



Barrington Zoning Board of Adjustment Zoning Ordinance Variance and Special Exception Application Checklist

Please schedule a meeting with staff before submitting your application.

This checklist has been prepared to assist you in submitting a complete application to the Town of Barrington. At the Pre-Application meeting, staff will check off the items on this list that are required with your submission.

This document constitutes a public disclosure under RSA Chapter 91 – A, Access to Governmental Records and Meetings.

Date 11-30-22

Case No. 240-8-GR-22-3Var/Spec Except

Owner Norma Bearden

Mailing Address 802 North Union Street, Natchez, MS 39120

Phone 603-767-3552

Email _____

PART I – GENERAL REQUIREMENTS

All Graphics shall be to Scale and Dimensioned

Description of Documents Required for Complete Application. No application shall be accepted without all items marked below.

Req	Rec
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- | | | |
|--------------------------|-------------------------------------|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 1. Zoning Board of Adjustment Application Checklist (<i>this form</i>) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 2. ZBA General Information (Article(s) and Section(s) of Ordinance) |
| <input type="checkbox"/> | <input type="checkbox"/> | 3. Appeal and Decision N/A |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 4. Fees - \$150.00 Application <input type="checkbox"/>
\$ 75.00 Legal Notice <input type="checkbox"/>
\$ 7.00 per US Post Office Certified Letter <input type="checkbox"/>
<i>150.00
250.00
258.00</i> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 5. Completed Project Application Form
<input checked="" type="checkbox"/> Variance <input type="checkbox"/> Special Exception <input type="checkbox"/> Appeal |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 6. Notarized Letter of Authorization (from property owner(s) if property owner did not sign the application form) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | 7. Project Narrative |

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- ☐ ☐ 8. HOA Approval (*if applicable*) N/A
- ☐ ☒ 9. Context or Locus Map (Show Surrounding Zoning Districts)
- ☐ ☒ 10. Existing Conditions Site Plan or Recorded Subdivision Plan to include well and septic location (may be found at Strafford County Registry of Deeds).
- ☐ ☒ 11. Existing Conditions Photo Exhibit (*See instruction page for submitting photos*)
Up to four photos may be shown per 8 1/2" X 11" page size
a. Show all existing structures on site
- ☐ ☒ 12. List of Certified Abutters (Include Applicant and all licensed professionals, i.e., engineer, architect, land surveyor, or soil scientist, whose seals are affixed to the plan, as well as any holder of a conservation or agricultural easement)
- ☐ ☒ 13. Mailing Labels (4 sets)

PART II – REQUIRED PLANS AND RELATED DATA
All Graphics and Plans Shall be to Scale and Dimensioned

- ☐ ☒ 1. Site Plan - ***Drawn and Stamped by Registered Land Surveyor***
a. 24" X 36" – 2 Copies
b. 11' X 17" – 6 Copy
c. 8 1/2 " X 11" – 1 Copy
- ☐ ☐ 2. Elevations: Show all sides of building and indicate building heights
N/A
a. 24" X 36" – 2 Copies
b. 11' X 17" – 6 Copy
c. 8 1/2 " X 11" – 1 Copy
- ☐ ☐ 3. Floor Plans
N/A
a. 24" X 36" – 2 Copies
b. 11' X 17" – 6 Copy
c. 8 1/2 " X 11" – 1 Copy
- ☐ ☐ 4. All drawings and any revised drawings must be submitted in PDF format
- ☐ ☐ 5. OTHER: _____
- ☐ ☐ 6. Your Appointment Date and Time for Submitting the Complete Application is: _____

Barbara Irvine
Staff Signature

11-30-2022
Date

Land Use Department
Town of Barrington; 333 Calef Highway; Barrington, NH 03825
Phone: 603.664.5798

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PART III – PROJECT DESCRIPTION/VARIANCE DETAILS

Case No. 240-8-GR-22-3 Var / Spec Except

Project Name Proposed Conservation Subdivision, Applicant Paul Thibodeau

Location Address Young Road

Map and Lot Tax Map 240, Lot 8

Zoning District (Include Overlay District if Applicable) General Residential

Property Details:

- ☒ Single Family Residential ☐ Multifamily Residential ☐ Manufactured Housing
☐ Commercial ☐ Mixed Use ☐ Agricultural ☐ Other

Use: Proposed Conservation Subdivision

Number of Buildings: 23 Height: 35'

Setbacks: Front 100' Back 20' Side 20' Side 20'

Description of Request

Cite the Section of the Zoning Ordinance you are requesting a Variance or Special Exception for.

If this is an Appeal from an Administrative Enforcement Order, Planning Board Decision, or Zoning Board of Adjustment Decision, please attach pertinent documentation:

Three Variances to Article 6, Section 6.2.6 (Buffers) and a Special Exception for Driveways

Project Narrative: *(Please type and attach a separate sheet of paper)*

The applicant wishes to develop the project site using the Conservation Subdivision Ordinance, and use Young Road as the frontage road for the project. This requires a variance to permit lots and lot areas to be included within the 100' buffer from Young Road and allow for driveway

access to be taken from Young Road, and proposes to reduce the front buffer on specific lots to increase the buffer to the wetlands.

