

RECEIVED
JUN - 8 2016

June 7, 2016

DETAILED COMMENTS FOR APPROVAL BY THE PLANNING BOARD OF THE NEW
PARKING LOT AT 74 PLEASANT STREET

“DEAR PLANNING BOARD”

I have addressed the entire project and attempted to meet the requirements of the Town’s statements for review and approval. I have included a surveyor, Clayton E. Platt and a design engineer, Mark Moser with their input. To date, I have spent a small fortune to purchase the property, get a commercial rating and reach this point of approval by the Town.

I am hopeful that all of the issues have been addressed and successfully handled. I am requesting the Board to approve the project based on all of this written information and allow me to start construction immediately. Any delays will cause more issues with the delay of constructing the new parking lot and allowing existing tenant employees to park on the building site.

Thank You,

Robert L. Stahlman, PE & Owner

“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 parking spots total 21 with 4 visitor parking spots and one handicapped area for a total of 26 spots. The existing 2nd floor tenant has

12 employees and will be expanding to approximately 16 employees. The total parking at the 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 new 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 rental 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. 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 parking lot will be used as an auto parking lot for tenant employees only. 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. The driveway will extend 10' beyond the last parking spaces to permit a better method of backing out to depart the parking lot.
4. The new parking spaces will be assigned to the 2nd floor employer tenants in 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 parking lot will not be used between 5:30 PM and 7:30 AM, Monday through Friday, and never on Saturdays and Sundays.

7. The outside edge of the new parking lot will be 10' off the property line. The fence, already in place, 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, away from the office building, and provide a hidden view of the parking lot to the female 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 new designed retainage ditch. The water can eventually flow into the existing ditch and drain out to Pleasant St. Usually and mostly, any water in the ditch will drain into the ground and not flow into the other ditch. Drainage is not expected to be an issue. The present drainage onto this site from the office building roof has never been an issue.
10. Two lights will be installed next to the roof of the office building and be used to light up the new 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. These lights have worked successfully for the 29 years.
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 meeting on the access road and in lieu of installing a 20' wide road.
12. The pavement of the parking lot will be determined after the site has been developed. Pavement would normally be 2 ½ " t or 3" thick.

"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' side 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 included in the construction. There is also a 20' driveway entrance from the rear parking lot onto the 12' driveway. It will serve the same service as the front parking lot entrance.
4. To install the 12' access road, Robert Stahman has reached an agreement with Canary Systems, Alex Neuwirt, President who owns the adjacent property, to purchase 12' of his property (approximately 750 SF) to provide the necessary width of space to install the access road. The purchase will be underway initially and become property owned by 74 Pleasant St. The payments will be on an annual basis for 10 years or until the purchase is completed in full.
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 the 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. It also leaves space next to the building wall for the 6 trash containers, at least during the summer and possibly during the winter. If necessary during the winter, the trash containers will be moved under the existing porch which has been done on occasion..
7. Snow plowing and snow removal will not be an issue.
8. The slope of the driveway will be back onto the existing parking lot. This will handle the rain and water drainage.

9. The driveway entrance from the existing parking lot will be tied into two parking spaces and 20' wide as shown on the drawing.
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. There is an underground sewer tank that pumps building wastes out to the street piping. This tank is located on the ground site between the building and the 12' road. A 20' road would require that this sewer be expanded or relocated.
13. A 20' road is totally unnecessary because of the minimal amount of traffic and the one way flow. It would create the following problems:
 - 1) it would eliminate the snow plowing space adjacent to the building and there would not be a good snow plowing option;
 - 2) it would eliminate the trash containers storage next to the building wall;
 - 3) it would create an issue with the sewer tank and pumping station;
 - 4) a 20' wide road would require the total space between the building and the adjacent property;
 - 5) more than 12' cannot be purchased from the neighbor because of the steep bank adjacent to the existing proposed 12' roadway.

“RESPONSE TO COMMENTS FROM NLHD DATED NOVEMBER 17”

1. The width of the road is discussed in detailed earlier in this report and really answers Richard E. Lee.
2. The snow storage area is discussed above and will be done on the side of the 12' road and in the new parking lot. Snow handling for the existing parking lot has never been an issue in 29 years.
3. The new storage drain will have a stone or sand bottom to promote infiltration. It is doubtful that any water will ever flow out of the new ditch.

4. With the slope of the new parking lot and the storage drain, I doubt that any water will flow onto the existing wetland. If it does, the wetland will absorb the flow.

“RESPONSE TO COMMENTS FROM MARK MOSER, PE, FROM EXISTING DRAWING”

(I HAVE USED MARK MOSER TO REVIEW THE WORK AND ISSUE HIS COMMENTS)

1. The landscape plan and buffer plan does not create an issue. The non-paved areas will all be landscaped with grass.
2. The drainage has been discussed above. We do not expect any major flow or problem with the piping that feeds under Pleasant St. road.
3. Richard Lee’s questions are handled above.
4. We have a written easement and purchase agreement with Alex Newwirt of the Canary Systems, Inc.
5. There are no utilities that need to be shown on the drawing. The parking lot and driveway do not have utilities. The drainage is shown and discussed.
6. The parking lot width has been established at 12’, not 20’ or 22’.
7. I have added a 10’ extension of the 22’ driveway in the new parking lot which will make it easier for the last two parking spaces to back out and leave.