



Heather Shank  
City Planner

# CITY OF CONCORD

*New Hampshire's Main Street™*  
**Community Development Department**

## Planning Board

March 16, 2022

### **Project Summary – Major Site Plan**

Project: Washville Carwash – Major Site Plan (2022-11)  
Property Owners: HDC - 192 Loudon Road, LLC  
Address: 192 Loudon Road  
Map/Block/Lot: 603Z/63

#### **Determination of Completeness:**

The application was determined complete at the February 16, 2022 Planning Board meeting. Staff recommends opening the public hearing.

#### **Project Description:**

The Applicant is proposing a 4,201 sf, 110' long tunnel carwash with associated parking and stacking lanes. The Applicant is proposing a lot line adjustment in association with this site plan with the adjacent lot to the east where that lot will annex 31,860 sf (0.73 ac) from the lot proposed to be developed.

#### **Project Details:**

Zoning:	General Commercial (CG)
Existing Use:	Vacant
Proposed Use:	Carwash
Lot Coverage Max:	80%
Lot Coverage Proposed:	33% (33,874 sf)
Lot Area Required:	25,000 sf
Lot Area Provided:	102,648 sf (2.36 ac)
Lot Frontage Required:	150'
Lot Frontage Provided:	189.5'
Building Setbacks Required:	30' front, 30' rear, 25' side
Building Setbacks Provided:	86.5' front, 260.6' rear, 26.6' side
Parking Spaces Required:	3 Spaces (including 1 ADA)
Parking Spaces Provided:	19 Spaces (including 2 ADA)
Stacking Spaces Required:	5 Spaces
Stacking Spaces Provided:	31 Spaces

#### **1. General Comments**

- 1.1 The following comments pertain to the 15-sheet plan set titled "Washville Carwash" prepared by SITEology, dated January 19, 2022, and 3-sheet architectural plan set prepared by Seven Design

Solutions, P.C., dated January 17, 2022.

- 1.2 Please see the comments from the Engineering Division under a separate memo.
- 1.3 This application appeared before the Architectural Design Review Committee at the March 1, 2022 meeting. Members commented that the barn entrance elevation be positioned to face Loudon Road, the silo be a darker color than the rest of the building and be situated on the Loudon Road elevation if possible.
- 1.4 The Applicant has submitted a Minor Subdivision application in conjunction with this project to redefine the parcel boundaries between Lot 63 (the lot proposed to be developed) and Lot 62 to the east. The Applicant has requested that the minor subdivision application be heard at the March 16, 2022 Planning board meeting. The approval of this Major Site Plan application will be conditioned on the approval of that lot line adjustment.
- 1.5 A plan titled "Right-of-Way Easement Plat for the land of HDC-192 Loudon Road LLC, 201 Loudon Road, Concord NH 03301, Project Location 192-196 Loudon Road, Concord, NH Map 117C, Block 2, Lot 9 & 10" dated December 2016 prepared by Richard D. Bartlett & Associates depicts a 7' – 7.24' wide Right-of-Way easement for the benefit of the City of Concord. This plan was never recorded, nor was the associated easement deed. **Both the plan and the deed will need to be recorded prior to approval and endorsement of this site plan and associated minor subdivision.**
- 1.6 Staff has reviewed the Applicant's traffic memo and compared the peak hour trips of the proposed development with those estimated as part of the 2016 site plan. The proposed carwash results in a slight increase in trip on the peak hour, but the increase is under the City's thresholds for triggering a new traffic study. If and when the third pad site is developed (proposed as a bank with drive-through in the 2016 submission) a traffic study may be required.

## 2. Site Layout Comments

- 2.1 The current proposal is a change from a previously approved site plan for this location. Staff notes that significant meetings were held with the property owner at that time to ensure a pedestrian friendly layout that enhances the streetscape of Loudon Road and minimized vehicular presence. The previous use for this location included a restaurant with outdoor dining and a single lane drive aisle with stamped concrete crosswalk to enhance safety and pedestrian access.
- 2.2 In earlier discussions with the Applicant, Staff recommended that the building be located along the frontage of Loudon Road to preserve as much of the previous design intent as possible. The current configuration proposes a very strong vehicular oriented layout with two lanes of stacking spaces along the frontage and no features to mitigate or enhance the pedestrian experience.
- 2.3 Staff suggests locating the building on the corner of the site drive and Loudon Road, reducing the number of stacking lanes, and providing pedestrian elements such as street walls and landscaping to mitigate the impact of the use on the streetscape.

In further conversations with the applicant, it became clear that the building could not be situated adjacent to the site drive as a drainage area is located there and could jeopardize the building foundation's integrity. Given this, the building location remains the same as originally proposed, but with the addition of a street wall along the frontage with plantings. Staff recommends that additional plantings be provided along the site drive and that the street wall be constructed along the entire frontage of the lot and be supplemented with plantings.

## 3. Technical Review Comments

- 3.1 The existing pylon sign at the western end of the site is partially within the Loudon Road right-of-way. The sign will need to be moved to be fully contained within the lot.

