



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

**Staff Report for Planning Board**

**Meeting on May 20, 2026**

**Project Summary – Comprehensive Development Plan**

Project: Steeplegate & Regal Redevelopments (2026-041)  
Property Owner: Onyx Regal Concord LLC, Onyx Steeplegate Concord LLC, Onyx TD Concord LLC, and MH Concord LLC,  
Applicant: Gallagher, Callahan, & Gartrell PC  
Property Address: 282 Loudon Rd, 270 Loudon Rd, 277 Sheep Davis Rd, and 260 Loudon Rd  
Tax Map Lot: 611Z 39, 611Z 40, 61Z 9, and 611Z 41

**Determination of Completeness:**

Per Section 18.02 *Application of Procedure* of the Subdivision Regulations, an application for a comprehensive development plan (CDP) shall conform to the procedures set forth in Section 8 *Design Review Phase*, except that approval is granted by the Planning Board and the applicant is bound by all statements and submissions made as part of the approval. A complete application will contain the required information listed in Section 18.03 *Submittal Requirements*.

In making a determination of completeness, the Board shall consider the written recommendation of the Planning Division, as well as any written communications from the applicant, abutters, and parties of interest; **however, no hearing shall be opened nor shall testimony be received on a determination of completeness.** If the application is determined complete, the Board shall open the public hearing on the application. An application which is determined to be incomplete may be revised and resubmitted to a subsequent meeting of the Board for another determination of completeness.

Staff notes that a determination of regional impact is not necessary at the CDP stage of a project' review, as the CDP does not permit any actual construction to take place. Determinations of regional impact for this project will take place when the required subdivision and site plan applications are presented to the Planning Board.

**Project Description:**

The applicant is seeking comprehensive development plan approval for a mixed-use development and subdivision at 282 Loudon Rd, 270 Loudon Rd, 277 Sheep Davis Rd, and 260 Loudon Rd in the Gateway Performance (GWP) District. As part of the plan, the existing condominium will be dissolved, the site consolidated and resubdivided accordingly:

Tax Map 611Z Lot 39, is addressed as 282 Loudon Road and contains the former Regal Cinema movie theatre on 9.11 acres. The applicant proposes two new lots: a 0.9-acre lot containing a bank; and, an 8.60 acres lot containing two retail buildings.

Tax Map 611Z Lot 40, is addressed as 270 Loudon Road and contained the former Steeplegate Mall on

50.19 acres. The applicant proposes two new lots: an 18.33-acre lot containing a proposed wholesale retail with accessory uses; and, a 31.20-acre lot containing a mixed use including: the existing trampoline park and a relocated health club in an existing structure; three residential multifamily buildings containing a total of 600 residential units; 2 6,000-square-foot retail buildings; and, 2 7,500 square-foot retail buildings.

Tax Map 61Z Lot 9, is addressed as 277 Sheep Davis Road and contains an existing bank on 0.56 acres. The applicant proposes to maintain the same bank use on a new 0.66-acre lot.

Tax Map 611Z Lot 41, is addressed as 260 Loudon Road and contains the Applebee’s restaurant on 1.05 acres. The applicant proposes to maintain the same restaurant use on a new 1.22-acre lot.

**Compliance:**

The following analysis of compliance with the Zoning Ordinance and Subdivision Regulations is based on a 1-page narrative dated April 2026; a 12-page response letter dated April 14, 2026, prepared by Jones & Beach Engineers, Inc; a 3-page Zoning Board of Decision letter (ZBA 0360-2026) dated March 6, 2026; a 2-page Zoning Board of Decision letter (ZBA 0359-2026) dated March 6, 2026; a 9-page conceptual elevation plan, dated April 10, 2026, prepared by Embarc; a 2-sheet architectural elevation plan dated March 2026, prepared by MG2; and, a 31-sheet civil plan set dated November 20, 2024, with revisions through April 14, 2026, prepared by Jones & Beach Engineers, Inc.

