



BARRINGTON PLANNING BOARD MEETING

NEW LOCATION: EARLY CHILDHOOD LEARNING CENTER

77 RAMSDELL LANE

Barrington, NH 03825

(Approved September 17, 2019)

Tuesday August 6, 2019

6:30 p.m.

MEETING MINUTES NOTE: THESE ARE SUMMARY ACTION MINUTES ONLY. A COMPLETE COPY OF THE MEETING AUDIO IS AVAILABLE AT THE LAND USE DEPARTMENT.

DRAFT MINUTES

Members Present

James Jennison, Chair
Jeff Brann, Vice Chair
Steve Diamond
Donna Massucci
Robert Pimpis

Alternate Member

Rondi Boyer-filled in for Ron Allard

Members Absent

Andy Knapp ex- officio
Ron Allard
Town Planner: Marcia Gasses

Code Enforcement: John Huckins filled in for Marcia Gasses
Staff: Barbara Irvine

MINUTES REVIEW AND APPROVAL

1. Approval of the July 9, 2019 meeting minutes.

Without objection the minutes of July 9, 2019 were approved as amended at lines 93, 94 148, 201 and 202.

ACTION ITEM

2. [223-26&24-RC-19-Sub \(Owners: Paul Helgott, Rina Myhre & Carol Ledoux\)](#) Request by applicant Joseph Falzone, Harbor Street Limited Partnership for a 55-Lot open-space residential subdivision and 5-commercial lots and waivers on Route 125 (aka: Calef Highway) in the Regional Commercial Zoning District. BY: Scott Cole, Beals Associates, PLLC; 70 Portsmouth Avenue; Stratham, NH 03885.

J. Jennison gave a brief description of the application.

Scott Cole from Beals Associates represented applicant Land Developer Joseph Falzone with his attorney Mark Johnson and Jeffrey Dirk from Vanasse & Associates, Inc. He explained that they had revised the road grades as they had discussed with the Board. Scott explained that there were no longer any roads higher than 8% and added additional erosion control measures. Scott explained that revised plans had been sent to the engineers and they had sent a second letter back with minor comments. Scott explained to the Board that they had addressed everything. Scott explained that the only comments are how NHDES would look at the drainage. Scott explained to the Board that all legal documents had been submitted to the Town counsel and reviewed, along with the road names for which they are waiting approval. Scott explained that the last outstanding issue was pedestrian access for walking and bicycling. Scott explained that after talking to the Planning Department, the applicant would have the regular road and to add 2' of additional pavement to one side. Scott explained that combined with the regular 10' travel way that would give a 3' flush surface for someone to walk or bike within the development. Scott explained to the Board that they also submitted three waivers.

J. Brann asked if they were planning on updating the plans.

Scott explained that only the ones questioned by NHDES. Scott explained that there were very minor drainage.

J. Brann asked if he had met with the Fire Chief about the cistern.

Scott explained to the Board that they met with the Fire Chief prior to the first meeting.

J. Brann expressed that the legend/cistern locations on the following sheets need to match: 2, 12, and 13. Also sheet 18 needs to be corrected to say Scruton Pond Road and Old Green Hill Road.

Scott stated that he would have the traffic engineer correct this page.

S. Diamond stated he appreciated the additional 2' shoulder I have been looking at various standards for sidewalks and other pedestrian access routes for instance Washington State transportation he realized that wasn't us, but you will notice a pattern.

Barbara stated this wasn't even ours.

J. Jennison explained that we need to go by Town of Barrington Regulations and move forward to amend our regulations if needed.

S. Diamond stated under the Town Regulations design standards for bikers that the maximum grade were 5%.

R. Boyer asked why they didn't have to put in a sidewalk whereas the one going in at the Christmas Dove needed granite and a real sidewalk.

John Huckins explained that it was required in the Town Center; this was a different Zoning District.

J. Brann explained that they are not required. J. Brann explained per law bicycles have the same rights as motorize.

J. Huckins expressed that he was on the Planning Board when they changed the grade from 10% to 7% so compared to another towns, Barrington's were flatter. J. Huckins explained if you look at other towns, you would see that 7% wasn't extreme.

J. Brann stated that when making changes and cuts to lower the grade, there were landscaping and environmental concerns and the cost increases.

