



Heather Shank
City Planner

CITY OF CONCORD

New Hampshire's Main Street™
Community Development Department

Planning Board

September 20, 2017

Project Summary – Major Site Plan and Minor Subdivision

Project: Dundee Investments LLC Commercial Development (2017-31)
Property Owners: Herbert Burnham, Messina Real Estate Investments, Wesley & Harold Johnson, Johnson Estates, and Michael D'Amante
Address: 285 & 287 Loudon Road, 30, 34, 36 & 42 Old Loudon Road
Map/Block/Lot: Tax Map 111E; Block 1; Lots 2, 3, 8, 9, 10, & 11

Determination of Completeness:

This application was determined complete at the August 16, 2017 Planning Board meeting.

Project Description:

The applicant is proposing to construct two retail buildings totaling 25,304 sf, and one 4,365 sf restaurant, and related site improvements, on Loudon Road & Old Loudon Road in the Gateway Performance (GWP) District.

Project Details:

Zoning: Gateway Performance (GWP)

Existing Lot Area: ±4.608 acres (±200,724.48 sf)

Street Frontage Required: 300'

Existing Street Frontage: 547.34' (Loudon Road), 643.69' (Old Loudon Road)

Existing Use: Single Family Residential

Proposed Use: Commercial - Retail and Restaurant

Lot Coverage Max.: 85%

Lot Coverage Proposed: 58.74%

Building Setbacks Required: 25' front, 25' side, 25' rear

Building Setbacks Provided: 43' front, 39' side, N/A rear

Parking spaces required: 159 spaces

Parking spaces provided: 164 spaces, including 7 HC spaces, and 31 compact spaces

Surrounding Land Use: Commercial to the south, east, and west; Residential to the north

1. General Comments

- 1.1 The following comments pertain to the 23 sheet site plan set titled “Non-Residential Site Plan Map 111E Block 1 Lots 2, 3, 8, 9, 10, & 11, Dundee Investments, LLC., 285 & 287 Loudon Road & 30, 34, 36 & 42 Old Loudon Road, Concord, New Hampshire”, “Non-Residential Condominium Plan”, and “Easement Plan” prepared by Keach-Nordstrom Associates, Inc., dated June 29, 2017; and “Concept Exterior Elevations, prepared for ALDI Inc., prepared by APD Engineering & Architecture, PLLC, dated May 11, 2017, revised September 5, 2017.
- 1.2 The Applicant is proposing to voluntarily merge the 6 lots. Tabulations are based on the proposed final merged lot. A Condominium Subdivision Application is reviewed as a separate application.
- 1.3 The Applicant proposes to construct the development in three phases. The 19,054 sf grocery store and associated parking and drives will be constructed as Phase 1. Phase 2 will be the construction of the 4,365 sf restaurant and associated drive-through and parking. Phase 3 will be the construction of the 6,250 sf retail building and associated parking. Phase 1 is anticipated to be completed by Fall 2018, and Phases 2 & 3 by Fall 2019.
- 1.4 The Applicant went before the Architecture Design Review (ADR) Committee at the September 12, 2017 meeting. The committee recommended that the applicant use aluminum composite material on the upper section of the building adjacent to the Aldi sign instead of the EIFS material or composite board proposed by the applicant. The committee also recommended that the same material used on the lower part of the building be extended up to the windows on the lower section adjacent to the front entrance.

The committee recommended additional signage in the parking lot to help guide customers in the correct direction with the proposed angled parking.

The Committee voted to recommend approval of the application with the condition that the proposed EIFS material or composite board is replaced with aluminum composite material consistent with the material around the Aldi sign.