**1. Project Details and Zoning Ordinance Compliance:**

Zoning District: Gateway Performance (GWP) District

Overlay Districts:

Flood Hazard (FH) District None  
 Shoreland Protection (SP) District None  
 Historic (HI) District None  
 Penacook Lake Watershed (WS) District None  
 Aquifer Protection (AP) District None

Zoning Code Item	Required	611Z Lot 39	611Z Lot 39-1	611Z Lot 40	611Z Lot 40-1	611Z Lot 41	61Z Lot 9
Minimum Total Area	None	8.6 acres	0.9 acres	18.33 acres	31.20 acres	1.22 acres	0.66 acres
Minimum Buildable Land	None	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
Minimum Lot Frontage	300 Feet	Not Provided	Not Provided	Not Provided	Not Provided	Not Provided	Not Provided
Minimum Front Yard	25 feet	Not Provided	Not Provided	Not Provided	Not Provided	Not Provided	Not Provided
Minimum Rear Yard	25 feet	Not Provided	Not Provided	Not Provided	Not Provided	Not Provided	Not Provided
Minimum Side Yard	25 feet	Not Provided	Not Provided	Not Provided	Not Provided	Not Provided	Not Provided
Maximum Lot	85%	58.8%	60.8%	86%*	64.7%	66.5%	59.8%

Coverage							
Building Height	45 feet	Not Provided	Not Provided	Not Provided	Not Provided	Not Provided	59ft-8in*

\*See Section 4 of this report for zoning variances granted by the Zoning Board of adjustment.

1.1 Full compliance with the Zoning Ordinance will be determined with the subdivision and site plan applications. On a preliminary basis, the comprehensive development plan appears to comply with the Zoning Ordinance.

**2. Subdivision Regulations General Comments:**

2.1 Per Section 6.03(3) *Comprehensive Development Plan*, the plan submitted in compliance with Section 28-4-1(g)(2) of the Zoning Ordinance shall conform to the application procedures for a subdivision submitted for the design review phase. Comprehensive development plans are not optional, and representations made by the applicant and approvals by the Planning Board are binding under the terms of Section 28-9-4(e) of the Zoning Ordinance.

2.2 Per Section 18.065 *Issuance of a Decision*, all subsequent subdivision and site plan approvals shall be in accordance with the approved comprehensive development plan.

2.3 Per Section 13.01(6) *State and Federal Permits*, a copy of any applications made to the State or Federal agency shall be submitted prior to final approval, including those required for the development of the individual lots.

2.4 The Fire Department reviewed the application and had the following general comments:

- a. Page 30 and 31 – Truck turning radius does not show access to all roads and parking areas.
- b. Hydrants – Hydrants shall meet at a minimum what is outlined in NFPA 1 fire code 2021 edition (soon to be 2024) Chapter 18 Section 18.5.3.

2.5 The Assessing Department reviewed the application and had no comments.

2.6 The Engineering Services Division general comments are noted in the attached 7-page memo to Alec Bass from Mike Bezanson, Paul Gildersleeve and Pete Kohalmi, dated May 14, 2026.

2.7 The submitted plans and materials provide a level of design and detail not contemplated by the requirements for a CDP, and such level of detail may be limiting on subsequent subdivision and site plan applications given the binding nature of a CDP approval and the “sketch plan” requirements that have been exceeded in the current application. Staff comments throughout this memo suggest the applicant may want to scale back portions of the submitted CDP materials as the review process proceeds.

2.8 As the Board may recall, the capacity of the municipal sanitary sewer system is of concern along Loudon Road and throughout the Gateway Performance District in the Heights neighborhood of the City. Capacity is limited due to physical constraints of certain sanitary sewer mains located within the Loudon Road sewershed, the physical capacity of the existing municipal sewer pump station located at the former Steeplegate Mall, as well as a 1988 sewer agreement concerning allocation of capacity within the existing sewer pump station to certain properties located on the Heights. Real estate located at 270 Loudon Road and 277 Sheep Davis Road (the former Steeplegate Mall and TD Bank property) is party to the 1988 sewer agreement and has rights to 52,000 gallons per day of capacity. However, property located at 282 Loudon Road (the former Regal Cinema property) is not, and therefore does not have any special capacity rights regarding the current sewer pump station.

On October 10, 2023, the City Council approved Resolutions #9586 and #9587 which appropriated the sum of \$1,900,000 to design sewer improvements associated with Capital Improvement Projects #91 (sewer mains) and #275 (sewer pump stations) to increase capacity of the municipal sanitary sewer system in this area of the City. As part of the City's FY2025 Budget, the City Council appropriated the additional sum of \$23,150,000 for Capital Improvement Projects #91 (sewer mains) and #275 (sewer pump stations), combined, to replace the existing municipal sewer pump station located at the former Steeplegate Mall, as well as to replace sewer mains located within Loudon Road, Branch Turnpike, and Pembroke Road to address capacity issues. These proposed sewer improvements currently underway and tentatively scheduled for completion in the next 18 to 24 months.