S. Diamond read from 12.5.3 the following expressing the 5% grade:

12.5.3 Bikeways and Trails Placement and Design Standards:

Public bikeways, pedestrian walkways, or bridal trails may be required by the Planning Board if it determines the construction of trails will connect to existing or planned trail systems and be desirable to the character and nature of the neighborhood. These may or may not be part of the normal sidewalk provisions, but they shall be part of any lot in the subdivision. Bikeways and trials shall conform to the following standards unless an alternative design is mutually agreeable to both the town and applicant.

D. Massucci questioned if the applicant were already making it wider, it wasn't required to have the bike lane.

Scott expressed that was correct. This was an offer from Joe wanted to make a nice subdivision, he does do work in Town, and he was making a compromise.

D. Massucci expressed that if they are giving a gift that we shouldn't ask for more.

J. Jennison expressed that he did not think that S. Diamond was unreasonable but at this time of the application it was not appropriate to bring up.

S. Diamond stated that the Board was not blindsided about the grade as this was talked from the beginning of the process.

J. Brann explained that talking about road grades and imposing on the developer to construct bike paths are two different things.

S. Diamond explained that this was based on the developer had mentioned addressing the traffic impact through biking.

J. Brann explained that question was asked previously, and their intent was not to have bike paths.

S. Diamond asked if there were a proper route as people could be waiting a long time given the traffic issue.

J. Brann explained that's why they are going to have turn lanes on Route 125.

J. Jennison expressed that he couldn't see that anyone would not go into the internal subdivision unless they lived there or were visiting. J. Jennison expressed that he didn't see any future bike path through this development.

S. Diamond asked the Board if they ever saw bike trails in this area.

J. Brann stated that Route 125 was not setup for bike paths.

S. Diamond expressed that because of the shoulder size on Route 125, they could.

J. Brann stated that he has never seen anyone bike on Route 125. J. Brann explained that if they had bike lanes on Route 125 and they were connected, this would be a different case.

John Huckins explained that Old Green Hill Road would be 20% grade in the middle.

S. Diamond expressed that he expected that Old Green Hill Road would never be developed at the 20% grade. S. Diamond explained that we must start somewhere, and he felt this was a good place to start.

J. Brann stated that he disagreed. He expressed that if it were down in Town Center, he would agree that for bike trails, it would be a place to start.

J. Jennison asked if you were more concerned of the 5% or the width of the road.

Jeffrey Dirk explained to the Board that he understood what they were trying to achieve the standards. Jeffrey stated that there wasn't anything wrong with the Subdivision Regulations. Jeffrey explained that the issue was the definitions of the standards that they are trying to apply. Jeffrey explained that you can't apply the standards of a bike route or bike path to accommodation for a road. Jeffrey explained that you would never put a bike route through this site and bike routes are carefully planned. Jeffrey explained that they were designed to a different level. Jeffrey explained that if you looked at the definition for on road accommodations, you are accommodating all modes of transportation. Jeffrey explained that you would never call it a bike route or bike path; that would be a separate facility. Jeffrey explained that the regulations state 7% and he explained that they were accommodating pedestrian/bike travel by the width being wider. Jeffrey explained that you would never design the streets to meet the standards as a bike path or bike route; roads and bike route standards are different. Jeffrey explained that you would need to cut down hills and flatten topography.

J. Brann explained that this was what the developer has proposed to the Planning Board, so the Board needs to decide to approve or not approve what the applicant has proposed.

John Huckins explained to the Board that they need to look at if this complies with the regulations.

J. Brann expressed that the Board needs to vote on what the applicant presented. J. Brann explained to the Board that the applicant listened to the Board and made accommodations to apply with the regulations.

S. Diamond asked the Board if they agree with 12.5.3 in the Subdivision Regulations whether to apply or not.

J. Jennison asked if the Board wanted a vote on this to see if they wanted to include a bike path.

J. Brann stated that he felt this should wait until the public comment.

J. Jennison agreed to wait until public comment.

J. Brann asked about their response to Dubois & King comment #13, road profile; what was their discussion with NHDOT.

Scott Cole explained that they were waiting for a response from NHDOT. Scott explained that there are two areas that the review engineer had commented on lower K value. Scott explained that this was a stopping condition because they are right at the intersection of Route 125. Scott explained that NHDOT mandated that they had steep slopes off the highway section because of issues with plow trucks with wings and not deep enough grades coming off. Scott explained that they have kept the grades negative and the are awaiting NHDOT response.

J. Brann asked about Dubois & King comment #21 about the less than 1' of freeboard and the response that they were going to review with the AoT Bureau.

