



# GRANITE ENGINEERING, LLC

civil engineering • land planning • municipal services

November 20, 2024

Concord Planning Board  
41 Green Street  
Concord, NH 03301

**RE: Site Plan Application – Chappell Tractor Sales**  
**Tax Map 46Z Lot 38 & 39**  
**391 Loudon Road**  
**Concord, NH**  
GE Project No. 2101061

Dear Chairman Woodfin,

The owner and applicant, Bradcore Holdings, LLC, has requested that the Planning Board consider granting waivers from Sections 16.02, 18.10, 18.17, 22.03 and 22.07 of the City of Concord Site Plan Regulations. Waivers 22.03 and 22.07 are no longer required as part of this project. Further explanation of each waiver requested is below. The applicant further requests waivers from sections 21.02 (3), 21.04, 21.06, 21.12, and Table 21-2 of the City of Concord Subdivision Regulations. Further explanation of the project, off-site improvement, and each section is below.

The owner and applicant, Bradcore Holdings, LLC, respectfully requests that the Planning Board consider granting a waiver from Section 16.02 (20) of the City of Concord Site Plan Regulations. The regulation requires off-site improvements shall be submitted in compliance with the Standards in The City of Concord Subdivision Regulations unless waived by the Planning Board.

The subject site plan proposes several modifications to an existing heavy equipment supply store. The modifications include expanding the area for display and storing heavy machinery, the addition of multiple service bays, and revamping an existing parking lot. The property enjoys frontage on Loudon Road and Break O'Day Drive, which it has used for many years to access the property. The applicant acquired additional land to the north of their main facility, allowing expansion. Access to this property is at the end of Break O'Day. Break O'Day Drive is used as an access point to the property for employees and deliveries. Due to this, very little traffic uses the roadway, and serves as secondary access to the property. Although secondary, it is very important to the functionality of the site. Based on the type of business, large trucks are required to deliver heavy machinery. To access Loudon Road northbound, the Break O'Day intersection is an essential part of the delivery route.

The newly acquired property is currently used by the applicant. Access to it has been from Break O'Day through a varying-width gravel/paved roadway. From the Loudon Road

intersection to station 4+50, the roadway is paved, varies in width from 36' to 20', does not contain curbing, and has open drainage with roadside swales. From station 4+50 to the end of the road, it is gravel or deteriorated pavement approximately 20' wide. There is no curbing, drainage, ditches, and the roadway terminates with a small hammerhead not large enough to turn around a truck. The applicant has helped to maintain the roadway and plow during seasonal events to ensure access for the property and business to function properly. The current standard of the roadway is suitable for the applicant due to the traffic volumes, secondary nature, and type of function it serves.

During the commencement of the project in 2021, the applicant met with the City's development team at their weekly meetings. It was initially discussed by staff to discontinue Break O'Day. It was clear that the City did not maintain the road nor have the desire to maintain it in the future. The roadway essentially acts as a driveway for Chappell Tractor to Loudon Road. Upon further pursuit by the City and applicant, it was determined that discontinuance was not viable due to the ownership of the right of way and existing easements within the right of way.

Throughout a series of meetings between the City, applicant and applicant's agent, it was determined that as long as no expansion of use or traffic on Break O' Day Drive was proposed, no improvements to the roadway would be required. Since no expansion is anticipated for Phase 1 of this project, no improvements would be required to be made to Break O' Day drive. Existing equipment being stored within the right of way was requested to be removed as part of Phase 1 and since has been.

As part of Phase 2 of this project, a 8,250-sf addition to the building is proposed, containing 5 additional bays, as well as additional parking if necessary. This addition is seen as an increase in use and will likely result in an increase in traffic on Break O' Day Drive. For this reason, it was determined that Phase 2 of the project would require off-site improvements to be made to Break O' Day drive.

Because of the poor condition Break O' Day drive is in, a full upgrade to the roadway was deemed necessary. While it is a full upgrade, there are some existing constraints within the right-of-way that the roadway had to accommodate, leading to some deviations from the City of Concord's standards. Per conversation with the City of Concord, all proposed offsite improvements will comply with the City of Concord Subdivision Regulations and Concord Construction Standards and Details to the greatest extent possible as agreed to. This includes, but is not limited to, a 24' wide pavement section, curbing, and closed drainage. The waivers below discuss the deviations.

City of Concord, NH Site Plan Regulations Section 16.02 (20) – Off-site Improvement:  
Any proposed off-site improvement shall be submitted in compliance with the Standards in The City of Concord Subdivision Regulations unless waived by the Planning Board. To deviate from a City standard a waiver is requested from this section of the Site Plan regulations. Further explanations of the proposed deviations are below.

City of Concord, NH Subdivision Regulations Section 21.02 (3) – Arterial and Collector Street Section:

Arterial and collector streets shall be constructed to the standards in Table 21-2 at a minimum. The applicant has requested relief from this section in order to deviate from the standard. According to the standards, an arterial road standard requires 34' of pavement, 7" vertical curb, 8' shoulders, and 5' paved sidewalks on both sides of the roadway. Closed drainage with catch basins and pipes is required and open drainage with ditches is not allowed. It is required to install 4" of pavement, 12" of crushed gravel, and 12" of gravel below that.

The proposal basis utilizes the Guidelines for Geometric Design of Low Volume Roads prepared by the American Association of State Highway and Transportation Officials (AASHTO). The traffic volumes for this road are certainly not that of an arterial roadway standard. Guidelines for urban areas for low-volume roads are reduced due to speeds being lower, trip lengths and volume are reduced, and available right of way is limited. The major function of low-volume urban roads is to allow opposite-direction passage, vehicles to park to provide access for emergency vehicles, and accommodate occasional larger delivery vehicles.