A preliminary estimate prepared by Wright Pierce Engineering (the City's water and sewer consultant) prepared in January 2024 projects that the applicant's proposed development (as was proposed for 270 Loudon Road and 282 Loudon Road, combined under the previously contemplated project design) may require approximately 144,940 gallons per day of capacity at full buildout. This analysis will need to be updated for the currently proposed mix of uses as the project progresses through the various review processes. The existing sewer pump station does not have sufficient capacity to serve this type of demand. However, the new pump station presently being planned by the City will have capacity to serve this proposed development, as well as future development in this area of the community. Once the new pump station is completed, sewer capacity reservations allocated to the Steeplegate Mall in the 1988 sewer agreement will become null and void.

Due to limited capacity of the system, the applicant may need to phase its proposed development project based upon its capacity rights associated with the existing pump station per the 1988 sewer agreement, as well as future sewer capacity to support its proposed development which will be created by the City's forthcoming new sewer pump station and related sewer main improvements. The phasing issue must be considered with this comprehensive development plan, and the forthcoming subdivision, and site plan applications to ensure that there is sewer capacity for each phase and at full buildout.

**3. Subdivision Regulations Determination of Completeness:**

The following items from Sections 12, 13.01, and 18.03 of the Subdivision Regulations appear to be missing, missing some details/components, or not fully compliant with regulatory requirements. **These items are required for the application to be deemed complete (unless a waiver from the requirements is otherwise approved)**

- 3.1 The name and address of three of the four parcel owners have been added to the title block. However, Per Section 12.02(1) *Title Block* (b), the name and address of the owner of Tax Map 611Z Lot 41, addressed as 260 Loudon Road needs to be added to the title block.
- 3.2 Per Section 12.04 *Location Plan*, the scale of the location plan on the cover sheet shall be revised to a minimum scale of 1" = 400', unless a waiver is otherwise necessary and requested in order to provide the required information of a scope area of this size at the scale of 1" = 500'.
- 3.3 Per Section 12.08(7) *Buildings and Structures*, unless a waiver is otherwise requested, on the existing condition plans the exterior dimensions of all buildings shall be provided.
- 3.4 Per Section 12.08(23) *Tabulations*, the following tabulations shall be provided on the existing condition plans (Sheet C1.7)

- a. 12.08(23)(b) square footage of each existing building broken down by floor area and use category;
  - b. 12.08(23)(c) impervious surface coverage in square feet and percent; and,
  - c. 12.08(23)(d) net land area calculations for non-residential development.
- 3.5 Per Section 13.01(8) *Impact Studies* (c), in order for the Planning Board to satisfactorily complete its review of the proposed application, a complete and updated traffic study shall be submitted with the application (the last submitted traffic study for this project does not reflect the currently proposed mix of uses) or address review comments from both the City and NHDOT. The Traffic impact analysis is among the most important components of a CDP, particularly one such as this which contemplates a significant redevelopment of multiple land uses and impacts that are likely requiring off-site improvements.
- 3.6 Per Section 18.03(2) *Project Statement*, the project narrative shall be revised to describe the proposed phasing of the subdivision, including the time frame, percentage of total residential and non-residential uses, and the improvements and facilities included in each stage. For any phasing, Section 18.04 *Phasing* should be considered for plan preparation. If no phasing is proposed, the narrative shall indicate as such.
- 3.7 Section 18.03(3) *Site Analysis* requires a site analysis plan to be prepared as part of the comprehensive development plan. While the applicant has prepared and submitted a near fully engineered subdivision and civil plan for their comprehensive development plan application, it does not meet the intent or requirements of for a comprehensive development plan. The applicant shall revise their application and submit a site analysis plan that provides the information required per Section 18.03(a) through (f).
- 3.8 Section 18.03(4) *Proposed Site Layout* requires a proposed site layout plan to be prepared as part of the comprehensive development plan. While the applicant has prepared and submitted a near fully engineered subdivision and civil plan for their comprehensive development plan application, it does not meet the intent for a comprehensive development plan. The applicant shall revise their application to submit a proposed site layout plan that provides the information required per Section 18.03(4) (a) through (e). Should the applicant use their overall site plan as a base for the development of a proposed site layout plan, staff provides the following comments:
- a. Per Section 18.03(4) *Proposed Site Layout* (a), the approximate length of proposed streets needs to be added;
  - b. Per Section 18.03(4) *Proposed Site Layout* (c), tabulations need to be provided for gross land area, buildable land area, number of lots, range of lot sizes, required open space, number of dwelling units, residential density, and approximate square footage of non-residential uses.
  - c. Per Section 18.03(4) *Proposed Site Layout* (d), the approximate location and area of all parcels of open space land proposed to be set aside for park or playground use or other public use or for the use of property owners in the proposed subdivision.
  - d. Per Section 18.03(4) *Proposed Site Layout* (e) any proposed impacts to wetlands and buffers to wetlands.
- 3.9 Section 18.03(7) *Site Utility Layout* requires a site utility layout plan to be prepared as part of the comprehensive development plan. While the applicant has prepared and submitted a near fully engineered subdivision and civil plan for their comprehensive development plan application, it does not meet the intent for a comprehensive development plan. The applicant shall revise their application to submit a site utility layout plan that provides the information required per Section

