



Heather Shank  
City Planner

**CITY OF CONCORD**  
*New Hampshire's Main Street™*  
**Community Development Department**

**Planning Board**

July 21, 2021

**Project Summary – Major Site Plan**

Project: Rail Yard Mixed Use Development (2021-25)  
Property Owner: P&M Realty of Concord, LLC  
Address: Langdon Avenue  
Map/Block/Lot: 7913Z/41, 792Z/70, and 792Z/71

**Determination of Completeness:**

The Planning Board determined the application complete at the June 16, 2021 meeting.

**Project Description:**

The applicant is proposing a phased mixed-use development for property located Langdon Avenue in the Opportunity Corridor Performance (OCP), Urban Transition (UT), Medium Density Residential (RM), and Residential Open Space (RO) Districts. The proposed development includes six, 3-story residential buildings (192 units) with associated club house, and 2 commercial buildings. The Applicant is also requesting a Conditional Use Permit to allow for the construction of less parking spaces for the residential units than is required.

The Applicant has contemporaneously submitted a Major Condominium Subdivision Plan, which includes the creation of 5 condominium land units. This Major Site Plan application addresses the residential and commercial developments proposed on Land Units 2, 3, and 4. Land Unit 1 is currently developed with a climbing gym, which will remain.

**Project Details:**

Zoning: Opportunity Corridor Performance (OCP), Urban Transition (UT), Medium Density Residential (RM), and Residential Open Space (RO)

Existing Use: Vacant

Propose Uses: Land Unit 2: Multi-family Residential  
Land Unit 3: Commercial Mixed-Use  
Land Unit 3A: Parking lot for Land Unit 3 use

Required Parking: Residential: 396 spaces      Commercial: 248 spaces  
Proposed Parking: Residential: 300 spaces\*      Commercial: 251 spaces

*\*Conditional Use Permit requested, see Section 2 below*

## **1. General Comments**

- 1.1 The following comments pertain to the 45-sheet site development plan set titled “The Rail Yard, Langdon Avenue, Concord, New Hampshire” prepared by Nobis Group, dated May 19, 2021, revised July 6, 2021; architectural plans and elevations for residential buildings prepared by Ed Wojcik Architect, Ltd., dated May 19, 2021; and, architectural plans and elevations for commercial buildings prepared by Warrenstreet Architects, dated May 18, 2021, revised June 28, 2021.
- 1.2 The Applicant went before the Architectural Design Review (ADR) Committee at their June 1, 2021, meeting for initial design review. The ADRC provided comments with regards to pedestrian circulation, streetscape, and building materials and design. The Committee also requested that the Applicant consider adding a green space or some other pedestrian/visual connection to the open space west of the residential development. The Applicant returned to the ADR Committee at the July 6, 2021 meeting. The Committee made the following approvals and recommendations:
- Approval for the layout and materials for the residential use, as submitted, with the suggestion to look into an additional entrance onto the courtyard space for each building, and to look at the lighting plan again for conflicts with trees.
  - Approval for the layout and architectural components for the commercial use, as submitted, with the following recommendations to be addressed prior to the issuance of building permits for the commercial building:
    - The applicant shall return to ADR with a revised plan showing the exterior design once tenants are identified;
    - A strong recommendation that to the southern façade be redesigned to add vibrancy to the streetscape and that it be acknowledged as the major entrance with the north entries that lead onto parking being diminished;
    - Architecture, as it is further refined, should relate visually more to the elements of the residential buildings without losing the commercial aesthetic.
- 1.3 The Applicant submitted a waiver request to Section 22.07(3) of the Site Plan Regulations (SPR) to allow the post- development volume of off-site discharge to exceed the pre-development volume of discharge for the 10-year storm. The Applicant stated that previous development of the property has resulted in a layer of urban fill material as well as groundwater contamination in the vicinity of the commercial buildings, which precludes stormwater infiltration as a method of control and treatment. The increased volume of stormwater will be directed to the South End Marsh (0.4 acre-feet) and an existing municipal drainage pipe (0.1 acre-feet) that outlets to the Merrimack River. The Applicant asserts that the additional volume is negligible. Engineering staff reviewed the request and have requested additional information confirming that NH Department of Environmental Services and Alteration of Terrain support the information provided by the Applicant regarding infiltration.
- 1.4 The Applicant provided the following phasing timeline:
- Phases 1 & 2: Multi-family residential (96 units and clubhouse) – 2 years (2023)
  - Phases 3 & 4: Multi-family residential (96 units) – additional 2 years (2025)
  - Phase 5: Commercial development – additional 2 years (2027)

1.5 See comments from the Engineering Division in a separate memo, dated July 12, 2021.

## 2. Conditional Use Permit(s)

2.1 The Applicant is requesting a Conditional Use Permit (CUP) in accordance with Section 28-7-11(b) of the Zoning Ordinance (ZO) to allow for the construction of fewer spaces than is required for the multi-family residential development within Land Unit 2. The Applicant is proposing to construct 288 spaces (1.5 spaces per unit) where 384 (2 per unit) is required per the ZO.

