

July 10, 2019

**Site Plan Application for:
28 Eastman Street, Tax Map 481Z, Lot 16**

Project Narrative:

The proposal is to convert the existing two-family dwelling to a three-family by finishing the second floor of the existing barn and to construct a new parking lot to accommodate the tenants.

This property is 0.48 acres and is located at the corner of Eastman Street and Carpenter Street in Concord. The existing home on the property consists of two residential units; one on the first floor, and one on the second. The garage is currently unfinished. The footprint of the building is approximately 2,400 s.f. including the garage. The property is fairly flat and is maintained as a lawn with several mature trees and shrubs located in various locations. There are no woodlands or other unmaintained areas on the property. There are no wetlands on the property. There is an existing driveway on Carpenter Street providing access to the garage. There is a second driveway suitable for two cars further west on Carpenter Street.

The proposal is to renovate the second floor of the existing barn into a one-bedroom apartment. No additions to the building are proposed. The current tenants in the two apartments will be permitted to remain in their apartments, and the owner (the applicant) will move into the new apartment on the second floor of the barn when completed.

The proposed plan includes removing the second drive and constructing a new paved parking area to accommodate parking for four vehicles. Only one of the current tenants owns a car and the other does not drive. The owner will park in the garage. Therefore only one space is currently needed for the residents plus visitor parking. The proposed parking lot currently exceeds what is needed.

July 10, 2019

**Conditional Use Permit Application for:
28 Eastman Street, Tax Map 481Z, Lot 16**

Supplemental information:

Conditional Use Permit (CUP) requested: Art. 28-7-11(g) Reduction of driveway width

Following are the responses to criteria outlined in Article 28-9-4(b)(4):

a. The use is specifically authorized in this ordinance as a conditional use. This construction of fewer spaces is allowed per Art. 28-7-11(g) of the Ordinance.

b. If completed as proposed by the applicant, the development in its proposed location will comply with all requirements for this Article, and with the specific conditions of standards established in this ordinance for the particular use. A reduction in the driveway width is allowed “where the total traffic using such a driveway does not exceed thirty-five (35) vehicle trip ends on a weekday based upon criteria published in the latest edition of Trip Generation by the Institute of Transportation Engineers (ITE). In no case shall the Planning Board permit a driveway designed for two-way traffic flow with a width of less than eighteen (18) feet.” Traffic is below the maximum threshold and the proposed driveway width is 18 feet.

c. The use will not materially endanger the public health or safety. The reduction in the driveway width will not pose any health or safety concerns since the drive will only be used by two tenants accessing the parking lot from a quiet dead-end street.

d. 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 reduced driveway width will be more compatible with the neighboring residential uses.

e. The use will not have an adverse effect on highway or pedestrian safety. The property is on a quiet dead-end street with very little traffic.

f. The use will not have an adverse effect on the natural, environmental, and historic resources of the City. The property is in an urban residential neighborhood with no known natural or environmental resources, and the reduced driveway width will have no effect on any historic resources in the area.

g. 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. No additional services, expenditures, or facilities will be necessary as a result of the reduced driveway width.

July 10, 2019

**Conditional Use Permit Application for:
28 Eastman Street, Tax Map 481Z, Lot 16**

Supplemental information:

Conditional Use Permit (CUP) requested: Art. 28-7-11(b) Construction of fewer spaces

Following is the response to criteria outlined in Article 28-9-4(b)(4):

a. The use is specifically authorized in this ordinance as a conditional use. This construction of fewer spaces is allowed per Art. 28-7-11(b) of the Ordinance.

b. If completed as proposed by the applicant, the development in its proposed location will comply with all requirements for this Article, and with the specific conditions of standards established in this ordinance for the particular use. A reduction in the number of parking spaces is allowed “provided that a sufficient land area is allocated and shown on a site plan for the full number of spaces required.” There is sufficient room for the spaces on the west side of the parking lot proposed.

c. The use will not materially endanger the public health or safety. The reduction in the number of parking spaces will not pose any health or safety concerns since it is believed that four spaces is adequate for the proposed use, and the property is located in an urban area on a quiet dead-end street.

d. 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 reduced parking area will be more compatible with the neighboring residential uses. In fact, the abutting church has no parking lot, but the parishioner’s park on the road.

e. The use will not have an adverse effect on highway or pedestrian safety. The property is on a quiet dead-end street with very little traffic.

f. The use will not have an adverse effect on the natural, environmental, and historic resources of the City. The property is in an urban residential neighborhood with no known natural or environmental resources, and the reduced parking will have no effect on any historic resources in the area.

g. 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. No additional services, expenditures, or facilities will be necessary as a result of the parking area.