The project is proposing a 24' wide paved roadway with curbing, 7' wide shoulders and no sidewalks. Closed drainage with catch basins and pipes will provided within the roadway. The roadway will include 12" of crushed gravel and 12" of gravel below that.

City of Concord, NH Subdivision Regulations Section 21.04 – Construction Standards and Details:

According to the standards, an arterial road standard requires 34' of pavement, 7" vertical curb, 8' shoulders, and 5' paved sidewalks on both sides of the roadway. Closed drainage with catch basins and pipes is required and open drainage with ditches is not allowed. It is required to install 4" of pavement, 12" of crushed gravel, and 12" of gravel below that.

The proposal basis utilizes the Guidelines for Geometric Design of Low Volume Roads prepared by the American Association of State Highway and Transportation Officials (AASHTO). The projected traffic volumes for this road are certainly not that of an arterial roadway standard. Guidelines for urban areas for low-volume roads are reduced due to speeds being lower, trip lengths and volume are reduced, and available right of way is limited. The major function of low-volume urban roads is to allow opposite-direction passage, vehicles to park to provide access for emergency vehicles, and accommodate occasional larger delivery vehicles.

The project is proposing a 24' wide paved roadway with curbing, 7' wide shoulders and no sidewalks. Closed drainage with catch basins and pipes will provided within the roadway. The roadway will include the required 4" of pavement, 12" of crushed gravel and 12" of gravel below that.

City of Concord, NH Subdivision Regulations Section 21.06 – Sidewalks:

The major arterial roadway section requires sidewalks on both sides of the roadway. The proposal elects to omit sidewalks due to the volume of traffic and limited pedestrian use. The extension of Break O'Day essentially serves as a driveway for the applicant. Constructing sidewalks on a portion of Break O'Day will serve no benefit to the public. The volume on Break O'Day and the volume generated by the applicant does not warrant any further upgrade.

City of Concord, NH Subdivision Regulations Section 21.12 – Hammerhead Turnaround: Common private drives may be terminated with a T-Shaped or hammerhead turnaround. The terminus of Break O' Day drive, a public street, leads directly into the applicant's private property. As per discussion with the City, a branch turnaround has been provided 58' prior to the termination of Break O' Day drive, in order to allow traffic and emergency vehicles to turn around properly, prior to the applicant's property.

City of Concord, NH Subdivision Regulations Section Table 21-2 – Non-residential Street Standards:

According to the standards, an arterial road standard requires 34' of pavement, 7" vertical curb, 8' shoulders, and 5' paved sidewalks on both sides of the roadway. Closed drainage with catch basins and pipes is required and open drainage with ditches is not allowed. It is required to install 4" of pavement, 12" of crushed gravel, and 12" of gravel below that.

The proposal basis utilizes the Guidelines for Geometric Design of Low Volume Roads prepared by the American Association of State Highway and Transportation Officials (AASHTO). The traffic volumes for this road are certainly not that of an arterial roadway standard. Guidelines for urban areas for low-volume roads are reduced due to speeds being lower, trip lengths and volume are reduced, and available right of way is limited. The major function of low-volume urban roads is to allow opposite-direction passage, vehicles to park to provide access for emergency vehicles, and accommodate occasional larger delivery vehicles.

The project is proposing a 24' wide paved roadway with curbing, 7' wide shoulders and no sidewalks. Closed drainage with catch basins and pipes will be provided within the roadway. The roadway will include 12" of crushed gravel and 12" of gravel below that.

Pursuant to Section 36.08 of the Site Plan Regulations, we offer the following as a demonstration that granting of the subject waiver is justified:

- 1) ***The granting of the waiver will not be detrimental to public safety, health, or welfare or injurious to other property.***

The granting of the waiver will not be detrimental to the public safety, health, or welfare, or injurious to other property. Although the roadway does not meet the standards of an arterial roadway, the design utilizes the Guidelines for Geometric Design of Low Volume Roads prepared by the American Association of State Highway and Transportation Officials (AASHTO). The traffic volumes for this road do not warrant the requirements set forth in the City's standards. Design standards

for urban areas for low-volume roads are reduced due to speeds being lower, trip lengths and volume are reduced, and available right of way is limited. The major function of low-volume urban roads is to allow opposite-direction passage, vehicles to park to provide access for emergency vehicles, and accommodate occasional larger delivery vehicles.

- 2) ***The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property.***

The existing parcel has been used for construction vehicle sales and leases, including both the storage of such equipment and the display of construction equipment for sale in the Loudon Road Area, for decades. While the proposal changes the configuration and exact location of the outside storage, as indicated on the plans, the use and traffic volume remain the same. Break O'Day has been acting as a driveway for the applicant. We are improving the roadway that serves as the driveway in order to accommodate City vehicles. This situation is certainly unique to the property. In order to comply with those regulations, a waiver is required because of the uniqueness of the property.

- 3) ***Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular and unnecessary hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.***

Given the location of the properties and current use of the existing parcel, literal enforcement of the regulations would result in an unnecessary hardship to the Applicant because it would render the project infeasible without a net benefit. The use of Break O'Day is a driveway and will continue to be used as such. A \$300,000 upgrade will create unnecessary hardship for the applicant. If the roadway were constructed to a higher standard, it would provide zero benefit to the applicant or public as the use is very limited in volume.

- 4) ***(RSA 674:44 III.(e)(2) Specific circumstances relative to the site plan or conditions of the land where a site plan is proposed indicate that the waiver will properly carry out, or not be contrary to, the spirit and intent of these regulations.***

The spirit and intent of this regulation is to ensure proper safety for arterial roadways. It is to provide a durable roadway for maintenance purposes and ensure longevity. The proposed design is an upgrade to what currently exists. Break O'Day acts as a driveway to the applicant and has been constructed to a higher standard than that. Allowing a deviation from an urban highway will not be contrary to the regulations as the design is based on a published standard which determines the safety standard.

