



Stefanie M. Giallongo
NHDES Wetlands Bureau
P.O. Box 95
29 Hazen Drive
Concord, NH 03302



02 November 16

Re: File # 2016-02711
Project Name: Pike Brook Road Revocable Trust of 2014
Location: 80 Pike Brook Road, New London, NH
Tax Map/ Lot #135/ 10, 11

Dear Stefanie,

Thank you for your thorough review of our application, and your ability/willingness to meet Pete Blakeman (engineer) and me, last week, to discuss the project in more detail. Pursuant to your Request For More Information (RFMI) dated October 19, 2016, and our discussion with you at the NHDES offices on Tuesday, October 25th, we provide the following information, formatted to coincide with each numbered item outlined in your letter:

1. As you may recall from our meeting, moving the road alignment to the east (further away from the lake) would place the road on an unassociated abutters property, and would create unwarranted impacts to their Current Use areas. Conversely, moving the road to the west (closer to the lake), would place more of it within the town's 100' 'significant' wetlands buffer, and would result in the loss of a meaningful stand of mature vegetation bordering the two properties. In addition to improving the safety conditions on the affected properties, maintaining as much vegetative cover adjacent to the road is also a primary objective, not only from an aesthetic stand point, but from an environmental one as well.

Attached is the alternative alignment plan we reviewed at our meeting. As we discussed, this alignment was determined to not be feasible for a variety of reasons. These include the encroachment of the road on the Miller's EDA (effluent disposal area), the impacts on the mature vegetation between the properties, and the creation of unsafe horizontal curvature that would be needed to avoid the EDA and existing culvert inlet. As the additional photo sheets attached to this RFMI show, the road alignment in the application takes advantage of areas that have already had vegetation removed for the existing utility cut. Our proposal strikes a balance between minimizing wetland impacts, while minimizing impacts to the vegetated areas adjacent to the road and wetland.

In addition to the above information, it is important to note that there have been dramatic environmental improvements permitted through the shoreland program on lot 10. When we arrived on site, lot 10 had an impervious area within the 250' shoreland zone of 31.4% (see sheet P1). As a result of our efforts, and that of our clients, the new impervious area on lot 10 will be well below 9% (see sheet P2), once the road is realigned as proposed in the wetlands application.

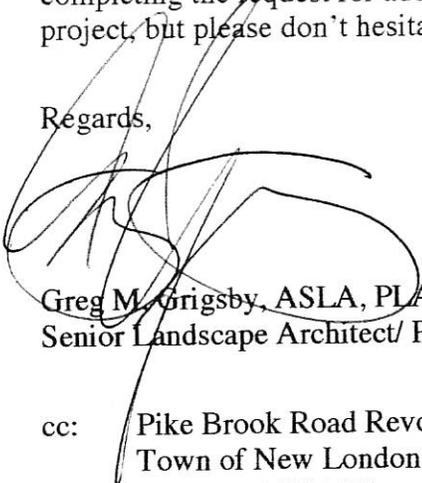
We also reviewed mitigating wetland impacts by expanding the existing wetland area immediate to the new culverts. These wetlands could not be expanded northerly towards the Miller EDA as it (the EDA) is already closer to wetlands than allowed by Subsurface Rules (a waiver had been granted

for the current separation distance); Expanding southerly will result in loss of existing mature vegetation and ground cover; and expanding to the east would require expanding onto the property of an unassociated abutter's property. Therefore, we feel comfortable that the layout provided is the least impacting to the wetland and the property as a whole.

2. As discussed at the meeting, the existing culvert is a 12" corrugated metal pipe, which is showing signs of corrosion, and will ultimately fail over time. The reason behind increasing its size to 15" is simply that the 15" size is now typically the minimum diameter recommended by Towns and engineers when replacing or installing new culverts beneath roads and driveways. Furthermore, removing the culvert altogether would likely result in more harm than good. The culvert is dry most of the year, but during snowmelt and wet periods it does convey runoff. Last year when the outfall of the culvert was frozen, water backed up and came over the road, scouring the gravel off the surface of the road. Consequently, the replacement of the existing culvert is critical to ensuring the water does not flow over the driveway on lot 11 and toward the house/adjacent to the 'significant' wetland.

