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October 16, 2020

Interchange Development LLC Project Narrative

Interchange Development LLC (“Interchange”) owns Map P6 Lot 5, which is a 20± acre parcel which is mainly undeveloped with the exception of a small portion in the northwest portion of the parcel, which is currently developed as a gas station and convenience store with attached drive thru Dunkin restaurant (Xtra Mart). Interchange plans to acquire the abutting southerly parcel, Map P6 Lot 6, owned by Jennifer Habel and Bradley Whitney. The two lots will be consolidated and developed as a commercial development. The parcels are serviced by municipal sewer and water facilities.

Project Statement

The site will be developed in three phases of which Phase 1 will consist of the development of an 80,775 sf supermarket with attached 22,483 sf retail user in addition to a freestanding 13,554 sf retail building. There are no proposed residential uses. This phase is expected to commence building construction in early 2021 concurrent with the City’s proposed roadway improvements along Whitney Road and Hoit Road. The freestanding retail building is proposed to be completed by the end of 2021, while the larger retail/supermarket building will be completed in mid-2022.

Phase 2 consists of the buildout of the remaining commercial sites including medical offices, retail, restaurants, and financial services. There are no proposed residential uses. The second phase is expected to commence in late 2021 with completion over the next several years depending on market conditions.

Phase 3 is the development of the industrial parcel and potential cell tower site. There are no proposed residential uses. The third phase is expected to commence in 2022 depending on market conditions.

Site Context

The site is located on the east side of Whitney Road, directly west of Exit 17 on Interstate 93 in Concord, New Hampshire. The site is located in the northern-central portion of Concord, in the vicinity of Boscawen and Canterbury. A small portion of the site is currently developed as Xtra Mart gas station with convenience store and drive thru Dunkin restaurant. The site is surrounded by various land uses including Interstate 93 to the east, Route 4 and some residential uses to the north, an indoor sports complex, industrial and office uses to the west, and the Wheelabrator incinerator facility to the south.