- 5) ***This waiver will not in any manner vary the provisions of the Zoning Ordinance, Master Plan Reports, or Official Map.***

This waiver will not vary the provisions of the Zoning Ordinance, Master Plan Reports, or Official Map.

City of Concord, NH Site Plan Regulations Section 18.10 – Driveway Widths:

(Request submitted 5/22/24)

The subject site plan proposes several modifications to an existing heavy equipment supply store. The modifications include expanding the area for display and storing heavy machinery, the addition of multiple service bays, and the revamping of an existing parking lot. Due to the property's use, it is necessary for trucks and equipment to be able to navigate the site. Presently, the site has a 70 ft existing curb cut on Break O'Day Drive to accommodate these vehicles. The proposed improvement would shift the driveway to the south and reduce the width of the driveway mouth to 58 ft. While the proposed driveway is not in the same location as the existing one, it serves the same purposes and makes the property more nearly conforming.

Pursuant to Section 36.08 of the Site Plan Regulations, we offer the following as a demonstration that granting of the subject waiver is justified:

- 1) ***The granting of the waiver will not be detrimental to public safety, health, or welfare or injurious to other property.***

The granting of the waiver will not be detrimental to the public safety, health, or welfare, or injurious to other property. There is an existing curb cut that exceeds the width of the proposed driveway today. The proposed driveway is essentially a reconfiguration of the existing curb cut which allows for vehicles to safely maneuver around the site. By adhering to the driveway width requirements stated in the site plan regulations, vehicles would be unable to safely enter or leave the site without tracking beyond the limits of the curb cut. This would create an unsafe situation for the public, the property owner, and the drivers of the vehicles. The proposed driveway is necessary to preserve the public safety, health, and welfare while not being injurious to other properties.

- 2) ***The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property.***

The existing parcel has been used for construction vehicle sales and leases, including both the storage of such equipment and the display of construction equipment for sale in the Loudon Road Area, for decades. While the proposal changes the configuration and exact location of the driveway access on Break O'Day Drive, as indicated on the plans, the new configuration provides adequate space for the vehicles that are present on the site and reduces the existing curb

cut. This property is unique because of the pre-existing use which requires wider driveway access than is typically allowed. In order to comply with the regulations, a waiver is required because of the uniqueness of the property.

- 3) ***Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular and unnecessary hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.***

Given the location of the properties and current use of the existing parcel, literal enforcement of the regulations would result in an unnecessary hardship to the Applicant due to the lots configuration relative to the building and Break O'Day Drive. In order for the applicant to use a narrower driveway, they would need to reconfigure the lot in a way that is not possible due to how narrow the lot is and the orientation of the roadway. As the pre-existing use requires a wider driveway, denying this waiver would cause unnecessary hardship to the owner who seeking to make sure traffic can continue to safely exit the site.

- 4) ***Specific circumstances relative to the site plan or conditions of the land where a site plan is proposed indicate that the waiver will properly carry out, or not be contrary to, the spirit and intent of these regulations.***

The spirit and intent of this regulation is to prevent the construction of very wide driveway mouths that create unsafe situations for pedestrians attempting to cross them. Due to the configuration of the site, the geometry of Break O'Day Drive, and the requirements posed by the site's use, a wider driveway than typically allowed by the site plan regulations is required. Very little pedestrian traffic can be expected on Break O'Day Drive due to the lack of sidewalks and lack of attractions beyond the applicant's site. As the proposed driveway configuration is necessary for the vehicles involved the applicant's operations and no impact to pedestrian safety can be expected due to it, granting this waiver will not be contrary to the spirit and intent of the regulations.

- 5) ***This waiver will not in any manner vary the provisions of the Zoning Ordinance, Master Plan Reports, or Official Map.***

The waiver request seeks to construct a 58 ft wide driveway where 28 ft is allowed, and 70 ft exists today. This proposed driveway is necessary for heavy equipment and truck traffic generated by the site's use and represents an effort to make the site more nearly conforming. This waiver will not vary the provisions of the Zoning Ordinance, Master Plan Reports, or Official Map.

City of Concord, NH Site Plan Regulations Section 18.17 – Tree Plantings:  
(Requested 5/22/24)

The subject site plan proposes several modifications to an existing heavy equipment supply store. The modifications include expanding the area for display and storing heavy machinery, the addition of multiple service bays, and the revamping of an existing parking lot. As required by both the City of Concord's Zoning Ordinance and Site Plan Regulations, improvements to the site's landscaping have been included as part of the proposed improvements. Per section 28-7-10-(d) of the Zoning Ordinance, one shade or ornamental tree shall be planted per 2,000 SF of parking area. This zoning requirement conflicts with the one tree per 1,000 SF of parking area required in section 18.17 of the Site Plan Regulations. The proposed landscaping improvements will meet or exceed the zoning requirements but fall short of the site plan regulations, this will represent an improvement to the existing landscaping and improve the site's aesthetics.

Pursuant to Section 36.08 of the Site Plan Regulations, we offer the following as a demonstration that granting of the subject waiver is justified:

**1) *The granting of the waiver will not be detrimental to public safety, health, or welfare or injurious to other property.***

The granting of the waiver will not be detrimental to the public safety, health, or welfare, or injurious to other property. The existing site is a heavy equipment supply store that currently has little to no landscaping. Due to the configuration of the site, its geometry and use constraints, there is little room to provide landscaping. The proposed planting plan specifies trees be planted where possible to provide screening and meet the requirements of the zoning ordinance. As the proposed landscaping is an improvement over the existing landscaping, meets the requirements of the zoning ordinance, and makes use of the limited space on site, granting of the waiver will not be detrimental to public safety, health, or welfare or be injurious to other property.