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Ph. 603-219-0194

May 28, 2019

Drainage Report
Sean Monahan
Tax Map 481Z, Lot 16
28 Eastman Street
Concord, NH

This Drainage Report has been prepared to address the City of Concord Site Plan Regulations Section 16.02(12) for a Minor Site Plan. It is understood that this site meets the threshold for a Minor Site Plan since it is a conversion of an existing dwelling from 2 dwelling units to 3 dwelling units. A new drive and parking for four vehicles will be constructed to accommodate the expanded use. The following narrative summarizes our findings:

Background:

This property is 0.48 acres and is located at the corner of Eastman Street and Carpenter Street in Concord. The footprint of the building is approximately 2,400 s.f. including the garage. No additions to the building area proposed. There is an existing driveway on Carpenter Street providing access to the garage. There is a second driveway suitable for two cars further west on Carpenter Street. The proposed plan includes removing the second drive and constructing a new paved drive to accommodate parking for four vehicles. The new drive will be approximately 2,160 s.f. and after subtracting the 460 s.f. existing drive that will be removed shows that there will be a net increase of 1,700 s.f. of pavement.

The property is fairly flat and is maintained as a lawn with several mature trees and shrubs located in various locations. There are no woodlands or other unmaintained areas on the property. There are no wetlands on the property. Stormwater runoff in the back of the property adjacent to Carpenter Street drains to a low area on the property where it naturally infiltrates into the underlying soils. This low area is a long shallow depression that straddles the property line – see attached pictures. It appears that runoff from the subject property and from the neighboring church to the south both contribute to this low area. The total drainage area contributing to this depressed area is approximately one-acre or more. The NRCS Web Soil Survey indicates that the soils in this area are identified as 498, Urban Land-Pootatuck. This soil is classified as a hydrologic group “B” soil consisting of moderately deep to deep, and moderately well drained to well drained soils having a moderate infiltration rate. This soil is consistent with the drainage patterns found on the site.

Findings:

Drainage patterns will not be altered, but will continue to runoff into the shallow depression in the back of the property. The proposed parking area is relatively small in relation to the overall drainage area contributing to this depression (approximately a 4% increase in impervious surfaces). In my professional opinion and based on the information provided, the added pavement will have negligible affect to this shallow depression.

The NRCS Soils Map and photos of the site are attached.