A special exception is required to allow shared driveways and shared access points.

Barrington Zoning Ordinance Requirements:

100' Perimeter Buffer which does not permit lots or lot areas or driveways. Reduction on specific lots to allow for additional buffering to the wetlands. Article 6, Section 6.2.6
Special Exception to Article 4, Section 1.2

Request: *(You may type and attach a separate sheet of paper)*

See Narrative

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PART IV – If this is a JUSTIFICATION FOR VARIANCE

The Zoning Board of Adjustment may not authorize a zoning ordinance variation unless ALL of the following criteria are met. Please provide evidence that the requested Variance complies by addressing the issues below.

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

See Narrative

- ☐ 2. Granting the variance would be consistent with the spirit of the Ordinance.

See Narrative

- ☐ 3. Granting the variance will not result in diminution of surrounding property values.

See Narrative

- ☐ 4. Granting of the variance would do substantial justice.

See Narrative

- ☐ 5. Granting of the variance would not be contrary to the public interest.

See Narrative

PART V – If this is a JUSTIFICATION FOR SPECIAL EXCEPTION

Please provide evidence that the requested Special Exception complies by addressing the issues below.

Article 4, Section 1.2

- ☐ 1. No detriment to property values in the vicinity of the proposed development will result on account of: the location or scale of buildings, structures, parking areas, or other access ways; the emission of odors, smoke, gas, dust, noise, glare, heat, vibration, or other pollutants; or unsightly outdoor storage of equipment, vehicles, or other materials.

See Narrative

- ☐ 2. No hazard will be caused to the public or adjacent property on account of potential fire, explosion, or release of toxic materials.

See Narrative

- ☐ 3. No creation of a traffic safety hazard or substantial traffic congestion will result in the vicinity of the proposed development.

See Narrative

☐ 4. No excessive demand on municipal services and facilities, including, but not limited to waste disposal, police and fire protection, and schools.
See Narrative

☐ 5. The proposed use will not result in the degradation of existing surface and groundwater quality standards, nor will it have adverse effects on the natural functions of wetlands on the site that would result in the loss of significant habitat or flood control protection.
See Narrative

In addition to the guiding principles specified above, the ZBA may condition the granting of a special exception upon more stringent standards if the Board determines that such conditions are necessary to protect the health and welfare of the town and its residents. Such conditions may include the following and should be addressed in the Narrative:

- ☐ 1. Front, side, or rear yards in excess of the minimum requirements of this Ordinance.
- ☐ 2. Screening of the premises from the street or adjacent property by walls, fences, or other devices.
- ☐ 3. Limitations on the size of buildings and other structures more stringent than minimum or maximum requirements of this Ordinance.
- ☐ 4. Limitations on the number of occupants and methods and times of operation.
- ☐ 5. Regulation of the design and location of access drives, sidewalks, and other traffic features.
- ☐ 6. Location and amount of parking and loading spaces in excess of existing standards.
- ☐ 7. Regulation of the number, size, and lighting of signs in excess of existing standards.

Paul Thibodeau

dotloop verified
10/31/22 1:37 PM EDT
AF3E-MEUE-LYYL-GLCM

11-30-22

Signature of Applicant

Date

Paul Thibodeau

dotloop verified
10/31/22 1:37 PM EDT
AF3E-MEUE-LYYL-GLCM

As agent per agreement

11-30-22

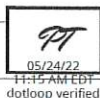
Signature of Owner

Date

act as the seller's agent to complete the tasks required for planning board approval. 5) The seller authorizes the buyer to
licensed New Hampshire real estate sales agent. 6) Paul Thibodeau is a

The buyer's deposits will be nonrefundable.