2.2 Please see the attached narrative provided by the applicant describing how the criteria of the applicable sections of the Ordinance are met, including Section 28-9-4(b) (4) (ZO), which states the criteria for the Planning Board decision. Staff supports this request.

## 3. Comprehensive Development Plan (CDP) Amendment

3.1 The Planning Board granted conditional Comprehensive Development Plan approval at their April 21, 2021 meeting, with the condition that the Applicant address comments to the satisfaction of Planning and Engineering Staff. The Applicant submitted a revised CDP as part of the Site Plan Application. This Section addresses comments that remain to be addressed. New comments are added under separate sections of this report.

1. Previous Staff discussions focused on the creation of an urban streetscape with a pedestrian oriented corridor that weaves the residential and commercial uses into a cohesive neighborhood development. Staff recommends that the Applicant reconsider the orientation of the entrances to the commercial buildings. **Repeat comment.** *Staff recognizes that the residential building entrances have been revised. However, while revised floor plans and elevations were revised, the plans indicate a “rear” entrance on the street. Staff and ADRC hold that this should be a main entrance with the parking lot entrance being subsidiary.*
2. Staff recommends that the applicant provide cross-sections and elevations showing the pedestrian corridor between the residential and commercial developments. **Repeat comment.** *Elevations of the commercial buildings were provided; however, the elevations should graphically demonstrate the pedestrian experience of the streetscape, and how it will look and function. Further, staff recommends amenities such as pedestrian scale street lighting, planters with street trees, and/or benches.*

## 4. Site Layout Comments

4.1 Staff recommends that a 5 ft bike lane be added on the northern side of Langdon Avenue. Please see the attached comment letter from Concord Coach Lines, Inc., requesting the waiver of this staff recommendation.

4.2 Provide bike parking facilities at both entrances facing the parking lot for the 36- and 48-unit residential buildings to add more convenience for residents.

4.3 Staff recommends that the applicant look at adding an additional entrance on the courtyard side of the buildings for the 36- and 48-unit residential buildings.

## 5. Landscape Comments

5.1 A large variety of plantings have been selected for the development, including species that require more maintenance. Staff recommends the Applicant simplify the plant list and select species that are native, hardy, and drought resistant. Given that the project is for affordable housing, a more resilient landscape scheme would be more appropriate to cut back on maintenance costs. **Repeat comment.**

5.2 The Applicant has proposed to plant Hemlock trees. The invasive Hemlock wooly adelgid pest

has recently been identified in several locations throughout the City. Replace Hemlocks with a different evergreen species to avoid the potential for die off of these trees.

- 5.3 Revise the Landscape Specifications to conform with the City details. Specifically, wire baskets shall be completely removed, and mulch should be a depth of 3”.
- 5.4 Provide additional street trees along the street between the residential and commercial buildings (see Comment 3.1.2 above).

## 6. Technical Review Comments

- 6.1 Per Section 11.10 and 16.02(11), add phasing limit lines for the commercial development (Phase 5). In addition, please add the phasing timeline to the notes on the Site Plan and the CDP, including years to be complete (Phase 1&2 – 2023, Phase 3&4 – 2025, Phase 5 (commercial) – 2027).
- 6.2 On the CDP and Overall Site Plan, revise the Zoning in the Zoning Analysis Table to be RM (Medium Density Residential), not RH (High Density Residential).
- 6.3 On the Overall Site Plan, the label for parking spaces in Land Unit says Land Unit 3a, please revise.

## 7. Off-site improvements

- 7.1 Please refer to the Engineering staff recommendations for revisions to the off-site improvements on South Main Street.
- 7.2 Staff recommends that the off-site improvements be completed prior to the completion of Phase 2. Per Section 29.2-1-2(d) of the Zoning Code, the applicant may request a credit against all or a portion of transportation facilities impact fee by offering to construct non-site-related improvements. Credits shall be equal to the cost to design and construct the improvements, subject to review by the City Engineer, and approval by the Clerk of the Planning Board.

