

Project Description

The proposed project involves the construction of a 3,740 ± s.f. addition to an existing house at 41 Hall Street in Concord, NH, Tax Map 15, Block 2, Lot 6 owned by Swim NH, LLC. The proposed addition, along with the associated parking areas, drainage system, and other site amenity features will offer swim lessons in the indoor pool.

The current driveway for the existing house will be removed and will be relocated to provide access to the new parking lot. All utilities that will service the new addition will be provided through the service connections that currently feed the existing house, so no new utility lines will be constructed. Work located within the Hall Street right-of-way will be limited to sidewalk with curb reconstruction and relocation of the driveway with some associated grading on the grassy areas.

Existing Site Conditions

The existing site contains a single-family home with a driveway, garage, and some landscaping features. It is located in the GWP Gateway Performance Zoning District at 41 Hall Street. The majority of the site features lawn with scattered trees throughout the property, with some treelines along portions of the northerly and easterly property lines. The property is bound by Hall Street to the west, a bus company to the north, and what appears to be surface water that is part of the Route 93 right-of-way. The south and southeast property lines abut the OCP Opportunity Corridor Performance District which contains commercial developments.

The site is relatively flat with most existing ground elevations occurring between elevation 232 and 234. The majority of the site currently sheet flows towards a low point near the southeast corner of the property where it flows offsite to the east. A small portion of the site near the northwest corner discharges to the City of Concord municipal drainage system in Hall Street.

The existing house is fully serviced with electric, gas, water and sewer lines that are connected to mains in Hall Street.

There are no jurisdictional wetlands located on the proposed site.

Proposed Site Conditions

The existing building and pedestrian access from Hall Street will remain and the existing driveway and garage will be demolished. Swim NH plans to construct a 3,740 ± s.f. addition that will provide an area to teach indoor swimming lessons that will have all new utility connections fed through the existing building. A new driveway with a new curb cut in Hall Street will be connected to serve the proposed parking area featuring 15 parking spaces, 4 of which will be compact.

Stormwater from the entire parking area, portions of the new roof, and landscaped areas will sheet flow to the pervious asphalt pavement in the proposed parking lot and will recharge into the groundwater.

Schedule

Construction is planned to commence in the Fall of 2019 with estimated completion by Spring of 2020, depending upon the status of local and state permits.

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The project received several variances from the Zoning Board of Adjustment in order to redevelop the site on the 0.42 acre lot, including building setbacks, parking lot buffer, and number of parking spaces. The current driveway for the existing house will be removed and relocated further south on Hall Street to provide access to the new parking lot.

In order to accommodate the 15-parking lot, the project requires the following Conditional Use Permits:

1. CUP per Article 28-7-11(g) *Reduction of Drive Width* to allow the drive to be 18' as opposed to 24' which will accommodate the two 3' wide landscape islands separating the drive from the adjacent parking spaces as required by Engineering Services;
2. CUP per Article 28-7-11(f) *Driveway Separation Alternatives* to allow the proposed driveway to be approximately 100' from the adjacent driveway at 47 Hall Street where 200-feet is required.

In support of the two Conditional Use Permit Applications, we offer the following supporting information:

- **The use is specifically authorized in this ordinance as a conditional use pursuant to Article 28-7-11(g) *Reduction of Drive Width* and Article 28-7-11(f) *Driveway Separation Alternatives***
- *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 layout, as proposed, allows for preserving the existing house, while allowing a new driveway that is central to the new parking lot and accommodates the required 15-parking spaces while complying with all other requirements of the ordinance.*
- *The use will not materially endanger the public health or safety. Given that the lot has 143 feet of frontage and the abutting driveway is only 60-feet south of the site, it would be impossible to comply with the ordinance. The proposed driveway is situated in the most efficient location for access and is at least 100-feet from the abutting driveway at 47 Hall Street. The addition of two 3-foot wide landscape islands and reduction of driveway width to 18-feet, will provide further safety measures to control traffic entering and exiting the site.*
- *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 driveway configuration is compatible with other abutting uses along Hall Street which have consisted of similar conversions from residential to commercial uses.*

- *The use will not have an adverse effect on highway or pedestrian safety. As stated above, the driveway has been located and configured in the most effective and safe location on the property to accommodate the required 15-parking spaces, while complying with all other requirements of the ordinance including preserving the existing sidewalk.*
- *The use will not have an adverse effect on the natural, environmental, and historic resources of the City. The location and configuration of the driveway will allow the existing house to be preserved and will have no effect on other natural, environmental, or historic resources of the City.*
- *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. The location and configuration of the driveway will have no effect on public utilities or community facilities.*