Scott explained that they would met with NHDES and they have not coordinated that with them yet. Scott explained looking at other cases, they have not required the 1' of freeboard and this would be case by case. Scott explained that this would be reviewed as part of the AoT permit.

J. Brann asked about the private road access on lots 43 & 44 and asked if this was no longer going to be a private road.

Scott explained that was correct this would no longer be a private road and were instructed to be called a Town right of way.

J. Brann asked if the Fire Chief was asked about adequate fire access.

Scott explained that the first design was reviewed by Chief Walker. Scott explained that Chief Walker reserved the right to review and modify it.

J. Brann questioned the response to comment #27; he couldn't find the change on the plan:

NOTE BELOW:

b. Please note, the roadbed shall be defined as the limits of the roadway including the area one (1) foot beyond the shoulders, ditches, or toe of fill slope.

Scott explained that this was added, and he would need to find it.

J. Jennison opened public comment.

J. Jennison closed public comment.

Waivers Requested:

- 1. Section 12.2.1– Road Design Standards:** We respectfully request a waiver to the maximum road grade of 7% to allow a grade up to 8.0%.

A motion was made by J. Brann and seconded by D. Massucci to grant the waiver 12.2.1 Road Design Standards specific circumstances relative to the subdivision, or condition of the land in such subdivision, indicate that the waiver will properly carry out the spirit and intent of the regulations. Vote 5/1

Roll Call:

Diamond-Nay

Pimpis-Yay
Brann-Yay
Jennison-Yay
Massucci-Yay
Boyer-Yay

- 2. Section 12.8.8(4) Ditches:** We respectfully request a waiver to allow open swale ditches not to exceed 8% or above 6% for more than 250 feet without curbing.

A motion was made by J. Brann and seconded by B. Pimpis to grant the waiver 12.8.8 (4) Ditches Standards specific circumstances relative to the subdivision, or condition of the land in such subdivision, indicate that the waiver will properly carry out the spirit and intent of the regulations. The motion carried unanimously.

Roll Call:

Diamond-Nay
Pimpis-Yay
Brann-Yay
Jennison-Yay
Massucci-Yay
Boyer-Yay

- 3. 12.2.1, Table 1 – Road Design Standards:** In an effort to keep a uniform road design all shoulders are proposed 4' wide where a 6' shoulder is required.

A motion was made by J. Brann and seconded by D. Massucci to grant the waiver 12.2.1, Table 1-Road Design Standards specific circumstances relative to the subdivision, or condition of the land in such subdivision, indicate that the waiver will properly carry out the spirit and intent of the regulations.

Vote 5/1

Roll Call:

Diamond-Nay
Pimpis-Yay
Brann-Yay
Jennison-Yay
Massucci-Yay
Boyer-Yay

J. Jennison read Planners Comments:

- Lot C5 will require a NHDES wetlands permit for the driveway crossing
- Add note indicating the purpose of the plan and existing and proposed use
- Add the NHDES Subdivision Approval Number to the plan
- Add the NHDES Alteration of Terrain Approval Number to the plan
- Add the NHDES Wetland Permit Approval Number to the plan
- Add the NHDOT Access Permit Number to the plan
- Street names must be approved by Select Board or taken from preapproved list, add to final plan
- Tax map and lot numbers must be assigned through Assessing Office add to final plan

- The pedestrian access to the open space between lots 15 & 16 should be required to be constructed during phase 3
- Driveway entrances and aprons to be constructed as part of road construction
- Road between lots 43 and 44, all documents for these two lots are to clearly indicate the road is intended for future public use and at the time of road acceptance for the development this section will become Class VI. The deeds are to indicate the association is responsible for maintenance until such time as the road continues through.
- Add AASHTO T-99 to typ. x-section re: compaction
- Confer with NHDES regarding 1' Freeboard & Aquatic bench and revise if required
- On page 29 of 37 Note 2. Specify 4" loam & seed, not bark mulch
- Add note "all turnarounds will meet the requirements of the Barrington Fire Department there have been discussions with Mr. Falzone regarding accommodating pedestrians and bikes within the development; with staff recommending the shoulder on at least one side of the road be paved in two feet to allow for better pedestrian and bicycle access through the development. These types of residential developments in general are very safe for pedestrians and bicyclists.