## 8. Recommendations

- 8.1 **Grant the following waiver** to the Site Plan Regulations utilizing the criteria of RSA 674:44(1) and (2), which state that strict conformity would pose an unnecessary hardship to the applicant and waiver would not be contrary to the spirit and intent of the regulations, and 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:
  - Section 22.07(3) (SPR) to allow the volume of off-site discharge after project development to exceed the volume of discharge before development for the 10-year storm subject to the Applicant providing additional information confirming that NH Department of Environmental Services and Alteration of Terrain support the information provided by the Applicant regarding infiltration.
- 8.2 **Grant the Conditional Use Permit** in accordance with Section 28-7-11(b), Construction of Fewer Parking Spaces, of the Zoning Ordinance to construct fewer parking spaces than are required.
- 8.3 **Grant ADR approval** as follows:
  - Approval for the layout and materials for the residential use, as submitted, with the suggestion to look into an additional entrance onto the courtyard space for each building, and to look at the lighting plan again.

- Approval for the layout and architectural components for the commercial use, as submitted, with the following recommendations to be addressed prior to the issuance of building permits for the commercial building:
  - The applicant shall return to ADR with a revised plan showing the exterior design once tenants are identified;
  - A strong recommendation that to the southern façade be redesigned to add vibrancy to the streetscape and that it be acknowledged as the major entrance with the north entries that lead onto parking being diminished;
  - Architecture, as it is further refined, should relate visually more to the elements of the residential buildings without losing the commercial aesthetic.

8.4 **Grant Major Site Plan approval** for the proposed multi-phase, mixed use development at Langdon Avenue, subject to the following precedent and subsequent conditions noted below:

(a) Precedent Conditions – to be fulfilled within one (1) year and prior to sign off by the Clerk and Chair of the Planning Board and issuance of any building permits, or the commencement of site construction, unless otherwise specified:

- (1) Address all Review comments to the satisfaction of the Planning Division.
- (2) Add a 5 ft bike lane be added on the northern side of Langdon Avenue. Please see the attached comment letter from Concord Coach Lines, Inc., requesting the waiver of this staff recommendation.
- (3) Provide an additional entrance on the courtyard side of the buildings for the 36- and 48-unit residential buildings.
- (4) Address all review comments to the satisfaction of the Engineering Services Division.
- (5) Condition Use Permit(s) granted are to be noted and fully described on the plan including date granted and applicable Section number(s) of the Zoning Ordinance. Should the Board vote to deny the Conditional Use Permit(s), applicant shall comply with said submission requirements.
- (6) Waiver(s) granted are to be noted and fully describe on the plan, including the date granted and applicable Section number(s) of the Site Plan Regulations. Should the Board vote to deny the waiver(s), or the applicant cannot meet conditions of the waiver, the applicant shall comply with said submission requirements.
- (7) Final plans shall be signed and sealed by the NH Registered Land Surveyor, Landscape Architect, and Professional Engineer.
- (8) Submit three (3) copies of final plans for sign off by the Clerk and Chair of the Planning Board.

(b) Subsequent Conditions – to be fulfilled as specified:

- (1) The applicant or designated agent shall contact the Engineering Services Division to schedule a pre-construction meeting prior to the start of any construction activities onsite. See Engineering memo for additional pre-construction items to be addressed.
- (2) Prior to the issuance of the first Building Permit, the applicant will provide to the City Solicitor a financial guarantee for all public improvements on and off site and a guarantee for the site stabilization in an amount approved by the City Engineer, and in a form acceptable to the City Solicitor.

- (3) Prior to the issuance of any building permit in Land Unit 3/Phase 5 (commercial development), the Applicant shall submit an application for an amendment to a previously approved Site Plan, which shall include revised building plans and elevations, and an amended Site Plan, if applicable.
- (4) Prior to the issuance of the Certificate of Occupancy for Phase 2, the off-site improvements shall be completed to the satisfaction of the City Engineer.
- (5) Prior to issuance of a Certificate of Occupancy for each phase, as-built drawings shall be provided to the City Engineer in accordance with Section 12.09 of the Site Plan Regulations. The as-built drawings shall be surveyed on NH State Plane coordinates and NAVD 88 Datum.
- (6) Traffic and recreation impact fees shall be assessed for any residential construction contained within the limits of the approved site plan. The impact fees and procedures shall be those in effect at the time of the issuance of a building permit as set forth in the City of Concord Code of Ordinances, Title IV, Subdivision Code: Chapter 29.2, Public Capital Facilities Impact Fee Ordinance. The specific fees assessed are those contained in Section 29.2.1-1 Assessment and Collection; subsection (b) Computation of the Amount of Impact Fees; Table 2, Recreational Facilities Impact Fee per Variable Unit; and Table 3, Transportation Facilities Impact Fee per Variable Unit.
  - a. Recreational Facilities – Multi-unit/Apartment
  - b. Transportation Facilities - Multi-unit/Apartment