- 3.2 On the existing conditions plan, the 30' front setback should be measured from the Edge of Easement line, not the current right-of-way line. See comment 1.5 above.
- 3.3 On the cover sheet, provide a Location Map and a Vicinity Map that meet the regulations as set forth in Section 12.04 and 12.05, respectively, of the Site Plan Regulations (SPR). Specifically, provide the appropriate scales and on the Location Map, provide the all zoning district boundaries, property lines and M/B/L numbers for abutters.
- 3.4 Revise the Location Map on the Existing Conditions Plan, in accordance with Section 12.04 (SPR).
- 3.5 Provide the lot coverage calculation in square feet in the Bulk Regulations table on the Cover Page, in accordance with Section 15.03(23) (SPR).
- 3.6 Provide information on the proposed curbing material.
- 3.7 Provide spot elevations on the Existing Conditions and Grading Plans, in accordance with Section 15.03(3) (SPR).
- 3.8 A turning movement plan must be provided for a ladder truck.
- 3.9 Provide the Planning Board approval block below on the Cover Sheet and Overview Plan:

<p><b>APPROVED</b></p> <p><small>UNDER THE PROVISIONS OF R.S.A. 674:35 &amp; R.S.A. 674:36</small></p> <p><b>CITY PLANNING BOARD</b></p> <p><small>CITY OF CONCORD, NEW HAMPSHIRE</small></p> <p><small>in accordance with vote of the board dated: _____</small></p> <p><small>Approval of this plan is limited to the lots as shown</small></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border-top: 1px solid black; text-align: center;">Chair</td> <td style="width: 50%; border-top: 1px solid black; text-align: center;">Clerk</td> </tr> </table>		Chair	Clerk
Chair	Clerk		

#### 4. Recommendations

- 4.1 **Grant ADR approval** for the building design, landscaping, and site layout with the recommendations that the barn entrance elevation be positioned to face London Road, the silo be a darker color than the rest of the building and be situated on the Loudon Road elevation if possible.
- 4.2 **Grant Major Site Plan approval** for the carwash and associated site improvements at 192 Loudon Road in the General Commercial (GC) District, subject to the following precedent and subsequent conditions noted below:
  - (a) Precedent Conditions – to be fulfilled within one (1) year and prior to sign off by the Clerk and Chair of the Planning Board and issuance of any building permits, or the commencement of site construction, unless otherwise specified:
    - (1) Address all Review comments to the satisfaction of the Planning and Engineering Divisions. For all subsequent submissions, applicant shall provide a response memo addressing/acknowledging all comments.
    - (2) Final plans shall be signed and sealed by the NH Registered Land Surveyor, Landscape Architect, and Professional Engineer.
    - (3) Submit three (3) copies of fully revised plans for sign off by the Clerk and Chair of the Planning Board.
  - (b) Subsequent Conditions – to be fulfilled as specified:

- (1) Prior to commencement of construction activity, payment of inspection fees in an amount approved by the City Engineer shall be made.
- (2) A pre-construction meeting shall be required prior to the start of any construction activities onsite. The applicant shall pick up one (1) set of signed plans at the Planning Office to make copies for the pre-construction meeting. A total of five (5) copies of the signed plan set shall be provided by the applicant at the pre-construction meeting.
- (3) Prior to issuance of the final Certificate of Occupancy or final construction sign-off, as-built drawings shall be provided to the City Engineer in accordance with Section 12.09 of the Site Plan Regulations. The as-built drawings shall be surveyed on NH State Plane coordinates and NAVD 88 Datum.

Prepared by: SCD

*S:\Plan\Development Review\Project Files\2022\2022-11\_Washville\_Carwash\_SPR\Reports & Letters*



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

David Cedarholm, PE  
City Engineer

**MEMORANDUM**

**TO:** Sam Durfee, Senior Planner  
**FROM:** Gary Lemay P.E., Associate Engineer  
**DATE:** February 8, 2022  
**SUBJECT:** Washville Major Site Plan – Engineering Plan Review, 192-196 Loudon Road;  
Map 603Z, Lots 62 and 63; Project 2022-011

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

- *Site Plan*, Washville Carwash, prepared by SITEology, dated January 18, 2022

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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**Site Plans**

**Existing Conditions Plan (Holden)**

1. Engineering acknowledges that there is a note within the plan view that states Edge of Easement. This is the new, permanent right-of-way line and it should conform to the easement plan prepared by Richard D. Bartlett & Associates for HDC-192 Loudon Road, LLC, and dated December, 2016, which will be revised and recorded prior to the Bartlett resubdivision plat. In addition, an easement deed in conformance with the easement plan was never recorded. These need to be completed and recorded as part of this current resubdivision plat. This existing conditions plan should specifically reference the easement plan to be revised and recorded.
2. The front setback of 30' should be measured from the new right-of-way line, not the former right-of-way line. In addition, the 2016 easement plan will also reflect a 30' front setback from the proposed right-of-way line, not the former right-of-way line. The right-of-way easement will become a permanent part of the Loudon Road right-of-way, therefore building setbacks should conform to it. Also, the final area of the parcel shall

not include the proposed right-of-way easement. Please include a before and after area of the parcel with respect to the permanent public highway right-of-way easement conveyance.

