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January 20, 2021

Heather R. Shank, PLA, AICP - City Planner
Concord City Hall
41 Green Street
Concord, NH 03301

**RE: Major Site Plan Application
ZJBV Properties, LLC
70 Pembroke Road, Concord, NH 03301
Tax Map 632 Z, Lot 87**

Dear Heather,

On behalf of our Client, ZJBV Properties, LLC, please find attached materials associated with a major site plan application for a phased redevelopment of the former Sprague Electric Site at the above noted address.

Project Narrative:

The proposed redevelopment project will be conducted in phases with the expectation these phases will mirror the current lease agreements for the existing building. Phase 1 consists of (236) multi-family units spread across three 4-story buildings located on the southerly portion of the site (currently pavement and woods). Access will be provided to the development area via Regional Drive during construction as well as in its permanent developed condition. A future connection to Pembroke Road is proposed as part of the future phases of the project. These future phases as outlined on the project Comprehensive Development Plan consist of (86) townhouse style homes meant to replicate a traditional neighborhood theme with garages in the rear and front doors along a main street with interconnecting sidewalks. The townhouse phase is expected to take place within the next five to six years which coincides with the existing lease agreements for the former Sprague Electric building. Additional phases consist of a (48) unit multifamily building and a 14,000 sf. mixed use building intended to provide a compatible retail/commercial use geared towards the residents in the area.

The 24-acre+/- property consists of an existing single-story building of approximately 115,000 square feet according to the Assessing database, and houses Community Bridges, Concord Commercial Driving School and several warehouse and light industrial uses. Approximately 14-acres of the site are disturbed with buildings, parking and associated site uses; the remainder of the site is wooded. The site also has a brownfield issue due to the previous use, which is being managed by the previous responsible owner. The property is bounded by Pembroke Road to the north, Regional Drive to the south, and Canterbury Road to the west. To the north and west are residential neighborhoods zoned Single Family Residential (RS); to the east is Concord Christian Academy, zoned OFP; to the south is the airport, zoned Industrial (IN). The subject property is on a bus line, close to the park and community center, and close to retail/service amenities.

The intent and layout of the redevelopment has been coordinated with City Staff over the course of the last year to provide diversity in the existing residential offerings in Concord, with an emphasis on creating a

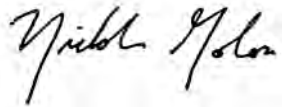
48 Constitution Drive
Bedford, NH 03110
Phone (603) 472-4488
Fax (603) 472-9747
www.tfmoran.com

walkable community with increased density. Goals of providing internal streetscapes with traffic calming elements, providing transitional green space between the housing types and parking areas, while also preserving natural buffers to abutting properties to the extent practical were identified and are exemplified by the current project Comprehensive Development Plan.

The proposed uses identified for all phases (multi-family residential and commercial) are allowable uses in the Opportunity Corridor Performance District (OCP). An NHDES alteration of terrain permit, NHDES sewer connection permit and City driveway permit be required.

Should there be any questions or concerns regarding this submittal or the project in general please do not hesitate to contact the undersigned at 472-4488 or ngolon@tfmoran.com.

Sincerely,
TFMoran, Inc.

A handwritten signature in black ink, appearing to read "Nicholas Golon". The signature is fluid and cursive, with the first name "Nicholas" and the last name "Golon" clearly distinguishable.

Nicholas Golon, P.E.
Principal



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Concord City Hall
41 Green Street
Concord, NH 03301

**RE: Conditional Use Permit – Alternative Parking Arrangement
ZJBV Properties, LLC
70 Pembroke Road, Concord, NH 03301
Tax Map 632 Z, Lot 87**

On behalf of our Client, ZJBV Properties, LLC, a conditional use permit for an alternative parking arrangement in accordance with Section 28-7-11(b), to construct fewer parking spaces than are required by Section 28-7-2(d), Table of Parking Requirements is requested for the above noted property.

Authorization to construct fewer parking spaces than are required by Section 28-7-2(d) may be granted by the Planning Board provided that a sufficient land area is allocated and shown on a site plan for the full number of spaces required. Such authorization may be granted where the Planning Board finds that projected parking demand, the presence of public transportation, or other factors indicate that a lower number of parking spaces will sufficiently accommodate the parking needs of the principal use.

Project Narrative:

ZJBV Properties is requesting a conditional use permit relative to phase 1 of the development to provide 372 parking spaces, with an area allocated on the site plans to provide an additional 100 spaces, for the proposed phased redevelopment of the former Sprague electric property, located at 70 Pembroke Road (Tax Map 632 Z, Lot 87). The proposed parking arrangement yields a parking ratio of 1.5 parking spaces/1 dwelling unit where a ratio of 2 parking spaces/1 dwelling unit ratio is required for multi-family residential.