- 1.5 The Applicant went before the Conservation Commission at their August 9, 2017, meeting for the Conditional Use Permit for proposed impacts to wetlands. See Section 2 below.
- 1.6 Please see Engineering Division comments in the memos from: Bryant Anderson, dated August 9, 2017; Robert Mack, dated September 7, 2017; and, Paul Gendron, dated September 13, 2017.
- 1.7 The Applicant will confirm with the Fire Department sprinkler and/or alarm requirements for the proposed grocery store and restaurant prior to issuance of building permits.
- 1.8 The project is located adjacent to the Medium Residential District; a 15' buffer is required and has been provided.
- 1.9 The Applicant has requested the following waivers to the Site Plan Regulations (SPR):
 - **Section 21.02 Sidewalks Required**, to not construct a sidewalk along both frontages, and instead provide a sidewalk along Loudon Road only. This waiver was previously granted for other commercial developments located east and west of the proposed development. There are no existing or proposed sidewalks in the vicinity for which a future connection may be made along either Old Loudon Road or Portsmouth Street southerly of I-393. *Staff supports this request.*

- **Section 22.07 Storm Water Design Standards**, to provide 3' separation between the bottom of the infiltration system and groundwater where 4' is required, and to not meet the off-site flow requirements allowing a small increase to the City drainage system that is unavoidable due to the nature of tying into the existing street. The NH Department of Environmental Services has revised their regulations to allow for 3' separation since the City adopted this standard. *Staff supports this request.*
- **Section 24.04 Design Standards, Service Connections**, to not construct the service connection drop in a 4' manhole. The Applicant is planning to tie into the existing manhole on Loudon Road. *Staff does not support this waiver.*

2. Conditional Use Permits

- 2.1 The applicant has requested a Conditional Use Permit per Section 28-7-14(b) of the Zoning Ordinance (ZO) for the Location of Off-Street Loading Area for Refuse Containers. Per the ZO, refuse containers shall be located to the side and rear of the building they are intended to serve. Because the site has two frontages and no rear, the Applicant argues that they are unable to locate the dumpster at the rear. However, they assert that based on the configuration of the parcel, they feel that the dumpster is located at the "rear" of the building, and meets the intent of the ordinance. The refuse containers are screened, the nearest residence is ± 125 ft. from the proposed loading area. Staff will recommend approval of the CUP request; however, the proposed dumpster location for the retail and restaurant buildings is located in line with the residence on Old Loudon Road. At the request of Planning Staff, the Applicant explored several options to relocate the dumpsters, and has indicated that they are not able to find a feasible location elsewhere on site. They feel that the provided fencing and vegetative buffer, along with the distance from the residence, will minimize impact from noise and odor. Additionally, they stated that the trash pick-up will occur after 7 a.m.
- 2.2 The Applicant has requested a CUP per Section 28-4-3(d) of the ZO for the Disturbance to a Wetland Buffer. The proposed layout will disturb 6,787 sf of the buffer, for site grading and stormwater improvements. The Applicant asserts that wetland buffer impacts were minimized to the extent practical, and the proposed restoration will help improve the function of the wetland buffer over the current condition.
- The Applicant went before the Conservation Commission at their August 9, 2017, meeting. Additionally, the Applicant previously met with the Commission and conducted a public site walk with the Commission in 2015. The Commission recommended approval of the CUP.
- 2.3 The narratives provided by the applicant (see attached) describe how the criteria of all applicable sections of the ordinance are met, including Section 29-4-4(d) (ZO), which states the criteria for the Planning Board decision.

3. Technical Review Comments

- 3.1 Revise Construction Note 1 on Sheets 5 & 6, to say "latest edition", instead of 2009.
- 3.2 Several trees along the existing shared entrance access are proposed to be removed. These trees were counted towards the landscaping requirement for the adjacent Sienna Investments development. Staff recommends that the Applicant provide revised landscaping calculations to show that the requirements are still being met for the Sienna development and the Dundee development.
- 3.3 On Detail Sheet 15, provide the color of vinyl fence for the buffer and dumpster enclosure.

- 3.4 The property is located adjacent to the Medium Density Residential District; therefore, per 28-4-2(ZO), a buffer is required along the district boundary. The applicant has provided a 15' buffer, which is the minimum buffer for buildings up to 20' in height. Heights for the proposed restaurant and retail building were not provided. Staff recommends that a note be added to the plan indicating that future buildings may not exceed 20' in height, or additional buffer will be required in accordance with Section 28-4-2(b)(1).