### **Site Plan**

3. All of the existing easements of record and the proposed easements as shown on the Bartlett resubdivision plat should be clearly shown and labeled on the SITEology site plans.
4. What material is the proposed curbing? Please include it on the site plans.
5. How wide are the vac spaces? Are they meant to accommodate one car or two?

### **Grading Plan**

6. Please provide spot elevations or finer contours to show water movement across the site, as it is a relatively flat location.

### **Utility Plan**

7. The 8" sewer line should terminate in a manhole. Will the 6" sewer line meet the requirements of the system?
8. Please include a sewer profile, including the slopes, length of run, and materials. Manhole diameters should also be noted.
9. Which way is the water traveling in and out of the water reclamation system?

### **Details**

10. Please include a detail, with elevations, on the water reclamation system.
11. Will the water reclamation system also trap sediment, silt, and grit from entering the City sanitary system?

### **Drainage Report**

12. Please include a drainage report in the submissions, per SPR 16.02 (12) (b), that is consistent with the regulations in SPR chapter 22.

### **General Comments**

13. Please include a trip generation memo to determine if the thresholds for a traffic study are met.
14. Please include a turning motion plan for a ladder truck. For a ladder truck, please use Aerial Truck (under NCHRP Report 659 in AutoTurn) or AASHTO Bus (Bus 45).
15. Engineering encourages, but does not require, the following wildlife-friendly erosion control practices:

- a. Use temporary erosion and sediment control products that either do not contain netting, or that contain netting manufactured from 100% biodegradable non-plastic materials such as jute, sisal, or coir fiber. Degradable, photodegradable, UV-degradable, oxo-degradable, or oxo-biodegradable plastic netting (including polypropylene, nylon, polyethylene, and polyester) are not equivalent alternatives. Netting used in these products should have a loose-weave wildlife-safe design with movable joints between the horizontal and vertical twines, allowing the twines to move independently and thus reducing the potential for wildlife entanglement.
  - b. Avoid the use of silt fences reinforced with metal or plastic mesh or if possible recommend the use of erosion control berms.
  - c. When no longer required, temporary erosion and sediment control products should be removed promptly from the project site.
  - d. Use nonwoven coir fabric when a surface fabric treatment is required for erosion control and stabilization, such as 100% biodegradable coconut fiber mat or equal as reviewed and approved by the project design engineer.
  - e. Use woven coir fabric when site conditions warrant. The outer layer of woven coir fabric should be a high strength, continuously woven mat (i.e., without seams) and made of 100% coconut fiber.
16. To add clarity to our comments and assist in the design engineer's review of the comments, Engineering has embedded additional comments directly into the electronic design drawing PDF, which are summarized in Appendix A of this document.

### **State/Federal Permits**

Per Site Plan Regulation 13.02 (8) and/or Subdivision Regulation 13.02 (10), a copy of any required State and Federal permit(s) shall be submitted to the City prior to final approval.

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

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

1. Prior to engineering sign-off on the building permit, the applicant/contractor shall:
  - a. Set up a pre-construction meeting with the Engineering Services Division to discuss construction requirements, site inspections, associated fees, schedules, etc. Any Engineering permits will not be authorized (unless explicitly stated otherwise) until final revised plans have been submitted and approved to the satisfaction of Planning and Engineering.
  - b. Provide PE-stamped backup information on the sizing and design of the proposed water reclamation system,
2. The following permit(s) will need to be obtained from the Engineering Services Division:

- a. Driveway Permit
- b. Utility Connection Permits (sewer and water services; storm drain connections if applicable)
3. Per Site Plan Regulation 27.11, establish a financial guarantee (letter of credit, or cash deposit) for site stabilization. The surety amount for this project has been set at \$10,000 based on a 1.1 ac disturbance area. The surety shall be established prior to scheduling the pre-construction meeting.
4. Per Site Plan Regulation 36.24 The Applicant is responsible for paying engineering inspection fees to ensure work is consistent with City standards and the approved plan set. An advanced deposit must be established for all anticipated site construction inspection fees.
  - a. The deposit amount is determined by Engineering based on the project schedule and estimated services; actual inspection fees are based on actual services rendered (i.e., hourly billing rate).
  - b. Prior to scheduling the pre-construction meeting, a template estimating the initial fee deposit (available upon request to engineering) shall be filled out by the Applicant for review by Engineering, as well as a project schedule and itemized cost estimate for use in establishing the deposit amount.
  - c. The deposit shall be submitted at least a week prior to the pre-construction meeting.
5. Water and Sewer Investment Fees will need to be paid (as part of the utility connection permit process).
6. Shop drawings/submittals shall be submitted to Engineering for the proposed water, sewer, and drainage improvements.
7. Prior to the construction of any future site improvements the applicant/owner shall consult the Planning Division to determine if Site Plan Approval will be required.
8. Per Site Plan Regulation 12.09, prior to issuance of a Certificate of Occupancy (CO), the contractor shall submit digital as-built drawings that are to the satisfaction of Engineering and conforming to the Engineering as-built checklist. A copy of the as-built drawing requirements are available on the Engineering website.