Rick Walker, Fire Chief/Interim Road Agent:

- Deeded access to the graveyard
- Individual Commercial lots may be required to provide additional fire protection over and above what is provided

Mark Johnson discussed the language in the draft Notice of Decision pertaining to bonding. He discussed that the language would require bonding of the entire four phase project, which was not reasonable from a financing perspective and not consistent with past practice on other multiphase projects in Town. Mark Johnson proposed language to the Board that would require a phased approach to bond security. After reviewing/discussing the proposed language, and reviewing pertinent State statutes, the Board accepted language proposed by Mark Johnson for inclusion in the Notice of Decision.

J. Jennison read Conditions Precedent:



Planning & Land Use Department

Town of Barrington

PO Box 660

333 Calef Highway

Barrington, NH 03825

603.664.0195

mgasses@barrington.nh.gov

**DRAFT
NOTICE OF DECISION**

<i>[Office use only]</i>	<i>Date certified:</i>	<i>As built received:</i>	<i>Surety returned</i>
<i>"Applicant", herein, refers to the property owner, business owner, individual(s), or organization submitting this application and to his/her/its agents, successors, and assigns.</i>			

Proposal Identification: 223-26 & 24-Rc-19-Sub (Owners: Paul Helfgott, Rina Myhre & Carol Ledoux) Request by applicant Joseph Falzone, Harbor Street Limited Partnership for a 55-Lot open space residential subdivision and 5-commercial lots and waivers on Route 125 (aka: Calef Highway) in the Regional Commercial Zoning District. By: Scott Cole, Beals Associates, PLLC; 70 Portsmouth Avenue; Stratham, NH 03885.

Owner:
Paul Helfgott, Rina Myhre & Carol Ledoux
4216 Alta Vista Ct.
Oceanside CA 92057

Applicant (Contact):
Joseph Falzone
Harbor Street Limited Partnership
7B Emery Lane
Stratham, NH 03885

Professional:
Christian O. Smith, PE & Scott D. Cole
Beals Associates, PPLC
70 Portsmouth Ave.
Stratham, NH 03885

Dated: XXXXX/2019

Dear Applicant:

This is to inform you that the Barrington Planning Board at its XXXXX, 2019 meeting **CONDITIONALLY APPROVED** your application referenced above.

All of the precedent conditions below must be met by the applicant, at the expense of the applicant, prior to the plans being certified by the Planning Board. Certification of the plans is required prior to commencement of any site work or recording of any plans. Once these precedent conditions are met and the plans are certified the approval is considered final.

Please Note* If all of the precedent conditions are not met within 6 calendar months to the day, by XXXXXX, 2019, the Boards approval will be considered to have lapsed, unless a mutually agreeable extension has been granted by the Board. *Reference 8.2.3 of the Town of Barrington Subdivision Regulations*

Conditions Precedent

- 1)
 - a) Add the owners signature to the final plan
 - b) Add the wetland scientist stamp & signature to the final plan
 - c) Add State Subdivision Approval Number to the Plan
 - d) Add the NHDES Wetland Approval Number to the plan
 - e) Add the NHDOT Access permit number to the plan
 - f) Add the NHDES Alteration of Terrain Permit number to the plan

