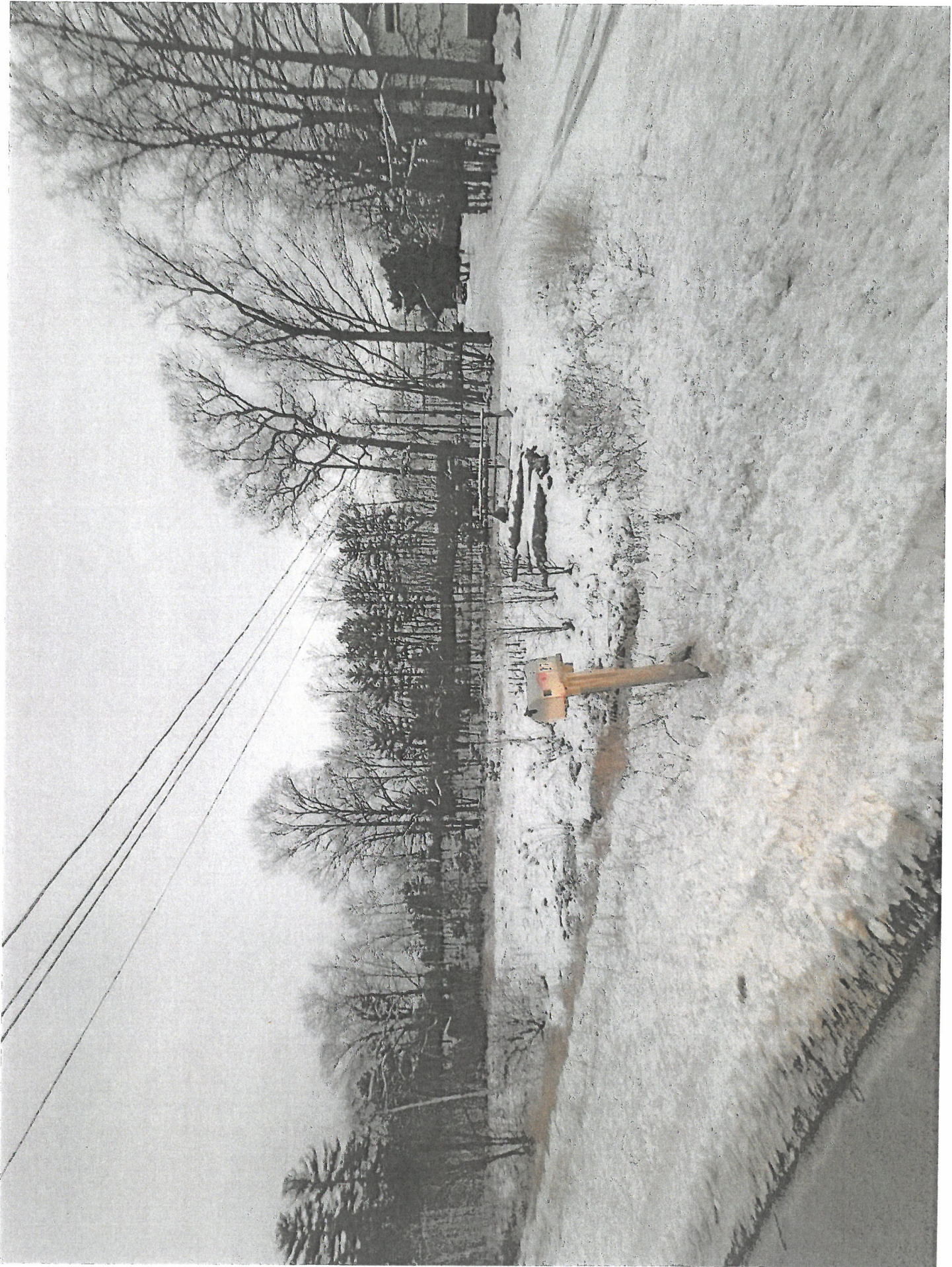
Pamela Watson

Property owner
Tax Map – 208
Lot - 16

Pamela Watson

dotloop verified
12/15/21 10:49 AM EST
SL8Y-DASP-0XBK-XK0Q





ZONING

275 Attachment 4

City of Rochester

Table 18-D Industrial-Storage-Transport-Utility Uses
[Amended 5-7-2019]

LEGEND
P = Permitted Use
C = Conditional Use
E = Use Allowed by Special Exception