We are confident the additional information we have provided will confirm our plan is the least impacting approach, and that all additional information has been addressed in full, clarifying and completing the request for additional information. We look forward to your prompt approval of this project, but please don't hesitate to call or email if you need to discuss this project further.

Regards,



Greg M. Grigsby, ASLA, PLA
Senior Landscape Architect/ Project Manager

cc: Pike Brook Road Revocable Trust of 2014
Town of New London
Philip and Jill Miller



Legend

Existing Buildings		Existing Unaltered Area	
Existing Drive		Existing Walls	
Existing Walkway/Patio			

Existing Impervious Area Calculations

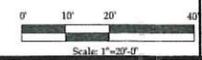
	R-50'	50'-150'	150-250'	Total
Building	0sf	2,460sf	1,790sf	4,250sf
Drive	0sf	0sf	5,480sf	5,480sf
Patio/Walkway	0sf	65sf	80sf	145sf
Walls	0sf	135sf	0sf	135sf
Total Impervious Area	0sf	2,660sf	7,350sf	10,010sf
Total Area	5,540sf	12,345sf	14,000sf	31,885sf
Percent Impervious				31.40%

Undisturbed Area Calculation

Total Area Between 50'-150'	12,345sf
Existing Unaltered Area	2,000sf

Tree Inventory

	Town	State
CELL 'A'		
(3) 3" Maples -	3	3
6" Maple -	5	5
8" Maple -	5	10
8" Maple -	5	10
6" Birch -	5	5
5" Birch -	1	5
8" Birch -	5	10
Total Cell 'A' = 29 Pts.	48Pts.	
Beach Area = 2,109 SF		
Pro-rated Points = 8		
CELL 'B'		
0 Total Points (beach)		
Beach Area = 2,500 SF		
Pro-rated Points = 0		



Pike Brook Rd. Revoc. Trust 2014
New London, NH

PAPELLETTIERI ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE, CONSTRUCTION & FINE GARDENING
39 OLD POMPEN HILL ROAD - WARREN, NH 03271 - (603) 552-5173

Project: **Pike Brook Rd. Revoc Trust**
Title: **Existing Conditions SWQPA Plan**