- 2) Revise the following plan notes
 - a) On page 29 of 37 Note 2. Specify 4" loam & seed, not bark mulch
 - b) Remove Note 1 on page 17 (Town of Brentwood)
 - 3) Add the following plan revisions
 - a) Add Select Board approved street names to the final plan
 - b) Add the Tax Map and Lot Numbers assigned by the Assessing Department for the new lots to the final plan
 - c) Confer with NHDES regarding 1' Freeboard & Aquatic bench and revise is necessary
 - d) Slow 2' paved shoulder
 - 4) Add the following plan notes:
 - a) Add note indicating the purpose of the plan and existing and proposed use
 - b) Pedestrian access between lots 15 and 16 is to be constructed as part of phase III
 - c) Driveway entrances including culverts and aprons are to be constructed as part of road construction
 - d) All documents for the road between lots 43 & 44 shall clearly indicate the road is intended for future public use and at the time of road acceptance for the development this section will become Class VI. The deeds are to indicate the Homeowners Association is responsible for maintenance until such time as the road continues through.
 - e) Add note "all turnarounds will meet the requirements of the Barrington Fire Department
 - f) Add note Individual Commercial lots may be required to provide additional fire protection over and above what is shown on the plan.
 - g) Add note, "All utilities shall be installed underground" 14.1.1
 - h) Add note, cistern to be added to appropriate sheets
 - i) Correct Road name on sheet 18 and 37
 - 5) Applicant will provide draft deed language to be approved by Town's attorney for Lot C5 to include easement language for cemetery access.
 - 6) Proper and complete survey monumentation shall be installed on the properties as a condition to final approval of the application. Granite bounds shall be set at the intersection of existing or proposed lot sidelines with existing proposed streets. Iron pins (pipe or rod) are to be placed at all property line corners and angles, and all points of curvature and points of tangency. Monuments for the lot being developed shall be placed not more than 300 feet apart in any straight line. The applicant's surveyor shall certify in writing that the bounds and pins have been installed according to the submitted plan. (*Reference 8.8 of the Town of Barrington Subdivision Regulations*)
 - 7) Any outstanding fees shall be paid to the Town
 - 8) Check for LCHIP for \$25.00 made out to Strafford Registry of Deeds
 - 9) Final Drawings (a) five sets of black line (b) plus one set of 11"X17" final approved plans (c) one electronic version by pdf or CD must be on file with the Town. Each individual sheet in every set of drawings must be stamped and signed by the land surveyor, engineer, or architect responsible for the plans. Note. If there are significant changes to be made to the plans, as specified above, one full size check print must be sent to the Land Use Office for review prior to producing these final drawings.
- General and Subsequent Conditions**
- 1) The HOA documents and Conveyance of Open Space shall be recorded at SCRD prior to the sale of any dwelling units in the development.

- 2) In accordance with RSA 674:39 active and substantial development shall mean the expenditure of at least twenty-five percent (25%) of the infrastructure costs required for the first phase of the development, as indicated by a subdivision approved by the Planning Board, within (24) months of said approval, where approved plans have been properly recorded at the Registry of Deeds. Infrastructure shall mean in this instance, the construction of roads, storm drains, and underground utilities. Compliance with this definition shall also necessitate that a bond or other security to cover costs of said infrastructure requirements for the first phase has been posted with the Town prior to the beginning of construction. The second phase shall be to loop to Route 125 and the bond or other security to cover the cost of the infrastructure in the second phase shall be posted prior to the commencement of work in the second phase. Prior to the commencement of work on in Phase 3 and 4 a bond or other security shall be posted to cover the cost of the infrastructure in the applicable phase.
- 3) The Cisterns required for fire safety shall be installed to Barrington Fire Department specifications. All required fire protection standards shall be operational prior to the issuance of any building permits. *Reference 11.5.(1) of the Town of Barrington Subdivision Regulations*
- 4) Current Use subject property or a portion of it is presently in Current Use. The applicant must provide the Town of Barrington Assessing Department current use map and/or other items needed to assure requirements of RSA-79A and the New Hampshire Department of Revenue Administrations Rules are satisfied.

(Note: in both sections above, the numbered condition marked with a # and all conditions below the # are standard conditions on all or most applications of this type).

I wish you the best of luck with your project. If you have any questions or concerns, please feel free to contact me.

Sincerely,

Marcia J. Gasses
Town Planner & Land Use Administrator

cc: File

A motion was made by J. Brann and seconded by B. Pimpis to conditionally approve the 55-lot subdivision and the 5 commercial lots as proposed in Application 223-26 & 24-Rc-19-Sub.

Vote 5/1

Roll Call:

Diamond-Nay

Pimpis-Yay

Brann-Yay

Jennison-Yay

Massucci-Yay

Boyer-Yay

3. **238-16-V-19-SR (Owner: Drew Pond, LLC)** Request by applicant for a Site Review proposal to construct two private roads each to serve 20 townhouse units off Route 9 with waivers (aka Franklin Pierce Highway) on an 18.02-acre site (Map 238, Lot 16) in the Village District. BY: Chris Berry, Berry Surveying & Engineering; 335 Second Crown Point Road; Barrington, NH 03825.

J. Jennison gave a brief description of the application.

Chris Berry from Berry Surveying & Engineering represented applicant Drew Pond, LLC. Chris explained that this was hopefully the last extension they would be asking for. Chris explained to the Board that they were waiting on finalization of the public water supply and fire suppression. Chris explained to the Board that they are ready to commit to September 3, 2019.

A motion was made by J. Brann and seconded by S. Diamond to continue the application until September 3, 2019. The motion carried unanimously.

