



PENNYROYAL HILL, LAND SURVEYING & FORESTRY LLC

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WAIVER REQUESTS

Stahlman Office Building – Parking Area Site Plan

74 Pleasant Street, New London NH

May 23, 2016

ZONING DISTRICT: Commercial

COMMENTS:

The current site plan includes a number of changes that address the concerns of the board at the May 10th planning board hearing. The parking layout has been changed to 20' spaces with a 22' laneway. The proposed drive has been widened at both the old and new parking lots to 20' to allow room for passing. We have also added the proposed lights to the rear and side of the building. The snow storage area and drainage retention are shown as they were on the original plan.

There are a number of requirements that are not applicable in this case and we are asking for four waivers from some other requirements. This proposal is a relatively modest change to an existing office building. All of the changes take place along the side and rear of the building and there will be no changes to the established landscaping and drainage in front. No new utilities, culverts, or drainage structures are proposed. The proposed parking addresses the needs for the existing tenants and is not intended to increase the use or traffic in and out of the site. There is an existing fence in place around the proposed parking area. The site plan shows the existing trees and landscaping and we can certainly add plantings or additional information if that is required.

The waivers we are requesting are as follows:

1. VI C(2)a – 10' landscape buffer required along property lines:

The fence is set approximately 1' from the property line and the paved parking area is $\pm 8'$ from the boundary. Moving the parking area closer to the office building would require the removal of the wall and all the existing trees. The visual impact from the adjoining lots (which is a concern) would be more impacted with the removal of these mature trees. The adjoining land on the Greeney lot is jurisdictional wetlands (as shown) and provides a natural buffer that cannot be developed without state permits and zoning approval.

2. VI F(6) -20-24' drive width required for two way traffic.:

The proposed drive is 12' wide along the side of the office building. Recent changes to the site plan widen this to 20' at both ends – allowing a passing area should two cars happen to meet going in and out. The primary reason for the reduced width is the lack of space between the building and the bottom of the slope running down from the Canary Systems parking lot. The proposed use of the rear parking area is for employees only, and traffic will be minimal. Mr. Stahlman's original, conceptual plan was for 22 spaces in rear, and this was reduced to 12 to minimize the traffic flow in and out of the rear lot. The 12' drive is very short ($\pm 80'$) and it seems reasonable to assume that any meeting along the road will be uncommon and manageable.

3. VI F(14) – 10' setback required for all parking area:

As noted in (1) above the parking area is 8' from the rear property line. This allows the retention of the existing trees along the wall and has little impact on the property in back. Overall this outweighs the benefit to the neighbors and public good in moving the parking closer to the wall.

4. VI G – Off-site drainage analysis for parking area over 2500 sf:

The proposed parking lot is 3360' Sq.Ft. It is built on a relatively high flat area with poorly drained soils east and north. A small drainage runs from this area, along the north side of the office to culvert near the northeast corner of the lot. This drainage is the low point in this area and collects runoff from the Greeney lot, the Village House condos, and this side of the apartments of the north. The water leaves the Stahlman property and is piped to the large wetland area north of the ice house museum.

The changes to the surface flow and impervious surface proposed is minimal. The area of the proposed parking lot is partially covered with old hard pack gravel. The grade change will add 1-2' of fill at the most and the drainage flow will remain largely unchanged. The site plan shows the proposed grading designed by Mr. Stahlman. The parking area will drain gradually to the north with water directed towards the center of the laneway and out to a shallow swale that feeds into a retention area. This area will allow any salt and sediment to settle out before the drainage overflows into the existing drainage area. If anything there will be less runoff onto the Greeney lot as the parking area will intercept the water historically flowing into the field. There is also an 18 foot grassed snow storage area and 20' natural area between the pavement and the retention area. This will provide an additional buffer between the pavement and the wetlands.