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City Planner

CITY OF CONCORD

New Hampshire's Main Street™
Community Development Department

Planning Board

April 21, 2021

Project Summary – Major Site Plan

Project: Capitol Shopping Center (2020-013)
Property Owners: Brixmor Capitol SC, LLC
Address: 80 Storrs Street
Map/Block/Lot: Map 35B, Block 1, Lot 1

Determination of Completeness:

This application was determined complete at the September 16, 2020 Planning Board meeting. Staff recommends opening the public hearing.

Project Description:

The applicant is proposing to construct three new buildings for restaurant, retail, and a coffee shop with drive-through service uses consisting of 6,120 sf, 5,560, and 2,325 sf respectively, with associated site improvements.

Project Details:

Zoning:	Opportunity Corridor Performance (OCP) District
Minimum Lot Area:	No Minimum
Existing Lot Area:	662,788 sf (15.22 ac)
Street Frontage Required:	150'
Street Frontage Provided:	1,320'
Existing Use:	Parking Lot
Proposed Use:	Restaurant and Retail Businesses
Lot Coverage Max.:	85%
Lot Coverage: Existing:	95.5%
Lot Coverage Proposed:	93.9% <i>Variance Received</i>
Building Setbacks Required:	15' Front, 15' Rear, 15' Side
Building Setbacks Existing:	65' Front, 22' Rear, 46' Side
Building Setbacks Proposed:	8' Front, 25' Rear, 46' Side <i>Variance Received</i>
Parking spaces required :	977, including 16 ADA
Parking spaces provided:	798, including 18 ADA <i>Variance Received</i>

1. General Comments

1.1 The following comments pertain to the 23 sheet site plan set titled “Capitol Shopping Center” prepared by Nobis Group, dated August 21, 2020 and revised through March 25, 2021, the 18 sheet Architectural plan set titled “Capitol Shopping Center New Outparcels”, prepared by CREATE Architecture Planning & Design, PLLC, dated March 29, 2021, the 4 sheet document titled “Covid Planning Solutions” prepared by Nyro Studio, dated 2020, and the 3 sheet lighting plan set titled “Capitol Center” dated June 9, 2020 and revised through March 26, 2021, prepared by On-Site Lighting & Survey LLC.

1.2 The Applicant appeared before the ADR Committee at the April 6, 2021 meeting. The Committee felt the general layout of the site was acceptable, though they felt that the character of the facades, streetscape, outdoor spaces, and signage were not keeping with the character of Main Street, as envisioned by the Master Plan. Specifically, members requested:

- More information relative to how the Storrs Street pedestrian access and streetscape areas will function the grading along the Storrs Street frontage.
- That the building layout be flipped to provide an entrance on Storrs Street; or,
- Switch the locations of the seating area with the bathrooms to allow for more glazing on the Storrs Street side of the building.
- The architecture of all the buildings be redesigned to be more in line with the character of Main Street and of the Storrs Street corridor as presented in the Master Plan.
- More substantial materials be used instead of CMU or EIFS, including materials that are, or that reference, brick or stone.
- Redesign of signs to appear less like billboards directed at drivers, and more in keeping with smaller scale Main Street signage directed at pedestrians.

The applicant suggested holding a design charrette with ADR members, which the Committee was in favor of. The ADR Committee voted to recommend continuing the application until more information is presented and further discussions are had regarding the above items.

1.3 See comments from the Engineering Division in a separate memo.

1.4 At the March 11, 2020 meeting of the Zoning Board of Adjustment, the Board voted to grant variances from the following articles of the zoning ordinance:

- a) Article 28-7-2(e), Table of off-street parking requirements, to provide 754 parking spaces where 977 spaces are required (Note: 45 existing on-site parking spaces are currently leased to an off-site business, therefore the total on-site spaces is 799),
- b) Article 28-4-1(h), Table of Dimensional Regulations, to allow a front yard setback of 5 feet +/- where a minimum 15 foot setback is required,
- c) Article 28-7-1(a), Applicability, to permit the continuance of existing non-conformities with respect to Article 28-7, Access, Circulation, Parking and Loading Requirements, for the portion of the lot outside of the redevelopment area as defined on the accompanying plan, sheet C-2, dated January 2020

1.5 At the August 10, 2020 meeting of the Concord City Council, the Council granted a request by the applicant to amend the zoning ordinance to permit drive-through facilities as a principal use in the Opportunity Corridor Performance (OCP) district and to allow for a minimum of six stacking spaces for a drive-through facility through a Conditional Use Permit with a supporting traffic study. Staff feels it is imperative to draw the Board’s attention to the fact that the architectural

elevation the applicant showed to the City Council and the Planning Board to secure this zoning amendment had the three buildings on the site oriented toward Storrs Street which was in line with staff's recommendation and was City Council and Planning Board's understanding of how the buildings would be laid out on the site. That elevation is enclosed for your reference. The plan set before you now is not consistent with the orientation shown to you and City Council.

