

# Project Application

## Land Use Department

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

238-16-V-19-SR

Case Number:

Project Name: Drew Pond LLC

Date 3-26-19

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: Drew Pond LLC

Project Address: N.H. Route 9

Area (Acres or S.F.) 18.02 Ac.

Current Zoning District(s): Village District

Map(s) 238

Lot(s) 16

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: Drew Pond, LLC

Company

Phone:

Fax:

E-mail:

Address: 242 Central Avenue, Dover, NH 03820

Applicant (Contact): Same as applicant

Company

Phone:

Fax:

E-mail:

Address:

Developer: Same as applicant

Company

Phone:

Fax:

E-mail:

Address:

Architect:

Company

Phone:

Fax:

E-mail:

Address:

Engineer: Kenneth A. Berry

Company Berry Surveying & Engineering

Phone: 603-332-2863

Fax:

E-mail: kberry@berrysurveying.com  
crberry@metrocast.net

Address: 335 Second Crown Point Road, Barrington NH 03825

Owner Signature

Staff Signature

Applicant Signature

Date

3-26-19

LAND USE OFFICE

MAR 26 2019

RECEIVED

## Application Checklist

## Barrington Subdivision Regulations

Applicant: Drew Pond LLC

Case #

Drew Pond LLC

**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:				
<input type="checkbox"/> Lot Line Relocation See Section I & II	<input checked="" type="checkbox"/> Site Plan See Sections I & II	<input type="checkbox"/> Subdivision Plan See Sections I, II, III, IV & V		
			Provided	NA
<b>Section I:</b>				
<b>General Requirements</b>				
1. Completed Application Form	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Complete abutters list	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Payment of all required fees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Copies of any proposed easement deeds, protective covenants or other legal documents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Any waiver request(s) submitted with justification in writing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Technical reports and supporting documents (see Sections IX & X of this checklist)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Completed Application Checklist	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Section II:</b>				
<b>General Plan Information</b>				
1. Size and presentation of sheet(s) per registry requirements and the subdivision regulations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Title block Information:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Drawing title	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Name of subdivision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Location of subdivision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Tax map & lot numbers of subject parcel(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(date of adoption)

**Application Checklist**

**Barrington Subdivision Regulations**

e. Name & address of owner(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
f. Date of plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
g. Scale of plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
h. Sheet number	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
i. Name, address, & telephone number of design firm	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
j. Name and address of applicant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
3. Revision block with provision for amendment dates	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
4. Planning Board approval block provided on each sheet to be recorded	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
5. Certification block (for engineer or surveyor)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
6. Match lines (if any)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
7. Zoning designation of subject parcel(s) including overlay districts	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
8. Minimum lot area, frontages & setback dimensions required for district(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
9. List Federal Emergency Management Agency (FEMA) sheet(s) used to identify 100-year flood elevation, locate the elevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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."	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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."	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
12. Note identifying which plans are to be recorded and which are on file at the town.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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."	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
14. North arrow	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
15. Location & elevation(s) of 100-year flood zone per FEMA Flood Insurance Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
16. Plan and deed references	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
17. The following notes shall be provided:	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
a. Purpose of plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b. Existing and proposed use	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
c. Water supply source (name of provider (company) if offsite)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
d. Zoning variances/special exceptions with conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
e. List of required permits and permit approval numbers	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
f. Vicinity sketch showing 1,000 feet surrounding the site	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
g. Plan index indicating all sheets	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
18. Boundary of entire property to be subdivided	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
19. Boundary monuments	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
a. Monuments found	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b. Map number and lot number, name addresses, and zoning of all abutting land owners	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
c. Monuments to be set	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
20. Existing streets:	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
a. Name labeled	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b. Status noted or labeled	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
c. Right-of-way dimensioned	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
d. Pavement width dimensioned	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
21. Municipal boundaries (if any)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

(date of adoption)

**LAND USE OFFICE**

MAR 23 2019

**RECEIVED**

## Application Checklist

## Barrington Subdivision Regulations

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

(date of adoption)