The 24-acre+/- property consists of an existing single-story building of approximately 115,000 square feet according to the Assessing database, and houses Community Bridges, Concord Commercial Driving School and several warehouse and light industrial uses. Approximately 14-acres of the site are disturbed with buildings, parking and associated site uses; the remainder of the site is wooded. The site also has a brownfield issue due to the previous use, which is being managed by the previous responsible owner. The property is bounded by Pembroke Road to the north, Regional Drive to the south, and Canterbury Road to the west. To the north and west are residential neighborhoods zoned Single Family Residential (RS); to the east is Concord Christian Academy, zoned OFP; to the south is the airport, zoned Industrial (IN). The subject property is on a bus line, close to the park and community center, and close to retail/service amenities.

The intent and layout of the redevelopment has been coordinated with City Staff over the course of the last year to provide diversity in the existing residential offerings in Concord, with an emphasis on creating a walkable community with increased density. Goals of providing internal streetscapes with traffic calming elements, providing transitional green space between the housing types and parking areas, while also

preserving natural buffers to abutting properties to the extent practical were identified and are exemplified by the current project Comprehensive Development Plan.

The proposed redevelopment project will be conducted in phases with the expectation these phases will mirror the current lease agreements for the existing building. Phase 1 would consist of (236) multi-family units spread across three 4-story buildings located on the southerly portion of the site (currently pavement and woods). Access will be provided to the development area via Regional Drive during construction as well as in its permanent developed condition. A future connection to Pembroke Road is proposed as part of the future phases of the project. These future phases as outlined on the project Comprehensive Development Plan consist of (86) townhouse style homes meant to replicate a traditional neighborhood theme with garages in the rear and front doors along a main street with interconnecting sidewalks. The townhouse phase is expected to take place within the next five to six years which coincides with the existing lease agreements for the former Sprague Electric building. Additional phases consist of a (48) unit multifamily building and a 14,000 sf. mixed use building intended to provide a compatible retail/commercial use geared towards the residents in the area.

Per Article 28-9-4(b)(4) the Planning Board shall approve an application for a conditional use permit if it finds, based on the information and testimony submitted with respect to the application, that:

- (a) The use is specifically authorized in this ordinance as a conditional use;
This conditional use permit is authorized by Article 28-7-11(b), which is intended to provide flexibility relative to the parking requirements listed in the ordinance.
- (b) 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 ordinance authorizes the Planning Board to issue a conditional use permit where the Planning Board finds that projected parking demand, the presence of public transportation, or other factors indicate that a lower number of parking spaces will sufficiently accommodate the parking needs of the principal use. These requirements are met in that the parking ratio provided of 1.5 parking spaces/dwelling unit is appropriate for the intended uses, is consistent with development trends, and the guidelines establish by the Institute of Transportation Engineers (ITE), Parking Generation Manual, 5th edition for land use code 221 multifamily housing (mid-rise).
- (c) The use will not materially endanger the public health or safety;
In that the number of parking spaces provided is consistent with industry standards and development trends, alternative modes of transportation area readily available, and the plan has allocated space on the site for additional parking spaces that meets the required parking ratios for the project, the authorization of the request would 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;
The property is unique in that it is a previously developed industrial property, situated adjacent to a traditional residential neighborhood. The current facility is in need of restoration or redevelopment, and the current use is not consistent with the goals of the master plan or the intent of the Opportunity Corridor as defined by the ordinance. In order to successfully and economically redevelop the site, a alternative parking arrangement to provide 372 parking spaces, with an area allocated on the site plans to provide an additional 100 spaces is appropriate.

In that the proposed redevelopment is consistent with the redevelopment goals of the Master Plan and the intent of the Opportunity Corridor to create attractive, livable communities that provide jobs, services, and amenities within easy access for residents it 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;

There will be no adverse effect on highway or pedestrian safety. The site plan allocates parking appropriately relative to the buildings in which they serve, which would have no adverse effect on highway or pedestrian safety. The site plan also provides appropriate interconnection of sidewalks both within the development as well as to City sidewalks. Pedestrian safety will be enhanced as creating a walkable community is a point of emphasis for this project.

(f) The use will not have an adverse effect on the natural, environmental, and historic resources of the City; and

The allocation of future parking to be built only if determined necessary will not adversely affect the City's resource in that it minimizes the footprint of the development, and the corresponding stormwater management system has been oversized to accommodate this future construction if determined necessary. The redevelopment of an existing industrial site as proposed will not have an adverse effect on the natural, environmental, and historic resources of the City, but will help preserve them.