20. ADDENDA ATTACHED: ☐ Yes ☒ No



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SITE / CONTEXT PHOTOS

Using Guidelines Below

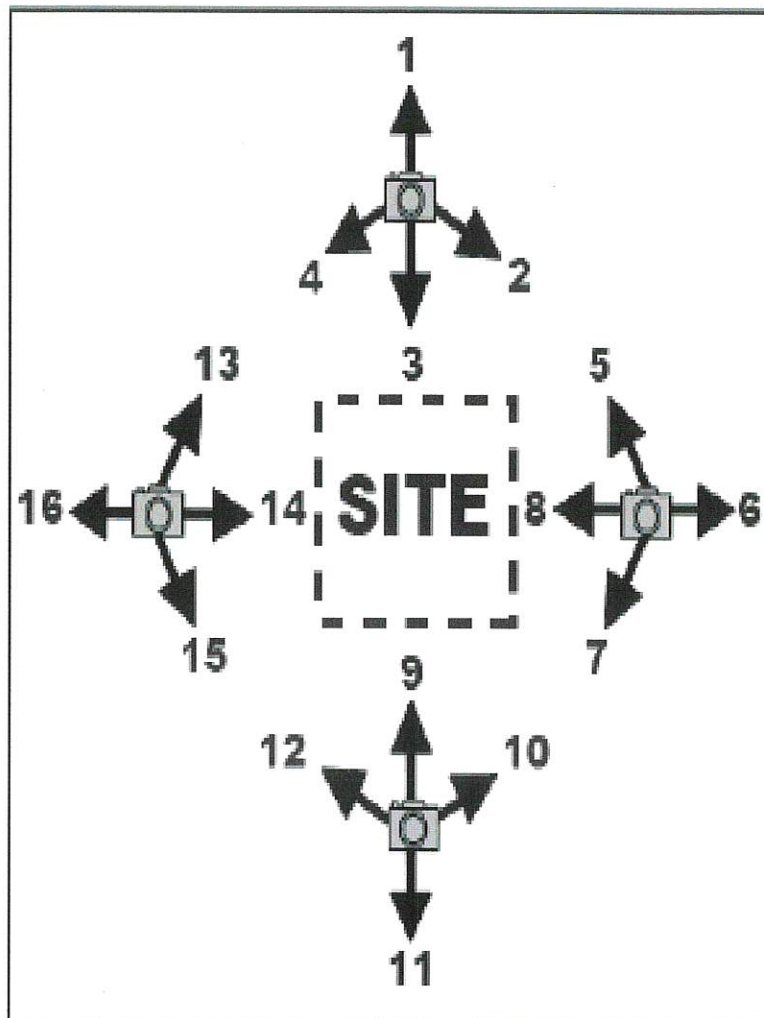
Provide color photographs showing the site and surrounding buildings/properties in order to provide staff, boards and commissions with a visual impression of the current site conditions.

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

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TOWN OF BARRINGTON - LAND USE DEPARTMENT

PROJECT NARRATIVE

PROJECT NAME Proposed Subdivision For Paul Thibodeau

CASE FILE NUMBER

240-8-GR-22-3var / Spec
dept

PROJECT LOCATION Young Road

DATE OF APPLICATION 11-30-22

Property Details:

Single-Family ☒ Residential Multi-Family Residential Commercial Industrial

Current Zoning: General Residential Lot Area Size 65.55

Setbacks: Front 40' Conventional 100' Conservation Side 30' Conventional 20' Conservation Rear 30' Conventional 20' Conservation

Parking Spaces Required: 0 Parking Spaces Provided: 0

Please describe your project and its purpose and intent. You may attach a typed description.

The applicant is proposing to subdivide the subject parcel using the Conservation Subdivision Ordinance. A yield plan was developed which provides for 23 lots in a conventional subdivision layout. The applicant is proposing the same 23 lots in a subdivision that utilizes the existing roadway infrastructure and does not propose any new roadways. The proposed open space for the project is central to the most valuable resources on the property and is adjacent to the protected lands owned by the Town and eased by SELT.

There is an existing cistern on the project site.

The applicant proposes to keep an existing trail through the property to the conserved land open and free of proposed driveways and lots. Shared driveways will be proposed in areas which lend to the best sight distances so as to reduce the number of curb cuts needed for the project. The application will need a variance to permit the proposed driveways through the 100' front buffer and may need a special exception to permit driveways not over the frontage of a parcel to which is provides access.

Wetlands have been delineated and survey located on the project site. Prime Wetland #4 is located in the middle of the parcel and as such the 100' buffer is shown in areas where it is not otherwise affected by the 50' wetlands buffer. Areas less than 3,000 SF to not require buffers. The project design does not require any 9.6 requests.

Three similar variances and one special exception is being requested of the Zoning Board. See Project Narrative prepared by BS&E

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October 31, 2022

Berry Surveying and Engineering

335 Second Crown Point Road

Barrington NH 03825

(603) 332-2863

Re: Map 230 Lot 8

This letter is to authorize Berry Surveying and Engineering as our agent to represent us, Paul & Linda Thibodeau of 76 Young Road, Barrington NH 03825, for presentation to local planning, zoning boards and other authorities in the town of Barrington NH. To sign as our agent, as needed, all required applications to facilitate the process for final approval of a subdivision for the property known as Map 230 Lot 8 Barrington NH 03825.

Paul Thibodeau

dotloop verified
10/31/22 1:37 PM EDT
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Paul Thibodeau

Linda Thibodeau

dotloop verified
10/31/22 1:39 PM EDT
ASMB-4SEG-CPZ2-SSXA

Linda Thibodeau

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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

November 28, 2022

Barrington Zoning Board
Attention: Vanessa Price
PO Box 660
333 Calef Highway
Barrington, NH 03825

Re: Variance Applications and Special Exception Applications
Norma Bearden & Paul Thibodeau
Young Road
Tax Map 240, Lot 8
Proposed Conservation Subdivision

Chairperson, Members of the Barrington Zoning Board,

On behalf of the land owner Norma Bearden, and the applicant Paul Thibodeau, Berry Surveying & Engineering (BS&E) is filing for three variances related to the Conservation Subdivision Ordinance and the Perimeter Buffer and one Special Exception relating to driveways being over the proposed lot frontages.