Figure 1 : map of overall community

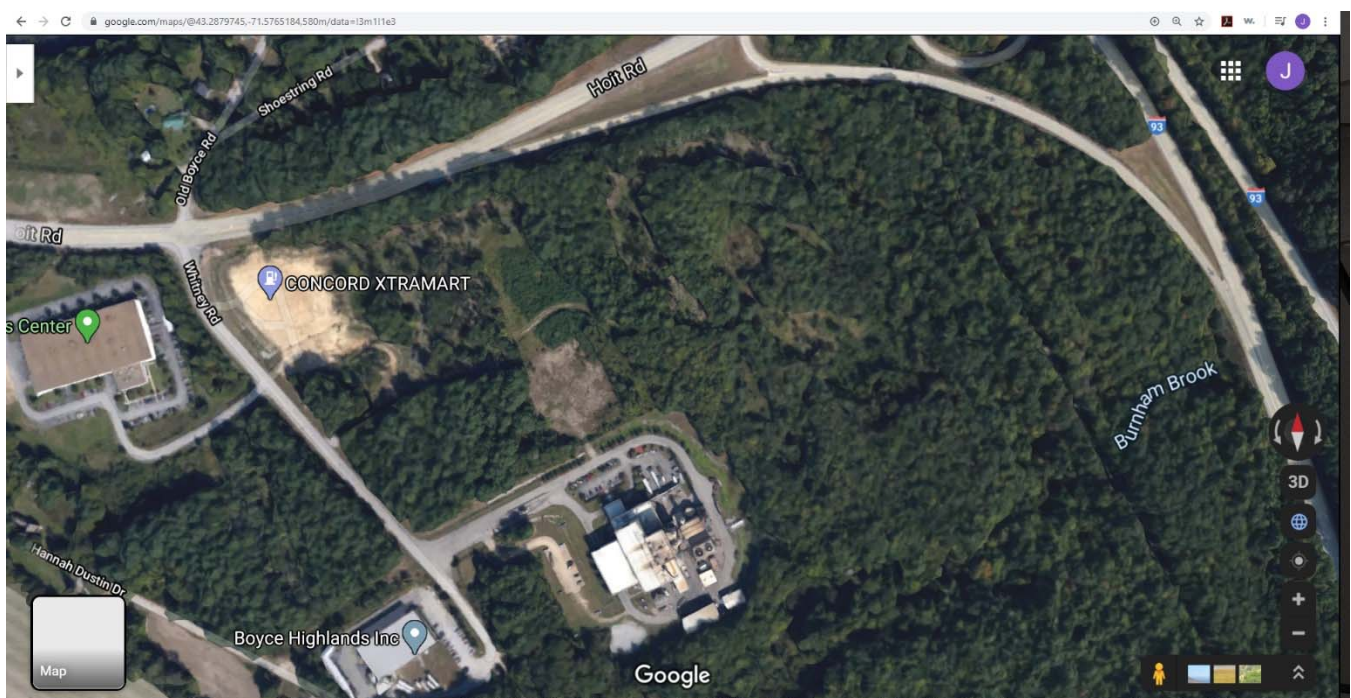


Figure 2 : map of local vicinity

Access/ circulation/ parking

The development will be accessed via two full access drives off Whitney Road. The northern driveway is an extension of the existing driveway to XtraMart and will be named Merchant's Way and the new southern driveway will be named Interchange Drive. The roads ultimately intersect in the central portion of the development, forming a loop network. The industrial lands will be accessed via Interchange Drive, which will

terminate at the east side of the development. Merchant's Way will consist of a two way drive with 11 foot travel lanes, 4 foot shoulder lanes and vertical granite curb with 5 ft wide concrete sidewalks on both sides and street trees. Similarly, Interchange Drive will consist of a two way drive with 11 foot travel lanes, 4 foot shoulder lanes and vertical granite curb.

Parking will be shared between the individual tenants. However, the parking allowance for the individual uses has not been reduced to account for the sharing. The parking areas have all been designed as two -way traffic flow with some exceptions near drive-through windows.

Pedestrian connectivity has been a focal point in the design of the development. Sidewalks are provided on both sides of Merchant's Way, in two locations within the supermarket parking field, and throughout the central commercial area. An objective was to provide for the ability for the end user to conveniently walk between the various spaces without needing to drive. A focal point of the development, which can function as an amenity to the tenants, consists of an attractively landscaped -open space in the central core which can be utilized by the public as well as by the employees. The area is bounded by numerous seating walls which function both as attractive hardscapes and seating.

Truck routes, consisting of 30 ft wide lanes and enhanced paving sections, are provided along the main site drives and the outer-most parking drive aisles to accommodate deliveries.

EV Charging

It is proposed to construct up to 10 high-speed Electric Vehicle (EV) Charging stations within the primary supermarket parking lot. These EV stations will be open to all supermarket customers as well as to the general public. Additional high-capacity EV charging stations are planned in the parking area to the north of the supermarket.

Offsite Improvements

The existing intersection of US route 4 and Whitney Road is a stop control on Whitney Road. The City of Concord is planning to improve capacity and safety at the intersection of Whitney Road and US Route 4 by constructing a two-lane roundabout. The City improvements include changes to the I-93 southbound on-ramp entrance and modifications to the Hannah Dustin Drive intersection with Route 4. The City improvements also include a one-lane roundabout at Whitney Road and the Concord Crossing/Merchant's Way intersection as well as pedestrian improvements along Whitney Road and Route 4.

Landscaping/ Hardscaping

The landscaping design has been prepared to provide drought-tolerant plantings with variety for four-season interest. The perimeter of the site is landscaped with trees and shrubs. The interior areas are planted with dense shrubbery around the foundations and walkways. Phase 1 will be irrigated to ensure optimal growth of all plant specimens.

Hours of operation

It is anticipated that the supermarket and attached retail hours will be

7 AM - 9 PM

Mon-Sat

7 AM – 8 PM Sun

It is anticipated that the freestanding retail hours will be:

10 AM – 7 PM 7 Days

Management

The project is expected to be managed by Interchange Development LLC. The specific structure, powers, and duties and responsibilities for the maintenance of common facilities have yet to be determined, and will be presented as part of a the Condominium Subdivision Application.



