Project Application
Land Use Department

P.O. Box 660; 333 Calef Hwy, Barrington, NH 03825 ♦ Phone: 603-664-5798 ♦ Fax: 603-664-0188

220-43-HCO-15-ZBA

Case Number:_____ **Project Name:** Cummings Zoning Adjustment **Date** 8-12-15

Staff Signature required PRIOR to submittal

PRELIMINARY APPLICATION: Preliminary Conceptual Review ____ Design Review____ Development of Regional Impact ____

FORMAL APPLICATION:
Subdivision Type: Major____ Minor____ Conventional____ Conservation____
Site Plan Review: Major_X___ Minor____
Conditional Use Permit ____ Sign Permit ____ Boundary Line Adjustment ____ Special Permit ____
Change of Use ____ Extension for Site Plan or Subdivision Completion ____
Amendment to Subdivision/Site Plan Approval ____ Other ____

Project Name: ____Cummings Site Plan Review & Zoning Adjustment_____ Area (Acres or S.F) **2.07ac___**
Project Address: ___16 Calef Highway, Barrington, NH 03825_____
Current Zoning District(s): __Commercial/Highway_____ Map(s) _____220____ Lot(s) ____43_____
Request: _____

The property owner shall designate an agent for the project. This person (the applicant) shall attend pre-application conferences and public hearings, will receive the agenda, recommendations, and case reports, and will communicate all case information to other parties as required.
All contacts for this project will be made through the *Applicant* listed below.

Owner: ___Dayna Cummings_____
Company___Kendall Auto and Truck Sales
Phone: __205-8400_____ Fax: _____ E-mail:_____
Address: _417 Rt. 125, Brentwood, NH 03853_____

Applicant (Contact): ____ Dayna Cummings_____
Company_____Same_____
Phone: _____ Fax: _____ E-mail: _____
Address: __417 Rt. 125, Brentwood, NH 03853_____

Developer: ____ Dayna Cummings_____
Company _____
Phone: _____ Fax: _____ E-mail: _____
Address: __417 Rt. 125, Brentwood, NH 03853_____

Architect: _____
Company _____
Phone: _____ Fax: _____ E-mail: _____
Address: _____

Engineer: __Christopher R. Berry_____
Company ____Berry Surveying & Engineering_____
Phone: ___(603) 332-2863_____ Fax: ___(603) 335-4623_____ E-mail:__crberry@metrocast.net_____
Address: _____335 Second Crown Point Rd. Barrington, NH 03825_____

Owner Signature

Barbara Arino

Staff Signature

Applicant Signature

8/12/2015

Date

Applicant: KENDALL AUTO. Case#

Subdivision, Site Review, and Lot Line Adjustment Application Checklist
Barrington Planning Board
Adopted January 20, 2009

This checklist is intended to assist applicants in preparing a complete application for subdivision as required by the Barrington Subdivision Regulations and must be submitted along with all subdivision applications. An applicant seeking subdivision approval shall be responsible for all requirements specified in the Barrington Subdivision Regulations even if said requirements are omitted from this checklist.

An applicant seeking subdivision approval shall be responsible for providing all the information listed in the column below entitled "Subdivision" and should place an "x" in each box to indicate that this information has been provided. If an item is considered unnecessary for certain applications the "NA" box should be marked instead indicating "Not Applicable". Only certain checklist items are required for lot line adjustments, as noted by the applicable check boxes below.