## Application Checklist

## Barrington Subdivision Regulations

b. Contiguous uplands(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
5. Proposed streets:	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
a. Name(s) labeled	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b. Width of right-of-way dimensioned	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
c. Pavement width dimensioned	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
6. Source and datum of topographic information (USGS required)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
7. Show at least one benchmark per sheet (min.) and per 5 acres (min.) of total site area	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
8. Soil Conservation Service (SCS) soil survey information	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
9. Location, type, size & inverts of the following (as applicable):	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
a. Existing water systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b. Existing drainage systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
c. Existing utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
10. 4K affluent areas with 2 test pit locations shown with suitable leaching areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
11. Location of all water wells with protective radii as required by the NH Department of Environmental Services (meeting Town and NHDES setback requirements)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
12. Existing tree lines	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
13. Existing ledge outcroppings & other significant natural features	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
14. Drainage, Erosion and Sediment Control Plan(s) containing all of the requirements specified in Section 16.3.2 (Final Plan Requirements) of the Subdivision Regulations	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
<b>Section IV</b>				
<b>Construction Detail Drawings</b>				
Note: Construction details to conform with NHDOT Standards & Specifications for Roads & Bridges, Town of Barrington Highway Department requirements, and Subdivision Regulations	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
1. Typical cross-section of roadway	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
2. Typical driveway apron detail	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
3. Curbing detail	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
4. Guardrail detail	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
5. Sidewalk detail	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
6. Traffic signs and pavement markings	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
7. Drainage structure(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
8. Outlet protection riprap apron	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
9. Level spreader	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
10. Treatment swale	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
11. Typical section at detention basin	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
12. Typical pipe trench	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
13. Fire protection details	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
14. Erosion control details:	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
15. Construction Notes	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
a. Construction sequence	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
b. Erosion control notes	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
c. Landscaping notes	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
d. Water system construction notes	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
e. Sewage system construction notes	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
f. Existing & finish centerline grades	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
g. Proposed pavement - Typical cross-section	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
h. Right-of-way and easement limits	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
i. Embankment slopes	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
j. Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>		

(date of adoption)

LAND USE OFFICE

MAR 26 2019

RECEIVED

## APPLICATION AGREEMENT

I hereby apply for Subdivision Plan Review and acknowledge I will comply with all of the ordinances of the Town Of Barrington, New Hampshire State Laws, as well as any stipulations of the Planning Board, in development and construction of this project. I understand that if any of the subdivision Plan or Application specifications are incomplete, the Application will be considered rejected.

In consideration for approval and the privileges accruing thereto, the subdivider thereby agrees:

- E. To carry out the improvements agreed upon and as shown and intended by said plat, including any work made necessary by unforeseen conditions which become apparent during construction of the subdivision.
- E. To post all streets "Private" until accepted by the Town and to provide and install street signs as approved by the Selectmen of the Town for all street intersections.
- E. To give the Town on demand, proper deeds for land or rights-of-way reserved on the plat for streets, drainage, or other purposes as agreed upon.
- E. To save the Town harmless from any obligation it may incur or repairs it may make, because of my failure to carry out any of the foregoing provisions.
- E. Mr/Mrs \_\_\_\_\_ of Deer Pond Hill to whom all communications to the subdivider may be addressed with any proceedings arising out of the agreement herein.

Signature of Owner: \_\_\_\_\_

Signature of Developer: \_\_\_\_\_

Technical Review Signatures: \_\_\_\_\_

Town Engineer/Planner Approval Signature: \_\_\_\_\_ The owners, by the filing of this application as indicated above, hereby give permission for any member of the Barrington Planning Board, the Town Engineer, The Conservation Commission and such agents or employees of the Town or other persons as the Planning Board may authorize, to enter upon the property which is the subject of this application at all reasonable times for the purpose of such examinations, surveys, test and inspections as may be appropriate.

LAND USE OFFICE

MAR 28 2019

RECEIVED

**Application Checklist****Barrington Subdivision Regulations**

Section V				
Supporting Documentation If Required				
1. Calculation of permitted housing density (for Conservation Subdivisions only as required in Article 6 of the Barrington Zoning Ordinance)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
2. Stormwater management report	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
3. Traffic impact analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
4. Environmental impact assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
5. Hydrogeologic study	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
6. Fiscal impact study provided	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
7. Calculation of permitted housing density (for Conservation Subdivisions only as required in Article 6 of the Barrington Zoning Ordinance)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
8. Site Inventory and Conceptual Development Plan (from preliminary Conservation Subdivision review only)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

Application Checklist

Barrington Subdivision Regulations

(Refusal to sign this permission form does not invalidate an application, but the Planning Board may not be able to make an informed decision regarding unseen lands with potential areas of concerns).