Background and Narrative:

The applicant is looking to develop Tax Map 240, Lot 8, which is a 65.55-acre parcel of land off Young Road. The applicant hired BS&E to conduct a boundary survey of the entire parcel, map the jurisdictional wetlands on site, and map the existing topography to review the sites environmental resources and the reasonable development potential of the site. This exercise found that the site is the head water to Richardson Pond and contains Prime Wetland #4, as defined under the Barrington Ordinance. From Young Road the site generally drains down to the wetlands, central to the parcel, and then raises back up to four larger areas of productive uplands. Two areas from off site, drain onto the property through cross culverts under Young Road, neither of which are streams. Slopes on site range, with the most developable areas being closer to Young Road and the southern end of the parcel.

The site contains 2,871 linear feet of frontage on Young Road, and contains an existing fire cistern which was installed as part of the frontage subdivision across the street. On the north and east the subject parcel abuts land that is owned by the Town of Barrington and is currently eased by South East Land Trust (SELT). On the south the parcel abuts the Brian Lenzi parcel which was recently subdivided.

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As the Conservation Subdivision Ordinance prescribes, BS&E first reviewed the site for use as a conventional subdivision. (Enclosed) This subdivision contains 15 frontage lots with two roads shown to access 8 lots at the rear of the parcel with one small wetland crossing shown. The total yield as shown is 23 lots with a larger percentage of the development taking place on the southern and eastern sides of the parcel, closest to the Lenzi parcel and the parcel owned by the Town of Barrington. The plan provides for the standard frontage requirements, with 40' front and 30' side setbacks. The 50' poorly drained wetlands setback is provided for as well as the 100' Prime Wetland buffer. This project design would require 12 driveway cuts on Young Road and two road cuts, to a total of 14 access points. The design shows two roads that would be designed to the Subdivision Standards to be reviewed for acceptance by the Town of Barrington.

As noted above the applicant is proposing to develop the same yield in a Conservation Subdivision format. (Enclosed) The goals and objectives of this style of design are in line with the goals and objectives laid out in the Conservation Subdivision ordinance. The same total unit / lot density is proposed as allotted in the yield plan, while conserving key areas of the parcel which ordinarily would be developed. The lots are clustered around Young Road to the extent practical, while ensuring as few lots as possible enter the wetlands systems. In many instances the boundary lines are creatively designed around the wetlands and prime wetland buffers on site while keeping the average lot size much larger than required in the underlying zone. The proposed open space is larger than required in the zone and contains much larger portions of upland than is required. The design is careful to centralize the open space around the prime wetlands, wetland areas in general, the contributing areas to Richardson Pond, and all of the abutting lands currently eased or privately owned. In addition, the design is careful not to propose any additional curb cuts that would not be proposed under the conventional design standard. In this case the design proposes shared curb cuts and shared driveways to intentionally restrict the number of access points to 14.

The project requires three variances, all for the same section, for the project to be developed in the manner as described above:

- A variance to Article 6, Section 6.2.6 Perimeter Buffers.
 - This variance is required to allow the driveways to cross through the front 100' buffer as shown on the enclosed plan, Conservation Subdivision Plan.
 - With respect to the placement of the shared access points and driveways, we note that the positions shown will likely be modified as sight distances are finalized and established and work with the Planning Board begins. Grading for the driveway is inherently included in this request and will be included in the easement areas moving forward. The most minimal impact will be proposed with respect to driveway placement and grading scheme required while maintaining the safety along Young Road and the future driveway owners.

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- A variance to Article 6, Section 6.2.6 Perimeter Buffers.
 - This variance is required to allow the front buffer of 100' to be reduced to a 40' buffer on shown lots 20-12, 20-13, 20-14, & 20-15.
- A variance to Article 6, Section 6.2.6 Perimeter Buffers.
 - This variance is required to allow the front buffer to contain individual house lots, whereas the lots are proposed to be frontage lots and are inherently included in the buffer.

Variance #1

Article 6, Section 6.2.6 Perimeter Buffer, to allow the proposed 14 driveways to access the proposed lots through the buffer along Young Road.

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

The lot has many special conditions that make the site perfectly eligible and appropriate for a Conservation Subdivision, but for the buffer requirements as they relate to the driveway placements. The site contains a large amount of frontage on a public, class v road which is special to the immediate area, given that it is still open and available for development. No other developable parcel in the area contains 2,871 linear feet of frontage. Due to its special frontage condition and general size, the shape is naturally long and narrow, with over 60% of the developable land being along the frontage of Young Road. Denial of the variance poses an unnecessary hardship to the applicant by denying access to the most valuable developable land on the parcel while the applicant is proposing to use the most appropriate ordinance available given the other special conditions of the property. The intermediate, highly valuable wetlands system is special to this site and prevents a standard, more conventional clustering of lots, internal to the property which the ordinance contemplates. The ordinance does not contemplate parcels of land that have one or both of these special circumstances, and the denial on this basis will force the applicant to develop the site in a conventional subdivision, which is unnecessary but for the variance request. Literal enforcement of the ordinance would disqualify the entire front portion of the parcel from being developed using the Conservation Subdivision and that poses an unnecessary hardship on the owner and applicant.

The underlying purpose of this buffer is to ensure the layout of the subdivision is not generally obtrusive to the surrounding public. Section 6.2.6 of the ordinance discusses these vegetated buffers as a visual screen as being the underlying objective, and we submit that with the project, as designed, maintains enough buffer and maintains the rural feel of Young Road.

