Site Plan Waiver Request Form

Under Site Plan Regulations 3.9.8-Waivers and Article 8-Waiver Procedure

If there is more than one waiver requested, each waiver request is to be individually listed and described, as each waiver is considered individually by the Town of Barrington Planning Board. A petition for waiver shall be submitted in writing by the applicant with the application for review. The request shall fully state the grounds for which the waiver is requested and all facts supporting this request with reference to the applicable Barrington Site Plan Regulations article, section and paragraph. **Each waiver granted shall be listed on the approved site plan.**

Name of Site Plan (See Title Box): TurboCam International

Case Number: 234-1.5-V-14-SR

Site Location: Redemption Road

Zoning District(s): Village District

Owner (s): Town of Barrington

Address of Owner(s): 333 Calef Highway

Address Line 2: Barrington, NH 03825

Name of Applicant (if different from owner): TurboCam International c/o Eliot Wilkins

Phone Number (603)659-4979 Email mjs@mjs-engineering.com

Engineer:
~~Land Surveyor:~~ MJS Engineering, P.C. Michael J. Sievert, P.E.

I Michael Sievert seek the following waiver to the Town of Barrington Site Plan regulations for the above case submittal:

SEE ATTACHED

Signature of Owner/Applicant 10/30/14 Date

Revised 06/23/2011

MJS ENGINEERING, P.C.
CIVIL • STRUCTURAL • ENVIRONMENTAL

5 Railroad Street • P. O.Box 359
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Phone: (603) 659-4979
Email: mjs@mjs-engineering.com

October 30, 2014

Re: Addendum to site plan waiver request form

Section 4.9.13 Parking standards by use. This waiver request is for the reduction in required parking.
The proposed site plan for light industrial use with associated office use requires a total 64 spaces per the Town site plan regulations. The site design includes 39 parking spaces. On behalf of the applicant, MJS Engineering believes that the current design provides for an adequate amount of parking for the intended use and has adequate access to the parking and loading areas for safe vehicle use of the site. The delivery and loading access has been designed to separate the two uses to make it safer for vehicles and pedestrians. The design of the parking area exceeds the requirements for travel lanes for vehicular movement and provides adequate sidewalks for pedestrian access to the entrance of the building.