Job No. _____

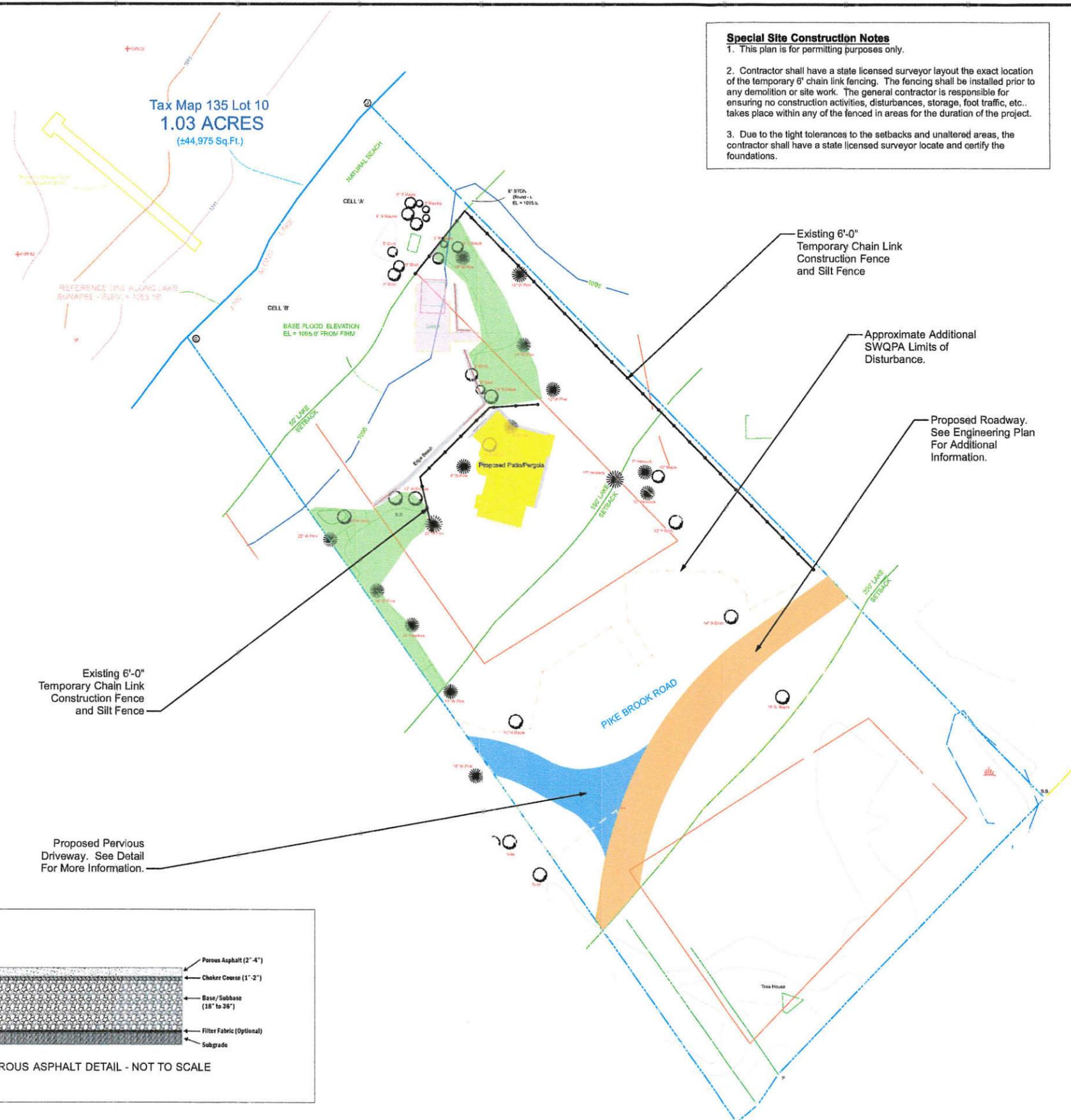
Scale: 1" = 20'

Date: 25 Apr. '15

Revised: 30 Apr. '15

Drawn by: CGK

P1



Special Site Construction Notes

1. This plan is for permitting purposes only.
2. Contractor shall have a state licensed surveyor layout the exact location of the temporary 6' chain link fencing. The fencing shall be installed prior to any demolition or site work. The general contractor is responsible for ensuring no construction activities, disturbances, storage, foot traffic, etc., takes place within any of the fenced in areas for the duration of the project.
3. Due to the tight tolerances to the setbacks and unaltered areas, the contractor shall have a state licensed surveyor locate and certify the foundations.

Legend

Existing Building	Proposed Road
Existing Unaltered Area To Remain	Originally Proposed Walkway/Patio
Existing Silt/Temporary Chain Link Fence	Existing/Proposed Walls
Pervious Pavement	Approx. Disturbed Area

Proposed Impervious Area Calculations

	R-50'	50'-150'	150-250'	Total
Building	0sf	330sf	0sf	330sf
Drive/Road	0sf	0sf	1,885sf	1,885sf
Patio/Walkway	0sf	780sf	0sf	780sf
Walls	0sf	190sf	0sf	190sf
Total Impervious Area	0sf	1,300sf	1,885sf	3,185sf
Total Area	5,540sf	12,345sf	14,000sf	31,885sf
Percent Impervious				9.98%

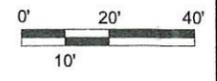
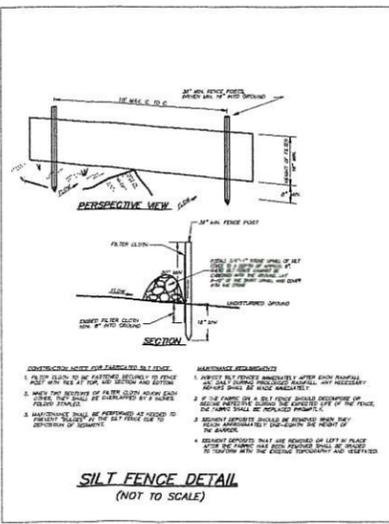
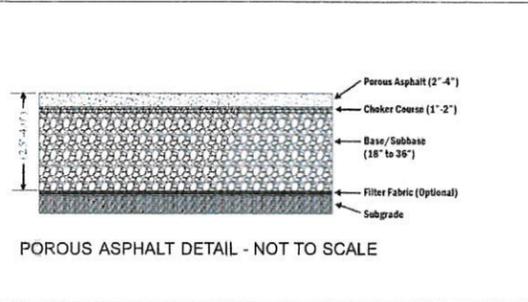
Undisturbed Area Calculation