- 1.6 Staff is operating under the assumption that the uses on the three pad sites will be a restaurant, retail space, and a drive-through serviced coffee shop. If any of these proposed uses change, staff shall be informed and further review and permitting may be required.

2. Technical Review Comments

- 2.1 On the Proposed Site Plan (Sheet C-3), some of the striping along the eastern edge of the parking lot crosses curbing and continues on the sidewalk. Correct this, if that is not the intent.
- 2.2 Provide a detail for dumpster screening, in accordance with Section 16.02(14)(d) of the Site Plan Regulations (SPR).
- 2.3 Provide calculations of number of trees required based on parking area, in accordance with Section 15.04(28)(o) (SPR).
- 2.4 Ensure that the bicycle racks are dual post racks. The Storrs Street bicycle rack protrudes into the ROW and will likely require a license unless it is fully contained on the lot. Staff recommends rotating the rack 90 degrees and adjusting the adjacent landscaping to the south accordingly.

3. Site Layout and Landscape Plan Comments

- 3.1 Staff had multiple meetings with the applicant to discuss site layout, drive through configurations, and pedestrian access to the building entrances from Storrs Street. The layout has changed multiple times, significantly, as a result of these meetings. Positive improvements include better relationship between the buildings, public spaces, and streetscape, better grouping of buildings to present an urban building line, improved location and configuration of drive through lanes, and improved relationship in building massing, views, and pedestrian access from Storrs Street.

Staff still feels that the proposal is not consistent with assumptions about the concept as presented to City Council during the zoning amendment hearing, including the orientation of the restaurant's front façade and main door to Storrs Street, the provision of public plaza space (versus private outdoor dining space), and creating a catalyst for future urban development consistent with the Opportunity Corridor Master Plan.

Staff has recommended to the applicant, and continues to feel, that access to the restaurant from Storrs Street is possible and critical to the character and function of the space as an extension of the urban fabric, as envisioned by the Opportunity Corridor Master Plan. Staff is also in agreement with ADR comments, and encourages the charrette as a means to address the issues raised and enhance the overall character of the development as an extension of Main Street.

- 3.2 Staff notes that in the submitted Covid Planning Solutions document, a walk-up window is recommended in conjunction with a patio. ADR also suggested this as a valuable amenity in this location. Staff recommend the plans be revised to show a walk-up window.
- 3.3 The parking aisle between the two northernmost rows of parking is shown as 22 feet. Per Section 18.07 (SPR), 24 feet is required. Staff recommends converting the southern row of the two to compact parking spaces to allow for the 24-foot aisle width and any remaining space can be dedicated to the landscaped strip.
- 3.4 The above comment affects the crosswalk and tip down originating from the parking area to the north of the site drive. Staff recommends moving the crosswalk and tip downs to the east just

beyond the loading area.

- 3.5 Screen the loading area adjacent to the site drive from the 110 Grill patio, in accordance with Section 20.05 (SPR). Staff recommends a stockade fence in conjunction with landscaping on the patio side of the fence. This can be accomplished by splitting the 8-foot landscaped area onto either side of the walkway.

4. Recommendations

- 4.1 **Discuss the proposal with the applicant, and continue the application** to the May 19th Planning Board meeting to give ADRC a chance to engage in a charrette with the applicant and address the issues raised regarding the character of the development and consistency with Main Street and the OCMP.

