

May 23, 2016

DETAILED COMMENTS FOR NEW PARKING LOT AT 74 PLEASANT STREET

"GENERAL COMMENTS"

1. The residential lot behind 74 Pleasant St. was sub-divided into two lots and the new lot adjacent to the Pleasant St. commercial lot was voted on at the town meeting and converted from "residential" to "commercial". This lot was purchased by Robert Stahlman with a necessary plan to install a parking lot and that required the commercial rating.
2. Additional parking spots are entirely required by the existing 74 Pleasant St. office building. There are 23 existing parking spots. The existing tenant employees total 21 with 4 visitor parking spots and one handicapped area for a total of 26 spots. The existing 2<sup>nd</sup> floor tenant has 12 employees and will be expanding to approximately 16 employees. The total parking at that employee expansion will be 30 spots of which 21 will be in the front parking lot and 9 in the new back parking lot. 12 parking spots are planned in the initial parking lot behind the office building.
3. There is no other option for additional parking except as described above. For over 20 years, the Pleasant St. tenants rented parking spaces from neighboring properties but those rental properties are no longer available with rentable parking spaces. **The new parking lot is an absolute necessity for the requirements of the 74 Pleasant St. Office Building.**
4. The 75 Pleasant St. Office Building was constructed and opened in 1987 and has been a valuable asset to the Town of New London.

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In addition to the number of tenants and employees over the past 29 years, the office now pays \$13,000/year in taxes and has paid over \$200,000 for the 29 years.

### **“NEW COMMERCIAL LOT”**

1. The new commercial lot will be used as an auto parking lot for employer tenants. 12 parking spaces are included in the initial design and construction.
2. Each parking space is designed as 9' wide by 20' long.
3. A 22' driveway exists between the two sets of parking spots.
4. The new parking spaces will be assigned to the 2<sup>nd</sup> floor tenant employees of the office building. Initially, there will be 3 to 6 employees who will arrive and park between 7:30 AM and 8:30 AM, possibly leave and return for lunch, and depart by 5:30 PM. There will be no other people parking in the new lot. Basically, all traffic will be one way with no two-way traffic.
5. Long range expansion of employee parking is expected to fall between 6 and 10 employees.
6. The new commercial lot and parking lot will not be used between 5:30 PM and 7:30 AM, Monday through Friday, and never on Saturday or Sunday.
7. The outside edge of the parking lot will be 10' off the property line. The fence is 1' off the property line and is almost 1' thick.
8. The 6' high wooden fence will be adjacent to the new 6 parking spaces on the exterior side and provide a hidden view

of the parking to the neighbors. The fence is already installed and was requested by the ladies on the back side of the residential property.

9. The parking lot will slope to the east, same as the existing parking lot, and drop into a designed ditch. The water can eventually flow into the existing ditch and drain out to Pleasant St. Drainage is not expected to be an issue.
10. Two lights will be installed next to the roof of the office building and be used to light up the parking lot for a short period of time. The two lights are identical to the 3 lights on the front of the building for the front parking lot. They operate on a timer, turning on 20 minutes before dark and turning off by 10:00 PM.
11. The driveway inside the new parking lot, joining the new access road from the front parking lot, has been increased to 20' wide. This will allow any auto to stop and wait for anyone on the access road to complete their journey. This condition should never happen but it does provide a safety condition in lieu of two autos.
12. The pavement of the parking lot will be determined after the site has been developed. Pavement would normally be 2 ½" or 3".

### **"NEW ACCESS ROAD"**

1. The existing office building is 10' from the property line on the west side of the building where the new access road needs to be installed from the front parking lot to the new back parking lot.

2. The access road is designed at 12' wide in lieu of a 20' wide road because there will only be one way traffic and a small number of vehicles. The total length of the driveway is approximately 70' long between the 20' entrance at both ends of the road.
3. To access the 12' road, there is a 20' wide driveway from the front parking lot to the access road. This will allow an auto to stop and wait for another auto to get off the access road in the event there is two-way traffic. This shouldn't happen but it is a safety feature that can be include in the construction.
4. To install the 12' access road, Robert Stahlman has reached an agreement with Canary Systems, Alex Neuwirt, President who owns the adjacent property, to purchase 12' of his property (750 SF) to provide the necessary width of space to install the access road. The purchase will get underway initially and become property owned with 74 Pleasant St. The payments will be on an annual basis for 10 years.
5. With the new 12' purchase, there will be 22' from the edge of the building to the new property line. The 12' road will be 2' off the edge of Canary property and 8' off the edge of the office building. This will allow space for snow plowing on both sides, primarily on the office side. Additional snow plowing can be down the driveway, in either direction.
6. Snow plowing and snow removal will not be an issue.
7. The slope of the driveway will be back onto the existing parking lot. This will handle the rain and water drainage.
8. The driveway entrance from the existing parking lot will be tied into two parking spaces as shown on the drawing.

9. The existing trash barrels will remain on the edge of the existing office building. In the winter time, if snow becomes a problem for them, they will be moved back under the porch which has been done when required during certain winters .
10. The light for the driveway will be mounted next to the roof and match the other 2 new lights and 3 existing lights. It will operate on the timer, on 30 minutes before dark and off at 10:00 PM.
11. I have had contact with Joyce Bledsoe of the NH Department of Environmental Services and will coordinate any oil soil removal.
12. It is not an underground oil tank next to the road but an underground sewer tank that pumps sewage from the office building out to the street sewer.