Check The Appropriate Box or Boxes Below: ☐ **Lot Line Relocation** ☑ **Site Plan** ☐ **Subdivision Plan** **See Section I & II** **See Sections I & II** **See Sections I, II, III, IV & V**				
	Provided	**NA**		
Section I. **General Requirements**				
1. Completed Application Form	☑	☐		
2. Complete abutters list	☑	☐		
3. Payment of all required fees	☑	☐		
4. Five (5) full size sets of plans and six (6) sets of plans 11" by 17" submitted with all required information in accordance with the subdivision regulations and this checklist	☑	☐		
5. Copies of any proposed easement deeds, protective covenants or other legal documents	☐	☑		
6. Any waiver request(s) submitted with justification in writing	☑	☐		
7. Technical reports and supporting documents (see Sections IX & X of this checklist)	☑	☐		
8. Completed Application Checklist	☑	☐		
Section II. **General Plan Information**				
1. Size and presentation of sheet(s) per registry requirements and the subdivision regulations	☑	☐		
2. Title block information:	☑	☐		
a. Drawing title	☑	☐		
b. Name of subdivision	☑	☐		
c. Location of subdivision	☑	☐		
d. Tax map & lot numbers of subject parcel(s)	☑	☐		

e. Name & address of owner(s)	☑	☐		
f. Date of plan	☑	☐		
g. Scale of plan	☑	☐		
h. Sheet number	☑	☐		
i. Name, address, & telephone number of design firm	☑	☐		
j. Name and address of applicant	☑	☐		
3. Revision block with provision for amendment dates	☑	☐		
4. Planning Board approval block provided on each sheet to be recorded	☑	☐		
5. Certification block (for engineer or surveyor)	☑	☐		
6. Match lines (if any)	☐	☑		
7. Zoning designation of subject parcel(s) including overlay districts	☑	☐		
8. Minimum lot area, frontages & setback dimensions required for district(s)	☑	☐		
9. List Federal Emergency Management Agency (FEMA) sheet(s) used to identify100-year flood elevation, locate the elevation	☑	☐		
10. Note the following: "If, during construction, it becomes apparent that deficiencies exist in the approved design drawings, the Contractor shall be required to correct the deficiencies to meet the requirements of the regulations at no expense to the Town."	☑	☐		
11. Note the following: "Required erosion control measures shall be installed prior to any disturbance of the site's surface area and shall be maintained through the completion of all construction activities. If, during construction, it becomes apparent that additional erosion control measures are required to stop any erosion on the construction site due to actual site conditions, the Owner shall be required to install the necessary erosion protection at no expense to the Town."	☑	☐		
12. Note identifying which plans are to be recorded and which are on file at the town.	☑	☐		
13. Note the following: "All materials and methods of construction shall conform to Town of Barrington Subdivision Regulations and the latest edition of the New Hampshire Department of Transportation's Standard Specifications for Road & Bridge Construction."	☑	☐		
14. North arrow	☑	☐		
15. Location & elevation(s) of 100-year flood zone per FEMA Flood Insurance Study	☑	☐		
16. Plan and deed references	☑	☐		
17. The following notes shall be provided:	☑	☐		
a. Purpose of plan	☑	☐		
b. Existing and proposed use	☑	☐		
c. Water supply source (name of provider (company) if offsite)	☑	☐		
d. Zoning variances/special exceptions with conditions	☑	☐		
e. List of required permits and permit approval numbers	☑	☐		
f. Vicinity sketch showing 1,000 feet surrounding the site	☑	☐		
g. Plan index indicating all sheets	☑	☐		
18. Boundary of entire property to be subdivided	☑	☐		
19. Boundary monuments	☑	☐		
a. Monuments found	☑	☐		
b. Map number and lot number, name addresses, and zoning of all abutting land owners	☑	☐		
c. Monuments to be set	☐	☑		
20. Existing streets:	☑	☐		
a. Name labeled	☑	☐		
b. Status noted or labeled	☑	☐		
c. Right-of-way dimensioned	☑	☐		
d. Pavement width dimensioned	☑	☐		
21. Municipal boundaries (if any)	☑	☐		