**2) *The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable generally to other property.***

The existing parcel has been used for construction vehicle sales and leases, including both the storage of such equipment and the display of construction equipment for sale in the Loudon Road Area, for decades. Due to the nature of this business, larger drive aisle and maneuvering areas are required for the vehicles on the site. This property is unique because the requirements of its use, combined with the shape of the property, leave little room where shade trees can be planted along the perimeter of the parking area. Based on this uniqueness, a waiver is required to comply with the regulations

**3) *Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular and unnecessary hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.***



Given the location of the properties and current use of the existing parcel, literal enforcement of the regulations would result in an unnecessary hardship to the Applicant due to the space constraints created by the both roadways and the sites use. As previously stated, the site's pre-existing use requires more area for vehicles to maneuver than other uses. This combined with the lot being situated between two roads that run nearly parallel, leaves little room along the perimeter of the parking area for plantings. In order to comply with the site plan requirements, the applicant would have to reduce the maneuvering areas which would cause circulation issues and impact the use. Strict interpretation of this regulation would pose a hardship to the owner as it would impact the feasibility of the business.

- 4) ***Specific circumstances relative to the site plan or conditions of the land where a site plan is proposed indicate that the waiver will properly carry out, or not be contrary to, the spirit and intent of these regulations.***

The spirit and intent of this regulation is to provide proper screening and internal landscaping of areas that are predominantly pavement. Due to the pre-existing use of the property, larger access aisles and maneuvering areas are required to accommodate the vehicles that are a part of the business. The requirements of the use, combined with the lot's location between two roadways, leave very little room along the perimeter of the areas that are required to be landscaped. The proposed landscaping plan calls for trees to be planted along the perimeter where it is possible and meets the requirements set out in the zoning ordinance. As the proposed plantings are an improvement and utilize the limited space along the perimeter of the parking area, granting this waiver will not be contrary to the spirit and intent of the regulations.

- 5) ***This waiver will not in any manner vary the provisions of the Zoning Ordinance, Master Plan Reports, or Official Map.***

The waiver request seeks to comply with the landscaping requirements set forth in the zoning ordinance rather than those found in the site plan regulations. This is due to the use and configuration of the site. This waiver will not vary the provisions of the Zoning Ordinance, Master Plan Reports, or Official Map.

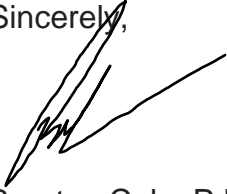
City of Concord, NH Site Plan Regulations Section 22.03 (2) & 22.07 (2) – Infiltration/Recharge:

(Requested 3/19/24)

In light of AOT comments suggesting that the exterior of the site is not a high-load area, the previously proposed sand filter has been redesigned as an infiltration pond. As infiltration is now provided, these waivers are no longer necessary.

We trust the noted explanations for the waiver request will adequately demonstrate the need for the waivers. We appreciate the Board's consideration of these waivers.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brenton Cole', written over a horizontal line.

Brenton Cole, P.E.  
*Principal Engineer*



**GRANITE ENGINEERING, LLC**  
civil engineering • land planning • municipal services

March 18, 2024

City of Concord  
Planning Board  
41 Green Street  
Concord, NH 03301

**RE: Conditional Use Permit Application – Alternative Parking Arrangements  
Chappell Tractor Sales, LLC  
Tax Map 46Z Lots 38 & 39  
391 Loudon Road  
Concord, NH 03304  
GE Project No. 2101061**

Dear Board Members:

The owners of Chappell Tractor are proposing an expansion of their facility located at 391 Loudon Road. The project includes work on Tax Map 46Z Lots 38 & 39 located in the City of Concord. The existing facility consists of a 3,300-SF sales/office space and a 9,320-SF maintenance building with four equipment bays. This project would merge the two lots (38&39), add an 8,250-SF maintenance building addition, with six equipment bays, and reconfigure the existing asphalt and gravel areas around the existing and proposed building.

The project plans propose the reconfiguration of onsite parking. As depicted on the site plan, the proposed facility will include 33 striped parking spaces. An additional 13 future parking spaces have been planned on the north side of the proposed building addition. The ordinance requires 46 total spaces for this facility.

The applicant is requesting that the Board grant a Conditional Use Permit (CUP) to construct fewer parking spaces than required by the Ordinance. The basis for the CUP is that not all the Ordinance-required parking would be used for this business. Currently, there are a total of 18 employees at this facility. After completion of this project, it is anticipated that an additional 2-3 employees will be needed. The maximum anticipated employee count at this facility, post-construction, is 20-21 employees.

This particular type of business does not generate a significant number of customers per day. On average, this facility receives 12-15 customers per day. The limited customer count contributes to the minimal need for onsite parking.

The Applicant maintains that the proposed 33 parking spaces are more than enough to serve the 20-21 employees and 12-15 customers who visit the site daily. Should

additional parking be necessary in the future, the site plan has identified 13 additional onsite parking spaces that could be constructed.

In support of the requested CUP, we offer the following to address the criteria for issuance of a CUP under Section 28-9-4(b) of the City of Concord Zoning Ordinance.