Signature of Owner: \_\_\_\_\_

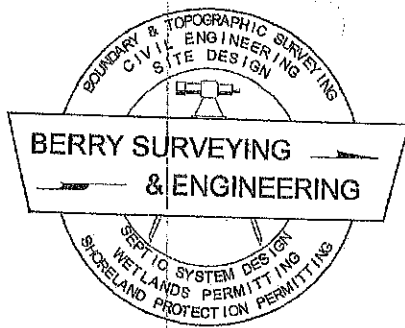
*Paul B. Lee*

Note: The developer/individual in charge must have control over all project work and be available to the Road Agent and Code Enforcement Officer during the construction phase of the project. The Road Agent and Code Enforcement Officer must be notified within two (2) working days of any change by the individual in charge of the project.

ADMINISTRATIVE AND REVIEW FEES

\_\_\_\_\_  
(date of adoption)





## **BERRY SURVEYING & ENGINEERING**

335 Second Crown Point Road

Barrington, NH 03825

Phone: (603) 332-2863

Fax: (603) 335-4623

www.BerrySurveying.Com

March 26, 2019

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

RE: Site Plan Review  
Drew Pond, LLC  
Tax Map 238, Lot 16

Mr. Chairman and Members of the Barrington Planning Board

### **Background and General Narrative:**

Drew Pond LLC owns a parcel off N.H. Route 9 (Tax Map 238, Lot 16). Berry Surveying and Engineering has conducted an onsite survey as well as a full topographical analysis. A wetland analysis has also been conducted. All wetlands on site have been flagged and denoted on the plans. The lot is mostly wooded with no existing structures on site. A 50' wide easement exists between lots 15 and 16-1.

### **The Proposal:**

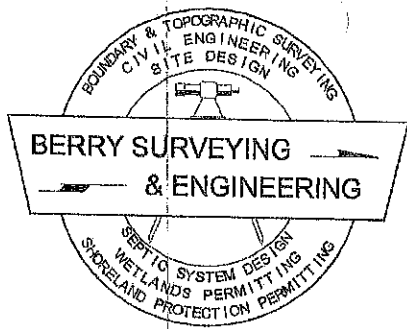
The proposal is to construct two private roads off N.H. Route 9. One of the roads will be constructed on the eastern side of the lot, this road will be called Oldenburg Drive. This road is proposed to be 450 feet long and will provide access to 20 townhouse units. The second road will be constructed in between lots 15 & 16-1, in the existing easement. This road will be called Hanovarian Drive. This road is proposed to be 980 feet long and will provide access to an additional 20 units. Both roads will have a hammerhead turn around to allow emergency vehicles the ability to access and leave the site safely and efficiently. Both roads will have additional parking for guests and dumpster pads for solid waste removal.

As part of the site design, an intensive drainage design will also be implemented to capture treat and re-infiltrate the runoff generated from the proposed site. As part of this drainage design, 3 rain gardens and dry swale will be constructed and serve as the primary treatment cells for the project. The site will also be serviced by on site septic and a community well. A water doghouse will be built at the end of each building to connect the proposed fire line and domestic line to the building, the buildings will be sprinkled.

**LAND USE OFFICE**

**MAR 26 2019**

**RECEIVED**



## **BERRY SURVEYING & ENGINEERING**

335 Second Crown Point Road

Barrington, NH 03825

Phone: (603) 332-2863

Fax: (603) 335-4623

www.BerrySurveying.Com

March 26, 2019

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

RE: Site Plan Review  
Drew Pond, LLC  
Tax Map 238, Lot 16

Mr. Chairman and Members of the Barrington Planning Board

**In accordance with the Town of Barrington's Subdivision Regulations, the applicant requests the following waivers:**

1. **Identification of Waiver Request:** 12.2.1 Table one of the Subdivision Regulations, maximum of 9% road grade for a private roadway.
  - Proposed roadway with sections greater than 9%, at 9.25% max.