22. Existing easements (identified by type)	☐	☑		
A) Drainage easement(s)	☐	☐		
B) Slope easements(s)	☐	☐		
C) Utility easement(s)	☐	☐		
D) Temporary easement(s) (Such as temporary turnaround	☐	☐		
E) No-cut zone(s) along streams & wetlands (as may be requested by the F) Conservation Commission)	☐	☐		
G) Vehicular & pedestrian access easement(s)	☐	☐		
H) Visibility easement(s)	☐	☐		
I) Fire pond/cistern(s)	☐	☐		
J) Roadway widening easement(s)	☐	☐		
K) Walking trail easement(s)	☐	☐		
a) Other easement(s) Note type(s)	☐	☐		
23. Designation of each proposed lot (by map & lot numbers as provided by the assessor)	☐	☐		
24. Area of each lot (in acres & square feet):	☑	☐		
a. Existing lot(s)	☑	☐		
b. Contiguous upland(s)	☑	☐		
25. Wetland delineation (including Prime Wetlands):	☐	☐		
a. Limits of wetlands	☑	☐		
b. Wetland delineation criteria	☑	☐		
c. Wetland Scientist certification	☑	☐		
26. Owner(s) signature(s)	☑	☐		
27. All required setbacks	☑	☐		
28. Physical features	☑	☐		
a. Buildings	☑	☐		
b. Wells	☑	☐		
c. Septic systems	☑	☐		
d. Stone walls	☑	☐		
e. Paved drives	☑	☐		
f. Gravel drives	☑	☐		
29. Location & name (if any) of any streams or water bodies	☑	☐		
30. Location of existing overhead utility lines, poles, towers, etc.	☑	☐		
31. Two-foot contour interval topography shown over all subject parcels	☑	☐		
32. Map and lot numbers, name, addresses, and zoning of all abutting land owners	☑	☐		
Section III **Proposed Site Conditions Plan** **(Use Sections I General Requirements & Section II General Plan Information)**				
1. Surveyor's stamp and signature by Licensed Land Surveyor	☐	☐		
2. Proposed lot configuration defined by metes and bounds	☐	☐		
3. Proposed easements defined by metes & bounds. Check each type of proposed easement applicable to this application:	☐	☐		
a. Drainage easement(s)	☐	☐		
b. Slope easement(s)	☐	☐		
c. Utility easement(s)	☐	☐		
d. Temporary easement(s) (such as temporary turnaround)	☐	☐		
e. Roadway widening easement(s)	☐	☐		
f. Walking trail easement(s)	☐	☐		
g. Other easement(s) Note type(s)	☐	☐		
4. Area of each lot (in acres & square feet):	☐	☐		
a. Total upland(s)	☐	☐		

Dayna Cummings
417 Rt 125
Brentwood, NH 03853

July 21, 2015

Town of Barrington Planning Board Chairperson & Members:

I am the owner of Tax Map 220, Lot 43. This letter is to grant Berry Surveying & Engineering and their employees the authorization to represent myself and any application hearings for a Site Plan Review on my lot located on Rt 125, in Barrington, NH. at any Town Department Meetings.

Sincerely,

Dayna Cummings

X _____	X _____
Owner Signature	Applicant Signature
_____	_____
Staff Signature	Date

Signature of Applicant Date

Signature of Owner Date

SITE / CONTEXT PHOTOS

Using Guidelines Below

Provide color photographs showing the site and surrounding buildings/properties in order to provide staff, boards and commissions with a visual impression of the current site conditions.

1. Photos are to be taken looking toward the site and adjacent to the site.
2. Photos should show adjacent improvements and existing on-site conditions.

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August 12, 2015

Town of Barrington
Planning Board
333 Calef Highway
PO Box 660
Barrington, NH 03825

Re: Kendall Auto & Truck Sales
Dayna Cummings
16 Calef Highway
Barrington, NH

Mr. Chair and Members of the Barrington Planning Board,

On Behalf of Dayna Cummings and Kendall Auto & Truck Sales, Berry Surveying & Engineering (BS&E) is applying for Site Plan Review located at 16 Calef Highway. The property is commonly known as Tax Map 220, Lot 43. The intended use is to sell used vehicles and operate a one bay auto repair shop utilizing the existing infrastructure in place. The existing three bedroom home will house the one employee of the shop and provide a small area for a sales office for the used cars. The owner of the parcel owns this business and currently operates it in Brentwood, NH, and would like to re-locate it to Barrington, NH.

