

The Rail Yard
Langdon Ave
Concord, NH; Tax Map 7913Z Lot 41, and Map 792Z Lot 70 & 71

Project Narrative

Dakota Partners and P&M Realty of Concord, LLC is proposing a mixed-use development in the South End of Concord. The site is located on the south side of Langdon Avenue - between the railroad to the east and South Main Street to the west. The South End Marsh abuts the southwest side of the property. The project includes five (5) condominium units: two (2) commercial and three (3) residential. Each residential building within Unit 2 will be a separate condominium owned by a separate LLC. All other areas within the residential tract will be limited common area.

Of the commercial land units, Land Unit One is currently developed as NH Climbing & Fitness (formerly Evo Rock & Fitness). Land Unit Three will be new commercial office developments with associated parking. Timing of construction of the commercial buildings will be dependent upon the eventual tenants.

Land Unit Two will consist of multi-unit residential buildings with associated parking, built in four phases. The target demographic will be workforce housing, and will include ADA-designated units, though the allocation of these has not yet been determined. The development includes four large multi-story buildings oriented around a central courtyard and two smaller buildings abutting one of the commercial offices. The larger buildings are each comprised of 36-48 residential units; the smaller buildings each contain 12 residential units. Full buildout will create a total of 192 residential units. The development will also include a 2,500 sq ft Clubhouse amenity for use by residents.

Conditional Use Additional Information

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

1. CUP per Article 28-7-11(b) Conditional Use Permit Required for Construction of Fewer Parking Spaces.

In support of the Conditional Use Permit Applications, we offer the following supporting information:

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

Section 28-7-11(b) Construction of Fewer Parking Spaces states that authorization granted provided that sufficient land is allocated and shown on the plan for the full number of spaces require; and where the Planning Board finds the projected parking demand or other factors indicate that lower number of parking spaces will sufficiently accommodate the principal use. The Langdon Ave Mixed use development request a Conditional Use Permit to defer 96 parking spaces within the property. This reduction will bring the total amount of parking spaces for the development to 288 spaces, which will be 1.5 spaces per unit. There is sufficient space within the site to construct the required amount of spaces. The additional parking has been designed and permitted and can be constructed in the future if required.

- **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;**

Refer to the explanation above which demonstrates compliance with this section of the ordinance.

- **The use will not materially endanger the public health or safety;**

The proposed parking will be sufficient on-site parking for the residential use. The total number of parking spaces have been designed and can be built on the property if needed. In the meantime, the extent of impervious area can be minimized while providing adequate on-site parking to meet the parking demand.

- **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 proposed project is mixed use which supports the City's long-term goals and master plan for the Opportunity Corridor. Because of its secluded location, the property is separated from residential uses to the north by steep slopes and wetlands and industrial uses to the south by the railroad corridor. The reduction of parking will be compatible with surrounding uses.

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

The project increases pedestrian safety by formalizing and reducing curb cuts. Deferring parking will have no effect on highway or pedestrian safety.

- **The use will not have an adverse effect on the natural, environmental, and historic uses of the city**

The project will improve natural and environmental resources by reducing the rate of stormwater runoff from the site. Deferring parking minimizes impervious surface until such time as the parking is required.

- **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 site is serviced by municipal sewer and water, three-phase power, natural gas, and telecommunications. The utilities have sufficient capacity to support this development.