The applicant is proposing to construct two private roads off N.H. Route 9 in order to provide access to 40 proposed units. These units will be serviced by onsite septic systems and a community well. As part of this site design, an intensive drainage design is proposed in order to capture, treat and re-infiltrate the runoff generated from the proposed roadways and units. One road will be constructed on the eastern side of the lot, called Oldenburg Drive. The second will be constructed within the existing easement between lots 15 & 16-1, called Hanovarian Drive. A portion of Hanovarian Drive will have a road grade of 9.25%. The road was designed so that it would conform to the existing topography of the site in order to limit disturbance, and in less than the driveway at a maximum of 10%.

2. **Waiver Justification:**

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

The purpose and intent of regulation 12.2.1 with regard to maximum road grade is to allow for safe vehicular traffic. Road grade was deemed appropriate given the relatively low VPD generated from the development, given the short length of the tangent. The 9.25% road grade would provide for a more effective design and road layout, without compromising safety, and conforms to the driveway requirements of less than 10%.

**LAND USE OFFICE**

**MAR 26 2019**

**RECEIVED**

**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 and. The road was designed so that there would be the least amount of disturbance possible. Requiring the applicant to conform to the maximum of 9% would greatly increase the amount of fill required for the road construction, thus increasing the overall disturbance. Given the close proximity of a wetland, this would be undesirable.

**1. Identification of Waiver Request:** 12.2.1 Table one of the Subdivision Regulations, minimum tangent of 100' between reverse curves.

- Proposed roadway with no tangent between reverse curves.

Hanovarian Drive will be constructed off N.H. Route 9 over the existing driveway that provides access to lots 15 & 16-1. An existing access easement is in place between these two lots. This easement will allow the applicant to construct Hanovarian Drive in the proposed location.

**2. Waiver Justification:**

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

The purpose and intent of the minimum tangent length between reverse curves is to allow for safe vehicular traffic. Although the proposed roadway does not meet the minimum of 100' between reverse curves, safety will not be impeded due to the low traffic volume of the road.

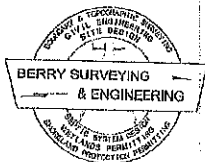
**b. Strict conformity to the regulations would pose an unnecessary hardship to the applicant.**

Strict conformity to the regulations will pose an unnecessary hardship on the applicant. The proposed road location was designed around an existing wetland and proposed well. Given the close proximity of the wetland and the required location for the well, the road had to be designed as shown. Adding a 100' tangent to Hanovarian Drive would require the applicant to move the well and cause the proposed disturbance to encroach closer to the existing wetlands.

**1. Identification of Waiver Request:** 12.2.1 Table 1 of the Subdivision Regulations, shoulder width of 6 feet in a cut and 3 feet in fill.

- Proposed roadway with shoulders of 2 feet throughout.

The applicant is proposing to construct 2, 20 feet wide private roadways, each with a 4' at grade sidewalk. The proposed roadways will have a 2 foot gravel shoulder throughout. The roads were designed so that they would conform to the natural topography of the site in order to limit the disturbance generated by the construction of the roads.



**BERRY SURVEYING & ENGINEERING**  
335 Second Crown Pt. Rd., Barrington, NH 03825  
(603) 332-2863 / (603) 335-4623 FAX  
[www.BerrySurveying.Com](http://www.BerrySurveying.Com)

**2. Waiver Justification:**

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

The purpose and intent of the minimum shoulder width in fill slopes is to provide vehicles with ample room to pull off the road if necessary and provide snow storage in cut slopes. The majority of the road construction will be in fill sections, which will eliminate the need for snow storage on the shoulders because the plows can push the snow off the road and down the fill slope. Given the low proposed traffic volume generated from each road, vehicles will have ample room to pull over, if needed.

The purpose and intent of the minimum shoulder width in cut slopes is to provide vehicles with ample room to pull off the road if necessary and provide snow storage in cut slopes. There is a combined 450 feet of roadway in a cut section but the cut generated is minor and is on average +/- 1.5'. Given the relatively low cut, 2' shoulders were deemed sufficient for snow storage. Given the low proposed traffic volume generated from each road, vehicles will have ample room to pull over.