The used car sales is intended to be at the front of the site, with a maximum of twenty cars being on site at any one given time. A variance is sought to the front 50' buffer required within this zone, with the justification being, the provided plantings and drainage structures at the front of the site to help screen the site from NH Route 125. The display area is to house the twenty vehicles, and though is shown with delineated spaces for site plan purposes, will not be striped. ADA spaces are provided with an ADA ramp provided to the sales office. Four additional spaces are shown against the garage for customer and resident parking. An 18' driveway entrance is proposed, and is allowed under 4.9.5(1) Table 4. 18' drive aisles are also provided behind the parking areas where they are low to no volume spaces. Below is a waiver request to Table 4 to allow less than 22-24' drive aisles and 4.9.2(1) to allow the display area at the front of the project site.

Drainage on the site is handled through the use of three bio-retention devises. A dray swale is provided to the south side of the entrance aisle, and captures and re-infiltrates much of the site. A dry swale / rain garden is provided at the front of the project site which captures and re-infiltrates much of that area, with an overflow into Rain Garden #2. Rain Garden #2 captures the remainder of the site and the overflow from #1 and is under drained to the surface. Peak rates are mitigated through these three devises, and volume at the 2Yr / 24Hr rain event is equal. We have provided a full drainage analysis for review and approval.

The project proposes landscaping at the front of the site and within the rain gardens, as well as a small fence to keep vehicles on the property at all times. The site plan meets the requirements of 4.9.7 (1) (a) & (4) & (5). There is to be no additional lighting added to this site.

The project is serviced by an onsite well and septic. The septic system will need to be replaced outside the parking area whereas it was not designed for vehicular loading. An NHDOT permit is required for the expanded use of the project site.
A full plan set is provided as required by the Site Plan Review Regulations, which includes a Site Plan, Grading Plans, Sediment and Erosion Control Plans and Construction Details.

Traffic impact will be handled by NHDOT, however the volume of vehicles to and from the site on a given day is extremely small, and is limited to 10 or less, which equates to 20 trips, almost all of which are off peak of the corridor.

In accordance with to the Site Review standards following waivers are hereby requested:

1. Identification of Waiver Request: Table 3 4.9.4 (1)

Install a drive aisle behind the sales display area of 18' whereas 22-24' would be required along with a drive aisle behind the 4 parking spaces against the barn that is 18' instead of 22-24'

2. Explanation:

Due to the low to no volume of traffic in both of these areas, no turning conflicts, coupled with no two car usage at any one given time, a wider aisle is not warranted

a. Granting the waiver will properly carry out the purpose and intent of the regulations.

It allows the proper turning movement in and out of the spaces as required without the need for a larger aisle

b. Strict conformity to the regulations would pose an unnecessary hardship to the applicant.

Strict conformity would require more pavement and development would go un-utilized.

BERRY SURVEYING & ENGINEERING

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148 Second Crown Pt. Rd., Barrington, NH 03825
(603) 332-2863 / (603) 335-4623 FAX
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August 12, 2015

1. Identification of Waiver Request: Table 3 4.9.2 (1)

Parking within the front setback

2. Explanation:

The applicant wishes to create a used car lot which is required to visible from the highway.

a. Granting the waiver will properly carry out the purpose and intent of the regulations.

The application allows for screening and devices to keep the cars out of the right of way.

b. Strict conformity to the regulations would pose an unnecessary hardship to the applicant.

Strict conformity would require that the applicant park cars 75' off the right of way line putting her at a disadvantage to all of her abutting competitors. Please find and review enclosed variance requests.

Thank you for your time and attention to this matter. We hope you look favorably upon these two requests.