**Any credits against the transportation facilities fee shall be approved by the Clerk of the Board. The applicant will be responsible for any impact fees above the amount of the credit, if approved.**

Prepared by: BAF

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**CITY OF CONCORD**  
*New Hampshire's Main Street™*  
**Community Development Department**

David Cedarholm, PE  
*City Engineer*

**MEMORANDUM**

**TO:** Beth Fenstermacher, Assistant City Planner  
**FROM:** Gary Lemay P.E., Associate Engineer  
**DATE:** July 12, 2021  
**SUBJECT:** Major Site Plan Review, The Rail Yard, Langdon Ave;  
Map 792Z, Lot 71; (2021-024)

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The Engineering Services Division (Engineering) has received the following items for review:

- *Site Plan*, The Rail Yard, prepared by Nobis Group, dated May 19, 2021 (received on May 20, 2021), revised June 30, 2021

As a supplement to any comments offered by the Planning Division, Engineering offers the following design related comments. With subsequent submissions, the applicant should provide a response letter that acknowledges or addresses each of these comments and discusses any additional changes to the plans.

Previous comments are retained to show if the applicant has addressed these comments, City responses and updated comments to the previous letter are provided in **bold**. Addressed comments have also been grayed out.

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**Site Plans**

**Existing Conditions Plan**

1. The City would like to see the 30' wide drainage easement adjusted at the eastern portion of the site to be aligned over the existing 36" RCP drainage pipe. **The applicant has agreed to adjust the 36" RCP drainage pipe easement once the location has been confirmed. Comment is addressed.**

**Notes and Legend**

2. The following notes should be added to the plan set, unless already included:
  - a. All work shall be performed in accordance with the City of Concord's Construction Standards and Details (latest edition), and City standards shall take precedence in case of any details or plans in conflict.

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- b. All utilities shall be installed underground in accordance with Section 25.02(1) of the Site Plan Regulations.
- c. Upon completion of construction the contractor shall submit as-built drawings to the Engineering Services Division prior to issuance of a Certificate of Occupancy.
- d. The contractor shall set up a preconstruction meeting with the Engineering Services Division to discuss construction requirements, site inspections, associated fees, schedules, etc.
- e. The contractor shall obtain a Demolition Permit from the Code Administration Division for the removal of the existing building(s).
- f. The contractor shall obtain an Excavation Permit from the Engineering Services Division for work within the ROW.
- g. The contractor shall obtain Utility Connection Permits from the Engineering Services Division for the proposed water service, sewer service, and storm drain connection(s). Individual permits will be required for each connection.
- h. The contractor shall obtain a Driveway Permit from the Engineering Services Division for the proposed driveway.
- i. A Temporary Traffic Control Plan (TTCP) will be required for all work in and adjacent to the City ROW that will require lane closures. The TTCP should be submitted to the ESD for review and approval a minimum of two weeks prior to the construction activities that require the lane closure(s).

**Comment is addressed.**

### **Comprehensive Development Plan**

- 3. Please label Langdon Avenue on the plan. **Comment is addressed.**

### **Demolition Plan**

- 4. Please ensure the plans reflect and note the proper use of thrust blocks and rodding per City specs on abandoned line stubs. **Comment is addressed.**
- 5. Please revise the plans to also see the removed drain line from CB 1275 blocked off/plugged in the manhole at MH 8941. **Comment is addressed.**

### **Site Plan**

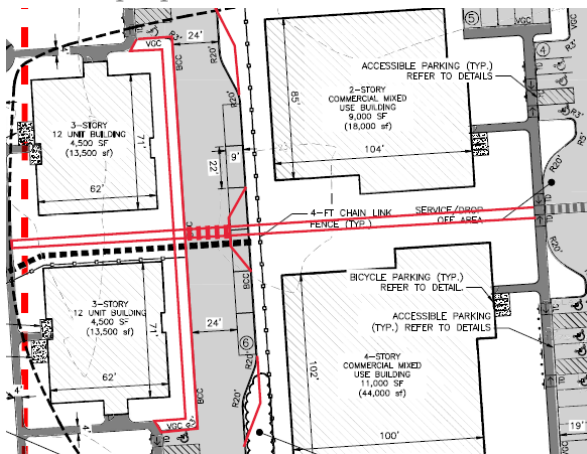
- 6. The temporary turnaround at the termination of the parking area appears to be well over 1,000 feet from Langdon Avenue. Previous discussions with the Developer, Engineering, and Fire had discussed a temporary “T” or “Y” turnaround closer to the area where the dumpsters are located that would allow fire apparatus to safely navigate in and out of the site. **Engineering has discussed this with the Applicant and agrees with the proposed turnaround location.**