At intersection looking west



On Carpenter Street looking south

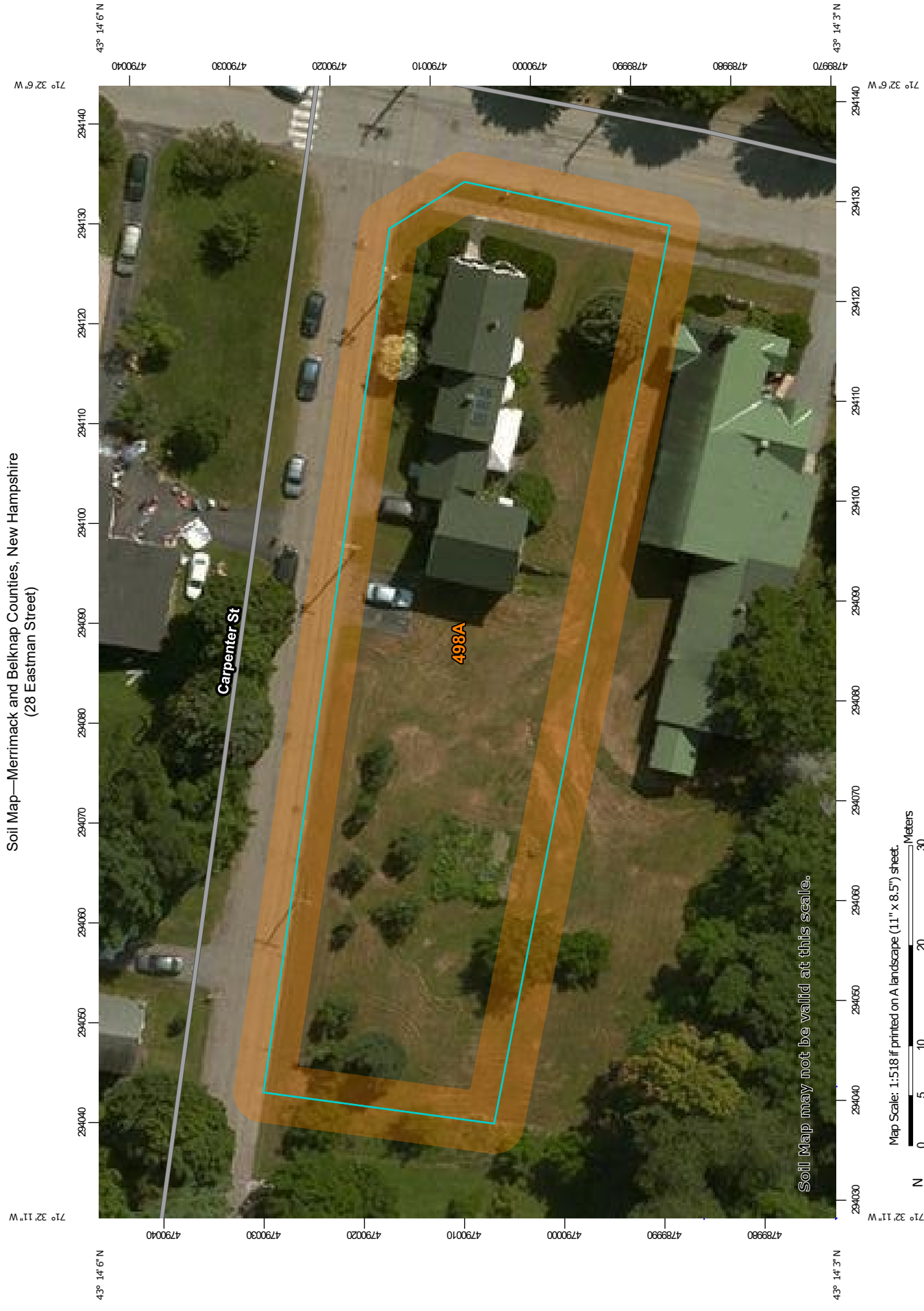


In back of subject property looking east










































In back of subject property looking west

Soil Map—Merrimack and Belknap Counties, New Hampshire
(28 Eastman Street)



MAP LEGEND

Area of Interest (AOI)		Area of Interest (AOI)		Spoil Area
Soils		Soil Map Unit Polygons		Stony Spot
		Soil Map Unit Lines		Very Stony Spot
		Soil Map Unit Points		Wet Spot
Special Point Features		Blowout		Other
		Borrow Pit		Special Line Features
		Clay Spot		Water Features
		Closed Depression		Streams and Canals
		Gravel Pit		Transportation
		Gravelly Spot		Rails
		Landfill		Interstate Highways
		Lava Flow		US Routes
		Marsh or swamp		Major Roads
		Mine or Quarry		Local Roads
		Miscellaneous Water		Background
		Perennial Water		Aerial Photography
		Rock Outcrop		
		Saline Spot		
		Sandy Spot		
		Severely Eroded Spot		
		Sinkhole		
		Slide or Slip		
		Sodic Spot		

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.
Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Merrimack and Belknap Counties, New Hampshire
Survey Area Data: Version 23, Sep 7, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
498A	Urban land-Pootatuck complex, 0 to 3 percent slopes	0.6	100.0%
Totals for Area of Interest		0.6	100.0%