BERRY SURVEYING & ENGINEERING

Christopher R. Berry
Principal, President

BERRY SURVEYING & ENGINEERING

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July 29, 2015

Town of Barrington
Zoning Board of Adjustments
333 Calef Highway
PO Box 660
Barrington, NH 03825

Re: Kendall Auto & Truck Sales
Dayna Cummings
16 Calef Highway
Barrington, NH

Madam Chair and Members of the Barrington Zoning Board of Adjustments,

On Behalf of Dayna Cummings and Kendall Auto & Truck Sales, Berry Surveying & Engineering (BS&E) is applying for two variances located at 16 Calef Highway. The property is commonly known as Tax Map 220, Lot 43. A variance to the Definitions of "Retail Sales" is sought to specifically allow the proposed use of Used Car Sales and Automotive Repair. A variance to Section 4.2.3 (5) is also sought to allow the removal of the 50' buffer required to the right of way of NH Route 125.

Background and General Narrative:

Ms. Cummings owns and operates Kendall Auto & Truck Sales in Brentwood, NH. She has purchased the property located at 16 Calef Highway to relocate her business to the Town of Barrington. The parcel is located in the Regional Commercial Zone. The current business in Brentwood contains a small auto body shop and used car sales. At any given time the used cars on the lot amount to twenty cars or fewer, and the repair shop only repairs one car at a time. This is the same business model she intends to have at 16 Calef Highway. The site contains an existing barn which can be readily used for auto repair work, and contains an existing two bedroom structure which is to be used as a small sales office for the used cars.

The site is serviced by an effluent disposal field and on site well. An analysis will be conducted as part of the site review to determine the suitability of the existing effluent disposal field, and may include a re-design to be used in the event of failure. The existing site contains a mixture of compact gravel and pavement areas. In this proposal, through a phased approach, the paved areas will be properly defined with parking areas for twenty used cars, patron parking, employee parking and accessible parking, utilizing lane and space delineation.

The site has direct access to NH route 125 via an existing driveway / curb cut. This curb cut will be analyzed during the planning / site review process to determine suitability for this low intensity commercial use. A traffic study of the existing facility in Brentwood found that there were fewer than twenty trips to and from the site during the working hours of the business. As can be seen on the Existing Conditions Plan Sheet 2 of 4, proper topographic information has been provided for the development of a highway access plan for NHDOT. Preliminary findings, pursuant to a speed study done July 27, 2015, are that there is adequate sight distance at the existing location. The entrance for this project will be widened to

properly accommodate an entering vehicle and an existing vehicle, with the exiting traffic queue being designed for two or more vehicles.

The existing tree lines on the property were located in an effort to review existing vegetation management, and allow for the review of buffer placement and enhancement. As can be seen in the provided photographs, aerial photographs, and Existing Conditions Plans, there is very little vegetation at the front of the site between the edge of pavement and the right of way line, and is isolated to the driveway location. The applicant is looking to open up visibility to the commercial site, and as discussed below, we have provided the information and the property mitigation plan for the boards review.

The Proposal:

It is our opinion that uses such as these need to be highly specific in the request for development. Understandably, the community has an interest in the presentation of commercial property along the major entering gateways and corridors. Therefore, through this application we will define the precise uses of the project site. The applicant is requesting:

- To open an Automotive Repair Shop which is to service no more than one car at a time and have no more than two cars in waiting, along the Southerly edge of the existing barn / shop.
- To open an In Home Business for Used Car Sales with a maximum of twenty cars on this parcel for this specific purpose.
- The hours of operation are to be 8 A.M to 5 P.M. Monday through Friday, 10 A.M. to 2 P.M. Saturday with no business being conducted on Sunday.
- To display cars for sale within 10 feet of the boundary Line. A split rail fence or boulder barrier be installed along the boundary line to specifically prohibit cars from migrating into the Right of Way. The ten foot setback will allow for temporary snow storage during winter months, and allow for replacement of some vegetation along the front of the property.
- To remove the existing vegetation along the front of the property, including the pine trees in the immediate area of car sales, and replace it with landscaping. The landscaping is to be as similarly presented to the Zoning Board of Adjustment and finally approved by the Planning Board. It is to contain some ornamental street trees, and low growth bushes to create a street scape which is presentable along the entrance corridor.
- To re-develop the site through the site plan review process established in the Town of Barrington.

