



Detailed Project Narrative in support of the Minor Site Plan Application for a Parking area at the Fisherville Rd Trailhead of the Concord-Lake Sunapee Rail Trail.

August 19, 2019

The existing conditions of the property: It is a hay field with a driveway onto Fisherville Rd. portions of the property used to be a section of the Concord & Claremont railroad grade. The proposed improvements are to create a defined parking area for 7 vehicles, one of which will be handicapped parking. This location will be the eastern end of a 2.5 mile rail trail built along the former railroad grade of the Concord & Claremont Railroad. In addition to the parking spaces we will provide a [Bicycle Fix Station](#) so people can make adjustments to bicycles at the trailhead.

Ownership:

The Friends of the Concord-Lake Sunapee Rail Trail hold an easement over the portion of the property for which we are submitting this minor site plan application. Our easement has been recorded with the Merrimack County Registry of Deeds (Book 3592 Page 2006 on 4/30/2018. **Copy attached for your convenience.**) In addition, the Friends of the Concord-Lake Sunapee Rail Trail signed an agreement with the City of Concord to build and maintain a rail trail over portions of property which the City owns or holds a recreational easement, signed June 20, 2018 **and attached for your convenience.**

The particular property where the parking area is being requested is owned by Dister “Roy” Deoss of 151 Quaker Farms Rd., Southbury, CT 06488. (Merrimack County Registry of Deeds Bk 3562 Page 930 Tracts 3&4)

Site plan Review Checklist.

12.02 – See Plan Title Block

12.03 (1) Land Surveyor Existing Conditions - Page 6 of plan set PDF

12.03 (2) Professional Engineer drainage plans: Pages 1-4 of plan set PDF

12.03 (3) Landscape Plans: N/A – It’s a hay field. Until just cut all the trees along Fisherville Rd.

12.03 (4) Architectural Elevations: N/A – no buildings.

12.03 (5) Wetland Boundaries: N/A – no wetlands in this area.

12.03 (6) Soil Types: See Sheet 1, Plan note 7. NRCS soil type Croghan Fine Sandy Loam, 0-5% slopes.

12.04 – Location Plan: See Plan Sheets 1 and 5.

12.05 - Vicinity Plan: See plan Sheet 5.

12.06 (1) Certificate of ownership: **See Dister Deoss Deed.**

12.06 (2) Easements **See FCLSRT Easement.**

12.06 (3) Existing Restrictions: See Deoss Deed if any exist.

12.06 (4) Prior Subdivisions of Surveys: See Deoss Deed and prior plan 6484 describing part of tract 4.

12.06 (5) Other Plans:

12.07 Wetlands Delineation – N/A

12.08 – Electronic Submission. We will comply.

12.09 As Built Drawings. We will comply.

13.01 (1) Authorization of Property Owner: We can attempt to get Mr. Deoss' signature. Our easement should be sufficient.

13.01 (2) Application form: The application, narrative, plans attached.

13.01 (3) Application fee: \$300.

13.01 (4) Abutters List. **See attached list.**

13.01 (5) ZBA Actions: N/A.

13.01 (6) State & Federal Permits N/A.

13.01 (7) Phasing Plan: N/A.

13.01(8) (a) Impact Studies – Drainage. **See Moser Drainage Study Plan.**

13.01 (8) (b,c,d,e,f,g) Impact Studies N/A. (Wetlands, Traffic, Water/Sewer, Soil, School, Other.

13.01 (9) Special Studies & Third Party Reviews: N/A.

13.02 (1) Right of Way Easement: N/A.

13.02 (2) Utility & Drainage Slope Easements: N/A

13.02 (3) Open Space deeds or easements: See FCLSRT Easement attached.

13.02 (4) Other Public Easements: N/A.

13.02 (5) Financial Guarantee for Public Improvements: N/A.

13.02 (6) Publicly Funded Improvements: N/A. (The parking area is not part of the RTP grant.)

13.02 (7) Recording Fees: We are blessed to have Sulloway and Hollis handling our legal work and recording fees pro-bono.

13.02 (8) State and federal permits: N/A.

13.02 (9) Municipal Utility Extension: N/A.

13.02 (10) City Council Approvals: N/A.

13.02 (11) Electronic Submission: We will comply.

15 Application Requirements for Minor Site Plans

15.01 Required 5 hard copies and digital submission of:

15.01 (1) All items in Section 12: See Section 12 above.

15.01 (2) All items in Section 13.01 except for impact studies in 13.01 (8): See section 13.01 above.

15.01 (3) All items in 15.02 Site plan requirements: We are complying.

15.01 (4) All items in 15.03 Existing conditions plan. See Peter Mellen Plan Attached.

15.01 (5) All items in 15.04, Proposed Site plan: See Mark Moser Plans attached.

15.01 (6) Wetland Delineation & buffers: N/A

15.01 (7) Construction Drawings from section 16.02: N/A

15.01 (8) Architectural Plans: N/A.

15.01 (9) Impact Studies from section 13.01 (8): See drainage study referenced above in 13.01 (8) (a) above.

15.10 (10) Conditional Use Permit: **We are filing a Conditional Use Permit for relief on paving the full parking area. See Attached**

15.02 Site Plan Requirements: See plan set.

15.02 (6) Large Parcels: This parking application only modifies a small portion of a larger parcel. The plans show the pertinent information clearly.