Industrial-Storage-Transport-Utility-Uses	Residential Districts				Commercial Districts					Industrial Districts		Special		Criteria/Conditions
	R1	R2	NMU	AG	DC	OC	GR	HC	GI	RI	HS	AS		
Airport	—	—	—	E	—	—	—	—	—	—	—	P	Article 21	
Commercial parking facility	—	—	—	—	C	—	—	—	—	—	—	—		
Contractor's storage yard	—	—	—	E	—	—	—	E	P	P	—	—	Articles 20 and 22	
Distribution center	—	—	—	—	—	—	P	C	P	—	—	—	Article 21	
Emergency services facility	—	—	—	—	C	C	—	C	C	—	P	—	Article 21	
Fuel storage	—	—	—	—	—	—	P	E	E	—	—	—	Article 21	
Helipad (accessory use)	—	—	—	E	—	E	P	E	P	P	P	P	Article 21	
Industry, heavy	—	—	—	—	C	—	P	E	P	E	—	—	Article 21	
Industry, light	—	—	—	—	—	—	P	P	P	—	—	—	Article 21	
Industry, recycling	—	—	—	—	—	—	—	—	—	P	—	—	Articles 20 and 22	
Junkyard	—	—	—	—	—	—	—	E	E	P	—	—	Articles 20 and 22	
Laundry establishment-3	—	—	—	—	—	—	—	P	P	—	—	—		
Mini-warehouse	—	—	—	—	—	—	P	C	P	—	—	—	Articles 20 and 21	
Monument production	—	—	C	—	—	C	—	P	P	P	—	—	Article 21	
Parking lot	—	C	C	C	C	C	—	P	C	P	C	P	Article 21	
Printing facility	—	—	C	—	—	P	P	P	P	—	—	—		
Public parking facility	—	—	—	—	P	—	—	—	—	—	—	—		
Recycling facility	—	—	—	—	—	—	—	E	E	P	—	—	Articles 20 and 22	
Research and development	—	—	—	—	E	P	P	P	P	—	—	—	Article 21	
Sawmill	—	—	—	—	—	—	—	—	E	—	—	—	Article 21	
Sawmill, temporary (accessory use)	—	—	—	P	—	P	—	P	P	P	—	P	Article 23	



0 Farmington Road

Rochester, NH



December 23, 2021

1 inch = 148 Feet

www.cai-tech.com



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

[illegible]

ABUTTER LIST

Applicant: Victoria Perez, Ko-Go, LLC **Phone:** 603-438-5944
Project Address: 0 Farmington Road

LEGAL OWNER OF SUBJECT LOT

Map	Lot	Owner Name	Mailing Address
208	16	Estate of Robert Rowe	1215 Bond Street, Herndon, VA 20170

ABUTTING LOT OWNERS

[illegible]

Name of Professional or Easement Holder	Mailing Address
Norway Plains Associates, Inc.	PO Box 249; Rochester, NH 03866-0249