Specific Variance Request & Criteria for Approval:

As noted on page 1, the first request is a Variance to the Definition of "Retail Uses" currently located on page 85 of the Zoning ordinance, which states:

"A business or activity having as its primary function the supply of merchandise or wares to the end consumer, or establishments engaged in the rental of goods at retail, or in providing a service(s) to individuals and households. This category excludes animal sales or service: building and garden materials, supplies, sales or rental; and motor vehicle and related equipment sales, leasing, rental, or repair."

It is important to note that "Service for Autos and Trucks" is specifically allowed in the Table of Uses Table 1. Given the most restrictive applies, and the definition is more restrictive, the request is sought. This speaks to the "Spirit and Intent" of the original ordinance discussed below.

1.) *"Special conditions exist such that literal enforcement of the Ordinance will result in unnecessary hardship to the applicant as defined under applicable law."*

a. There are special conditions associated with this parcel of land. This is an existing lot of record, clearly located within the Regional Commercial Zone, and only contains 2.07 acres of land, which is largely comprised of an oddly shaped "L" containing wetlands. This is important given the fact that many larger scale commercial uses require much more land area for development / re-development on a more regularly shaped lot. The site already contains a barn / shop which is conducive to the proposed use. It contains a small residential structure, also found towards the middle of the site, well suited for the in-home sale of used cars. Located within this zone, and within the immediate area, are three parcels of land which sell used cars and have automotive repair contained within their buildings. A special condition of this property is that there is an existing hill, atop which the applicant proposes to display cars and landscape. This will create a natural barrier, along with the proposed modifications, to keep the vehicular sales position fixed to an appropriate location. The special conditions of this topographic break between NH Route 125 and the usable land area shields much of the activity proposed on the site. Lastly, the special condition of the existing structures and their positions on the lot limit the use to a low intensity use as is being proposed. Very few other low intensity businesses would be able to utilize this property in the commercial capacity intended for this zone, and thus literal enforcement would preclude this business owner from bringing her business to the Town of Barrington, to a parcel which she now owns, which contains the ready infrastructure required, for competing with the surrounding similar use businesses.

2.) *"Granting the variance would be consistent with the spirit of the Ordinance"*

a. It is clear through the added language to the definition, that the original ordinance specifically allowed this use. This is witnessed on the table of uses and the existence of other like businesses within the immediate area. The spirit and intent of the revised ordinance is to prohibit the appearance of the major corridor from becoming one un-interrupted automotive sales display area. These two uses are commonly complementary to each other, however as described above this project preserves the intent of the ordinance because:

i. The topography on and off the site break up the appearance of the project. The cars, though on display, will be tucked off the edge of pavement atop the hill, between two vegetated areas, and will contain a landscaped buffer along the front.

ii. The applicant is willing to place a physical barrier preventing vehicles from getting any closer to the street, and is willing to leave the natural trees along the edge of the property and along the North edge of the driveway, creating an appealing streetscape of vegetated over story with some new fresh ornamental trees.

iii. The repair shop is situated off the roadway at such a distance that will not be readily visible from the road. The size and mass of the existing shop will be broken up by the ornamental trees planted along the boundary line of the site.

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3.) *"Granting the variance will not result in diminution of surrounding property values"*

a. The surrounding properties are all located within the same Regional Commercial Zone. The proposed use has a very low intensity proposed, and in our opinion is a good fit for commercial use between two residential properties. No structures are being enhanced in size, and very little buffering is being removed which will affect the neighboring properties.

4.) *"Granting the variance would do substantial justice."*

a. The substantial justice would be to allow this land owner the proper use of the existing infrastructure in which she has invested and to allow her to bring her existing thriving business to the Town of Barrington, to a zone which is well suited for this use, as witnessed by surrounding users.