ACTION ITEMS CONTINUED FROM June 18, 2019

4. **234-25-V-19-Sub (8) (Owners: Michael H. & Lisa M. McMahon)** Request by applicant for a 4 lot (amended to 8 Lot Subdivision) on Meetinghouse Road and Oak Hill Road on 23.55 acres (Map 234, Lot 25) in the Village Zoning District. By: Chris Berry, Berry Surveying & Engineering; 335 Second Crown Point Road; Barrington, NH 03825.

J. Jennison gave a brief description of the application.

Chris Berry from Berry Surveying & Engineering represented applicant Michael and Lisa McMahon. Chris explained to the Board that this was the lot that was going to have townhouses but due to cost they amended the site for an eight-lot subdivision. Chris explained that they are proposing 6 homes, the main house lot, and the lot on Route 9 (9 ½ acre site). Chris explained the cistern were shown across the street; test pits have been done. Chris showed location of the wells, septic's, and houses. Chris explained that everything else was the same. Chris explained to the Board that he was going to ask for a 9.6 permit but after talking to Town Planner Marcia Gasses, expressed that a Special Exception from the Zoning Board of Adjustment (ZBA) made more sense. Chris explained that he was on the agenda for the August 21, 2019 ZBA meeting. Chris explained to the Board they were going to originally split the driveway along the boundary line between Lots 2 & 3 to comply with the Zoning Ordinance. Chris explained to the Board that since they were already asking for a Special Exception for Lots 2 & 3, then they would also ask for one on Lots 6 & 7. He explained to the Board if the Special Exception was not granted, then they would need to come back to the Board. Chris stated that they needed to show the driveways across the street for the 13-lot subdivision. Chris explained that the stormwater has not changed on the project.

B. Pimpis asked on Sheet 1 in the middle of Meetinghouse Road what the markings were.

Chris explained that it was a wetland area.

J. Brann expressed that he liked what they did on Lots 6 & 7 on the driveway and that Lots 2 & 3 moved out of the wetland buffer. J. Brann asked about the easement coming off Lots 4 & 5 common driveway coming off the entrance. J. Brann comments on several of the test pits they didn't have to go far to hit water.

Chris explained that they do the test pits to find out where the high-water tables are at.

J. Jennison asked when the test pits were done.

Chris stated that the test pits were done in early spring of 2018.

S. Diamond stated that he liked what they were doing instead of asking for a 9.6 permit.

R. Boyer asked if someone goes through someone else's property, was there a deeded right away. R. Boyer asked if there was an homeowners association.

Chris explained there would be an easement drafted and allow one person to have rights over the land with a driveway easement that was also drafted.

J. Jennison opened public comment.

J. Jennison closed public comment.

S. Diamond questioned that after the single-family development was built was there a town house and duplexes after this.

John Huckins explained that these lots are not large enough for duplexes.

J. Brann asked if S. Diamond was talking about these lots.

Chris explained that you could put townhouses on each of these properties, but it would be challenging.

John Huckins explained that if they wanted townhouses or duplexes, they would need to come back to the board.

J. Jennison read Conditions Precedent:



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PO Box 660

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Barrington, NH 03825

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DRAFT NOTICE OF DECISION

<i>[Office use only]</i>	<i>Date certified:</i>	<i>As built received:</i>	<i>Surety returned</i>
<i>"Applicant", herein, refers to the property owner, business owner, individual(s), or organization submitting this application and to his/her/its agents, successors, and assigns.</i>			
Proposal Identification: 234-25-V-19-Sub(8) (Owners: Michael H. & Lisa M. McMahon) Request by applicant for a 4 lot (amended to 8 Lot Subdivision) on Meetinghouse Road and Oak Hill Road on 23.55 acres (Map 234, Lot 25) in the Village Zoning District. By: Chris Berry, Berry Surveying & Engineering; 335 Second Crown Point Road; Barrington, NH 03825			

Owner: Michael H. & Lisa M. McMahon 139 Stage Road Hampstead, NH 03841 Professional (Contact): Kenneth A. Berry Christopher R. Berry Berry Surveying & Engineering 335 Second Crown Point Road Barrington, NH 03825	Dated: XXXXX/2019
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Dear Applicant:

This is to inform you that the Barrington Planning Board at its XXXXX, 2019 meeting **CONDITIONALLY APPROVED** your application referenced above.

All of the precedent conditions below must be met by the applicant, at the expense of the applicant, prior to the plans being certified by the Planning Board. Certification of the plans is required prior to commencement of any site work or recording of any plans. Once these precedent conditions are met and the plans are certified the approval is considered final.