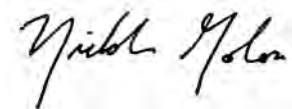
(g) The use will be adequately serviced by necessary public utilities and by community facilities and services of a sufficient capacity to ensure the proper operation of the proposed use, and will not necessitate excessive public expenditures to provide facilities and services with sufficient additional capacity.

The allocation of future parking to be built only if determined to be necessary will not require additional public utilities, services, or expenditures. The lot is already serviced by municipal water, sewer, and electricity, and has adequate access for fire, police, and emergency vehicles.

In summary, the authorization of the requested conditional use permit for an alternative parking arrangement as described above for the proposed project is consistent with the redevelopment goals of the Master Plan and the intent of the Opportunity Corridor to create attractive, livable communities that provide jobs, services, and amenities within easy access for residents without threatening the public health, safety or welfare.

Should there be any questions or concerns regarding this submittal or the project in general please do not hesitate to contact the undersigned at 472-4488 or ngolon@tfmoran.com.

Sincerely,
TFMoran, Inc.



Nicholas Golon, P.E.
Principal



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January 19, 2021

Heather Shank, PLA, AICP – City Planner
City of Concord Planning Department
41 Green Street
Concord, NH 03301

**Re: Section 12.03(6) Existing Soils - Waiver Request
ZJBV Properties, LLC
70 Pembroke Road, Concord, NH 03301
Tax Map 632 Z, Lot 87**

Dear Heather,

On behalf of our Client, ZJBV Properties, LLC, we respectfully request a waiver from Section 12.03(6) Plan Certification – Soil Scientist of the Site Plan Regulations – to allow the existing soil conditions to be identified and classified utilizing the USDA Natural Resources Conservation Service (NRCS) system rather than a New Hampshire Certified Soil Scientist.

The project proposes to develop approximately 8 acres of the 24+acre parcel. NRCS data, supported by a recent series of twelve (12) test pits completed by a NH Licensed Septic Designer, and further supported by a prior hydrogeologic study previously prepared by GZA GeoEnvironmental, confirm uniform soil conditions through the development area. Infiltration tests performed in tandem with the test pits also support the NRCS data. Given the predominance of pavement and buildings on the vast majority of the site, a particular and unnecessary hardship would befall the applicant by requiring soil mapping in already developed areas. This mapping would not provide a benefit to the public which outweighs the hardship to the applicant.

We understand the intent of this regulation is to ensure subsurface conditions are correctly identified such that they may be modeled appropriately as a part of a stormwater management design and/or subsurface effluent disposal system. In that we have otherwise verified the subsurface conditions through test pits and there is no proposed septic system, it would appear unnecessary for a Certified Soil Scientist to perform soil mapping. As such, we believe that this waiver will still properly carry out the intent and purpose of the Site Plan Regulations.

We believe 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 12.03(6).

Sincerely,
TFMoran Inc.

Nicholas Golon, PE
Principal

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41 Green Street
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**Re: Section 16.03 - Waiver Request
ZJBV Properties, LLC
70 Pembroke Road, Concord, NH 03301
Tax Map 632 Z, Lot 87**

Dear Heather,

On behalf of our Client, ZJBV Properties, LLC, we respectfully request a waiver from Section 16.03 of the Site Plan Regulations – to allow the applicant to provide site signage as a separate submittal at a later date.

A separate signage vendor has been retained to provide the services of the sign design and this work is ongoing. We would propose that an acceptable signage submittal package be provided to the Planning Board for review and approval prior to a building permit being issued.

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.

Sincerely,
TFMoran Inc.

Nicholas Golon, PE
Principal



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Concord, NH 03301

**Re: Waiver - Section 22.07(2) Stormwater Recharge
ZJBV Properties, LLC
70 Pembroke Road, Concord, NH 03301
Tax Map 632 Z, Lot 87**

Dear Heather,

On behalf of our Client, ZJBV Properties, LLC, we respectfully request a waiver from Section 22.07(2) Stormwater Recharge – to maintain 3-feet of separation where 4-feet is required between the bottom of an infiltrative system and groundwater, where a stormwater management system designed in accordance with NHDES Alteration of Terrain regulations is proposed.

The stormwater management system proposed has been designed in accordance with NHDES Alteration of Terrain regulations Env-Wq. 1500, which by their standard requires 3-feet of separation between the bottom of the practice and groundwater. In that the system has been designed to an appropriate specification in accordance with State standards we believe an appropriate standard of care has been provided.

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 2.07(2).

Sincerely,
TFMoran Inc.

Nicholas Golon, PE
Principal