18.03(7)(a) through (e). The applicant has provided both an overall grading and overall utility plan sheet, should the applicant use those overall plan sheets as a base for the development of site utility layout sheets, staff provides the following comments:

- a. Several property labels are in front of proposed utilities and should be relocated to not obscure the information intended to be shown on the utility layout sheet.
- b. Per Section 18.03(7) *Site Utility Layout* (a), the location of existing sanitary sewer and water mains are partially shown on the overall utility sheet but appear to be removed if not part of the overall proposed utility layout. The location of the existing sanitary and water mains and services should still be shown on the prepared site utility layout sheet for utilities.
- c. Per Section 18.03(7) *Site Utility Layout* (b), the existing utility (municipal and non-municipal) utility easements and rights-of-way shall be shown on the prepared site utility layout sheet for both utilities and drainage.
- d. Per Section 18.03(7) *Site Utility Layout* (c), the existing stormwater facilities shall be shown on the prepared site utility layout sheet for drainage. It appears as though any existing facilities not intended to be reused have been removed from the overall grading sheet and shall still be shown on the prepared site utility layout sheet for drainage.
- e. Per Section 18.03(7) *Site Utility Layout* (c), there does not appear to be any existing or proposed approximate drainage facilities for the proposed wholesale retail lot (611Z 40), or around two of the proposed retail buildings (611Z 40-1). Please approximately show these facilities, or clarify if no facilities are expected to be necessary to facilitate proper drainage in these areas on the prepared site utility layout sheet for drainage.
- f. Per Section 18.03(7) *Site Utility Layout* (d), there does not appear to be any existing or preliminary proposals for providing water and sanitary sewer for the proposed wholesale retail lot (611Z 40), or around two of the proposed retail buildings (611Z 40-1). Please show the preliminary proposal for how these structures will be serviced with municipal water and sanitary sewer on the site utility layout sheet for utilities.
- g. Per Section 18.03(7) *Site Utility Layout* (e), there does not appear to be consistent labeling and line types for the existing and proposed non-municipal gas service on the overall site utility sheet. Please continue to show the existing gas utility in the grey line type and update the line type for all new gas mains and services to be installed with the appropriate line type on the site utility layout sheet for utilities.
- h. Per Section 18.03(7) *Site Utility Layout* (e), there does not appear to be any existing or approximate layout for non-municipal utilities serving the proposed wholesale retail lot (611Z 40), or around two of the proposed retail buildings (611Z 40-1). Please show the approximate proposal for how these structures will be serviced with non-municipal utilities on the site utility layout sheet for utilities.

### **Subdivision Regulation Compliance:**

The submittal was found to be compliant with all other sections of the Subdivision Regulations, except as listed below, noting that the items below appear to be missing, missing some details/components, or not fully compliant with regulatory requirements, but are not required to deem the application complete.

- 3.10 Per Section 18.04 *Phasing*, the applicant has not provided any of the required information outlining the proposed timing/phasing of the various components of the project. The applicant shall provide additional information (both narratively and graphically) to indicate how the project buildout is proposed to be phased.

