

ALAN D. ROSCOE, P.E., BCEE

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Civil/Environmental Engineer with over thirty years of experience in a wide range of planning and civil design projects. Recent experience includes prominent roles in major programs at Core States Group for Fortune 500 Clients; and overall experience includes major roles in site/civil design projects ranging from single-family to complex commercial and industrial projects. Prior experience also includes a focus on wastewater planning, evaluation of wastewater collection and treatment systems, and design of sanitary disposal systems for small communities and land development firms. Extensive experience in civil engineering projects including site planning, stormwater management and permitting of land development projects. Mastery of Massachusetts rules and regulations related to wastewater, stormwater and water resources. Excellent writing and communication skills. Proven ability to work on multiple projects with several clients as well as with managing staff; and technical and financial aspects of projects.

SKILLS/PROFICIENCIES

- Site/Civil Land Planning and Development Design
- Wastewater Planning and Design
- Public Hearing Representation and Permitting at state and local level
- Completed Project Management Training Program (while at CDM)
- Wetlands Filings and Mitigation Design
- MEPA (Mass. Environmental Policy Act) Permitting
- Passive Radon Protection Design
- Working knowledge of Mass. Contingency Plan (310 CMR 40.0000)

WORK HISTORY

Core States Group, Cambridge and Watertown, MA

2016 - PRESENT

Project Manager/Senior Project Manager

Working on a variety of Civil Engineering projects for Program Clients and private developers.

- Manage production and supervise design tasks for civil/site design engineering projects in accordance with applicable rules and regulations and Client needs. Simultaneously managed multiple projects with several clients. Managing Design staff in-office and remotely.
- Manage project scope, budgets, and schedules, performing technical and quality reviews of design projects. Managing internal staff and in other offices, coordinating with other professional disciplines.
- Lead Permitting and Entitlements Manager for Northeast McDonald's and Chase Bank projects.

W. C. Cammett Engineering, Inc., Amesbury, MA

2014 - 2016

Director of Engineering

Worked on a variety of Civil and Environmental Engineering projects for both municipal and private clients.

- Performed and supervised design tasks for civil/site design engineering projects in accordance with applicable rules and regulations. Simultaneously managed multiple projects with several clients.
- Managed project scope and budgets, and schedules, performed technical and quality reviews of public and private projects for clients ranging from municipal departments, small to mid-size companies to individual homeowners.
- Prepared or supervised preparation of engineering plans and reports, and construction documents for design projects for multi-million dollar commercial and residential developments.

Hancock Associates, Danvers, MA

2009-2014

Engineering Division Manager

Worked on a variety of Civil and Environmental Engineering projects for both municipal and private clients.

- Performed and supervised planning and design tasks for civil/site design engineering projects in accordance with applicable rules and regulations. Simultaneously managed multiple projects with several clients.
- Managed project scope and budgets, schedules, technical aspects and quality reviews of public and private projects for clients ranging from municipal departments, small to mid-size companies to individual homeowners.
- Prepared or supervised preparation of engineering plans and reports, and construction documents for design projects for multi-million dollar commercial and residential developments.
- With a team of three professionals, managed receivables in excess of \$575,000 in 2012.

CDM – CAMP, DRESSER & MCKEE, INC., Cambridge, MA**1998-2008****Project Engineer / Project Manager**

Worked on a variety of Civil and Environmental Engineering projects for both municipal and private clients.

- Oversaw and evaluated planning and design tasks for complex or multi-disciplinary engineering projects in accordance with applicable rules and regulations. Simultaneously managed multiple projects with several clients.
- Prepared and managed project scope and budgets, schedules, and technical aspects of projects for municipalities and from small to mid-size companies and Fortune 500's.
- Prepared engineering reports, technical memoranda and construction documents for planning and design projects for wastewater planning programs for up to \$300 million.

J.K. Holmgren & Associates, Inc., Brockton, MA**1984-1998****Project Engineer - Director of Civil Engineering Division**

Supervised staff of approx. 15 employees (including Drafting Dept., Survey Div., and Administrative Staff).