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- Please revise the drawings to reflect that all sidewalks are 5 feet wide, exclusive of curbing, per Site Plan regulation 21.05. Some of the proposed sidewalks are currently only 4 feet wide. Where integrated concrete curbing is used, we typically assume a 6" curbing width, meaning the total width should be 5.5 feet. **Comment is addressed; Engineering understands that the proposed internal pedestrian paths will be 4-foot-wide trails and therefore not subject to Site Plan regulation 21.05 in this instance; the path shall still meet ADA standards as applicable.**
- The City would prefer to see a 5-foot-wide striped bike lane on each side of Langdon Avenue instead of a 4-foot-wide bike lane. Lanes should generally be striped as 11- or 12-foot wide.

Please confirm that the existing passage and access easements for Langdon Avenue provide the developer the ability to stripe and maintain markings along the full length of Langdon Avenue. **Comment addressed, but proposed revisions are not to Engineering's satisfaction as the Applicant notes that a bike lane and striping will not be added on the northern side of Langdon Avenue.**

- A previous iteration of the plans showed a sidewalk connection between the residential buildings and the proposed commercial mixed-use buildings; see markup below for a potential layout, as Engineering would prefer to see a pedestrian connection between the two proposed areas. **Comment is addressed.**



- With the exception of access drives, the City does not want new infrastructure built over the easement as it will make long-term maintenance (e.g., spot repairs, excavation, replacement) difficult and more expensive. This site plan includes plans to rebuild new infrastructure (pavement, curbing, landscaping) on the 30-foot-wide drainage easement to the City. Given the unique nature and history of this site, the City is willing to accept the proposed infrastructure encroaching on the drainage easement if the developer will agree to video camera (for condition) and line the portions of pipe crossing the property as part of the project. This will provide assurance to Engineering and General Services that the risk of needing to repair the line in the foreseeable future would be minimal.

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**Comment is not addressed to Engineering's satisfaction, as the Applicant has only agreed to camera, but not line the existing drain main. The Applicant shall line the 36" RCP or exclude development from the easement area to allow City access.**

11. Please elaborate on why the landscape strip is not maintained along the full length of Langdon Avenue. Engineering would prefer to see that strip maintained along the full length of Langdon Avenue unless there is a reason it should be eliminated. Landscape strips can provide snow storage to reduce plow wash covering sidewalks in the winter. **Comment is addressed.**
12. Engineering would like to see the landscaping strip expanded to 6-feet-wide. **Comment is addressed.**
13. Other than the entrance from South Main Street, there is no proposed curbing along Langdon Avenue. The existing slopes appear to pitch runoff from Langdon Avenue across the proposed sidewalk, creating potential winter icing concerns. Please modify the grading or consider adding curbing to protect the proposed sidewalk from Langdon Avenue runoff. **Comment is addressed; Applicant has modified sidewalk contours to shed water toward Langdon Avenue. Applicant shall confirm that back-slope tie-ins to the surrounding ground are appropriate and safe.**
14. There is typically at least 4 feet of separation between crosswalks and stop bars. The stop bar from the site onto Langdon Ave appears to be flush with the crosswalk; please revise accordingly. **Comment addressed.**
15. Please note there is an existing fire hydrant on South Main Street near the proposed new crosswalk and tipdowns; please include this in the plans to ensure there is no conflict. **Hydrant location is not clear in sheet C-3.3; please add it to this sheet.**
16. The City is requesting crosswalk warning signs be placed on the approaches to the new crosswalk on South Main Street; please incorporate these into the plans. There should be signs on both sides of the posts, meaning two posts with four signs total. **Comment addressed; please make the label clear there are signs on both sides of the post.**
17. The crosswalk across South Main Street should be 8 feet wide; please revise accordingly. **Comment is addressed.**
18. **It is not clear where the proposed relocated 5-ft-wide sidewalk on South Main ties into the existing sidewalk. Please show the existing sidewalk location where it ties in.**
19. **Has the Applicant negotiated sidewalk easements for the relocated areas on the western side of South Main Street?**