- 3.11 Per Section 18.05 *Standards for Review (1) Zoning*, the application shall conform to the provisions of the Zoning Ordinance. This review is for the approximate layout of the CDP submitted. Subsequent subdivision and site plan applications are still subject to, and will receive a comprehensive zoning analysis:
- a. Per Section 28-7-13(a) *Table of Off-Street Loading Requirements*, neither the submitted overall site plan or parking plan provides tabulations for the number of required loading spaces and shall be added. The proposed site layout plan shall demonstrate the approximate location for the loading spaces. Further compliance with other Sections of 28-7-13 *Off-Street Loading Requirements* will be reviewed as part of any subsequent site plan application for each lot.
- 3.12 Per Section 18.05 *Standards for Review (3) Facilities*, the Board shall determine that adequate provisions have been made for common facilities. Specifically:
- a. Per Section 18.05 *Standards for Review (3)(a) Access and circulation*, staff recommends the Board consider the reconfiguration and reduction of the 5 driveways currently proposed on Tax Map 611Z Lot 40-1, south of the proposed wholesale retail. Specifically, the two outermost driveways are extremely close to street intersections contained within the site. There are also the two inside driveways spaced about 40-feet apart, and staff recommends the Board and the Applicant consider if that drive could not be consolidated into a single driveway to reduce driveways entering the street.
  - b. Per Section 18.05 *Standards for Review (3)(a) Access and circulation*, staff recommends the Board consider the location and layout of the proposed loading docks and excessively wide pavement area to facilitate the loading areas so close to the street intersections. Staff recommends the Board consider reconfiguration or alternative surfacing to delineate the use of this space.
- 3.13 Per Section 18.05 *Standards for Review (4) Easements and Covenants*, the Board shall determine if adequate legal documents in the form of easements and/or condominium documents have been provided, which ensure in perpetuity that common facilities, access, utilities, drainage, parking, and loading spaces are available to support the proposed uses. Whereas the applicant is proposing to dissolve the current condominium and create separate lots of record, any such provisions will be required to be provided through easement, or other legal provision. Specifically, the applicant shall provide, or plan to provide any easements and an easement plan as required, including, but not limited to:
- a. Access easements will be required for all lots relying on access to or from streets and driveways location on separate properties.
  - b. Public utility easements will need to be provided for the relocated sanitary and storm sewers. Additional slope or utility easements may be necessary for city's sanitary sewer pump station.
  - c. Private utility easements will need to be provided for the different parcels which have non-municipal utility cross over, or separate parcels which both utilize common private water and sanitary sewer.
  - d. Grading and Drainage easements may be necessary for proposed properties which utilize common stormwater facilities to manage stormwater.
  - e. Parking easements may be necessary for certain parcels within the CDP. For example, it appears in order to satisfy the parking requirements for Tax Map 611Z Lot 39, additional parking has been provided on Tax Map 611Z Lot 39-1. Per Section 28-7-12(b) *Standards for*

- Performance Districts Other Than the CBP District* (1), once a CDP has been approved, the required parking spaces may be located on a separate parcel from the principal use in accordance with the CDP, provided that the parking spaces are permanently dedicated to the principal use by easement, or other similar recordable binding legal agreement.
- 3.14 The Engineering Services Division general comments are noted in the attached 7-page memo to Alec Bass from Paul Gildersleeve and Pete Kohalmi, dated May 14, 2026.
- 4. Variances:**
- 4.1 At the meeting held on March 4, 2026, the Zoning Board of Adjustment granted the applicant's requested variances as follows:
- Section 28-4-1 Dimensional Standards, to allow a new lot of record to be created with 99 feet of frontage on a public street where 300 feet is required.
- 4.2 At the meeting held on March 4, 2026, the Zoning Board of Adjustment granted the applicant's requested variance extensions as follows:
- *Article 28-4-1(h), Table of Dimensional Regulations, Maximum Height, to allow a maximum height of 59-feet 8-inches where 45' is allowed;*
  - *Article 28-2-4(j), Table of Principal and Accessory Uses, to allow a Tire Center (J-8) where prohibited in a GWP;*
  - *Article 28-4-1(c), Table of Dimensional Regulations, Minimum Lot Frontage, to allow frontage to be calculated based on the combination of frontages on a corner lot rather than the calculation along "one" street as required;*
  - *Article 28-4-1(h), Table of Dimensional Regulations, Maximum Lot Coverage, to allow 91% coverage where 85% is allowed;*
  - *Article 28-7-7(f), Driveway Widths, to allow a 30' driveway width where 28-feet is the maximum; Article 28-7-7(j), Illumination of Parking Areas, to allow light posts at 36-feet and 6-inches in height where 25-feet is the maximum;*
  - *Article 28-7-13(c), Design Standards for Loading Spaces, to allow 12-feet wide loading spaces where 14-feet is the minimum; and*
  - *Article 28-7-14(e), Screening of Refuse Containers, to not screen trash compactors where screening around three sides is required.*
- 4.3 At the meeting held on March 4, 2026, the Zoning Board of Adjustment granted the applicant's requested variance extensions as follows:
- *Article 28-7-2(e), Table of Off-Street Parking Requirements, to allow fewer spaces than required (a) Lot 40 and 40-1 (Costco/JC Penney) 943 spaces where 1131 are required;*
  - *(b) Lot 40-2 (Mixed-use residential/fitness/recreational/retail) 1019 spaces where 2,055 are required;*
  - *and (c) Lot 41 (Applebee's Restaurant) 56 spaces where 68 are required.*
- 5. Waivers:**
- 5.1 No waivers are requested. However, please clarify the note intent of the waiver note on Sheet G1 *General Notes* stating "add waiver for Section 3.2.C of the Concord Construction Standards and Details. If this waiver is for constructability of any parcel, please remove the note from the CDP application and submit the appropriate waiver request at the time of site plan application.
- 6. Conditional Use Permits:**
- 6.1 Any required conditional use permit applications shall be submitted with the subdivision or site plan applications.