Please Note* If all of the precedent conditions are not met within 6 calendar months to the day, by XXXXXX, 2020, the Boards approval will be considered to have lapsed, unless a mutually agreeable extension has been granted by the Board. *Reference 8.2.3 of the Town of Barrington Subdivision Regulations*

Conditions Precedent

- 1)
 - a) Add the owners signature to the final plan
 - b) Add the wetland scientist stamp & signature to the final plan
 - c) Add State Subdivision Approval Number to the Plan
- 2) Add the following plan revisions to the plans
 - a) Revise the driveway plan for lots 25-2 and 25-3 based upon a ZBA approval of a Special Exception for lot 25-2
- 3) Town Counsel shall approve proposed driveway easement language
- 4) This approval is conditioned on the requirement a Special Exception is granted by the Barrington Zoning Board of Adjustment to allow proposed lot 25-2 to take access from a side not its frontage (4.1.2).
- 5) Proper and complete survey monumentation shall be installed on the properties as a condition to final approval of the application. Granite bounds shall be set at the intersection of existing or proposed lot sidelines with existing proposed streets. Iron pins (pipe or rod) are to be placed at all property line corners and angles, and all points of curvature and points of tangency. Monuments for the lot being developed shall be placed not more than 300 feet apart in any straight line. The applicant's surveyor shall certify in writing that the bounds and pins have been installed according to the submitted plan. (*Reference 8.8 of the Town of Barrington Subdivision Regulations*)

- 6) Any outstanding fees shall be paid to the Town
- 7) Check for LCHIP for \$25.00 made out to Strafford Registry of Deeds
- 8) Final Drawings (a) five sets of black line (b) plus one set of 11"X17" final approved plans (c) one electronic version by pdf or CD must be on file with the Town. Each individual sheet in every set of drawings must be stamped and signed by the land surveyor, engineer, or architect responsible for the plans. Note. If there are significant changes to be made to the plans, as specified above, one full size check print must be sent to the Land Use Office for review prior to producing these final drawings.

General and Subsequent Conditions

- 1) In accordance with RSA 674:39 active and substantial development shall mean the expenditure of at least twenty-five percent (25%) of the infrastructure costs required for a development, as indicated by a subdivision approved by the Planning Board, within (24) months of said approval, where approved plans have been properly recorded at the Registry of Deeds. Infrastructure shall mean in this instance, the construction of roads, storm drains, water and sewer facilities, or parking lots. Compliance with this definition shall also necessitate that a bond or other security to cover costs of said infrastructure requirements has been posted with the Town prior to the beginning of construction, if required as a condition of approval.
- 2) The Cistern required for fire safety shall be installed to Barrington Fire Department specifications. All required fire protection standards shall be operational prior to the issuance of any building permits. *Reference 11.5.(1) of the Town of Barrington Subdivision Regulations*
- 3) Current Use subject property or a portion of it is presently in Current Use. The applicant must provide the Town of Barrington Assessing Department current use map and/or other items needed to assure requirements of RSA-79A and the New Hampshire Department of Revenue Administrations Rules are satisfied.

(Note: in both sections above, the numbered condition marked with a # and all conditions below the # are standard conditions on all or most applications of this type).

I wish you the best of luck with your project. If you have any questions or concerns, please feel free to contact me.

Sincerely,

Marcia J. Gasses

Town Planner & Land Use Administrator

cc: File

A motion was made by J. Brann and seconded by R. Boyer to conditional approve the 8 Lot subdivision. The motion carried unanimously. Vote 6/0

Roll Call:

Boyer-Yay
Massucci-Yay

Jennison-Yay
Brann-Yay
Pimpis-Yay
Diamond-Yay

COMMUNICATIONS RECEIVED

REPORTS FROM OTHER COMMITTEES

UNFINISHED BUSINESS

OTHER BUSINESS THAT MAY PROPERLY COME BEFORE THE BOARD

The Board agreed to cancel the August 20, 2019 meeting.

*A motion was made by J. Brann and seconded by R. Boyer to cancel the August 20, 2019 meeting.
The motion carried unanimously.*

SETTING OF DATE, TIME AND PLACE OF NEXT MEETING AND ADJOURNMENT

The next meeting will be on September 3, 2019 at 6:30 p.m. at the ECLC 77 Ramsdell Lane.
Without objection the meeting was adjourned at 8:55 p.m.