**CUP Criteria in Section 28-9-4(b)**

1. The use is specifically authorized in this ordinance as a conditional use;

**Per section 28-7-11 of the Concord Zoning Ordinance, a Conditional Use Permit can be issued for alternative parking arrangements, including the construction of fewer parking spaces.**

2. If completed as proposed by the applicant, the development in its proposed location will comply with all requirements of this Article, and with the specific conditions or standards established in this ordinance for the particular use;

**The applicant maintains that if constructed in accordance with the design plans, the proposed development will comply with all requirements of this article. This CUP application is seeking approval for the construction of fewer onsite parking spaces. Thirteen (13) additional future parking spaces can be constructed at a later date if additional onsite parking is necessary. The proposed 33 parking spaces in conjunction with the 13 future parking spaces would meet the parking demand required by the Ordinance.**

3. The use will not materially endanger the public health or safety;

**The proposed use will not materially endanger the public health or safety in any way. As demonstrated in the narrative above, the Applicant maintains that the proposed 33 parking spaces are more than enough to serve the 20-21 employees and 12-15 customers who visit the site daily. Should additional parking be necessary in the future, the site plan has identified 13 additional onsite parking spaces that could be constructed.**

4. The use will be compatible with the neighborhood and with adjoining or abutting uses in the area in which it is to be located;

**This use is an established use in the neighborhood. The CUP for a reduction in onsite parking is not uncommon for commercial developments. For these reasons, granting of the CUP will ensure compatibility with the adjoining and abutting uses in the area.**

5. The use will not have an adverse effect on highway or pedestrian safety;

**The proposed use will not have an adverse effect on highway or pedestrian safety. The site has been designed to have enough parking for the anticipated employees and expected daily customers. These parking spaces are fully on the subject property and will not interfere with the adjacent highway or pedestrian routes. Moreover, if additional parking is needed in the future, 13 additional spaces can be constructed onsite.**

6. The use will not have an adverse effect on the natural, environmental, and historic resources of the City;

**No adverse effects to the natural, environmental, or historic resources of the City of Concord are expected due to this project. Rather, the requested CUP will help preserve natural and environmental resources by minimizing the area of onsite paving. Through the granting of the CUP, only onsite parking that is needed to support the use will be constructed.**

7. The use will be adequately serviced by necessary public utilities and by community facilities and services of a sufficient capacity to ensure the proper operation of the proposed use, and will not necessitate excessive public expenditures to provide facilities and services with sufficient additional capacity;

**All proposed site improvements will be maintained by the property owner. The project has access to the required necessary public utilities and will not necessitate excessive public expenditure.**

We trust you'll find this CUP application complete and ready for review by the Planning Board. Should you have any questions or require further information please do not hesitate to contact our office.

Best Regards,



Brenton Cole, PE  
*Principal Engineer*



**GRANITE ENGINEERING, LLC**  
civil engineering • land planning • municipal services

March 19, 2024

City of Concord  
Planning Board  
41 Green Street  
Concord, NH 03301

**RE: Conditional Use Permit Application – Disturbances to a wetland buffer  
Chappell Tractor Sales, LLC  
Tax Map 46Z Lot 38 & 39  
391 Loudon Road  
Concord, NH  
GE Project No. 2101061**

Dear Chairman Woodfin:

Chappell Tractor Sales, LLC is proposing an expansion of its facility located at 391 Loudon Road. The project includes work on Tax Map 46Z Lots 38 & 39 located in the City of Concord. The existing facility consists of a 3,300-SF sales/office space and a 9,320-SF maintenance building with four equipment bays. This project would merge the two lots, add an 8,250-SF maintenance building addition with six equipment bays, and reconfigure the existing asphalt and gravel areas around the building to allow for circulation and parking. As a part of this project, Break O'Day Drive would also be improved with a consistent gravel cross-section and a turnaround as discussed with DPW during preliminary meetings.

To bring the site into compliance, a surface sand filter is proposed to treat the runoff and mitigate the peak flows and volumes. Open drainage will convey stormwater to various collection points where it is conveyed by culverts and swales to either the surface sand filter or to the wetland located on site. A surface sand filter is proposed in order to provide the capacity to meet the water quality volume for the site. In order to discharge stormwater to the low point of the site, near the wetlands, it is necessary to impact a portion of the wetland buffer.

The only wetland located on the property is a low point in the land that conveys drainage from culverts to a roadside ditch. The majority of Loudon Road stormwater in this area discharges directly to this wetland/conveyance swale. The wetland's buffer projects into the developed land which has been historically altered. The western portion of the wetland buffer will not be further impacted with the exception of a 214-sf impact for stormwater discharge. The discharge will be treated stormwater from the new roof construction. Moreover, the limits of gravel will be reduced from the wetland, enhancing the buffer and providing a filter strip before entering the wetland.

The eastern buffer treeline will be impacted by tree clearing in order to construct and discharge a swale to the surface sand filter. By upgrading Break O'Day Drive, stormwater will be discharged to a swale and will be conveyed to the stormwater management area for treatment prior to discharging to the wetland. The buffer impact for stormwater will be 3,473-sf.

This encroachment will require a local Conditional Use Permit (CUP). No wetlands are impacted. In support of the requested CUP, we offer the following narrative to address the criteria for issuance of a CUP under Section 28-9-4(b) of the City of Concord Zoning Ordinance.

**CUP Criteria in Section 28-9-4(b)**

1. The use is specifically authorized in this ordinance as a conditional use;

**Per section 28-4-3 of the Concord zoning ordinance, a conditional Use permit is required for certain disturbances of wetland buffers, and the Planning Board may allow disturbances to the buffer if the conditions of 28-4-3(d) are met.**

2. If completed as proposed by the applicant, the development in its proposed location will comply with all requirements of this Article, and with the specific conditions or standards established in this ordinance for the particular use;

**The applicant maintains that if constructed in accordance with the design plans, the proposed development will comply with all requirements of this article. This CUP application is seeking to work within the 50' wetland buffer associated with the wetland that serves as a discharge point for cross culverts under Break O'Day Drive, Loudon Road, and the existing site. This wetland is located in close proximity to the existing site, roads, and receives runoff from them all. The proposed gravel limits within this buffer will be reduced and stormwater from the new roof and storage area will be diverted to a surface sand filter designed to current NHDES standards.**