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

The spirit of the ordinance is to provide a visual buffer to the general public while providing an innovative land use ordinance to applicants so as to permit creative design around environmentally sensitive areas. This project maintains this spirit through the use of shared access points and shared driveways. The design maintains the same number of access points onto Young Road as a conventional subdivision and maintains the rural aspect of the site and the general area.



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3. *Granting the variance will not result in diminution of surrounding property values.*
Granting the variance will not result in a diminution of the surrounding property values whereas the site is located in the General Residential Zone, and is proposing a use that is consistent with the underlying zone and Conservation Subdivision. The impact on the surrounding infrastructure and publicly enjoyed lands is no greater than, and is by some metrics less than, a standard subdivision.
4. *Granting the variance would do substantial justice.*
Granting the variance would do substantial justice because it allows a conservatively designed subdivision on a parcel of land with critical areas that are being further protected through the use of the Conservation Subdivision. There is no detriment to the ordinance or the general public that outweighs the benefit to the applicant in this case. In fact, as it relates to the intent of the Conservation Subdivision Ordinance, the development proposes benefits to both the applicant and the public.
5. *Granting of the variance would not be contrary to the public interest.*
Granting the variance would not be contrary to the public interest because the public took the time to review and vote on an ordinance that allows for development to take place in a reasonable manner while considering many factors, buffering being one of the many factors. However as noted above the ordinance does not contemplate existing infrastructure being used for Conservation Subdivisions. The lack of proposed infrastructure is good for the general public where larger public roads are not being developed to be maintained in the future, where there exists ample public infrastructure which is currently being maintained.

Variance #2

Article 6, Section 6.2.6 Perimeter Buffer, to allow the proposed subdivision to reduce the front perimeter buffer to 40' where 100' is required on proposed lots 20-12 through 20-15. The applicant proposes to increase the buffer to the wetlands on these lots for reasons stated below.

1. *Special conditions exist such that literal enforcement of the Ordinance will result in unnecessary hardship to the applicant as defined under applicable law.*
The special condition of this area of the parcel are the topographic features in relation to the wetland, prime wetland and associated buffers and Young Road. The area proposed for these four lots provides for nicer developable land area (flatter) towards Young Road with an increasing slope closer to the wetland's buffers and therefore the wetlands. The literal enforcement of the 100' buffer presents an unnecessary hardship to the applicant whereas it forces the construction further from the better developable lands, further from Young Road, which will increase the impacted area on the parcel, placing it closer to the more sensitive areas of the lot. These front areas would be used for the same development and purpose in a conventional subdivision. The 100' buffer in this case will generate the need for longer driveways, graded areas and housing that is placed closer to and directly above the wetlands. Though there are construction means and methods to deal with this special condition of the land, in the context of area sensitivity as it relates to the Conservation Subdivision Ordinance, the better planning approach is to develop the area that is more conducive to and more naturally suited for the residential development. By sliding the development closer to Young Road and providing a 40' buffer, the applicant can provide



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for an additional 25' buffer to the wetlands. This keeps the underlying zoning intact with the residential development congruent with the surrounding areas and provides for the front "buffer" discussed in the Conservation Ordinance. Other areas of the site do not contain this feature, which is why the application is specific and targeted to these proposed lots. The literal enforcement of the ordinance creates the hardship of engineered solutions and disturbances for the applicant which is unnecessary if the variance is granted.

2. *Granting the variance would be consistent with the spirit of the Ordinance.*
The spirit of the ordinance is to provide a visual buffer to the general public. In this particular case the applicant can still provide a buffer, contrast to a basic setback. In addition, these four lots sit lower to the street than a typical lot, which increases the buffering effect of the proposed 40 feet.
3. *Granting the variance will not result in diminution of surrounding property values.*
Granting the variance will not result in a diminution of the surrounding property values whereas the site is located in the General Residential Zone where all abutting lots enjoy a 40' front setback requirement.
4. *Granting the variance would do substantial justice.*
Granting the variance would do substantial justice because it allows for the applicant to have a reasonable use of the land, which is permitted in the underlying zoning while still providing a wooded and topographic buffer, as discussed in the ordinance. The benefit to the applicant, the land and the intent of the Conservation Subdivision far outweighs any detriment to the public and does nothing to undermine the ordinance as a whole.
5. *Granting of the variance would not be contrary to the public interest.*
Granting the variance would not be contrary to the public interest when the entire ordinance is considered. The interest is in developing land that is best suited for that purpose while preserving sensitive areas and area adjacent as a planning and economic balance. This is then coupled with the ideals of softening the impact of development on the abutting land owners and the general public. We submit that this project and proposed buffer reduction balances these needs of the ordinance, the applicant and is in line with the public interest.

Variance #3

A variance to Article 6, Section 6.2.6 Perimeter Buffers, to allow the front buffer to contain individual house lots, whereas the lots are proposed to be frontage lots and are inherently included in the buffer.