**7. Architectural Design Review**

7.1 No appearances before the Architectural Design Review Committee are necessary for a comprehensive development plan application.

**8. Conservation Commission:**

8.1 No appearances before the Conservation Commission are necessary for a comprehensive development plan application.

**9. Recommendations:**

9.1 The Planning Division reviewed the application for completeness based on the criteria of the Subdivision Regulations and concludes that while not all criteria for completeness have been fully met for the Board to have a complete review of the proposed CDP (including a revised and complete traffic study), finding the application complete is appropriate because the applicant has previously gone through an extensive design review process and continued collaboration with city staff determining the application complete and proceeding with a public hearing to facilitate progress on the project as a key revitalization effort will not be detrimental to the overall development permitting process.

9.2 For these reasons, the Planning Division recommends that the Board move to:

- a. Determine the application complete; and,
- b. Open the public hearing.

9.3 Staff recommends that the Board provide the applicant with preliminary feedback relative to the CDP and ***continue the public hearing to a date certain of July 15, 2026*** in order for the applicant to provide revised and updated materials, particularly and updated traffic impact analysis, which is a key component of the CDP process.



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

Michael S. Bezanson, PE  
*City Engineer*

**MEMORANDUM**

**TO:** Alec Bass, Assistant City Planner

**FROM:** Mike Bezanson, PE, City Engineer and Paul Gildersleeve, PE, Project Manager and Pete Kohalmi, PE, Associate Engineer

**DATE:** May 14, 2026

**SUBJECT:** Steeplegate & Regal Re-Developments -- Comprehensive Development Plans/Major Subdivision and Site Plans- Engineering Review  
270 Loudon Road; Map 611Z, Lots 39, 40-2, 40-3, and 41; Project 2026-041

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

- Subdivision and Site Plans by Jones and Beach Inc., dated April 14, 2026
- Project Description, dated April 2026
- Response Letter (for Nov 2024 submission), prepared by Jones & Beach Inc, dated April 14, 2026

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

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**1. General Information**

- a. A stormwater management report will be expected in future subdivision and site plan submittals.
- b. A revised traffic study has yet to be provided but will be integral to the review of this project. The traffic study and related improvements needs to be reviewed and approved by both the City and NHDOT.
- c. The relocation of City owned utilities and easements should be clearly delineated and described. Existing City easements to be extinguished will need approval by the Concord City Council.

- d. Show the location of the proposed sanitary sewer pump station and force main, the easements for them, and the sewer agreement.
- e. Consideration should be given to providing a bus stop on Sheep Davis Road for Concord Area Transit.

## **2. Sheet C1: Overall Existing Conditions Plan**

- a. Provide in future submittals the ALTA/NSPS Land Title Survey information referenced in Notes (2) in these plans.

## **3. Sheet S1.1: Subdivision Plan- West**

- a. The right-of-way line along D'Amante Drive from Loudon Road southerly, does not appear accurate. Several bounds have been found, however, it appears that they are not being held for the right-of-way line location. This may impact the configuration of the proposed sidewalk easement.
- b. Sidewalk easement deeds will need to be submitted for City review.
- c. Within the plan view for Tax Map 611Z Lot 41, the mailing address for MH Concord, LLC, is incorrect based on the City assessor's information. Also, please include the location address of 260 Loudon Road for that property.

## **4. Sheet S1.2: Subdivision Plan – East**

- a. Within the ownership information for Tax Map 61Z Lot 9, please include the location address of 277 Sheep Davis Road.

## **5. Sheet C2: Overall Site Plan**

- a. There is a long stretch of straight roadway on proposed Road #1. Despite the proposed 3-way stop sign, there is a potential for high speeds on this straight stretch as the road will likely be used as a cut-through between Loudon and Sheep Davis Roads. To address potential safety issues, a roundabout must be considered at the intersection of Roads #1 and #2.
- b. A driveway is proposed on D'Amante Drive at the Target/Best Buy Driveway intersection. The additional conflict points introduced with this driveway, combined with the expected increase in volume on D'Amante Drive, creates safety issues. To address potential safety issues, a roundabout must be considered at the intersection of D'Amante Drive/Target & Best Buy Driveway/Proposed Southeast Site Driveway.