Total Area Between 50'-150'	12,345sf
Existing Unaltered Area	2,000sf
25% To Remain Unaltered (State)	3,086sf
50% Less Impervious To Remain (Town)	5,522.5sf
Proposed Unaltered Area	2,000sf

Tree Inventory

CELL 'A'	Town	State
(3) 3" Maples -	3	3
6" Maple -	5	5
8" Maple -	5	10
8" Maple -	5	10
6" Birch -	5	5
5" Birch -	1	5
8" Birch -	5	10
Total Cell 'A' = 29 Pts.	48Pts.	
Beach Area = 2,109 SF		
Pro-rated Points = 8		

CELL 'B'	Town	State
0 Total Points (beach)		
Beach Area = 2,500 SF		
Pro-rated Points = 0		



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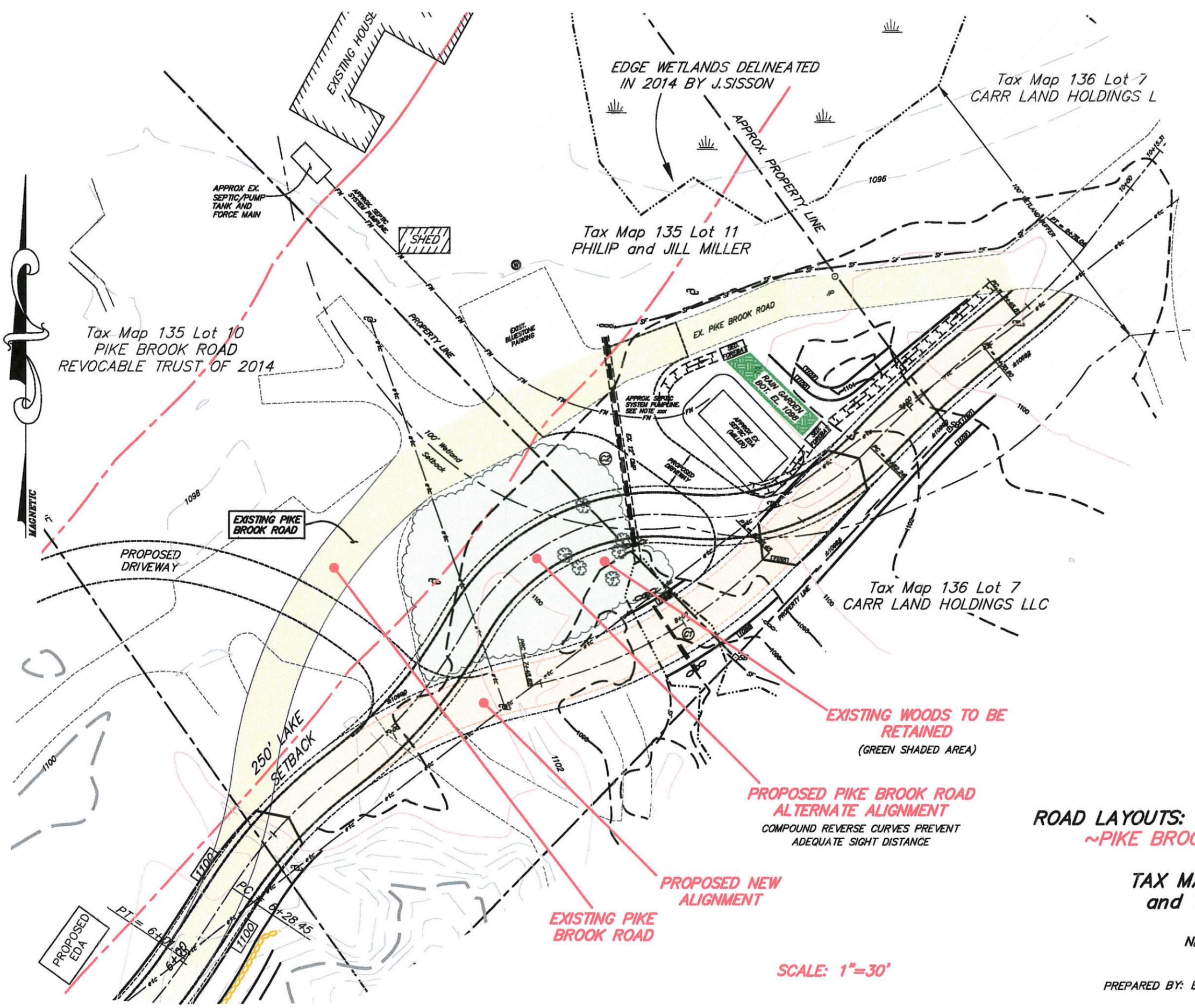
Pike Brook Road Revocable Trust
New London, NH