3. The use will not materially endanger the public health or safety;

**The proposed use will not materially endanger the public health or safety in any way. All of these improvements are located on private property that the public will not have access to. In fact, the result of the proposed impact will be a stormwater system meeting today's stormwater standards, thus helping to protect the public health and safety.**

4. The use will be compatible with the neighborhood and with adjoining or abutting uses in the area in which it is to be located;

**The proposed use is in keeping with the existing use of the site. This project is a reconfiguration and expansion of infrastructure to increase efficiency and accommodate growth and market demand. Stormwater activities have already been established on the property by way of direct discharge to this wetland. The temporary impact on the wetland buffer will allow for the construction of a conveyance system to a pond that meets current stormwater standards and ensures continued compatibility with the neighborhoods.**

5. The use will not have an adverse effect on highway or pedestrian safety;

**The proposed use will not have an adverse effect on highway or pedestrian safety. The area in question is located well within the subject lot. This area will be inaccessible to public vehicles and pedestrian traffic.**

6. The use will not have an adverse effect on the natural, environmental, and historic resources of the City;

**No adverse effects to the natural, environmental, or historic resources of the City of Concord are expected due to this project. No impact on the natural wetlands along the property will occur. The proposed stormwater pond will improve the water quality of the runoff directed to this wetland and will help protect the environmental resources of the City.**

7. The use will be adequately serviced by necessary public utilities and by community facilities and services of a sufficient capacity to ensure the proper operation of the proposed use, and will not necessitate excessive public expenditures to provide facilities and services with sufficient additional capacity;

**All proposed site improvements will be maintained by the property owner. The project has access to the required necessary public utilities and will not necessitate excessive public expenditure.**

We trust you'll find this CUP application complete and ready for review by the Planning Board. Should you have any questions or require further information please do not hesitate to contact our office.

Best Regards,



Brenton Cole, P.E.  
*Principal Engineer*





**GRANITE ENGINEERING, LLC**  
civil engineering • land planning • municipal services

May 9, 2024

Concord Planning Board  
41 Green Street  
Concord, NH 03301

**RE: Waiver – Chappell Tractor Sales**  
**Tax Map 46Z Lot 38 & 39**  
**391 Loudon Road**  
**Concord, NH**  
GE Project No. 2101061

Dear Chairman Woodfin,

The owner and applicant, Bradcore Holdings, LLC, respectfully requests that the Planning Board consider granting a waiver from Transportation Facilities Impact Fees.

City of Concord, NH Zoning Ordinance Article 29.2-1-2(a)(1)

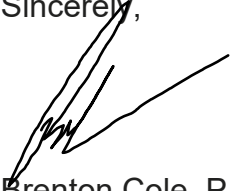
The subject site plan proposes several modifications to an existing heavy equipment supply store. The modifications include expanding the area for display and storing heavy machinery, the addition of multiple service bays, and the revamping of an existing parking lot. The owner does not feel this is a true expansion and more of a re-organization. Much of the equipment is worked on outside and the additional bays will allow that operation to be brought inside. Also, a wash bay will provide an additional service that is much needed for the equipment and the nature of their use. This is a service being added to their current clientele and not expanding the operation of the business.

In accordance with Article 29.2-1-2 (e), an applicant may apply for a waiver of all or part of the impact fees that are payable with respect to new development or redevelopment, as provided in this section. The applicant must request a waiver prior to the date of the determination of the impact fee by the Clerk. Furthermore, Article 29.2-1-2 (e)(4) states that nonresidential uses shall qualify for a waiver from transportation facility impact fees.

We feel a waiver is justifiable for this specific use. The Sales, Retail, and Repair of Construction Equipment use is an existing non-conforming use on the property that received a variance to expand and redevelop. The specific use is a low-traffic volume generator, specifically in the peak hours of the day. The impact, and specifically the increased impact, on the Concord Transportation Facilities is minimal. Due to the nonresidential use and low impact, we feel a waiver is grantable and should be considered for this development.

We trust the noted explanations for the waiver request will adequately demonstrate the need for the waiver. We appreciate the Board's consideration of these waivers.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brenton Cole', written over the word 'Sincerely,'.

Brenton Cole, P.E.  
*Principal Engineer*



**CITY OF CONCORD**  
*New Hampshire's Main Street™*  
**Zoning Board of Adjustment**

*David Hall*  
Code Administrator

March 6, 2023

Brent Cole  
Granite Engineering  
150 Dow Street Suite 421  
Manchester, NH 03101

RE: Cases #0029-2023, #0030-2023, #0031-2023, and #0032-2023

Dear Mr. Cole,

At a meeting of the Zoning Board of Adjustment of the City of Concord, held on March 1, 2023, the Board, by a unanimous vote, granted your request for a variance from Article 28-8-4(c)(1), Expansion of a Non-conforming Use, to allow the construction of an 8,250 square foot addition (88.5%) and expansion of the outdoor storage area in support of the existing non-conforming Sales, Rental and Repair of Construction Equipment use (Use J-3); from Article 28-5-37(a) Required Setbacks, to allow outdoor storage 10 feet from a street, where 50 feet is required; from Article 28-5-37(b) Screening Requirements, to allow outdoor storage without screening from view from adjacent streets and properties; and from Article 28-5-37(d) Maximum Area of Lot to be Used or Designated for Outside Storage, to allow a storage ratio of 2.25:1, where 1.3:1 is allowed.

The appeal was granted for the request as submitted and approved by the Board based on information presented to the Board and oral testimony. If there is a significant change at any time in the future, you are hereby advised to discuss any proposed changes with the Zoning Administrator. If the use or construction authorized by this approval has not commenced within the two (2) year anniversary date of the original decision, it shall be deemed to have expired and authorization shall be considered null and void as specified in Article 28-9-3(b)(5) of the City of Concord Zoning Ordinance.