4. Recommendations

- 4.1 **Grant ADR approval** for the proposed commercial development layout, including the proposed grocery store building, and related site improvements, subject to the condition that the proposed EIFS material or composite board is replaced with aluminum composite material consistent with the material around the Aldi sign.
- 4.2 **Grant the following waivers** to the Site Plan Regulations (SPR):
- **Section 21.02 Sidewalks Required**, to not construct a sidewalk along both frontages, and instead provide a sidewalk along Loudon Road only. This waiver was previously granted for other commercial developments located east and west of the proposed development. There are no existing or proposed sidewalks in the vicinity for which a future connection may be made along either Old Loudon Road or Portsmouth Street southerly of I-393. Staff supports this request.
 - **Section 22.07 Storm Water Design Standards**, to provide 3' separation between the bottom of the infiltration system and groundwater where 4' is required, and to not meet the off-site flow requirements allowing a small increase to the City drainage system that is unavoidable due to the nature of tying into the existing street. The NH Department of Environmental Services has revised their regulations to allow for 3' separation since the City adopted this standard. Staff supports this request.
- 4.3 **Deny the following waiver** to the Site Plan Regulations.
- **Section 24.04 Design Standards, Service Connections**, to not construct the service connection drop in a 4' manhole. The Applicant is planning to tie into the existing manhole on Loudon Road. Staff does not support this waiver.
- 4.4 **Grant Conditional Use Permit approval** for the following:
- (1) Article 28-7-14(b) (ZO) to allow for the Location of Off-Street Loading Area for Refuse Containers at the rear of the building.
 - (2) Article 28-4-3 (ZO) to allow disturbance of 6,787 sf of wetland buffer for site grading and stormwater improvements.
- 4.5 **Grant Major Site Plan** approval for the proposed commercial development, subject to the following precedent and subsequent conditions noted below:
- (a) Precedent Conditions – to be fulfilled within one (1) year and prior to issuance of any building permits, or the commencement of site construction, unless otherwise specified:
 - (1) Voluntary lot merger shall be completed and recorded.
 - (2) Address Technical Review Comments noted in Section 3 above to the satisfaction of the Planning Division.
 - (3) Address review comments from Engineering Services to the satisfaction of the Engineering Division.

- (4) Any waiver(s) granted are to be noted and fully described on the plan including date granted and applicable Section number(s) of the Site Plan Regulations. Should the Board vote to deny the waiver request(s), applicant shall comply with said submission requirement(s).
 - (5) Submit two (2) 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, wetland buffers and clearing limits within the buffers shall be marked for inspection by Planning Staff.
 - (2) Prior to commencement of construction activity, payment of inspection fees in an amount approved by the City Engineer shall be made.
 - (3) 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.
 - (4) Prior to a 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.
 - (5) Prior to the issuance of a Certificate of Occupancy or final construction sign-off, digital information shall be provided to the City Engineer for incorporation into the City of Concord Geographic Information System (GIS) and tax maps. The information shall be submitted in accordance with Section 12.08 of the Site Plan Review Regulations and all information shall be converted to a vertical datum of NAVD 88.

Prepared by: BAF

S:\Plan\Development Review\Project Files\2017\2017-31_DundeeInvestments_SPR\Report\Report.docx



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

Edward L. Roberge
City Engineer

TO: Heather Shank, PLA, AICP
City Planner

FROM: Robert J. Mack, PE, PTOE
Traffic Engineer

DATE: September 7, 2017

SUBJECT: Traffic Review
Proposed Retail and Restaurant Development, Phase II
285-287 Loudon Road

This memorandum summarizes staff review of the July 2017 Traffic Impact and Access Study¹ (TIAS) prepared by Greenman-Pedersen, Inc. (GPI), regarding the proposed development of mixed retail and restaurant uses at 285-287 Loudon Road. This development is Phase II of a retail site development located on the north side of Loudon Road opposite Steeplegate Mall. The recently-opened Phase I development is immediately to the west and shares parking lot circulation and driveway access with the Phase II site, including: driveway access to the signalized intersection at Loudon Road and the East Mall Driveway (Sears); and access to Old Loudon Road via the existing Phase I driveway. The TIAS is generally responsive to the traffic scope of work for Phase II as discussed between staff and GPI in February 2017.