- c. D'Amante Drive is expected to have increased traffic volume. For improved safety, consideration must be given to widening the roadway to accommodate bicycle lanes or install a separated facility.
- d. Portions of the sidewalk proposed on D'Amante Drive are located immediately adjacent to the roadway. For improved safety, consideration must be given to separating sidewalks from the edge of road with a grass strip.
- e. The drive-thru entrance for the restaurant on the west side of lot 40-1 appears very long and its entrance is possibly too close to the signalized complex entrance on D'Amante Drive.
- f. All existing street names should be clearly labeled.
- g. Proposed private Road #1 and Road #2 will need street names. Please submit several street names for City review.
- h. Prior to demolition of the mall, new address numbers will need to be assigned to the existing trampoline park and the relocated health club; they will not continue to use the address of 270 Loudon Road. We would envision that addresses off of D'Amante Drive will be assigned. This needs to be discussed with Onyx.
- i. In relation to the entire site, Tax Map 611Z Lot 39 and Tax Map 611Z Lot 40, and the parcels that are to be subdivided, Onyx should reach out to the City Surveyor to discuss the potential addressing.
- j. The 4 proposed retail buildings along D'Amante Drive should have D'Amante Drive addresses.
- k. The proposed wholesale retail should have an address off of Loudon Road or Road #1.
- l. Residential complex "R1" should have an address off of either Road #1 or Road #2, depending on the location of the main entrance.
- m. Residential complex "R2", with commercial areas, should have addresses off of Road #2. Multiple addresses may be necessary to distinguish between the commercial units and the residential apartments. Architectural floor plans will need to be reviewed.
- n. The proposed bank on Lot 39-1 will have an address off of Loudon Road.
- o. The proposed retail units on Lot 39 will have addresses off of Loudon Road.
- p. Within the ownership information for Tax Map 61Z Lot 9, please include the location address of 277 Sheep Davis Road.

- q. Within the ownership information for Tax Map 611Z Lot 41, the mailing address for MH Concord, LLC, is incorrect based on the City assessor's information. Also, please include the location address of 260 Loudon Road for that property.

#### **6. Sheet C2.1: Site Plan- West**

- a. The Proposed 5' Sidewalk callout near the intersection of Loudon Road and Road #1 is called out as a 6' Sidewalk on Sheet P1. Please revise these to match.
- b. The proposed retaining wall behind proposed retail #1 crosses property lines. This is not acceptable to the City as future maintenance would become problematic.

#### **7. Sheet C2-PC: Pedestrian and Cyclist Routes**

- a. Some sidewalk connections appear to be missing on site including a cross walk across Road #1 on its east end, across the center of road #2 and from the wholesale retail store to the main entrance off D'Amante Drive.
- b. Please clarify the intent of the cross-hatched area on the west side of Sheep Davis Road next to residential complex R3.

#### **8. Sheet C3: Overall Grading & Drainage Plan**

- a. Label existing and proposed contours, pursuant to CSR 16.04(1)(a).

#### **9. Sheet C4: Overall Utility Plan**

- a. Ensure the site has minimum water pressures as required under the various conditions of CSR 24.03. A 5/21/2025 Hydraulic Modeling Evaluation memo by Wright-Pierce makes certain statements regarding water pressure and available fire flow based upon a proposed water main network that includes connections at Loudon Road, Sheep Davis Road, and D'Amante Drive. Sheet C4.1 calls out a "proposed water booster pump house" near Loudon Road, yet this structure does not appear to be connected to the proposed water main network. If a single water booster station is proposed, rather than individual booster pumps within only the buildings that may require them, the water main network connection will likely need to be limited and the proposed

water system will need to be re-evaluated by the City's water system consultant.

- b. Proposed sewer and water services are not shown for all proposed buildings. Among those services not shown, it is not clear how the existing Applebee's Restaurant building will continue to be provided water service with this redevelopment plan. Future subdivision and site plans will need to show all proposed utility connections.
- c. Based upon proposed water demands and estimated sewer flows some water and sewer mains may not have adequate capacity. Confirm sizing of mains is adequate. Off-site water mains may need to be evaluated by the City's water system consultant. Capacity of the City sewer system is addressed in a separate comment below.
- d. The capacity of the municipal sanitary sewer system is of concern in this area of the Heights neighborhood. Capacity is limited due to physical constraints of certain sanitary sewer mains located within the Loudon Road sewershed, the physical capacity of the existing municipal sewer pump station located at the former Steeplegate Mall, as well as a 1988 sewer agreement concerning allocation of capacity within the existing sewer pump station to certain properties located on the Heights. Real estate located at 260 Loudon Road, 270 Loudon Road, and 277 Sheep Davis Road (Applebee's Restaurant, the former Steeplegate Mall, and TD Bank properties, respectively) is party to the 1988 sewer agreement and has rights to 52,000 gallons per day of sewer capacity; however, property located at 282 Loudon Road (the former Regal Cinema property) is not, and therefore does not have any special capacity rights regarding the current sewer pump station.