**20. Please include a crosswalk and tipdowns for the relocated sidewalk crossing Maitland Street.**

**Grading and Drainage Plan**

21. Please ensure there is appropriate access to maintain the outlets of each of the stormwater retention ponds on site. Access seems somewhat difficult given the current gradings around the outlets. **Comment addressed.**
22. City Construction Standards, section 6.03 (F) require rigid foam insulation for storm drain installations with less than 3 feet of cover; please confirm if and where insulation may be needed for the proposed storm drain system, as well as adding a detail for insulating storm drain pipes. **Comment addressed.**
23. The perimeter drainage system around the site is proposed to maintain a 0% slope around the entire site. This does not comply with City of Concord minimum slopes for stormwater drainage systems (0.003 for 12" pipe, down to 0.0012 for 24" pipe). Engineering understands this is an intentional design component for the drainage system, however this brings up several concerns that should be addressed.
- Please include a set of drainage profile plans similar to the sewer and water utilities to better describe the proposed stormwater management system.
  - The City has concerns about the long-term maintenance of a system built to zero slope over such a long pipe length. How will sediment accumulation and other debris be removed from the system? How will the system be built to ensure there are no bellies or sags in the pipe?

**Comment is addressed, but please confirm all maintenance activities as proposed are outlined in the stormwater maintenance and operations plan per Site Plan Regulation 22.05 and 22.18. The stormwater management report's inspection and maintenance procedures section shall note that the drain lines, and not just the manhole structures, will be periodically jetted and vacuumed, since they are being used as storage at times and not just conveyance.**

24. Please add a sheet to the plan set (or modify an existing sheet) showing where test pits were taken on the site for the purpose of groundwater elevation information. Please include details on groundwater elevations around each of the proposed stormwater ponds. **Applicant has added test pit elevations to the plan set, but the seasonal high water table is shown as a depth from ground rather than an elevation; please translate the depths to an elevation to compare with the surrounding contours.**
25. What is the expected groundwater elevation around each of the detention ponds? The proposed elevations are considerably lower than the existing grade. How will water

control be handled if the pond and liner need to be constructed into the groundwater table? **Applicant has indicated that pond will be constructed to AOT standards.**

- a. **It is not clear how detention pond 2 will be excavated and constructed down to elevation 224 feet if the seasonal high water table is at elevation 229 feet without an extensive dewatering effort. Engineering has similar concerns for detention pond 1.**
- b. **If AOT requires the installation of a liner at the base of the pond, the Applicant shall provide updated plans to Engineering showing how the liner will not become buoyant due to uplift pressure from the groundwater table.**

### **Sewer Utility Plan**

26. How will sewer slopes from the building (on the order of 7-9%) tie into the building sewer (typically at 2%). Will special fittings be used, or will the building sewer be sloped steeper than normal to make a gradual transition to the required slopes? **Comment addressed.**
27. Please confirm there is 6 feet of cover over the sewer line near the clubhouse where there is paved area; if paved and there is less than 6 feet of cover insulation will need to be added. **Comment addressed.**

### **Construction Details**

28. Please include a construction detail showing a profile view for each of the detention ponds showing the inlet, outlet, forebay, liners, and elevations for other key elements for each pond. **Comment partially addressed. Please add the inlet elevations to the pond and surrounding seasonal high groundwater table to the profiles.**
29. Please provide a drainage profile showing key elevations for the subsurface stormwater detention galleries and the tie-in to the City stormwater system, including the material/depth underneath the subsurface infiltration system and the stormwater treatment BMP (“Jellyfish”) where it ties into the City drainage system. **Profiles were added to the plan set.**
  - a. **Please add pipe slopes to the new profiles.**
  - b. **Will the infiltration gallery include a liner below it? It appears the system’s sub-base may be close to the surrounding groundwater table.**

### **Stormwater Management Plan**

30. Please review the stormwater management plan for the site to ensure compliance with Site Plan Regulation 22.07(3). There appear to be two locations (POI 1, PO4) where the 25-year post-development flows are slightly higher than the pre-development flows. **Comment is addressed.**

31. The 2- and 10-year volumes are greater for post-development conditions than pre-development at POI 1 and POI 4. Per Site Plan Regulation 22.07(3), off-site flow volumes should not exceed pre-development volumes for the 2-year or 10-year storm.
- Engineering encourages the applicant to explore alternative infiltration options for roof runoff, and would support a waiver for minimum groundwater separation (Site Plan Regulation 22.07(2)) for roof-related infiltration.
  - Comment is addressed. Applicant has noted that past site activities and existing groundwater contamination will prevent the use of extensive stormwater infiltration on the site, and is seeking a waiver from Site Plan Regulation 22.07 (3). Please provide Engineering copies of any correspondence with DES supporting this reasoning for our files.**
  - Engineering also understood that AOT will not allow infiltration due to lack of groundwater separation on the site, including roof runoff. Is this accurate? If so, please provide correspondence between the Applicant and DES confirming AOT's stance on this item.**
  - Engineering will determine whether to support the waiver request for 22.07 (3) after receipt of the requested information above.**
32. Engineering would like additional information on the design and performance of the proposed "Jellyfish" stormwater treatment units, particularly as they outlet into the City's drainage system. **Comment is addressed.**
- Will these units capture and treat the WQV (first 1" of rainfall)?
  - How will system performance be maintained over time, and what are the impacts to (and safeguards for) the City's stormwater system if maintenance of these units is deferred by the property owner?
  - Are these systems compliant with the NH DES Stormwater Manual requirements?
33. Please provide an electronic version of the HydroCAD files for Engineering to review as part of subsequent submissions. Engineering reviews the files to understand and check modeling assumptions, infiltration rates, etc. **Comment is addressed.**
34. The Stormwater Management Plan should include a maintenance and operations plan, per Section 22.05 of the Site Plan Regulations. Please revise the stormwater management plan to meet this requirement. **Comment is addressed.**