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

Strict conformity to these regulations would pose an unnecessary hardship on the applicant. The roadway is designed so that there will be the least amount of disturbance possible for the road construction. Requiring the applicant to maintain the minimum shoulder widths would increase the road footprint and greatly increase the overall disturbance generated from the road.

**1. Identification of Waiver Request:** 12.7 Table 2, maximum of 2% of a road grade within 100 feet of an intersection.

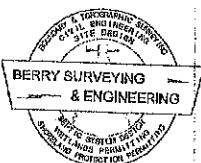
- Proposed roadway with a platform of 3% or less for 75' and 4% for 25' at Oldenburg Drive.

N.H. Route 9 is a NHDOT controlled roadway. The proposed entrance design was done in order to conform to the regulations of NHDOT which require a road grade of -4% off a DOT controlled roadway, or a continuation of the existing shoulder grade. The proposed roadway was designed at a -3% road grade in order to match the grade coming off the existing shoulder. From there the road will transition into a positive road grade that will not exceed 4% within 100' of the intersection. This proposed sag curve will allow vehicles to come to a natural stop at the approach N.H. Route 9.

LAND USE OFFICE

MAR 23 2019

RECEIVED



**BERRY SURVEYING & ENGINEERING**  
335 Second Crown Pt. Rd., Barrington, NH 03825  
(603) 332-2863 / (603) 335-4623 FAX  
www.BerrySurveying.Com

**2. Waiver Justification:**

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

The intent of the maximum road grade of 2% within an intersection is to allow for the safe approach of vehicles to an intersections. The proposed intersection design will only exceed the maximum road grade by 1% for 75' and 2% for 25'. Although the proposed roadway grade is more than the maximum required, it will have no adverse effect on vehicular safety.

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

Strict conformity to these regulations would pose an unnecessary hardship on the applicant and Town. The intersection of proposed Oldenburg Drive and N.H. Route 9 was designed so that it would conform to the NHDOT regulations. Furthermore, the steeper road grade limits the amount of disturbance generated from the proposed road.

**1. Identification of Waiver Request:** 12.8.8(4) & 12.8.9, No ditches at grades above 8%, which require curbing, culverts and basins, or at grades above 6% when the developed length exceeds 250 feet.

- Proposed roadway without curbing above 8% grade and ditches with a 9.25% grade for a 100 feet.

The applicant is proposing to construct two private roadways off N.H. Route 9, Oldenburg Drive and Hanovarian Drive. Hanovarian Drive was designed so that it would generate the least amount of disturbance as possible. Given the existing topography of the site, there is a portion of Hanovarian Drive that has a 9.25% road grade with an adjacent swale for less than +/- 250 feet.

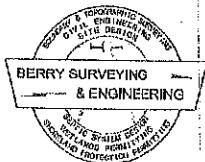
**2. Waiver Justification:**

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

The intent of regulation 12.8.8 & 12.8.9 is to limit the use of swales along steep slopes in order to achieve stabilization and prevent washouts.

The proposed swales adjacent to Hanovarian Drive will be rip-rap lined so that they are protected from erosion. Furthermore, the adjacent uphill slopes of the swale will lined with a form of rolled erosion control blanket, in order to stabilize the uphill slopes.

The proposed road design does not include any curbing along the steep portion of the road. This was done as part of the drainage design so that the runoff generated from the road will sheet off into the adjacent swales. These swales will be constructed with bio-media and stone as part of their drainage design, so that the runoff can be treated as it is directed to adjacent rain gardens and treatment cells.



**BERRY SURVEYING & ENGINEERING**  
335 Second Crown Pt. Rd., Barrington, NH 03825  
(603) 332-2863 / (603) 335-4623 FAX  
[www.BerrySurveying.Com](http://www.BerrySurveying.Com)

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

Strict conformity to these regulations would pose an unnecessary hardship on the applicant and Town. Due to the existing topography and layout of the road, the design options were limited. Requiring the applicant to install curbing and remove the section of the swale in the 9.25% road, would drastically change the proposed drainage design and will require larger treatment cells and generate more disturbance.

**1. Identification of Waiver Request: 4.7.7(1) minimum pipe diameter of 15" in any drain system.**

- Proposed drain system with 12" culverts.