This project may also require Planning Board approval. Granting of a variance does not authorize construction or use prior to a Building Permit being applied for and issued, if applicable.

  
\_\_\_\_\_  
Zoning Board of Adjustment

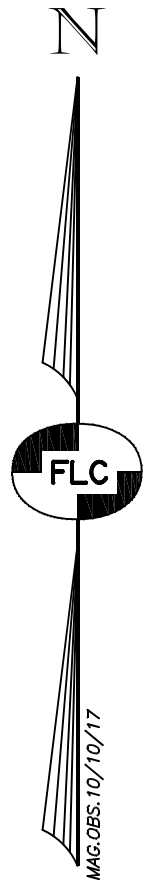
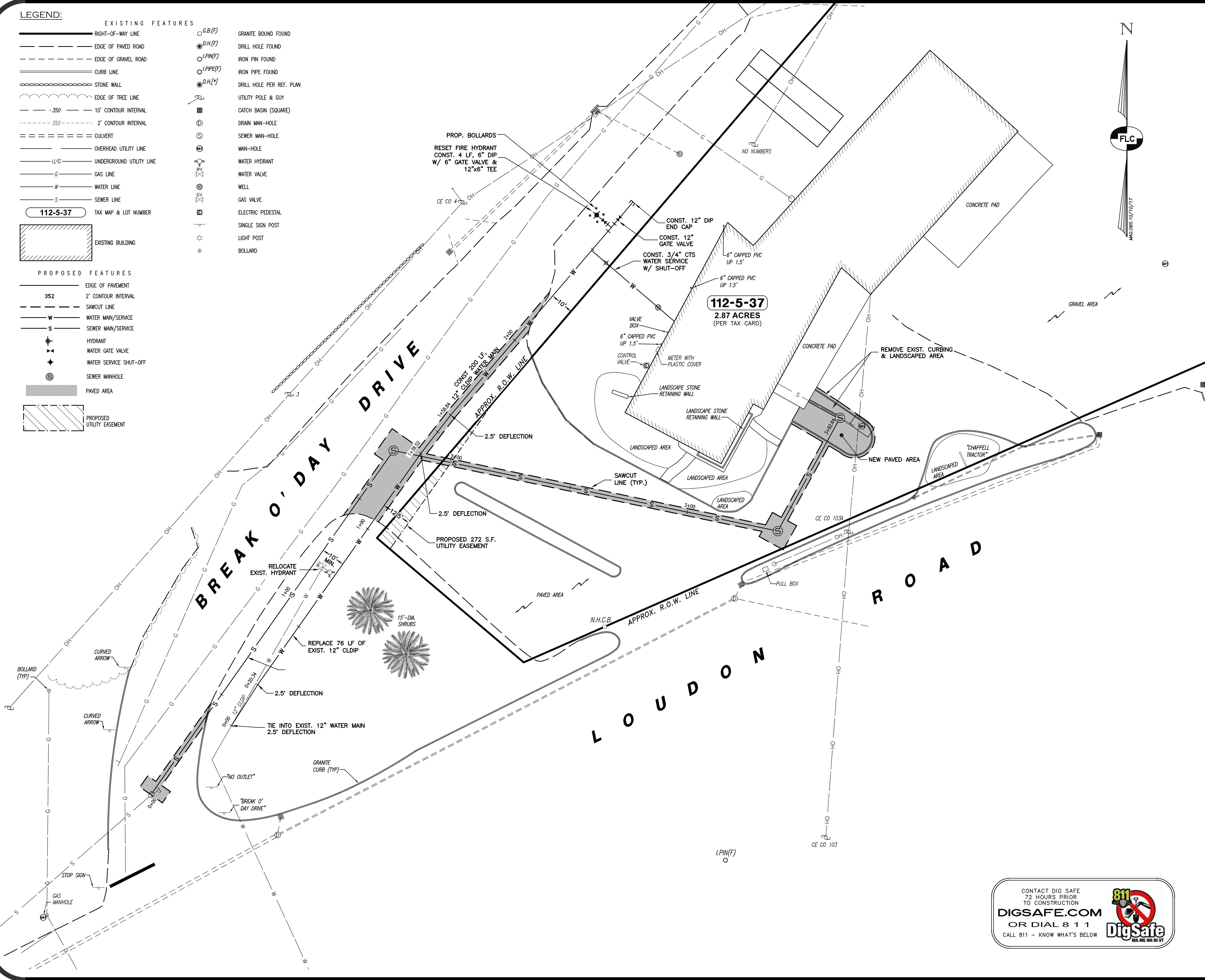
TH/dh

cc: Courtney Herz, Sheehan Phinney Bass & Green PLLC, 1000 Elm Street, 17th floor Manchester, NH 03101

**LEGEND:**

EXISTING FEATURES	
	RIGHT-OF-WAY LINE
	EDGE OF PAVED ROAD
	EDGE OF GRAVEL ROAD
	CURB LINE
	STONE WALL
	EDGE OF TREE LINE
	10' CONTOUR INTERVAL
	2' CONTOUR INTERVAL
	CULVERT
	OVERHEAD UTILITY LINE
	UNDERGROUND UTILITY LINE
	GAS LINE
	WATER LINE
	SEWER LINE
	TAX MAP & LOT NUMBER
	EXISTING BUILDING
	GRANITE BOUND FOUND
	DRILL HOLE FOUND
	IRON PIN FOUND
	IRON PIPE FOUND
	DRILL HOLE PER REF. PLAN
	UTILITY POLE & GUY
	CATCH BASIN (SQUARE)
	DRAIN MAN-HOLE
	SEWER MAN-HOLE
	MAN-HOLE
	WATER HYDRANT
	WATER VALVE
	WELL
	GAS VALVE
	ELECTRIC PEDESTAL
	SINGLE SIGN POST
	LIGHT POST
	BOLLARD