### **General Comments**

35. The print copies provided appear to have several text blocks that were printed as solid black rectangles on many sheets. This did not appear to be an issue in the electronic copies. Please make sure any future print copies do not have this issue. **Comment is addressed.**

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36. Construction phasing shall consider and minimize impacts to neighboring properties on Langdon Avenue. The final approved plan sets should provide additional detail on how operations to the other properties that access through Langdon Avenue will maintain temporary access and minimize disruptions to their operations. **Comment is addressed; applicant has indicated they will coordinate with adjacent property owners during construction. The Applicant shall invite adjacent Langdon Avenue users to the preconstruction meeting when it is held to improve coordination.**
37. Please include turning movement templates showing that a fire truck can navigate around the full site without encroaching on any parking spaces or running over curbing. **Turning motion templates have been provided. It appears the firetruck may run over curbing at the southeast corner of the site and possibly at the commercial entrance to Langdon Avenue. Please address and resubmit.**
38. Engineering does not agree with the concept of using the shoulder of South Main Street in lieu of a dedicated turn lane, as this may present a hazard to bike traffic relying on the shoulder to protect them from passing cars. We would like to have a further discussion with the Applicant about turn lane options, as well if this may create a need for additional pedestrian crossing safety measures as the turn lane would increase the size of the crossing over South Main Street. **Comment is addressed.**
39. The proposed buildings will have the following addresses. Please add these to the plan view within or adjacent to each building:
- a. The 2-story commercial mixed used building having 9,000 SF (18,000 sf) will have the address of 14 Langdon Avenue.
  - b. The 4-story commercial mixed used building having 11,000 SF (44,000 sf) will have the address of 16 Langdon Avenue.
  - c. The westerly 3-story 12 unit building 4,500 SF (13,500 sf) will have the address of 18 Langdon Avenue.
  - d. The easterly 3-story 12 unit building 4,500 SF (13,500 sf) will have the address of 20 Langdon Avenue.
  - e. The westerly 3-story 36 unit building 12,300 SF (36,900 sf total) will have the address of 22 Langdon Avenue.
  - f. The easterly 3-story 36 unit building 12,300 SF (36,900 sf total) will have the address of 24 Langdon Avenue.
  - g. The westerly 3-story 48 unit building 16,700 SF (50,100 sf total) will have the address of 26 Langdon Avenue.

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- h. The easterly 3-story 48 unit building 16,700 SF (50,100 sf total) will have the address of 28 Langdon Avenue.
  - i. The clubhouse 2,500 SF will have the address of 30 Langdon Avenue.
  - j. **Comment is addressed.**
40. The plans prepared by Ed Wojcik should be revised to reflect different unit / apartment numbers:
- a. Sheet A-1: Please revise the 48-unit bldg. floor plans so that units 1 through 16 are 101 through 116 on the first floor; units 17 through 32 are 201 through 216 on the second floor; and 33 through 48 are 301 through 316 on the third floor.
  - b. Sheet A-3: Please revise the 36-unit bldg. floor plans so that units 1 through 12 are 101 through 112 on the first floor; units 13 through 24 are 201 through 212 on the second floor; and 25 through 36 are 301 through 312 on the third floor.
  - c. Sheet A-5: Please revise the 12-unit bldg. floor plans so that units 1 through 4 are 101 through 104 on the first floor; units 5 through 8 are 201 through 204 on the second floor; and 9 through 12 are 301 through 304 on the third floor.
  - d. **Comment is addressed.**
41. The official E-911 address location (and mailing address if the tenants do not utilize a Post Office Box) will be a Langdon Avenue number as assigned above with a specific Unit Number, for example 22 Langdon Avenue, Unit 101; 22 Langdon Avenue, Unit 307; 28 Langdon Avenue, Unit 207, etc. **Comment is addressed.**
42. The plans prepared by Warren Street Architects may need to be revised to reflect different units in the 2-story and the 4-story commercial mixed buildings given the addresses of 14 Langdon Avenue and 16 Langdon Avenue, respectfully.
- a. As of now, Sheet A111 and Sheet A112 show the first floor through the fourth floor, but they do not show individual offices or units on each floor.
  - b. The individual offices or units should be labeled in a similar fashion as the residential buildings: 101 through 104, or however many units on the first floor; 201 through 204, or however many units on the second floor; 301 through 304, etc., on the third floor; and 401 through 404, etc., on the fourth floor.
  - c. **Comment is addressed.**
43. Prior to final Engineering approval of the design plans, a fire protection engineer shall provide, on their letterhead, a document certifying that the new proposed water service line is adequately sized and designed for the proposed site conditions, including addressing whether domestic water is also tapped off of the same line. **Applicant agrees to provide a fire protection engineer's letter approving the proposed water layout from a fire protection standpoint prior to final plan approval.**

