

Zoning Board of Adjustment

Application for Variance

24 Cedar Point Road

Durham, NH

Prepared by Christopher Levesque and Walter Rous on behalf of Edward Williams
May 22, 2017

RECEIVED
Town of Durham

MAY 24 2017

Planning, Assessing
and Zoning

To the Zoning Board of Adjustment,

The following materials are intended to help illustrate some of the characteristics of the Cedar Point neighborhood. As with many coastal areas, Cedar Point Road has its origins in a community of small camps and seasonal buildings. The transition from seasonal camps to year-round residences has seen lots merged, buildings greatly expanded and whole structures removed and replaced. Throughout this transition Cedar Point has remained an attractive and unique neighborhood.

Efforts have been made throughout the design process to be mindful of both the scale and character of Cedar Point and to take care that the proposed expansion remains in keeping with its neighbors.

In broad terms, two issues need to be considered in the effort to effectively build a new residence that conforms to character of the neighborhood. The first is setbacks. Though an application for a variance on setbacks was a forgone conclusion efforts were made to maintain or improve existing setbacks where possible. The proposed structure will have slightly improved shoreline setbacks. One sideline setback is maintained while the other is greatly improved by the removal of an ageing storage building. The removal of this building also improves the road setback. The second issue is the overall scale of the expansion. In terms lot coverage, the proposed structure falls below the prescribed 20% maximum impervious area and is typical on a percentage basis for this neighborhood. The volume increase exceeds permissible but is in line with recently approved expansions on Cedar Point.

The pictures to follow show just how close many of the buildings are located with respect to the various setbacks. Additionally, information from the tax data base indicate that the proposed land usage is consistent with average usage.

Thank you for your time and careful consideration of this application.

Chris Levesque

Sideline Setbacks

Tree trunk resides on neighboring property
Less than 10 foot setback.



Sideline Setback

Setback +/- 10 feet



Sideline Setback

Surveyors monument in foreground.
Less than two foot setback.



Sideline Setback

Setbacks not known but close nature of the neighborhood is illustrated.



Sideline Setbacks

A sideline separates the house in the vegetation on the left and the structure on the right. Buildings separated by less than 20 ft..



Sideline Setbacks

These structures are on neighboring properties.



Sideline Setback

Setback known to be 7 ft..



Road Setback

Road visible just off concrete apron.
10-12 ft. setback



Road Setback

Structure approximately 4 ft. from front line monument,



Road Setback

Recently constructed 3 car garage less than 10 feet from road.



Road Setback

Structure less than 20 feet from road.



Road Setback

Structure 7 ft. from road.



Road Setback

Both structures in close proximity to road.



Land Use Data

The **average**, a statistical method most people are familiar with, represents in a broad sense the way land is being utilized.

The **median** represents the middle value where 50% of values are higher and 50% are lower.

The data highlighted in green (24N) represent the proposed land usage. The **lot coverage ratio** the proposed project would be just above average.

The proposed construction also has ratios that are close to the statistical median. This indicates that roughly 50% of properties have a greater percentage of their lots covered.

Address	Lot Size (acre)	Lot Coverage, All Structures Excluding Docks (ft. ²)	Coverage Ratio (ft. ² /acre)
2 Cedar Point Road	0.15	1,496	23%
3 Cedar Point Road	0.46	1,712	9%
5 Cedar Point Road	1.13	4,446	9%
6 Cedar Point Road	0.76	3,906	12%
8 Cedar Point Road	0.85	3,020	8%
9 Cedar Point Road	1.43	3,346	5%
10 Cedar Point Road	0.55	1,436	6%
11 Cedar Point Road	0.79	1,208	4%
14 Cedar Point Road	0.53	3,004	13%
16 Cedar Point Road	0.36	1,815	12%
17 Cedar Point Road	0.13	836	15%
19 Cedar Point Road	0.92	2,171	5%
20 Cedar Point Road	0.33	2,785	19%
22 Cedar Point Road	0.41	4,830	27%
23 Cedar Point Road	0.4	1,464	8%
24 Cedar Point Road	0.13	568	10%
24N Cedar Point Road	0.13	969	17%
25 Cedar Point Road	0.26	995	9%
26 Cedar Point Road	0.31	3,478	26%
27 Cedar Point Road	0.26	934	8%
28 Cedar Point Road	0.43	3,108	17%
29 Cedar Point Road	0.28	1,325	11%
30 Cedar Point Road	0.31	4,363	32%
32 Cedar Point Road	0.2	2,340	27%
33 Cedar Point Road	0.2	1,354	16%
34 Cedar Point Road	0.13	1,442	25%
35 Cedar Point Road	0.13	942	17%
36 Cedar Point Road	0.13	1,737	31%
37 Cedar Point Road	0.13	892	16%
38 Cedar Point Road	0.14	975	16%
39 Cedar Point Road	0.13	0	0%
40 Cedar Point Road	0.9	2,386	6%
41 Cedar Point Road	1.06	1,800	4%
42 Cedar Point Road	1.2	1,494	3%

Average
14%
Median
12%