Development Summary

The proposed Phase II project consists of a new 6,150 sf retail building, a 4,350 sf fast-food restaurant, and a 20,000 sf supermarket. Access to the Phase II site will be provided via three locations: the existing full-access, signalized Phase I driveway to Loudon Road opposite the mall entrance at Sears; a supplemental right-turn in only driveway from Loudon Road westbound at the east end of the site near the proposed grocery store; and the Phase I driveway to Old Loudon Road via use of the Phase I parking area.

The TIAS study area includes the following intersections: Loudon Road at D'Amante Drive and Old Loudon Road; Loudon Road at Site Driveway and East Mall Driveway (Sears); Old Loudon Road at Phase I Site Driveway; and Old Loudon Road at Portsmouth Street. Periods of analysis include the weekday afternoon and Saturday midday peak hours during a 2018 opening year and a 2028 horizon year.

¹ Greenman-Pedersen, Inc., *Traffic Impact and Access Study, Proposed Retail and Restaurant Development (Phase II), Concord, NH, July 2017.*

Traffic Volumes and Projections

1. Peak-period turning movement counts were conducted at the four study area intersections in May 2017 during the 4:00 to 6:00 PM commuter peak period and the 11:00 AM to 2:00 PM Saturday midday peak period. For purpose of the TIAS analysis, peak-hour volumes were appropriately increased by about 9 percent to reflect average peak-hour conditions during the highest traffic month based on NHDOT seasonal traffic data. The TIAS assumes a conservative one percent per year background traffic growth to estimate 2018 and 2028 future no-build peak-hour traffic flows in the area. Also incorporated into the background traffic projections are estimates of the yet-to-be-completed site redevelopment at 192-196 Loudon Road (Dairy Queen site), and what was, at the time, the remaining 6,775 sf of unleased space at the Phase I site.
2. A comparison of 2017 traffic counts with those compiled in 2013 for the Phase 1 traffic study yield some insights into area traffic changes since the following: the opening of the Phase 1 site; the reconfiguration of the Loudon Road/Old Loudon Road intersection; and the reconfiguration of the Old Loudon Road /Portsmouth Street intersection.
 - a. Volumes on Loudon Road east of East Mall Driveway (Sears) are largely unchanged at around 17,000 vehicles per weekday.
 - b. Volumes on Old Loudon Road east of the Phase I driveway have increased from about 1,000 to 2000 vehicles per weekday. This was expected due to the diversion of some of Portsmouth Street traffic to the new Old Loudon Road approach to the signal at the Loudon Road/D'Amante Drive intersection.
 - c. Traffic volumes at the reconfigured Old Loudon Road/Portsmouth Street intersection have increased minimally, at about one additional vehicle per one to two minutes during the peak hours.
 - d. Although not yet fully tenanted, the Phase I site appears to be generating traffic at a lower rate than originally projected in the Phase I traffic study.
3. The TIAS appropriately estimates potential trip generation of the Phase II site by using industry-standard trip generation rates published by the Institute of Transportation Engineers (ITE).² The site will generate an estimated 3,810 weekday daily trips and 6,100 Saturday trips (half entering and half exiting), distributed among the site's three available driveway accesses. 373 and 437 driveway trips are estimated for the weekday PM commuter and Saturday midday peak hours, respectively. Nearly 40 percent of these driveway trips will be drawn from traffic already passing by the site and thus not additive to adjacent street traffic volume. Site driveway trips are further distributed among adjacent street directions including east or west along Loudon Road, along D'Amante Drive, to/from the mall, or along Old Loudon Road to Portsmouth Street.
4. The TIAS reports that appropriate sight distance is available at all Phase I and Phase II driveways. Staff suggests that vegetation near driveway/street intersections be limited to shrubbery less than two feet high or trees pruned at least 7.5 feet up.

² Institute of Transportation Engineers, *Trip Generation*, Ninth Edition, (Washington D.C., 2012).