1. *Special conditions exist such that literal enforcement of the Ordinance will result in unnecessary hardship to the applicant as defined under applicable law.*
The special condition of this parcel is again the amount of frontage and the grouping of the developable area against that frontage. These features are expounded on above in the first variance request. As noted above the ordinance does not contemplate its use in conjunction with frontage subdivision and clustering around existing infrastructure. This poses an unnecessary hardship top the applicant, but for the variance, the applicant would not be permitted to develop any of the land against Young Road in a reasonable, conservation



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manner. Literal enforcement removes the land along the considerable amount of frontage from being developed. Without the land being used in the lots, reasonable use and access is cut off which is not the underlying intent of this section of the ordinance. Not allowing use and access to some of the most valuable portions of the property, forcing either a conventional subdivision or development of other lands currently proposed to be conserved poses an unnecessary hardship to the applicant.

2. *Granting the variance would be consistent with the spirit of the Ordinance.*
The spirit of the ordinance is to provide a visual buffer but also a disconnection to the buffer from private ownership. The buffering aspect is not lost simply due to the land being privately owned. Deeded covenants and restrictions are established for this purpose and control, and has been pretty well established in other conservation subdivisions, of the same style, in recent history.
3. *Granting the variance will not result in diminution of surrounding property values.*
Granting the variance will not result in a diminution of the surrounding property values whereas the site is located in the General Residential Zone where all abutting lots freely own the land adjacent to the street on their private lots.
4. *Granting the variance would do substantial justice.*
Granting the variance would do substantial justice because it allows for the applicant to have a reasonable use of the land, which is permitted in the underlying zoning while still providing a buffer and restrictions that ensure its perpetual existence. There is no detriment to the ordinance or the general public in this circumstance, given the special conditions of this parcel that would outweigh the gain by the applicant.
5. *Granting of the variance would not be contrary to the public interest.*
Granting the variance would not be contrary to the public interest when the entire ordinance is considered. The interest is in developing land that is best suited for that purpose while preserving sensitive areas and area adjacent as a planning and economic balance. In the context of a frontage subdivision that is in keeping with the ideals of the Conservation Ordinance, the segregation and grouping aspects of the buffering requirement seem counterproductive to the purpose and intent of the ordinance and is unnecessary. As noted above the buffering aspect of the ordinance can be accomplished in a different yet meaningful way consistent with the purpose.

Special Exception #1

A Special Exception to Article 4, Section 1.2 to allowed shared access points and shared driveways for the proposed project.

The applicant is proposing shared access points and shared driveways on longer lots in an effort to reduce the impact on the parcel of land and reasonably reduce curb cuts on Young Road.



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To the five questions relating to Special Exceptions, we offer the following:

1. *No detriment to property values in the vicinity of the proposed development will result on account of: the location or scale of buildings, structures, parking areas, or other access ways; the emission of odors, smoke, gas, dust, noise, glare, heat, vibration, or other pollutants; or unsightly outdoor storage of equipment, vehicles, or other materials.*
 - a. **There will be no impact on values in the area whereas the proposed number of access points is consistent with what would be proposed as part of a conventional subdivision design. The placement of the driveways is proposed to be safe and meet the sight distances prescribed in the subdivision regulations using general engineering and NHDOT calculation methods. There is no change or creation of odors, smoke, gas, dust, noise, glare, heat, vibration or other pollutants, by allowing owners to share a curb cut or an access driveway to the proposed development zones.**
2. *No hazard will be caused to the public or adjacent property on account of potential fire, explosion, or release of toxic materials.*
 - a. **There will be no increase in potential fire, explosion or release of toxic materials due to the sharing of access points or driveways.**
3. *No creation of a traffic safety hazard or substantial traffic congestion will result in the vicinity of the proposed development.*
 - a. **The application and design reduces the impacts of traffic and congestion on the project site and surrounding Young Road. The purpose is to reduce curb cuts and increase safety along the road.**
4. *No excessive demand on municipal services and facilities, including, but not limited to waste disposal, police and fire protection, and schools.*
 - a. **The project design is intended to reduce the impacts of development by reducing future roadways and impact on municipal services. The shared aspects of the curb cuts and driveways will have no affect on police, fire or schools.**
5. *The proposed use will not result in the degradation of existing surface and groundwater quality standards, nor will it have adverse effects on the natural functions of wetlands on the site that would result in the loss of significant habitat or flood control protection.*
 - a. **The project design, and the proceeding variance requests are targeted at the purpose of reducing the impact on the land, infrastructure installation, increasing water quality ability through the disbursing of flow over the lots and not channeling in swales and ponds, increasing buffers to wetlands where appropriate, and conserving wetlands and uplands around lands that are most sensitive end ecologically valuable. The shared driveways and curb cuts only further enhance these objectives.**

With respect to the placement of the shared access points and driveways, we note that the positions shown will likely be modified as sight distances are finalized and established and work with the Planning Board begins. Easements and access agreements will be developed moving forward to ensure future owners rights are established and preserved.

BERRY SURVEYING & ENGINEERING
Christopher R. Berry – Project Manager
Principal, President



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Tax Map:

Subject Parcel with Prime Wetland #4 in proximity to Richardson Pond. Parcel to the North and East are owned by Town of Barrington and managed by SELT. Conventional frontage subdivision across Young Road.



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Perspective Project Design in context with the neighborhood.



