

Project Application

Land Use Department

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

239-2 + 235-1.1 + 1 - TC - 18-SR

Case Number: _____ Project Name: Re-Development Christmas Lane Date 7-11-18

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 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: Christmas Lane Svenson / 1962 Real Estate Area (Acres or S.F) 76,000

Project Address: 9 Christmas Lane

Current Zoning District(s): TC Map(s) 239 & 235 Lot(s) 2, & 1-1 & 1

Request: To Re-Develop Christmas Lane and associated drainage to provide access to 1962 Real Estate LLC land and Christmas Dove.

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: John & Linda Svenson
Company Christmas Dove
Phone: 1-603-498-1932 Fax: _____ E-mail: gsvenson@icloud.com
Address: PO Box 10, Barrington, NH 03820

Applicant (Contact): 1962 Real Estate LLC
Company _____
Phone: 1-603-332-1234 Fax: _____ E-mail: _____
Address: 40 Wakefield Street, Rochester, NH 03866

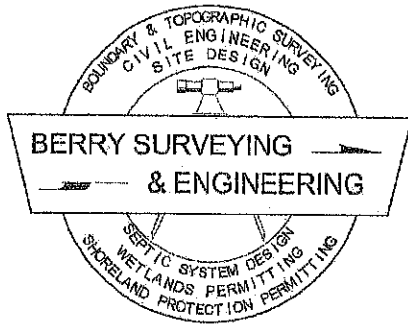
Developer: 1962 Real Estate LLC
Company _____
Phone: _____ Fax: _____ E-mail: _____
Address: _____

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

Engineer: Kenneth Berry PE, Christopher Berry PM
Company Berry Surveying & Engineering
Phone: 1-603-332-2863 Fax: _____ E-mail: crberry@metrocast.net
Address: 335 Second Crown Point Road, Barrington, NH 03825

John & Linda Svenson [Signature]
Owner Signature Applicant Signature
Staff Signature _____ Date _____

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BERRY SURVEYING & ENGINEERING

335 Second Crown Point Road
Barrington, NH 03825
Phone: (603) 332-2863
Fax: (603) 335-4623
www.BerrySurveying.Com

August 14, 2018

Barrington Planning Board
Attention: Marcia Gasses
PO Box 660
333 Calef Highway
Barrington, NH 03825

RE: Site Plan Review
John and Linda Svenson & 1962 Real Estate LLC
Tax Map 235, Lot 1 & Tax Map 239, Lot 2

Ms. Gasses, Mr. Chairman, Members of the Barrington Planning Board,

On behalf of John and Linda Svenson & 1962 Real Estate, Berry Surveying & Engineering (BS&E) is submitting for your review a site plan for the land at Christmas Lane, off NH Route 9, Tax map 235, Lot 1 and Tax Map 239, Lot 2.

Tax Map 235, Lot 1, owned by John and Linda Svenson, currently has an existing residential house as well as the Christmas Dove. There are two entry point to the existing house and Christmas dove off NH Route 9. In addition, both are serviced by onsite septic and well. Berry Surveying and Engineering has conducted a full boundary and topographic survey of the parcel. In addition a certified wetland scientist has been on site and delineated all wetlands.

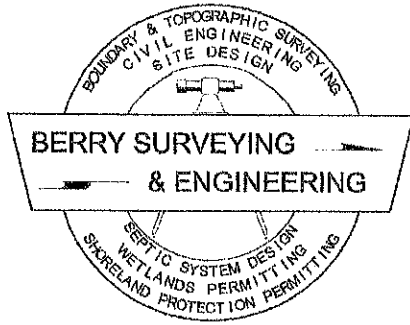
Tax Map 239, Lot 2, owned by 1962 Real Estate, currently has an existing driveway with two entrances off NH Route 9. The lot had a residential structure but has been recently removed. As it stands currently, the lot is underutilized. Berry Surveying and Engineering has conducted a full boundary and topographic survey of the parcel. In addition a certified wetland scientist has been on site and delineated all wetlands, with additional analysis conducted August, 2018.

With the relocation and construction of Christmas Lane, the 4 existing entry points off NH Route 9 will be reclaimed, loamed and seeded. This will condense all the traffic for the proposed Bank, Christmas Dove and residential houses to entrance off NH Route 9. This will in turn limit the amount of turning off NH Route 9 to the mixed use site, thus increasing the overall safety at this location. In order to service the Christmas Dove and on site residences, the reconstructed private roadway will be 40' wide with a landscaped median along the entry way, in order to provide an ascetically pleasing transition into the mixed use site from NH Route 9. From there it will taper into a 26' wide roadway. In addition, a sidewalk will be constructed connecting the Christmas Dove to NH Route 9, which was discussed to be 5' wide and concrete material, at the design review phase. This will allow for safe pedestrian traffic in and out of the site.