Applicant or Agent: Norway Plains Associates, Inc. Staff Verification: _____

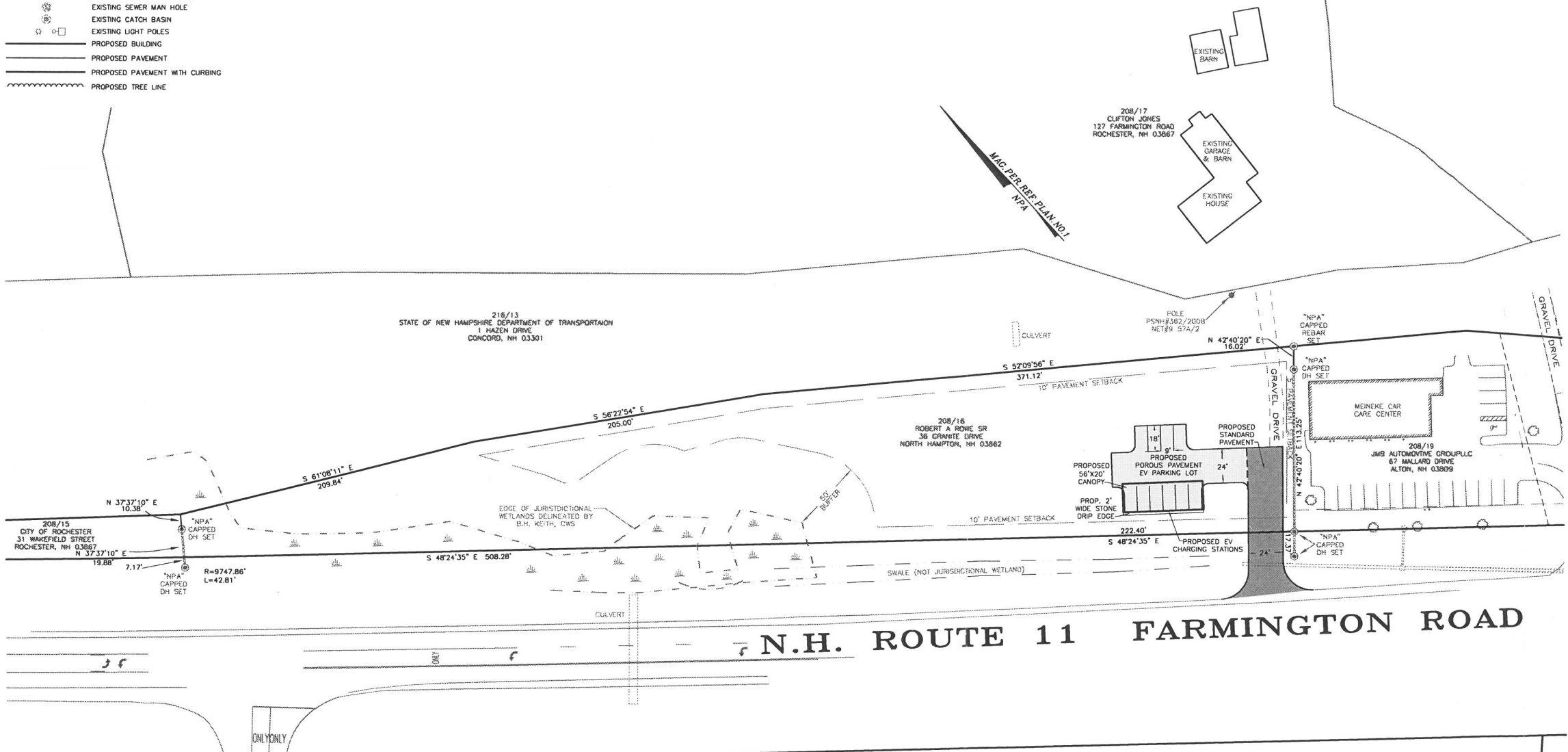
LAND SURVEYORS

CIVIL ENGINEERS

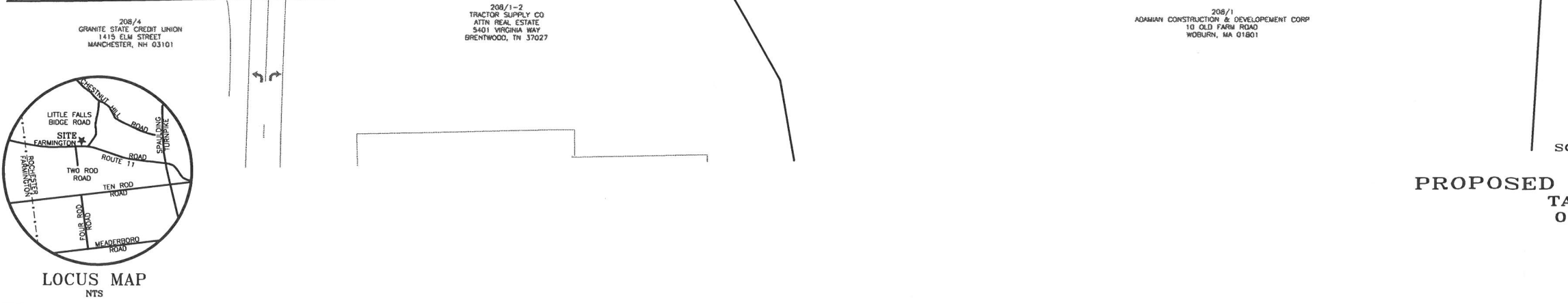
LEGEND

- PROPERTY LINE
- JURISDICTIONAL WETLANDS
- EXISTING TREE LINE
- EXISTING OVERHEAD WIRES
- EXISTING HYDRANT
- EXISTING WATER GATE OR SHUT-OFF VALVE
- EXISTING UTILITY POLE
- EXISTING SEWER MAN HOLE
- EXISTING CATCH BASIN
- EXISTING LIGHT POLES
- PROPOSED BUILDING
- PROPOSED PAVEMENT
- PROPOSED PAVEMENT WITH CURBING
- PROPOSED TREE LINE