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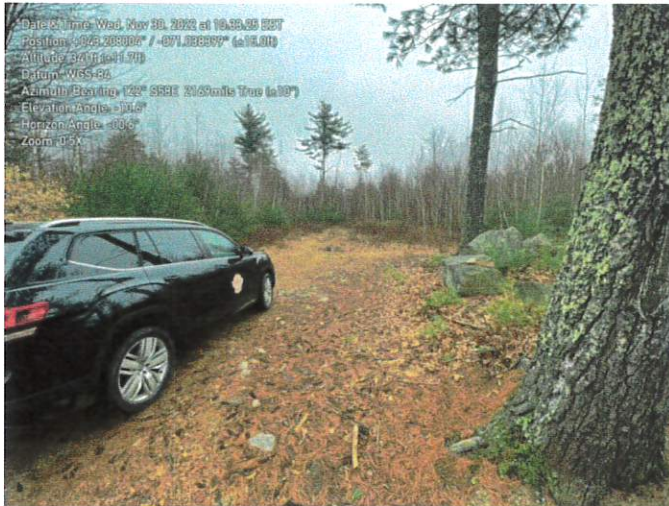


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Photographs Numbered per enclosed photo orientation plan:

#13420 on Young Road looking at the existing trail on the south side of the property



#13421 Standing on the trail looking to the south.



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#13422 Standing on the Trail looking North



#13423 Standing on Young Road looking into the property at the general location of the driveways proposed to access lots 20-18 through 20-21



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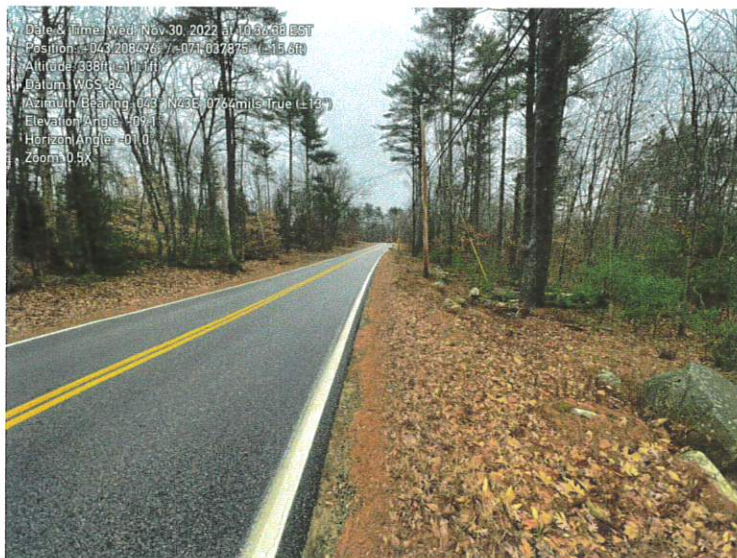
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#13424 Entrance to the same grouping looking south



#13425 Looking North and beyond all the way to lots 20-14 & 20-15



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#13429 Standing at then entrance to 20-14 & 20-15 looking at the slope away from the roadway and the developable area ahead of the slope to the wetlands.



#13430 Standing on Young Road in front of 20-14 & 20-15 looking South



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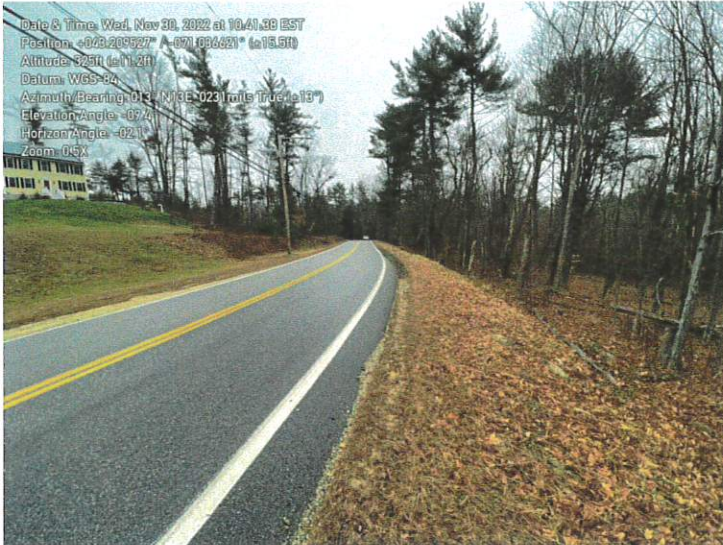
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#13431 Standing on Young Road in front of 20-14 & 20-15 looking North and beyond 20-12 & 20-13.



#13447 Standing on Young Road in front of 20-5 & 20-6 looking into the lot. This slope is contrast with those found on 20-12, 20-13, 20-14 & 20-15 (Lots requested for 40' buffer) previously illustrated.