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October 21, 2020

Beth Fenstermacher
Planning Department
41 Green Street, 3rd floor
Concord, NH 03301

Re: Interchange Development LLC
Mixed Use Development
1 Whitney Road
Concord, New Hampshire

Dear Beth,

On behalf of our client, Interchange Development LLC, TFMoran is submitting this waiver request in connection with the proposed mixed use development located at 1 Whitney Road.

City of Concord, NH Site Plan Regulations, Section 19 Access and Driveway Standards, Table 19-2 Non-residential Driveway Spacing Requirements

Under this section, no street should be greater than 28 feet wide for two-way traffic.

The two streets (Merchant Way and Interchange Drive) are proposed to be 30 feet wide. These streets are designed to allow for bicycle access along the traveled way. Each street has a 4 foot wide bicycle lane on both sides delineated with striping to allow for bicycle transportation. The actual width of the traveled way for vehicles is 22 feet (two 11 foot wide lanes) and the entrance to Merchant Way is designed to have 4 lanes which would require greater than the 28 feet allowed. The 30 foot wide road design also allows for better circulation and turning movements for larger trucks and emergency vehicles. For these reasons we believe the waiver would not be contrary to the spirit and intent of the regulations.

We appreciate the opportunity to discuss these matters with the Planning Board in detail.

Sincerely,
TFMORAN INC.

Jason S. Hill, P.E.
Project Manager

48 Constitution Drive
Bedford, NH 03110
Phone (603) 472-4488
Fax (603) 472-9747
www.tfmoran.com



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October 21, 2020

Beth Fenstermacher
City of Concord Planning Department
41 Green Street
Concord, NH 03301

**Re: Section 16.03 (11) - Waiver Request
Signs
Interchange Mixed-Use Development – Site Plan Phase 1
Whitney Road
Concord, NH 03301
Tax Map 6P, Lots 5 & 6**

Dear Beth,

On behalf of our Clients, Interchange Development, LLC, and Bradley Whitney & Jennifer Habel, we respectfully request a waiver from Section 16.03 (11) Signs of the Site Plan Regulations – to allow the applicant to provide site signage as a separate submittal at a later date.

Market Basket and the NH Liquor & Wine Outlet have specific corporate signage requirements. A separate signage vendor will be retained to provide the services of the sign design. We would propose that a separate signage submittal package be provided by the applicant to the Planning Board for review and approval prior to the Site Plan being acted upon.

In that the end-user of the proposed retail has not been made publicly available, the requirements of this section relating to the signage cannot be provided at this time. We would propose that an acceptable signage submittal package be provided to the Planning Board for review and approval prior to the issuance of a building permit.

We feel this request is appropriate and consistent with the expectations of the Planning Board and that this Site Plan upholds the spirit of the Site Plan Regulations and public convenience and welfare will not be adversely affected. As such, we respectfully request a waiver from Section 16.03 (11) Signs.

Sincerely,
TFMoran Inc.

Jason Hill, PE
Project Manager

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November 20, 2020

Beth Fenstermacher
Planning Department
41 Green Street, 3rd floor
Concord, NH 03301

Re: Interchange Development LLC
Mixed Use Development
1 Whitney Road
Concord, New Hampshire

Dear Beth,

On behalf of our client, Interchange Development LLC, TFMoran is submitting this waiver request in connection with the proposed Concord Crossing development located at 1 Whitney Road.

City of Concord, NH Site Plan Regulations, Section 27.06 Placement of Landscape Material: (1) Distribution

Under this section, plant material shall be reasonably distributed throughout the site, with careful attention to the road frontage and views from the public right-of-way, entrances to buildings, signs, required buffers/screens, and parking lot landscaping. Street trees shall be planted between twenty (20) feet and forty (40) feet apart.

The applicant is proposing to landscape the entirety of Phase 1 for the project with exception to a portion of the northern side of Interchange Drive. We kindly ask for a waiver to postpone the planting of the required street tree plantings along the northern side of Interchange Drive during the initial Phase 1. This would allow for the future developments of Phase 2 to have more flexibility with respect to the site layout and driveway designs.