On October 10, 2023, the City Council approved Resolutions #9586 and #9587 which appropriated the sum of \$1,900,000 to design sewer improvements associated with Capital Improvement Projects #91 (sewer mains) and #275 (sewer pump stations) to increase capacity of the municipal sanitary sewer system in this area of the City. As part of the City's FY2025 Budget, the City Council appropriated the additional sum of \$23,150,000 for Capital Improvement Projects #91 (sewer mains) and #275 (sewer pump stations), combined, to replace the existing municipal sewer pump station located at the former Steeplegate Mall, as well as to replace sewer mains located within Loudon Road, Branch Turnpike, Pembroke Road, and Grover Street to address capacity issues. These proposed sewer improvements are currently scheduled for completion in late 2026 (sewer pump station) and early 2028 (sewer mains).

In January 2024, Wright-Pierce (the City's water and sewer engineering consultant) prepared a preliminary estimate of the average daily sewer flow that the applicant's proposed development (270 Loudon Road and 282 Loudon Road, combined) may produce, which is approximately 144,900 gallons per

day at full buildout. The existing sewer pump station does not have sufficient capacity to serve this demand. However, the new pump station presently under construction by the City will have capacity to serve this proposed development, as well as future development in this area of the community. Once the new pump station is completed, sewer capacity reservations allocated to the Steeplegate Mall in the 1988 sewer agreement will become null and void.

Due to limited capacity of the system, the applicant may need to phase its proposed development project based upon its capacity rights associated with the existing pump station per the 1988 sewer agreement, as well as future sewer capacity to support its proposed development which will be created by the City's forthcoming new sewer pump station and related sewer main improvements. The phasing issue will be further reviewed when the applicant submits formal subdivision and site plan applications to ensure that there is adequate sewer capacity for each phase and at full buildout.

- e. Currently there is an existing water service to a hydrant near the sewer pump station; the plans do not show a proposed water service extending toward the sewer pump station. The new sewer pump station requires a water service for a yard hydrant that will be installed as part of the City's construction project. Please coordinate provisions for a water service to this area. As stated in the Design Review Phase comments, the applicant's utility plan will need to be designed to accommodate and facilitate the City's aforementioned proposed sanitary sewer pump station and related sewer main improvements.
- f. The plans do not show a proposed force main location extending from the sewer pump station. The City will install a new force main as part of the City's pump station and sewer main construction projects. As construction is currently underway, a location for the new force main that is agreed upon by both the applicant and the City is needed imminently for the City to include such a location in their construction contracts. Without an agreed upon location, the force main will be installed within the City's public sewer easement as currently designed by the City; and, future relocation of the force main to accommodate a proposed redevelopment project would be entirely at the expense of the applicant. If a new agreed upon location is available for the City to incorporate into their construction projects, certain rights to access, construct, and maintain a force main in that location will be required from the property owner.
- g. Public gravity sewer mains between Loudon Road and the sewer pump station are proposed to be relocated by the developer to a location outside of the existing public sewer easement. New easements will be required for any

public utilities, including gravity sewer mains and sewer force mains, centered on the location of the new infrastructure.

- h. Hydrant locations need to be reviewed and approved by the City's Fire Marshal.
- i. Plans do not show how existing water, sanitary sewer, and storm drain infrastructure, that is not proposed to be reused, will be formally abandoned. Future subdivision and site plans will need to show proper abandonment per Concord Construction Standards and Details.
- j. The new sewer pump station currently under construction by the City imminently requires a natural gas service. As construction is currently underway, a location for this natural gas service from Loudon Road that is agreed upon by both the applicant and the City is crucial for the City to successfully complete the sewer pump station project.

#### **10. Sheets T1 and T2: Truck Motion Plans**

- a. The fire truck used for the template is shorter than the City's aerial ladder truck (47'). Re-run the movements using the correct template (which can be provided by Engineering). In future submissions please provide these plans at a larger scale so it will be easier to see conflicts. Encroachment of fire apparatus into opposing traffic, pedestrian or parking areas should be avoided as much as possible.