Prepared by: SCD

S:\Plan\Development Review\Project Files\2020\2020-13_Capitol_Shopping_Center_SPR\Reports & Letters



CITY OF CONCORD
New Hampshire's Main Street™
Community Development Department

David Cedarholm, PE
City Engineer

MEMORANDUM

TO: Sam Durfee, Senior Planner
FROM: Gary Lemay P.E., Associate Engineer
DATE: 4/13/2021
SUBJECT: Site Plan Review, Capitol Shopping Center, 80 Storrs Street;
Map 7412Z, Lot 1; (2020-013)

The Engineering Services Division (Engineering) has received the following items for review:

- *Site Plans*, Capitol Shopping Center, prepared by Nobis Group, dated August 21, 2020, revised March 25, 2021

As a supplement to any comments offered by the Planning Division, Engineering offers the following design related comments. **With subsequent submissions, the applicant should provide a response letter that acknowledges or addresses each of these comments and discusses any additional changes to the plans.**

General Comments

1. Please note any proposed snow storage areas within the redeveloped area.
2. Please confirm the map/block/lot for the property, as it may have been recently updated.
3. Please include a turning motion plan showing how a fire truck (ladder) would be able to access and get to the buildings without encroaching on parking spaces.
4. The following notes should be added to Sheet G-1 (general notes and legend), if not already in other locations:
 - a. All work shall be performed in accordance with the City of Concord's Construction Standards and Details (latest edition), and City standards shall take precedence in case of any details or plans in conflict.
 - b. All utilities shall be installed underground in accordance with Section 25.02(1) of the Site Plan Regulations.
 - c. Upon completion of construction the contractor shall submit as-built drawings to the Engineering Services Division prior to issuance of a Certificate of Occupancy.

- d. The contractor shall set up a preconstruction meeting with the Engineering Services Division to discuss construction requirements, site inspections, associated fees, schedules, etc.
 - e. The contractor shall obtain an Excavation Permit from the Engineering Services Division for work within the ROW.
 - f. The contractor shall obtain Utility Connection Permits from the Engineering Services Division for the proposed water service, sewer service, and storm drain connection(s). Individual permits will be required for each connection.
 - g. The contractor shall obtain a Driveway Permit from the Engineering Services Division for the proposed access and impervious area adjustments.
 - h. A Temporary Traffic Control Plan (TTCP) will be required for all work in and adjacent to the City ROW that will require lane closures. The TTCP should be submitted to the ESD for review and approval a minimum of two weeks prior to the construction activities that require the lane closure(s).
5. To add clarity to our comments and assist in the design engineer's review of the comments, Engineering has embedded additional comments directly into the electronic design drawing PDF, which are summarized in Appendix A of this document.

Drainage Report

6. The report notes an existing catch basin (CB) to the north of the site as one of the POIs established – what is the number of this catch basin? It does not appear to be identified or labeled in the plans, and is missing from the drainage schedule. Please add this information to the plans and incorporate into the drainage report.
7. The report's drainage area plans do not call out the manhole or catch basin numbers referred to in the point of interest; suggest adding a callout for clarity.
8. Please share a copy of the electronic HydroCAD files to assist in Engineering's review of the drainage report and infiltration assumptions.

State/Federal Permits

The project will require the following state and/or federal permit(s) associated with the site design:

- EPA Construction General Permit – Notice of Intent
- NHDES Sewer Connection Permit

A copy of the permit(s) should be submitted to the City once they are issued.

Post-Approval/Pre-Construction Items

The following items will need to occur prior to the start of construction (unless otherwise noted):

1. Prior to engineering sign-off on the building permit, the applicant/contractor shall:
 - a. Set up a pre-construction meeting with the Engineering Services Division to discuss construction requirements, site inspections, associated fees, schedules, etc. Any Engineering permits will not be authorized (unless explicitly stated otherwise) until final revised plans have been submitted and approved to the satisfaction of Planning and Engineering.
 - b. Have a fire protection engineer provide, stamped and on their letterhead, a document certifying that the new proposed water service line is adequately sized and designed for the proposed site conditions, including addressing whether domestic water is also tapped off of the same line.
 - c. Please provide PE stamped backup information on the sizing of the proposed grease trap for consistency with the City of Concord specifications, which require a minimum hydraulic detention time of 36 hours and a minimum tank size of 1,000 gallons.
2. The following permit(s) will need to be obtained from the Engineering Services Division:
 - a. Driveway Permit
 - b. Encumbrance Permit (for work that will encumber the ROW, public sidewalks, and/or metered parking spaces)
 - c. Excavation Permit (for work within the ROW)
 - d. Utility Connection Permits (sewer and water services; storm drain connections)
3. The contractor shall submit a Temporary Traffic Control Plan (TTCP) for all work in and adjacent to the City ROW that will require lane closures or occur adjacent to the edge of road. (submit to Engineering for review and approval a minimum of two weeks prior to the pre-construction meeting)
4. Establish a performance surety (letter of credit, or cash deposit) for site stabilization. The surety amount for this project has been set at \$20,000 (min. amount) based on a 2.0 ac disturbance area. The surety shall be established prior to scheduling the pre-construction meeting.
5. Establish a performance surety (bond, letter of credit, or cash deposit) for work within the right-of-way. An engineer's cost estimate, based on the current NHDOT weighted average unit prices, should be submitted a min. of two weeks prior to scheduling the pre-construction meeting. The surety shall be established at least one week prior to the pre-construction meeting.

