

Eastern Analytical Proposed Lab Building
51 Antrim Avenue
Concord, NH; Tax Map 111, Lot 63

Conditional Use Permit Project Narrative

Eastern Analytical, Inc. is proposing to develop the above-referenced parcel for a new, state of the art environmental testing laboratory, having operated a successful business in the City of Concord for over 40-years on Chenell Drive. The project site (Site) is located at the end of Henniker Street in Concord, New Hampshire. The Site is currently undeveloped and situated in a commercial/ industrial area of Concord; the final undeveloped lot associated with the Capital Regional Development Council (CRDC) Airport Business Park.

The Site is bounded by commercial/industrial development to the west, Antrim Avenue to the north, Eversource Utility ROW to the east and the Soucook River to the south. The majority of the Site is either open sand and gravel pit, pitch pine, or brush and meadow and is located entirely within the Aquifer Protection District.

The proposed project consists of a new 15,300 square foot building, associated parking and delivery access, and equipment storage areas. Vehicle access will be from Antrim Avenue with parking located to the west and north of the proposed building. No impacts to the Eversource ROW or abutting properties is anticipated for the development of this project.

In order to effectively develop the property, the project requires the following Conditional Use Permits:

1. CUP per Article 28-3-6(d)(4) Conditional Use Permit Required for Certain Uses in the Aquifer Protection District to allow more than 2,500 square feet of impervious area;
2. CUP per Article 28-7-11(f) *Driveway Separation Alternatives* to allow the proposed driveway to be approximately 35-feet from the adjacent driveway where 100-feet is required.

In support of the 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 28-3-6(d)(4) Certain Uses in the Aquifer Protection District 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.*
1. **The site consists of an impervious area of 51,812 square feet, which is less than 15% lot coverage, but still greater than the 2,500 square foot threshold for requiring a conditional use permit. A stormwater management and pollution prevention plan was prepared consistent with the requirements and standards contained in Developing Your Stormwater Pollution Prevention Plan: A Guide for Industrial Operators, US EPA, February 2009, as most recently revised, and New**

Hampshire Stormwater Manual Volumes I—III, New Hampshire Department of Environmental Services, December 2008, as most recently revised.

2. The driveway is located at least 125-feet from the intersection, but closer than 100-feet from the City's municipal pump station driveway which is associated with an easement on the subject property. The proposed driveway has been located to maximize the ability for large delivery trucks to maneuver around the building with the minimum amount of pavement. The City's driveway has minimal use and will not interfere with the proposed driveway.
- *The use will not materially endanger the public health or safety.*
 1. A stormwater management plan and pollution prevention plan was prepared to demonstrate the proposed site has been designed with best management practices to minimize any impact to public health or safety related to aquifer protection.
 2. Although the site has sufficient frontage to allow two driveways, the site has been designed with a single driveway in the most suitable location to maximize access and minimize pavement. Although the separation from the City's pump station driveway is less than 100-feet, the City's driveway is not frequently used.
 - *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 office/industrial flex space is consistent with other businesses in the Airport Business Park. Driveway location and lot coverage is consistent with the other abutting uses.*
 - *The use will not have an adverse effect on highway or pedestrian safety. The lot coverage will have no effect on highway or pedestrian safety. As stated above the driveway is located at least 125-feet from the intersection, but closer than 100-feet from the City's municipal pump station driveway which is associated with an easement on the subject property. The proposed driveway has been located to maximize the ability for large delivery trucks to maneuver around the building with the minimum amount of pavement. The City's driveway has minimal use and will not interfere with the proposed driveway*
 - *The use will not have an adverse effect on the natural, environmental, and historic resources of the City. The use is consistent with other businesses in the airport business park and lot coverage has been minimized to mitigate any effect on natural, environmental, and historic resources in the City. The driveway location has no adverse effect on 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 project is located in the airport business park, which was designed for exactly these types of uses/developments.*



View looking southeast from Antrim Street



View looking south from Antrim Street



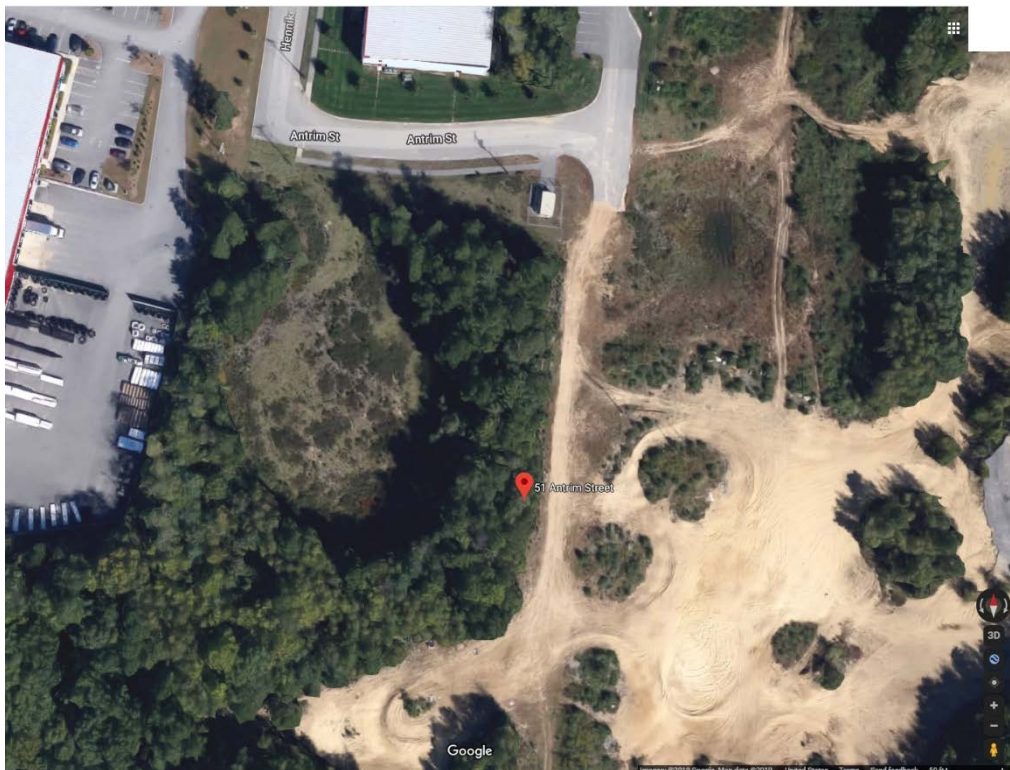
View looking south from Antrim Street



View look southwest from Antrim Street



View look southwest from Antrim Street



Aerial view from Google Maps, 2019 data