### **State/Federal Permits**

The project will require the following state and/or federal permit(s) associated with the site design:

- EPA Construction General Permit – Notice of Intent
- NHDES Alteration of Terrain Permit
- NHDES Sewer Connection Permit

A copy of the permit(s) shall be submitted to the City once they are issued.

### **Post-Approval/Pre-Construction Items**

The following items will need to occur prior to the start of construction (unless otherwise noted).

1. Prior to engineering sign-off on the building permit, the applicant/contractor shall:
  - a. Set up a pre-construction meeting with the Engineering Services Division to discuss construction requirements, site inspections, associated fees, schedules, etc. Any Engineering permits will not be authorized (unless explicitly stated otherwise) until final revised plans have been submitted and approved to the satisfaction of Planning and Engineering.
  - b. The applicant shall coordinate with the abutting neighbors on Langdon Avenue prior to the preconstruction meeting, and will invite them to attend the preconstruction meeting.
2. A Demolition Permit will be required from the Code Administration Division for removal of the existing building(s).
3. The following permit(s) will need to be obtained from the Engineering Services Division:
  - a. Driveway Permit
  - b. Encumbrance Permit (for work that will encumber the ROW, public sidewalks, and/or metered parking spaces)
  - c. Excavation Permit (for work within the ROW or on City easements)
  - d. Utility Connection Permits (sewer and water services; storm drain connections)
4. The contractor shall submit a Temporary Traffic Control Plan (TTCP) for all work in and adjacent to the City ROW that will require lane closures or occur adjacent to the edge of road. (submit to Engineering for review and approval a minimum of two weeks prior to the pre-construction meeting)
5. Establish a performance surety (letter of credit, or cash deposit) for site stabilization. The surety amount for this project has been set at \$135,000 based on a 13.25 ac disturbance area. The surety shall be established prior to scheduling the pre-construction meeting.

6. Establish a performance surety (bond, letter of credit, or cash deposit) for work within the right-of-way and proposed public improvements. An engineer's cost estimate, based on the current NHDOT weighted average unit prices, should be submitted a min. of two weeks prior to scheduling the pre-construction meeting. The surety shall be established at least one week prior to the pre-construction meeting.
  - a. Engineering can provide a template spreadsheet for calculating this surety upon request.
7. Advanced deposit for site construction inspection fees (initial deposit amount determined by Engineering based on the project schedule and estimated services, final inspection fee to be adjusted based on actual services rendered). A project schedule and itemized cost estimate should be submitted a minimum of two weeks prior to scheduling the pre-construction meeting for use in establishing the deposit amount. The deposit shall be submitted at least a week prior to the pre-construction meeting.
  - a. Please contact Engineering for a spreadsheet to estimate the initial fee deposit (this is only an estimate as the fee will be based on actual time spent by Engineering inspectors for this project).
8. Water and Sewer Investment Fees will need to be paid (as part of the utility connection permit process).
9. Retaining wall design drawings (stamped by a licensed structural engineer) should be submitted to Engineering for proposed retaining walls that are greater than 4 feet high. In addition, walls greater than 48 inches require a Building Permit from the Code Administration Office.
10. Shop drawings/submittals should be submitted to Engineering for the proposed water, sewer, and drainage improvements, and for the proposed improvements within the ROW.
11. Prior to the construction of any future site improvements the applicant/owner should consult the Planning Division to determine if Site Plan Approval will be required.
12. Prior to issuance of a Certificate of Occupancy (CO), the contractor shall submit as-built drawings that are to the satisfaction of Engineering. A copy of the as-built drawing requirements can be provided upon request.