- a. Engineering can provide a template spreadsheet for calculating this surety upon request.
6. Advanced deposit for site construction inspection fees (initial deposit amount determined by Engineering based on the project schedule and estimated services, final inspection fee to be adjusted based on actual services rendered). A project schedule and itemized cost estimate should be submitted a minimum of two weeks prior to scheduling the pre-construction meeting for use in establishing the deposit amount. The deposit shall be submitted at least a week prior to the pre-construction meeting.
 - a. Please contact Engineering for a spreadsheet to estimate the initial fee deposit (this is only an estimate as the fee will be based on actual time spent by Engineering inspectors for this project).
7. Water and Sewer Investment Fees will need to be paid (as part of the utility connection permit process).
8. Retaining wall design drawings (stamped by a licensed structural engineer) should be submitted to Engineering for proposed retaining walls that are greater than 4 feet high. In addition, walls greater than 48 inches require a Building Permit from the Code Administration Office.
9. Shop drawings/submittals should be submitted to Engineering for the proposed water, sewer, and drainage improvements, plus any improvements within the City right-of-way.
10. Prior to the construction of any future site improvements the applicant/owner should consult the Planning Division to determine if Site Plan Approval will be required.
11. Prior to issuance of a Certificate of Occupancy (CO), the contractor shall submit as-built drawings that are to the satisfaction of Engineering. A copy of the as-built drawing requirements can be provided upon request.

Re: Review Comments (2020-013) Appendix A: Summary of Supplemental Design Comments (embedded into PDF)
 Capitol Shopping Center, Storrs Street
 Date: 4/13/2021

#	PDF Page	Sheet	Sheet Title	Comments
1	1		Cover	Is it Brixmore or Brixmor?
2	3		Existing Conditions (1)	Please adjust these text conflicts.
3	3		Existing Conditions (1)	We would like to formalize a 25-ft-wide drainage easement to the City along the highlighted lines (from property line to property line).
4	3		Existing Conditions (1)	Please label this catch basin and include in the drainage schedule.
5	4		Existing Conditions (2)	We would like to formalize a 25-ft-wide drainage easement to the City along the highlighted lines (from property line to property line).
6	4		Existing Conditions (2)	Not numbered, what is the invert?
7	4		Existing Conditions (2)	Not numbered, what is the invert? We need to know the pipe pitch in case it will result in surcharging in the new development area.
8	4		Existing Conditions (2)	228.73' (W) What is the northern invert?
9	4		Existing Conditions (2)	Please correct any overlapping labels
10	4		Existing Conditions (2)	Why was this drain manhole not identified?
11	4		Existing Conditions (2)	What is this water supply well? It isn't addressed in the demolition plans.
12	4		Existing Conditions (2)	What are these manholes and do they connect to anything?
13	4		Existing Conditions (2)	Is there an easement to the City for this water line? If not, we would like to formalize that as part of these plans.
14	4		Existing Conditions (2)	If the lines are abandoned, are the catch basins now functioning as dry wells and taking on any runoff?
15	5	C-1	Site Overview	Can a car fit in here with this steep of an angle?
16	5	C-1	Site Overview	If new spaces are going into these isolated areas, proper/safe access should be ensured from the new spaces.
17	5	C-1	Site Overview	This bumpout seems rather abrupt - may want to soften the angle a little bit.