As part of the construction of the two private roadways, an integral drainage system has also been designed in order to capture, treat and re-infiltrate the runoff generated from the roads and town house units. The proposed drainage system was sized so that it could accommodate the rain falls from the design storm events.

**2. Waiver Justification:**

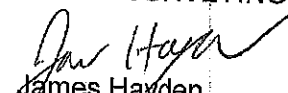
**a. Granting the waiver will properly carry out the purpose and intent of the regulations.**


The intent of regulation 4.7.7(1) with regard to pipe size is to ensure that the proposed drainage system can accommodate the runoff generated from the proposed development. As part of the site design an intensive drainage analysis was conducted in order to determine the runoff that will be generated from the proposed development. The proposed drainage system was sized so that it would be able to contain the runoff generated from the site. Based on this drainage analysis it was determined that 12" culverts would be more than sufficient to contain the runoff from the required storm events.

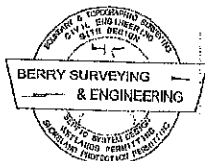
**b. Strict conformity to the regulations would pose an unnecessary hardship to the applicant.**

Strict conformity to these regulations would pose an unnecessary hardship on the applicant. Requiring the applicant to increase the pipe size to 15" would require the applicant to change portions of the drainage design. It would also require the applicant to regrade the site in order to obtain the necessary cover over the pipes.

Respectfully submitted,  
BERRY SURVEYING & ENGINEERING

  
James Hayden  
Engineering Technician

  
Christopher R. Berry  
Principal, President



LAND USE OFFICE

MAR 26 2019

RECEIVED

**BERRY SURVEYING & ENGINEERING**  
335 Second Crown Pt. Rd., Barrington, NH 03825  
(603) 332-2863 / (603) 335-4623 FAX  
www.BerrySurveying.Com

**Introduction**

The proposal is to construct two private roadways off N.H. Route 9 to provide access to 40 town house units. These units will be serviced by onsite septic systems and a community well. Parking areas are proposed in order to provide ample room for guest parking. A lighting plan is also included in the plan set to show the proposed lamps and how they will illuminate the units, parking areas and the roadway entrances of N.H. Route 9. The units proposed are drive under townhouses, are 2 bedrooms, with garage and 1 space out front.

**Attendance at Public Schools:** In a study published in 2004 by New Hampshire Housing Finance Authority (NHHFA) the average rate derived for child per household in a single family attached dwelling was 0.31 and is on average declining in the state of New Hampshire. The site design proposes 40 units which fall into the single family attached category.

There are no outside forces due to marketing, demographic or the surrounding neighborhood to influence a higher or lower rate than provided in the NHHFA study.

Given the anticipated end user as mentioned above, offset by the known increase in enrollment specific to Barrington, a rate of .15 was used in this analysis. This rate is on par with the single family average published in the NHHFA study.

$$0.15 \times 40 = 6$$

It should be noted that this number would be dispersed over entire school age system.

**Increase in Vehicular Traffic:** While it is anticipated that at some point all of the units will be individually owned, to account for both homeowner and tenant possibilities, we have averaged ITE Code 224 & 230. 224 are listed as Townhouse rental while 230 is Townhouse ownership. AM Peak rate  $\sim 0.50 \times 40$  units = **20.0T**. 25% entering & 75% exiting. 50%/50% left-right split. PM Peak rate  $\sim 0.65 \times 40$  units = **26.0T**. 62% entering & 38% exiting. 50%/50% left-right split.

**Change in Number of Legal Residents:** It is anticipated that all occupants would be residents with two people per unit. 80 resident increases. (86 if children are included)

**Increases in Municipal Costs:** As mentioned above, they are proposed to be a private roadways. The Department of Public Works will not have the responsibility of winter or summer maintenance, or general maintenance typically required as long term expense. Expenses related to the Fire department and Police department are proposed to be the same as any typical development project. The project site will be on septic and well. A fire cistern will also be installed.

LAND USE OFFICE

MAR 26 2019


RECEIVED

**Harmony with Surrounding Developments:** The proposed density sits within the Village District which allows for a denser placement of units based on the zoning. The proposed town house units will conform to the types of development desired within the Village District.