PROPOSED FEATURES	
	EDGE OF PAVEMENT
	2' CONTOUR INTERVAL
	SAWCUT LINE
	WATER MAN/SERVICE
	SEWER MAN/SERVICE
	HYDRANT
	WATER GATE VALVE
	WATER SERVICE SHUT-OFF
	SEWER MANHOLE
	PAVED AREA
	PROPOSED UTILITY EASEMENT

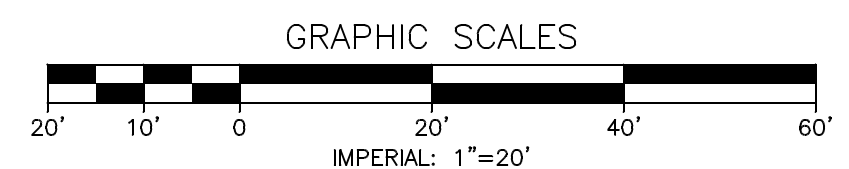


**NOTES:**

1. THE PURPOSE OF THIS PLAN IS TO DEPICT THE EXTENSION OF THE WATER AND SEWER MAINS AND TO DEPICT NEW MUNICIPAL WATER AND SEWER CONNECTIONS FOR TAX MAP PARCEL 112-5-37 AS SHOWN.
2. HORIZONTAL ORIENTATION IS MAGNETIC OBSERVED ON OCTOBER 10, 2017. VERTICAL DATUM IS NAVD88.
3. THE SURFACE FEATURES AND SITE TOPOGRAPHY SHOWN ARE THE RESULT OF AN ON-SITE FIELD SURVEY BY THIS OFFICE DURING THE MONTH OF OCTOBER 2017.
4. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN COMPILED IN PART FROM PLANS OF RECORD AND FIELD LOCATION. THE LOCATION OF UNDERGROUND UTILITIES SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.
5. THE SITE IS CURRENTLY SERVICED BY AN ON-SITE WELL, INDIVIDUAL SEPTIC SYSTEM AND MUNICIPAL GAS. THIS PROJECT PROPOSES TO ABANDON THE EXISTING ON-SITE WELL AND INDIVIDUAL SEPTIC SYSTEM AND ADD MUNICIPAL SEWER AND WATER CONNECTIONS.

**GENERAL CONSTRUCTION NOTES:**

1. ALL WORK SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS OF THE CITY OF CONCORD AND SHALL BE BUILT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE CITY OF CONCORD DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS FOR ROAD CONSTRUCTION AND SEWERS AND DRAINS AND THE NHDOT STANDARDS FOR ROAD AND BRIDGE CONSTRUCTION APPROVED AND ADOPTED 2010 ARE HEREBY INCORPORATED BY REFERENCE.
2. ROAD AND DRAINAGE CONSTRUCTION SHALL CONFORM TO THE TYPICAL SECTIONS AND DETAILS SHOWN ON THE PLANS AND THE SPECIFICATIONS NOTED ABOVE. ANY ALTERATION OF THIS DESIGN OR CHANGE DURING CONSTRUCTION MAY REQUIRE APPROVAL OF VARIOUS TOWN/CITY BOARDS OR AGENCIES AND SHALL BE DISCUSSED WITH THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, SIZE AND ELEVATION OF ALL EXISTING UTILITIES SHOWN OR NOT SHOWN ON THESE PLANS AND SHALL VERIFY THAT ALL THE INFORMATION SHOWN HEREON IS CONSISTENT, COMPLETE, ACCURATE, AND CAN BE CONSTRUCTED PRIOR TO AND/OR DURING CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES, ERRORS, OMISSIONS, OR EXISTING UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION SO THAT REMEDIAL ACTION MAY BE TAKEN BEFORE PROCEEDING WITH THE WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACT "DIGSAFE" AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION (811).
5. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE APPROPRIATE CITY DEPARTMENTS PRIOR TO CONSTRUCTION TO ARRANGE FOR NECESSARY INSPECTIONS.
6. ALL DISTURBED NON-PAVED AREAS SHALL BE LOAMED AND SEEDED IMMEDIATELY UPON BEING CONSTRUCTED.



REV.	DATE	DESCRIPTION	C/O	DR	CK
D	4/19/18	REV. PER DES-WWEB REVIEW		NRC	CEB
C	4/13/18	REV. PER CITY REVIEW		NRC	CEB
B	3/23/18	REV. PER CITY REVIEW		PWH	CEB

**UTILITIES CONNECTION PLAN**  
**CHAPPELL TRACTOR**  
 TAX MAP 112 PARCEL 5-37 - 391 LOUDON ROAD  
 CONCORD, NEW HAMPSHIRE  
 PREPARED FOR:  
**CHAPPELL TRACTOR**  
 454 ROUTE 13S MILFORD, NH 03055  
 LAND OF:  
**BRADCORE HOLDINGS, LLC**  
 454 ROUTE 13S, MILFORD, NH 03055

SCALE: 1" = 20' NOVEMBER 2, 2017

Surveying ♦ Engineering ♦ Land Planning ♦ Permitting ♦ Septic Designs

**FIELDSTONE**  
**LAND CONSULTANTS, PLLC**  
 206 Elm Street, Milford, NH 03055  
 Phone: (603) 672-5456 Fax: (603) 413-5456  
 www.FieldstoneLandConsultants.com

CONTACT DIG SAFE  
 72 HOURS PRIOR  
 TO CONSTRUCTION  
**DIGSAFE.COM**  
 OR DIAL 8 1 1  
 CALL 811 - KNOW WHAT'S BELOW