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Appendix A: Summary of Supplemental Design Comments (embedded into PDF)

#	PDF Page	Sheet	Sheet Title	Comments
18	5	C-1	Site Overview	Will the lot coverage for the redeveloped area be 85% or less? This would help meet the intent of Site Plan Regulation 22.01 for redeveloped sites. If so, please add a breakdown of the redeveloped area.
19	6	C-2	Demolition Plan	The City expects that any unidentified drain, sewer, or other lines discovered during work will be TV investigated by the contractor and disconnected if there are no
20	6	C-2	Demolition Plan	Please include capping this abandoned 24" brick line at the property line as well.
21	6	C-2	Demolition Plan	See Planning's comment about the aisle and parking spaces.
22	7	C-3	Proposed Site Plan	Can a ladder truck navigate these turns?
23	7	C-3	Proposed Site Plan	The traffic pattern here seems likely to lead to some confusion; consider adding arrows, do not enter signage, and modifying the islands to help direct traffic without backing up due to the drive-through.
24	7	C-3	Proposed Site Plan	Have you considered closing this aisle by extending the island? May provide a bit more stacking room as well if you don't have to worry about through traffic.
25	7	C-3	Proposed Site Plan	Please confirm the dumpster pads match or are consistent with City of Concord Standard Details and Specifications, per Site Plan Regulation 20.07.
26	7	C-3	Proposed Site Plan	There are multiple small-size radii on-site (2' 3' 4'); may be more clear for constructability to choose a more consistent radius (e.g., 4'), but just a suggestion.
27	7	C-3	Proposed Site Plan	Where will the line be between City and privately-maintained sidewalk in these locations?
28	7	C-3	Proposed Site Plan	The bicycle parking should be located on private property

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#	PDF Page	Sheet	Sheet Title	Comments
29	7	C-3	Proposed Site Plan	Consider curving this sidewalk instead of 90-degree turns; generally easier for snow removal equipment to avoid 90-degree turns. Or consider keeping steps/ramp inline with the sidewalk.
30	7	C-3	Proposed Site Plan	Suggest building a small ramp here instead of 3 steps to improve accessibility. Should be enough length here to match grades without steps. Will need to make it clear the ramp maintenance falls to the private party.
31	7	C-3	Proposed Site Plan	Will parking be prohibited during certain hours to allow pedestrian access? Alternatively, would it be easier to move the crossing east to connect outside of the loading area?
32	7	C-3	Proposed Site Plan	The direction of this tipdown doesn't align with the crossing. Please also follow up with engineering on if an easement will be necessary for the tipdown.
33	7	C-3	Proposed Site Plan	
34	7	C-3	Proposed Site Plan	Please add a turning motion template showing how trucks will get into this loading space. Trucks should be reasonably sized for the use.
35	8	C-4	Grading and Drainage	Re-striping
36	8	C-4	Grading and Drainage	Please include spot elevations at the CB rims similar to CB 8987 to ensure positive drainage
37	8	C-4	Grading and Drainage	Some of this catch basin's drainage area is being altered as part of this work; please include a deep-sump catch basin and hood similar to the newly-proposed catch basins, if it isn't already.
38	8	C-4	Grading and Drainage	Suggest spot elevation
39	8	C-4	Grading and Drainage	It is not clear where the runoff in this drive-through area is heading; please elaborate how water is getting into the catch basin.

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#	PDF Page	Sheet	Sheet Title	Comments
40	8	C-4	Grading and Drainage	We understand that this existing system take all the runoff currently, but given the risk level of overflows is increasing with buildings instead of just a parking lot, we would like to see the hydraulics of this system connecting to the 48" RCP.
41	9	C-5	Utility Plan	What size will the fire and domestic water services be here?
42	9	C-5	Utility Plan	Please provide stamped backup calculations confirming the size and dimensions of the grease trap.
43	9	C-5	Utility Plan	Is this a 6" or 8" line?
44	9	C-5	Utility Plan	Will this be protected with bollards in case of any errant driving/backing up?
45	11	C-7.1	Sewer Plan and Profiles	City standards require a slope of at least 0.006 for 8" lines.
46	13	C-7.3	Drainage Plan and Profiles	Engineering would like to discuss the layout of deep sump catch basins. Per NH stormwater manual, deep sump catch basins work best in an when they are not in-line with the flow (no inlet pipes to stir up sediment), and are instead on short laterals that tie-in to the main.
47	14	C-8	Construction Details	Please confirm with contractor that 5' minimum sidewalk width is exclusive of the curbing
48	14	C-8	Construction Details	This shows inlets are offline; please make the plan view consistent with this.
49	15	C-9	Construction Details	Please make sure the contractor is aware of the City of Concord materials for water mains and services.