PA PELLETTIERI ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE, CONSTRUCTION & FINE GARDENING
39 OLD PUMPKIN HILL ROAD · WARREN, NH 03271 · (603)654-1978

Project: **Pike Brook Rd. Revoc Trust**
Title: **Proposed Conditions SWQPA Plan**

Job No. _____
Scale: **1" = 20'**
Date: **02 Dec. '15**
Revised: _____
Drawn by: **CGK**

P2



EDGE WETLANDS DELINEATED
IN 2014 BY J.SISSON

Tax Map 136 Lot 7
CARR LAND HOLDINGS L

Tax Map 135 Lot 11
PHILIP and JILL MILLER

Tax Map 135 Lot 10
PIKE BROOK ROAD
REVOCABLE TRUST OF 2014

Tax Map 136 Lot 7
CARR LAND HOLDINGS LLC

EXISTING WOODS TO BE
RETAINED
(GREEN SHADED AREA)

PROPOSED PIKE BROOK ROAD
ALTERNATE ALIGNMENT
COMPOUND REVERSE CURVES PREVENT
ADEQUATE SIGHT DISTANCE

PROPOSED NEW
ALIGNMENT

EXISTING PIKE
BROOK ROAD

ROAD LAYOUTS: EXISTING, PROPOSED & ALTERNATE
~PIKE BROOK ROAD WETLAND CROSSING~

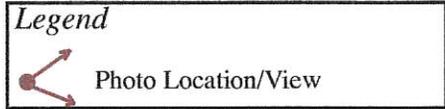
PREPARED FOR PROPERTY LOCATED AT
TAX MAP 135 ~ LOTS 10 & 11
and TAX MAP 136 ~ LOT 7
PIKE BROOK ROAD
NEW LONDON, NEW HAMPSHIRE
MAY, 2016

SCALE: 1"=30'