**Location of Utilities:** All utilities required for this project will be installed underground.

Respectfully submitted,  
Berry Surveying & Engineering

  
James Hayden  
Engineering Technician

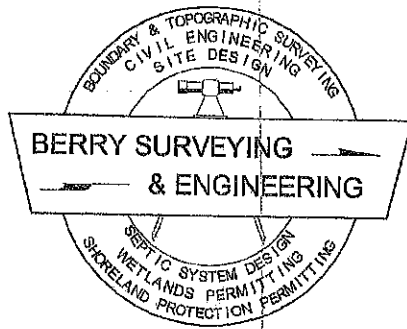
  
Christopher R. Berry  
Principal, President

LAND USE OFFICE

MAR 26 2019

RECEIVED





## **BERRY SURVEYING & ENGINEERING**

335 Second Crown Point Road

Barrington, NH 03825

Phone: (603) 332-2863

Fax: (603) 335-4623

[www.BerrySurveying.Com](http://www.BerrySurveying.Com)

## **Fiscal Impact Analysis**

**For**

**Drew Pond, LLC  
Tax Map 238, Lot #16**

Drew Pond, LLC  
N.H. Route 9  
Barrington, NH

Prepared By

Berry Surveying & Engineering  
335 Second Crown Point Road  
Barrington, NH 03825  
603-332-2863

File Number  
DB2017-075

**Load on Public Utilities or future demand for them:** As noted above, the proposed units will be serviced by on site septs and a community well.

**Public Safety:** The project will not have an adverse effect on public safety. Normal residential uses, identical to those of the surrounding neighborhood are anticipated. Auto traffic safety is enhanced by limiting access to the property to two entrances and one exits, far fewer than a comparable number of units in the surrounding neighborhood. The existing house driveways will also be adjusted so that they tie into Hanovarian Drive.

**Changes in Tax Revenue:** The existing tax rate is 24.78 dollars per thousand of value. The estimated cost of improvements is in excess of \$5,000,000. Generating tax revenue of at least \$123,900. Currently the assessment of the property is limited to raw land.

**Changes in Surface Drainage:** A full drainage analysis has been submitted with the application. Several drainage best management practices such as rain gardens and swales will be constructed in order to mitigate and treat the runoff generated from the proposed road construction and units.

**Increased Consumption of Ground Water:** Wells are proposed to service the proposed units but given the lack of existing use on this lot, the proposed development should not have an adverse effect on the groundwater, and is subject to NHDES subsurface review. Onsite septic allows for re-infiltration. The total withdrawal is estimated to be 12,000 GPD.

**Increased Refuse Disposal:** Refuse disposal is to be handled via private pickup and disposal.

**Pollution of Water or Air:** Given the detention system and advanced treatment systems proposed for the storm water system, there are no known air quality issues related with normal single family uses. Therefore, there will be no impact to air and water.

**Land Erosion and Loss of Tree Cover:** A robust landscaping plan is proposed so that the area around the proposed units can be re-vegetated.

**Disturbance to other aspects of the natural ecology:** The units are proposed to be built in upland areas, away from existing wetlands. This is done to preserve the natural features on site and promote development in desirable areas.


**Blocking Views:** The proposed units will be constructed towards the rear of the parcel and away from existing houses. This will keep a buffer between the proposed units and the abutting parcels.

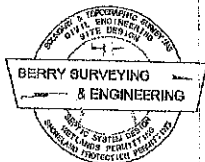
The proposed project will be broken up into two phases. The first phase will involve the construction of Oldenburg Drive, the community well, fire cistern, rain garden 102, rain garden 103, the dry swale and the relating units. Phase two will be the construction of Hanovarian Drive, rain garden 101 and the units associated with Hanovarian Drive.

As part of the design, a full traffic analysis and drainage design have been conducted to demonstrate that the proposed road design and drainage design can accommodate the proposed traffic flows and runoff. Copies of both have been submitted with the application.

Respectfully submitted,  
BERRY SURVEYING & ENGINEERING

  
James Hayden  
Engineering Technician

  
Christopher R. Berry  
Principal, President



**BERRY SURVEYING & ENGINEERING**  
335 Second Crown Pt. Rd., Barrington, NH 03825  
(603) 332-2863 / (603) 335-4623 FAX  
[www.BerrySurveying.Com](http://www.BerrySurveying.Com)