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August 14, 2018

Barrington Zoning Board of Adjustment
Attention: Marcia Gasses
PO Box 660
333 Calef Highway
Barrington, NH 03825

RE: Site Plan Review
John and Linda Svenson & 1962 Real Estate LLC
Tax Map 235, Lot 1 & Tax Map 239, Lot 2

Mr. Chairman and Members of the Barrington Planning Board

In accordance with the Towns of Subdivision Regulations, the applicant requests the following waivers:

1. Identification of Waiver Request: 12.5.2 of the Subdivision Regulations, minimum of five feet wide and setback five feet from curb face.

- Proposed crosswalk adjacent to curbing and street, without five foot buffer.

In order to service the Christmas Dove and on site residences, the reconstructed roadway will be 40' wide with a landscaped median along the entry way, in order to provide an ascetically pleasing transition into the mixed use site from NH Route 9. From there it will taper into a 26' wide roadway. In addition, a sidewalk will be constructed connecting the Christmas Dove to NH Route 9, which was discussed to be 5' wide and concrete material, at the design review phase.

2. Waiver Justification:

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

The purpose and intent of regulation 12.5.2 is to allow for safe pedestrian traffic in and out of the proposed site. Given the low traffic volumes on Christmas Lane and low amount of pedestrian traffic, the location and placement of the sidewalk was deemed more than sufficient to allow for safe pedestrian traffic. Furthermore, the peak time Christmas Lane will be in use will be during the Holiday season in December, which in turn will result in less pedestrian traffic given the weather patterns of New Hampshire during that time.

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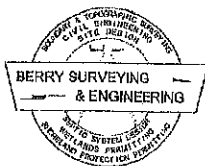
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Given the relocation and construction of Christmas Lane, the existing catch basins and pipes used for storm water will also be removed and replaced with new ones, as part of a new storm water management system. Two rain gardens will also be constructed on either side of Christmas Lane, in order to capture and treat any runoff generated from the site. In addition to the rain gardens, several forebays will also be constructed to act as pretreatment, as an added measure of protection for the rain gardens until they are stabilized. Proper sediment and erosion control measures will be taken to ensure that no sediment runs off onto abutting land or wetlands.

Respectfully Submitted,
BERRY SURVEYING & ENGINEERING

Christopher R. Berry - Project Manager
Principal, President



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

Strict conformity to the regulations will pose an unnecessary hardship on the applicant. Imposing the 5 foot buffer between the sidewalk and road would not only change the site layout but it would drastically affect the proposed drainage. The proposed drainage design is feasible with the proposed road and sidewalk widths. Given the close proximity of the existing house and Christmas Dove, feasible drainage locations are limited. Any increase in the width of road or sidewalk will in turn force the drainage to be moved from the desirable locations where there is sufficient room for proper storm water treatment.

1. Identification of Waiver Request: 12.5.2 of the Subdivision Regulations, minimum of five feet wide and setback five feet from curb face.

- Proposed roadway with concrete sidewalk on one side of the proposed roadway

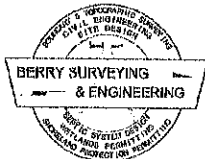
In order to service the Christmas Dove and on site residences, the reconstructed roadway will be 40' wide with a landscaped median along the entry way, in order to provide an aesthetically pleasing transition into the mixed use site from NH Route 9. From there it will taper into a 26' wide roadway. In addition, a sidewalk will be constructed connecting the Christmas Dove to NH Route 9, which was discussed to be 5' wide and concrete material, at the design review phase. The proposed sidewalk will be located on the right side of the roadway as you enter the project.

2. Waiver Justification:

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

The purpose and intent of having sidewalks on either side of the road is to allow for safe and efficient pedestrian traffic in and out of the site. The proposed design was brought through an extensive design review process with the Town. During that time the proposed layout was vetted and examined to determine if it would be sufficient enough for the pedestrian. The proposed design was deemed sufficient as it is presented. Furthermore, the subdivision regulations state "In commercial districts, raised sidewalks may be required on both sides of the street. Sidewalks shall be designed and constructed in accordance with Figure 4C". Meaning that sidewalks on both sides are not required in every situation but rather examined on a case by case basis to determine if sidewalks on both sides of the road is warranted. It was not warranted in this instance.

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



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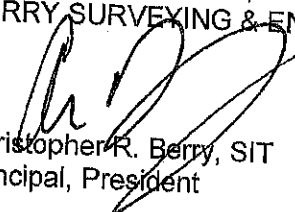
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b. Strict conformity to the regulations would pose an unnecessary hardship to the applicant.

Strict conformity to the regulations will pose an unnecessary hardship on the applicant. Imposing the additional sidewalk would not only change the site layout but it would drastically affect the proposed drainage. The proposed drainage design is feasible with the proposed road and sidewalk. In addition, it will drastically increase the impervious surface, which will in turn require an increase in storm water treatment. Given the close proximity of the exiting house and Christmas Dove, feasible drainage locations are limited. Any increase in the width of road or sidewalk will in turn force the drainage to be moved from the desirable locations where there is sufficient room for proper storm water treatment.

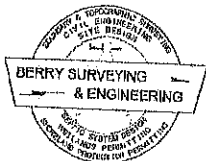
Respectfully submitted,
BERRY SURVEYING & ENGINEERING


Christopher R. Berry, SIT
Principal, President

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