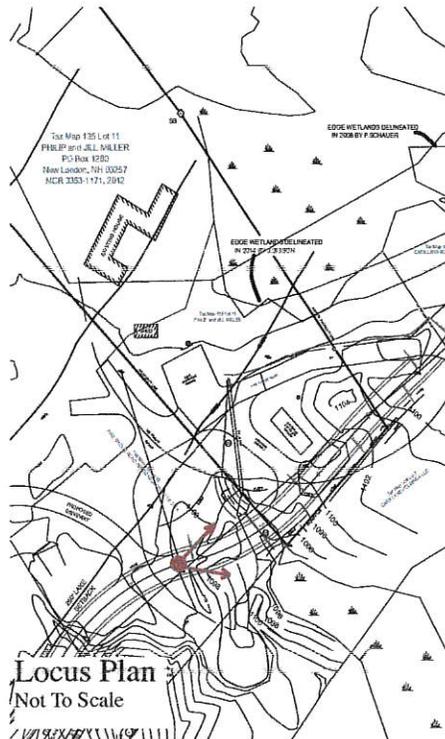
PREPARED BY: BLAKEMAN ENGINEERING, INC., NORTH SUTTON, NH



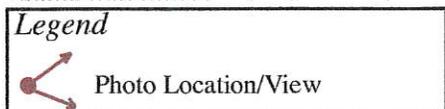
Locus Plan
Not To Scale



Existing Clearing/Wetland Crossing Area

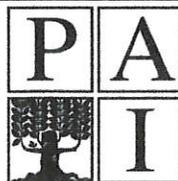


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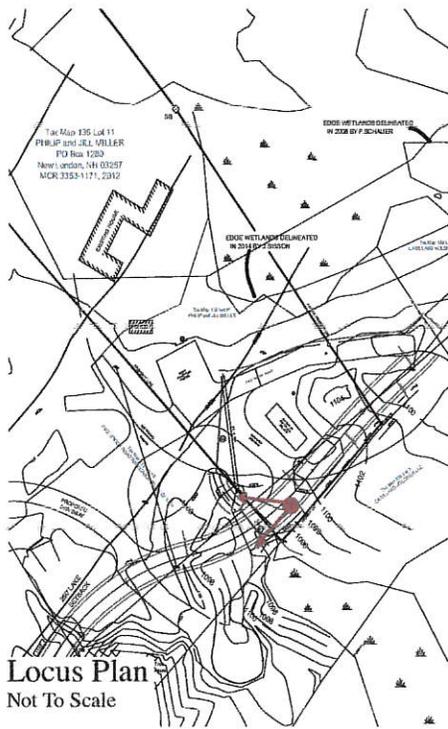


Existing Clearing/Wetland Crossing Area

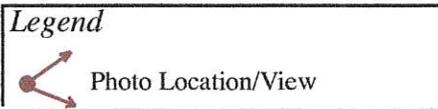
Pike Brook Rev. Trust 2014
Pike Brook Road, New London, NH
Existing Site Conditions
21 Oct. 2016



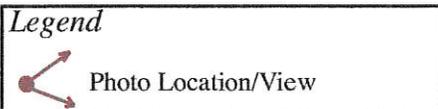
Pellettieri Associates, Inc
Landscape Architecture & Construction
169 Kearsarge Mountain Road Warner, NH 03278
Phone (603) 456-3678 Fax (603) 456-3229
E-mail: ggrigsby@pellettieriassoc.com



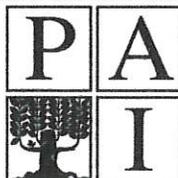
Existing Clearing/Wetland Crossing Area



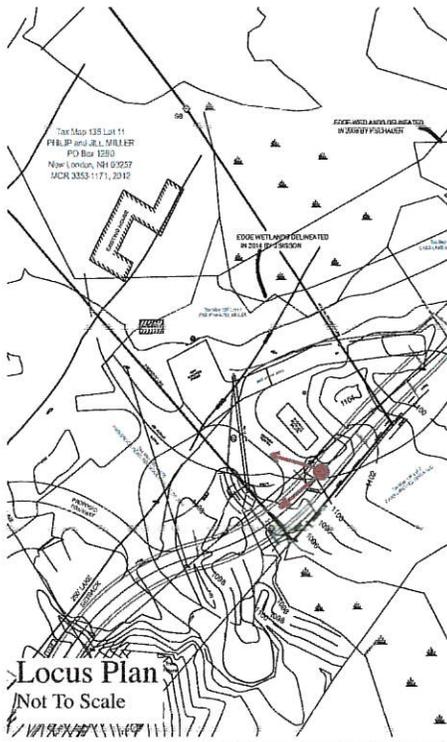
Existing Road & Vegetation



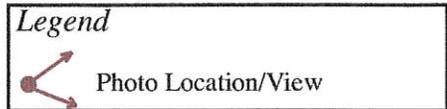
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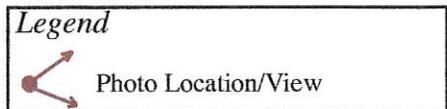
Locus Plan
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Existing Vegetation