Denial of this waiver would result in an unnecessary hardship on the client, as it would potentially result in the premature placement of street tree plantings which would conflict with future site driveways. The landscaping along the north side of Interchange Drive will be completed in the future Phase 2 development to fulfill this requirement. For these reasons we believe the waiver would not be contrary to the spirit and intent of the regulations.

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Bedford, NH 03110
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We appreciate the opportunity to discuss these matters with the Planning Board in detail.

Sincerely,
TFMORAN INC.

A handwritten signature in blue ink, appearing to read 'J. Hill', with a long horizontal flourish extending to the right.

Jason S. Hill, P.E.
Project Manager



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Conditional Use Permit Narrative

The proposed driveway to the south (Interchange Drive) is 130± feet from the edge of the Wheelbrator driveway to the south. A Conditional Use Permit (CUP) is required to Article 28-7-11(f) Driveway Separation Alternatives to construct the driveway within 200 feet of the abutting. Below is a narrative description of how the project meets the CUP criteria under the Ordinance.

- a. The use is specifically authorized in this ordinance as a conditional use

Under Article 28-7-11(f) Driveway Separation Alternatives, the proposed driveway is authorized 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

The proposed use is permitted by right in the zoning districts. Pursuant to the Performance District Standards, a waiver from the Planning Boards to exceed the than 28 foot driveway widths has been requested.

- c. The use will not materially endanger the public health or safety

Sight lines are favorable at the proposed driveway locations. As such, the proposed driveway locations provide adequate intersection sight distance for optimal traffic operations. Additionally, the proposed driveway to the north (Merchant Way) is positioned opposite of the shared driveway for 2 and 6 Whitney Road on Whitney Road. This positioning eliminates opposing turning conflicts by aligning the two drives. Alternate driveway locations along Whitney Road would create conflicting turn movements due to the adverse position of the driveway intersections. For these reasons, the driveway locations provide optimal highway/traffic safety functions.

- 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 driveways will be located in the Gateway Performance District and Industrial zone which is consistent with the proposed mixed use of the property. The site is surrounded by various land uses including Interstate 93 to the east, Route 4 and some residential uses to the north, an indoor sports complex and offices to the west, and the Wheelbrator incinerator facility to the south. Many of these properties are located in the industrial zone and have uses that are permitted within the zone and also have access to Whitney Road which is consistent with the proposed mixed use development. For these reasons, use will be compatible with the neighborhood and with adjoining or abutting uses.



- e. The use will not have an adverse effect on highway or pedestrian safety

Sight lines are favorable at the proposed driveway locations. As such, the proposed drive locations provides adequate intersection sight distance for optimal traffic operations. Additionally, the proposed driveway to the north (Merchant Way) is positioned opposite an existing driveway on Whitney Road. This positioning eliminates opposing turning conflicts by aligning the two drives. Alternate driveway locations along Whitney Road would create conflicting turn movements due to the adverse position of the driveway intersections.

- f. The use will not have an adverse effect on the natural, environmental, and historic resources of the City

There are no known significant historic resources located on the subject property. There are several wetlands on the property and a NHDES Wetland Permit # 2019-000778 has been received to permit the proposed filling of these natural areas. The wetland to the east of the property and Burnham brook will remain and there will be no construction within the bluff buffers. These areas will be protected using erosion control measures to adequately preserve the natural state of the wetlands and brook.

- 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.

It is TFM's understanding that there is adequate capacity within the existing water, sewer, and electrical networks to service the proposed development. The development is not anticipated to have significant impacts on the community facilities. For these reasons, 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.



Photo 1- View north along Whitney Road towards Xtra Mart. Interchange Drive is located at right.



Photo 2- View east from Whitney Road towards development. Interchange Drive is located at right.



Photo 3- View north towards Xtra Mart from near location of Interchange Drive



Photo 4- View south from Whitney Road towards Xtra Mart / Merchants Way, showing full frontage of Interchange Development. Interchange Drive on right.