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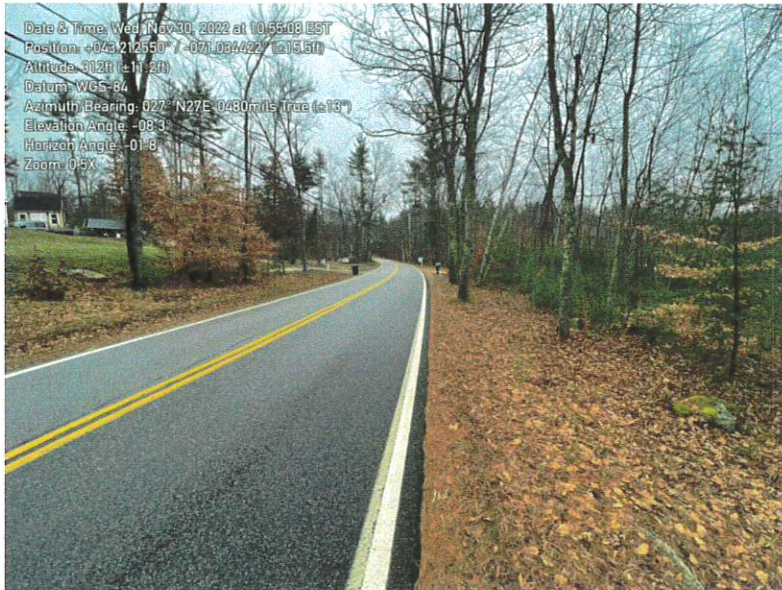
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#13448 Standing on Young Road in front of lots 20-5 & 20-6 looking South. This driveway meets the 200' sight distance requirement but may be moved to the North during the planning process to increase the separation from the crest of the hill.



#13449 Looking North and beyond 20-1



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November 30, 2022

Abutters List

Owner of Record

Tax Map 240, Lot 8

Norma Bearden
802 North Union St
Natchez, MS 39120
Book 3085, Page 558

Applicant

Paul Thibodeau
76 Young Rd
Barrington, NH 03825

Abutters

Tax Map 240, Lot 9

Lenzi Family Rev Tr
Brian & Rebecca Lenzi
155 Young Rd
Barrington, NH 03825
Book 3783, Page 252

Tax Map 249, Lot 18

Tax Map 233, Lot 38

Town of Barrington
PO Box 660
Barrington, NH 03825
Book 4735, Page 866
Book 4735, Page 874

Tax Map 240, Lot 13-1

Robert & Elizabeth Caverly
150 Young Rd
Barrington, NH 03825
Book 4002, Page 437

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22-109 Thibodeau, Paul
Young Rd, Barrington, NH

Page 2 of 4

Tax Map 240, Lot 15-12

Christopher & Anne Alix
PO Box 142
Barrington, NH 03825
Book 3954, Page 378

Tax Map 240, Lot 15-11

Dale R & Carol J Filion
134 Young Rd
Barrington, NH 03825
Book 4319, Page 216

Tax Map 240, Lot 15-10

Walter W & Julie M Harris
130 Young Rd
Barrington, NH 03825
Book 4358, Page 224

Tax Map 240, Lot 15-9

Michelle C Pellegrino
120 Young Rd
Barrington, NH 03825
Book 4467, Page 051

Tax Map 240, Lot 15-8

Marc Brauch
Kris Woodmansee
114 Young Rd
Barrington, NH 03825
Book 4958, Page 146

Tax Map 240, Lot 15-7

Jonathan & Katie Bean
112 Young Rd
Barrington, NH 03825
Book 4321, Page 225



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22-109 Thibodeau, Paul
Young Rd, Barrington, NH

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Tax Map 240, Lot 15-6

Jimmy W & Tracey D Gower
94 Young Rd
Barrington, NH 03825
Book 4278, Page 137

Tax Map 240, Lot 15

Fisheye Properties LLC
c/o Paul Thibodeau
76 Young Rd
Barrington, NH 03825
Book 3855, Page 063

Tax Map 240, Lot 15-5

Paul F & Linda A Thibodeau
Thibodeau Family Rev Tst
76 Young Rd
Barrington, NH 03825
Book 4744, Page 376

Tax Map 240, Lot 15-4

Marc & Laurie Lenzi Rev Liv Tst
Marc A & Laurie E Lenzi Tstees
70 Young Rd
Barrington, NH 03825
Book 4624, Page 862

Tax Map 240, Lot 15-3

Kevin M & Jessica A Carson
64 Young Rd
Barrington, NH 03825
Book 4163, Page 694

Tax Map 240, Lot 15-2

Laura & Keith Noseworthy
50 Young Rd
Barrington, NH 03825
Book 4878, Page 847



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22-109 Thibodeau, Paul
Young Rd, Barrington, NH

Page 4 of 4

Tax Map 240, Lot 15-1

Todd M & Lynn M Chabot
48 Young Rd
Barrington, NH 03825
Book 4648, Page 480

Tax Map 240, Lot 16

David & Margaret Scott
40 Young Rd
Barrington, NH 03825
Book 957, Page 323

Professionals

Southeast Land Trust of New Hampshire
247 North River Rd
Epping, NH 03042

John P Hayes, III, CSS
Limestone Way
N Hampton, NH 03862

Kenneth A. Berry PE LLS
Christopher R. Berry, Project Manager
Berry Surveying & Engineering
335 Second Crown Point Road
Barrington, NH 03825

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