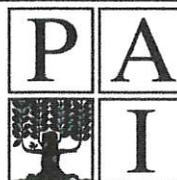


Locus Plan
Not To Scale

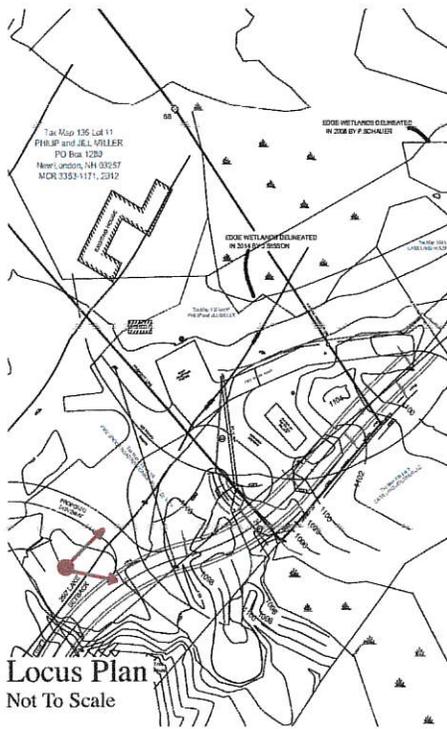


Existing Clearing & Wetland

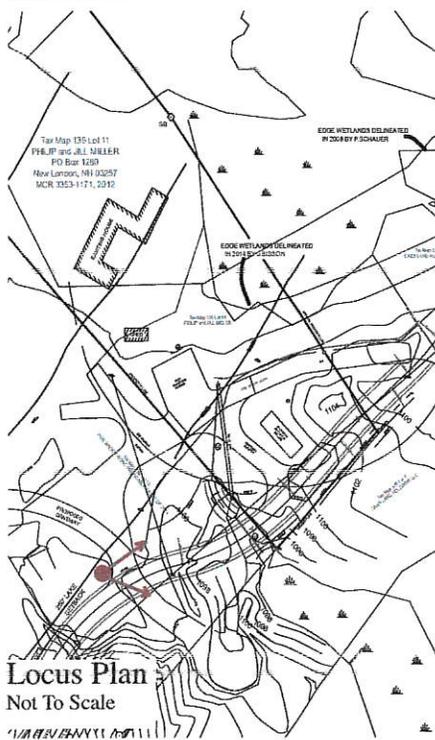
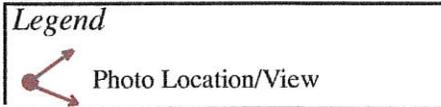
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 Pike Brook Road, New London, NH
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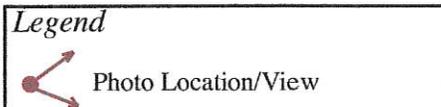
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Existing Vegetation/Proposed Road (Stakes = Centerline)



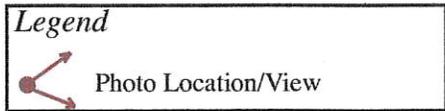
Existing Vegetation/Proposed Road (Stakes = Centerline)



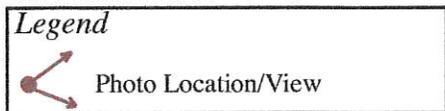
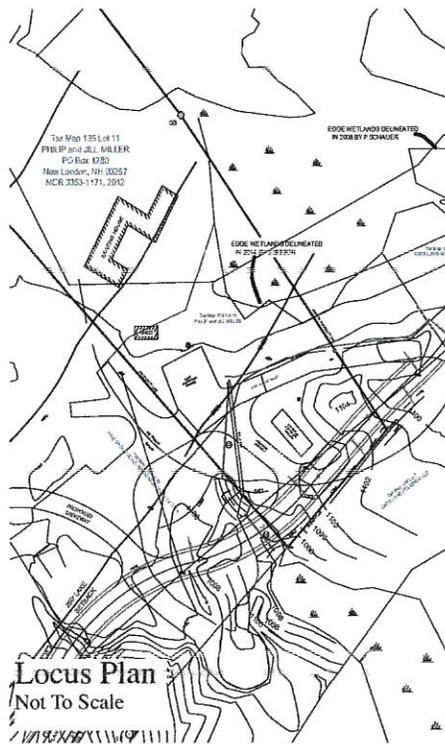
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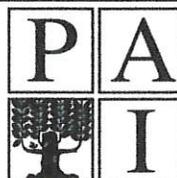
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Existing Clearing/Proposed Road (Stakes = Centerline)



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