5.) *"Granting the variance would not be contrary to the public interest."*

a. The public interest is to invite long standing businesses to locate and re-locate in appropriate areas of the Town. This zone and project site are specifically suited for this low intensity use. With respect to the immediate abutting public, the applicant's activity has a very low intensity. As stated above, 20 trips per day is assumed, which equates to 10 cars or patrons to both portions of the business. The average single family home of this size generates approximately 10 trips per day, or 5 cars coming to and leaving the site. Noise levels on site are contained within the shop structure and will not to be a nuisance to the surrounding general public.

A variance to Section 4.2.3 (5) is requested to allow the proposed pavement for the used car lot to be within ten feet of the Right of Way Line, where a fifty foot buffer is required.

1.) *"Special conditions exist such that literal enforcement of the Ordinance will result in unnecessary hardship to the applicant as defined under applicable law."*

a. A special condition is the existing lot of record shaped as it is, with the fifty foot buffer rendering much of the lot useless. Though the ordinance allows for existing lots of record prior to a certain date, such as this one, to adhere to the "extent possible" to the ordinance, this is difficult to quantify and measure. For this reason, we would submit that the ordinance itself creates the hardship upon the lot, whereas it fails to define what is "reasonable" or "extent possible" for lots of record such as this one and is subjective to each applicant. As noted on page one, the odd shape, topographic features, existing infrastructure, and usable land area remaining after setbacks and buffers are applied, are all special conditions of this lot. The hardship to this specific applicant is that in the Commercial Zone, business activity is required for any user to survive, and buffering a business and the uses associated with that business will stifle any business owner. Not allowing the use to be displayed as presented, with the buffering proposed, would put the owner at a disadvantage over the other similar users within the immediate area.

2.) *"Granting the variance would be consistent with the spirit of the Ordinance"*

a. The spirit and intent of the ordinance is to create an attractive gateway and corridor setting throughout the town. Through the use of plantings, and hardscapes, combined with keeping the vehicles out of the right of way, the spirit of the ordinance is preserved.

3.) *"Granting the variance will not result in diminution of surrounding property values"*

a. The surrounding properties are all located within the same Regional Commercial Zone. The proposed use has a very low intensity proposed, and buffering replacement is proposed to break up the street view of the display area. Very little is changing with respect to the immediate abutters and the buffers they currently enjoy and therefore the use existing on those properties remains equitable.

4.) *"Granting the variance would do substantial justice."*

a. Granting the variance would allow the applicant to move her business to the Town of Barrington and allow her to display the business and product for sale in an appropriate and tasteful manner, while preserving the feel of the existing corridor in relation to abutting land owners.

5.) *"Granting the variance would not be contrary to the public interest."*

a. The public interest is in not having an open view of every lot and building up and down every corridor and gateway into the Town of Barrington. This project proposes to leave some of the perimeter buffering and re-establish the ornamental buffering along the front of the lot. The sales area of the project is set much farther off the edge of the pavement than those on surrounding parcels, due to right of way location in reference to the existing edge of pavement.

Thank you for your time and attention to this matter. We hope you look favorably upon these two requests.

BERRY SURVEYING & ENGINEERING

Christopher R. Berry
Principal, President

BERRY SURVEYING & ENGINEERING

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July 21, 2015

Abutters List

Owners of Record

Tax Map 220, Lot 43

Dayna Cummings
417 Rt 125
Brentwood, NH 03853

Abutters

Tax Map 220, Lot 37

Thomas & Marquita Maciolek
22 Brittany Lane
Barrington, NH 03825

Tax Map 220 , Lot 41

Carl J. Cicchetto
32 Chapman Dr.
Barrington, NH 03825

Tax Map 220, Lot 42

Stefanie & David Bernier
18 Calef Highway.
Barrington, NH 03825

Tax Map 220, Lot 44

Daniel J. & Jean L. Barbin
53 Leeanna Dr.
Barrington, NH 03825

Tax Map 220, Lot 46

Rebecca Ann Mooers
11 Calef Highway
Barrington, NH 03825

Tax Map 220, Lot 46-2

Royalty Volvo Holdings LLC
15 Calef Highway
Barrington, NH 03825

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