15.03 Existing Conditions Plan: See the plan set page 6.

15.04: Proposed Site Plan: See the plan set, page 1.

15.05: Other requirements: N/A.

Photos of existing site.

Fisherville Rd to Carter Hill Rd Project banner PDF attached.

Fisherville parking area existing conditions images.

Any structures from various vantage points.

All supporting information required by site plan regulations including:

- Plans

- Elevations

- Details of the proposed work

- Materials, colors, landscaping

- Signage

- Any information that will help the city understand the project.



Conditional Use Narrative for Friends of the Concord-Lake Sunapee Rail Trail application for Parking on Fisherville Rd.

- a. The use is specifically authorized in this ordinance as a conditional use
- b. If completed as a 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
- c. The use will not materially endanger the public health or safety
- 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
- e. The use will not have an adverse effect on highway or pedestrian safety
- f. The use will not have an adverse effect on the natural, environmental, and historic resources of the City
- 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.

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The City regulations call for parking areas to be paved. We seek a conditional use permit for alternative surfacing (Article 28-7-11(e) for this trailhead parking area. We believe the use of this lot will be seasonal. We propose to surface it with gravel behind a 5’ paved apron coming in from the sidewalk. The anticipated use is primarily in the non snow covered months and the capacity is being sized for when the entire trail is complete. We do not believe the parking will be full with just this standalone trail segment.

Many other trailhead parking areas are not paved. Looking at the City of Concord Hiking Trails Maps we see trailhead parking as follows:

- The 3 parking areas shown on Map 1 “Map Yard State Forest Trails” are not paved.
- The 2 parking areas shown on Map 2 Lehtinen Park & Jim Hill River Walk are not paved.
- The 1 parking area shown on Map 3 O’Reilly Fleetham Trail is not paved.
- The 1 parking area in Concord shown on Map 4 Weir Rd – Boscawen Town Forest is not paved.
- The 1 parking area shown on Map 7 Spears Park Trails is not paved.
- The 1 parking area shown on Map 8 Riley Trail is not paved.
- The 1 parking area shown on Map 9 Cart Hill Orchard Trails is not paved.
- The 2 parking areas shown on Map 12 Oak Hill Trails are not paved.
- The 1 parking area shown on Map 14 SPNHF Trails is not paved.
- 2 of the 3 parking areas shown on Map 15 Batchelder Mill Rd Trails are not paved. The paved lot is next to schools.
- The 1 parking area shown on Map 16 East Sugar Ball Rd Trail is not paved.
- The 1 parking area shown on Map 18 Upton-Morgan State Forest Interpretive Trails is not paved.
- The 1 parking area shown on Map 22 Diamond Farm Trails is not paved.
- The 1 parking area shown on Map 24 Silk Farm Audubon Center Trails is not paved.
- The 1 parking area shown on Map 25 Marjorie Swope Park Trail is not paved.
- The 1 parking area shown on Map 30 Broken Ground Trails is not paved.

Map 5 Contoocook River Park Trail shows 1 paved area.

Map 6 Rolfe Park has paved parking but it has multiple playing fields & Tennis courts.

Map 10 Sewalls Falls Park Trails has 4 paved parking areas. But it's a park more than a trailhead.

Map 13 Merrill Park Trail has 1 paved parking area. But this location has athletic fields, pool, courts.

Map 17 Turkey River White Farm Winter Trails shows 1 paved lot by athletic fields and 1 unpaved area.

Map 19 Healy and Terrill Park Trails has 1 paved turnaround and 1 partially paved lot.

Map 20 East Concord Heritage Trail has one paved parking area, perhaps on street.

Map 21 Winant Park Trails has 1 paved parking area (I think its paved.)

Map 29 Russell Martin Park Trails shows 1 paved and 1 unpaved parking area. This site has athletic fields.

Map 23 Walker's Reserve Trails shows no parking area.

Maps 11, 26, 28 and 31 showed parking areas already covered above.

The conclusion I reached looking at the existing trailhead parking areas in Concord is that when the parking is just for trail use it almost always unpaved. When the trailheads are co-located with athletic fields, picnic areas, and other amenities it is then more typical to find paved parking.

In this case the parking is serving exclusively as trailhead parking and it should be treated the same as other trailhead parking in the city – unpaved.

A gravel parking area would not endanger the health or safety of the public. A paved apron will ensure safe entry and exit and will enable storm water retention in the parking area by its design.

A gravel surface for parking in this field leading to the stone dust trail surface provides a consistent feel to the experience. Users are leaving pavement behind for a more peaceful and natural event of walking or biking on the trail.

The use will not have an adverse effect on highway or pedestrian safety. The sightlines are good in both directions. The paved apron will prevent any water or gravel from entering the sidewalk or roadway.

The use will not have an adverse effect on the natural, environmental or historic resources of the city. A gravel parking area will be more in keeping with the historic stone ballast that one might have found along a railroad grade. We believe the trail people will use at this site will enhance the natural and environmental beauty of Concord and cause residents and visitors to have an increased pride in the community.

We believe the proposed parking area at this location is sufficient to accommodate the users of this trail segment.

Best regards,

Tim Blagden

Friends of the Concord-Lake Sunapee Rail Trail

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