Traffic Operations

Staff generally concurs with the findings reported in the TIAS, including:

1. Loudon Road at D'Amante Drive and Old Loudon Road. The TIAS reports that the intersection is estimated to operate with moderate to long delays through 2028, with or without the Phase II development. No adverse traffic impact is anticipated. The TIAS does recommend changes in this signal's phasing and timing patterns to improve signal operation and reduce delay. Staff notes that these changes to signal phasing were developed by GPI in the Phase I off-site improvement plan, but have yet to be fully implemented, include updated signal coordination patterns for the City's interconnected signal system along Loudon Road from D'Amante Drive to Walmart, and along D'Amante Drive from Loudon Road to Triangle Park Drive. Staff recommends that the project team collaborate with staff to ensure that these updated signal patterns are in place as soon as possible.
2. Loudon Road at Site Driveway and East Mall Driveway (Sears). This signalized intersection will continue to operate with low to moderate peak-hour delays. No adverse traffic impact is anticipated.
3. Old Loudon Road at Phase I Site Driveway. This one-way stop controlled intersection will continue to operate with low peak-hour delays. No adverse traffic impact is anticipated.
4. Old Loudon Road at Portsmouth Street. This one-way stop controlled intersection will continue to operate with low peak-hour delays. No adverse traffic impact is anticipated.

Staff Findings and Recommendations

1. Off-site roadway and traffic improvements built for the Phase I development are generally sufficient to accommodate added Phase II traffic demands, except as noted below.
2. Updated signal timing and system coordination settings developed by GPI for Phase 1 offsite improvements need to be fully implemented. This includes signal phasing and timing updates at the Loudon Road/D'Amante Drive/Old Loudon Road intersection as well updated signal coordination settings at all intersections within the coordinated signal system along this section of Loudon Road and D'Amante Drive. GPI should review previously-calculated signal system settings, adjust them if appropriate based on the Phase II project, and implement initial settings in the field. Staff will collaborate with GPI in optimizing the initial settings based on field observations of actual traffic operating conditions.
3. Vegetation near driveway/street intersections should be limited to shrubbery less than two feet high or trees pruned up to at least 7.5 feet to maintain appropriate sight lines.
4. Consideration should be given to adjusting the design of the one-way site entrance from Loudon Road eastbound so that the length of the crosswalk along Loudon Road is reduced to the extent practical.



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

Edward L. Roberge
City Engineer

MEMORANDUM

TO: Beth Fenstermacher, Assistant City Planner

FROM: Paul E. Gendron, LLS, City Surveyor

DATE: September 13, 2017

SUBJECT: Plan Review, Site Plan, Dundee Investments, LLC, 285 & 287 Loudon Road;
Map 111E, Block 1, Lots 2, 3, 8, 9, 10, & 11; (2017-31)

I have reviewed the entitled plan set and I offer the following comments:

- *Site Plans*, Dundee Investments, LLC, Map 11E Block 1 Lots 2, 3, 8, 9, 10, & 11, 285 & 287 Loudon Road & 30, 34, 36, & 42 Old Loudon Road, Concord, New Hampshire, prepared by Keach-Nordstrom Associates, Inc., dated June 29, 2017 (received on 7/27/2017)
- 1) On the Overview Plan, please add the address of 273 Loudon Road to the previously approved one-story retail building to the west of the subject site and please add the address of 295 Loudon Road to the building to the east of the subject site.
- 2) I agree with the addresses of 285, 287, and 289 Loudon Road for the three proposed buildings as shown on the Overview Plan. Please add these addresses to the Non-Residential Site Layout Plan.
- 3) The development is subject to an Agreement to Convey Cross-Access / Interconnection Rights as recorded at the MCRD at Book 3463, Page 1407.
- 4) On the Existing Conditions Plan and the Non-Residential Site Layout Plan at the southeast corner of the subject property, the note for an Easement to State of NH, having Bk 1795, Pg 584, should be Bk 1798, Pg 584. This needs to be corrected on multiple sheets.
- 5) On the Non-Residential Site Layout Plan, the entire site should be shown on the sheet. The southeast corner of the property is cut off due to the legend and the title block.