CAREFULLY REVIEW ALL SHEETS OF THIS PACKAGE TO INSURE PROPER CONSTRUCTION. SPECIFIC SITE CONDITIONS SHOULD BE EXPLORED PRIOR TO CONSTRUCTION. CONTACT BOTH THE DESIGN ENGINEER AND THE PROJECT OWNER FOR ANY AVAILABLE GEOTECHNICAL OR HYDROGEOLOGICAL INFORMATION AVAILABLE BUT NOT CONTAINED WITH IN THE PLAN SET. IF THERE ARE ANY QUESTIONS WITH THE DESIGN PRESENTED IN THIS PLAN SET PLEASE CONTACT THE ENGINEERING STAFF AT NORWAY PLAINS ASSOCIATES, INC. (603)-335-3948.

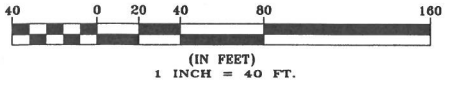


- GENERAL SITE PLAN NOTES
- THIS PARCEL IS LOCATED IN THE GRANITE RIDGE DEVELOPMENT (GRD) ZONE.
 - TOTAL PARCEL AREA: 72,517 SQUARE FEET OR 1.66 ACRES.
 - THE PURPOSE OF THIS PLAN IS TO DEPICT A PROPOSED EV PARKING LOT.
 - ALL EXISTING UTILITIES LOCATIONS ARE APPROXIMATE AS SHOWN. THE CONTRACTOR SHALL VERIFY THEIR EXACT LOCATION PRIOR TO ANY WORK BEING PERFORMED.
 - THESE PLANS SHOW ONLY THOSE FEATURES THAT WERE VISUALLY PER REFERENCE PLAN 1.
 - DIMENSIONAL REGULATIONS PER ZONING ORDINANCE:
 - GRANITE RIDGE DEVELOPMENT (GRD) ZONE:
 - MINIMUM LOT AREA/DWELLING UNIT = NO DIMENSIONAL REQUIREMENT
 - MINIMUM LOT AREA = NO DIMENSIONAL REQUIREMENT
 - MINIMUM LOT FRONTAGE = 50 FEET
 - MINIMUM YARD SETBACKS:
 - FRONT = NO DIMENSIONAL REQUIREMENT
 - SIDE = NO DIMENSIONAL REQUIREMENT
 - REAR = NO DIMENSIONAL REQUIREMENT
 - MAXIMUM LOT COVERAGE = NO DIMENSIONAL REQUIREMENT
 - MAXIMUM BUILDING HEIGHT = NO DIMENSIONAL REQUIREMENT
 - ORIENTATION: HORIZONTAL AND VERTICAL DATUMS - CITY OF ROCHESTER GIS.
 - PARCEL IS NOT LOCATED WITHIN ZONE A (100YR FLOOD) AS SHOWN ON FEDERAL EMERGENCY MANAGEMENT AGENCY MAP, COMMUNITY #33017C0184D DATED MAY 17, 2005.
 - SOIL TYPES ARE PER NATURAL RESOURCES CONSERVATION SERVICE (NRCS) REPORT.
 - H8B - HINCKLEY LOAMY SAND, 3-8 % SLOPES
 - H8E - HINCKLEY LOAMY SAND, 15-60 % SLOPES
 - JURISDICTIONAL WETLANDS WERE DELINEATED BY BH KEITH IN 2004.



TAX MAP 208, LOT 16
OWNER OF RECORD:
ESTATE OF ROBERT ROWE
C/O PAMERLA WATSON
1215 BOND STREET
HERNDON, VA 20170
SCRD BOOK 4959, PAGE 42 &
BOOK 1747 PAGE 132

PROPOSED EV PARKING LOT SKETCH
TAX MAP 208, LOT 16
O FARMINGTON ROAD
ROCHESTER, NH
PREPARED FOR:
KO-GO LLC
DECEMBER 2021



FILE NO. 116
PLAN NO. C-2188
DWG. NO. 21396

31 Mooney Street, Alton, N.H. 603-875-3948

NORWAY PLAINS ASSOCIATES, INC.

2 Continental Blvd., Rochester, N.H. 603-335-3948