- Led site planning, design and coordination with multiple clients and regulatory officials (state and local) for residential, commercial, and industrial land development projects.
- Responsible for Project Contracts, scheduling and budgets, oversight, and quality reviews.
- Obtained local (i.e. Conservation Commission, Board of Health, and Subdivision Approvals) and Commonwealth of Massachusetts (i.e. Groundwater Discharge, MA DOT, and MEPA) permitting.
- Represented clients and secured permitting by presenting projects before town departments (i.e. Board of Selectmen, Planning Board, City Council) for land development projects on tight deadlines.

EDUCATION**SOUTHEASTERN MASSACHUSETTS UNIVERSITY / UMASS DARTMOUTH, North Dartmouth, MA****Bachelor of Science, Civil Engineering****ACHIEVEMENTS / CERTIFICATIONS**

- MA Professional Civil Engineer - #40163 (Ability to obtain licensure in other states)
- Licensed Soil Evaluator – MA DEP (inactive)
- Board Certified Environmental Engineer (BCEE) from American Academy of Environmental Engineers (inactive)

PROFESSIONAL ACTIVITIES

- Boston Society of Civil Engineers
- American Society of Civil Engineers
- Former Chairman of the Flyaway Pond Restoration Committee, Town of Easton, MA
- Town of Rowley, Open Space Committee Chairman

PROFESSIONAL REFERENCES

References available upon request

CHASE MARKET EXPANSION

June 2020

CHASE

Chase is the U.S. consumer and commercial banking business of JPMorgan Chase & Co. (NYSE: JPM), a leading global financial services firm with assets of \$2.6 trillion and operations worldwide. Chase serves nearly half of America's households with a broad range of financial services, including personal banking, credit cards, mortgages, auto financing, investment advice, small business loans and payment processing. Customers can choose how and where they want to bank: Nearly 5,000 branches, 16,000 ATMs, mobile, online and by phone. For more information, go to Chase.com.

MARKET EXPANSION

This expansion adds retail and business banking to markets where the firm already serves hundreds of thousands of consumers and local businesses, including clients through its Investment Bank, Commercial Bank and Private Bank. Today, Chase serves 62 million households and over 4 million small businesses across the country.

Chase will enter each city with a mix of full service branches that help customers and local small businesses with more complex needs, like lending and advice, as well as smaller, digital-first locations that assist customers manage every day transactions. New branches will include modern design elements and feature open, collaborative spaces with ample room for meetings and "Chase Chats," a new series of small group sessions focused on financial health. Customers will also have access to cardless ATMs that can perform more than 70 percent of teller transactions, and complements the Chase mobile app and Chase.com where they can open an account, pay bills, instantly transfer money, monitor and track their credit and save money automatically.

As part of this expansion, the firm will also work with local community partners to help drive inclusive economic growth including jobs and skills training, small business growth, neighborhood revitalization, and financial health.

[<https://media.chase.com/news/chase-announces-major-branch-expansion-in-2019>]

PROVIDENCE, RHODE ISLAND

Chase Bank currently has 2 open branches in the state of Rhode Island. They are located at 234 Thayer Street and 146 Westminster Street. Their expansion goals include roughly 13 branches. Chase plans to have a total of 5 open by the end of 2020 and 8 open by the end of 1st Quarter of 2021.

BROOKE CABRERA

Market Director of Real Estate

Vice President



Brooke is the Market Director of Real Estate for Chase Bank on the retail real estate team. She covers New England as a part of Chase's Market Expansion initiative and her territory encompasses Rhode Island, Massachusetts, Vermont, New Hampshire and Maine.

Brooke and her team perform high level strategy development and market prioritization diligence to determine the appropriate branch distribution in a given CBSA. She performs specific site selection and negotiates branch deals in order to open the branch locations in New England.

Zoning Relief Summary

Plat 65, Lot 991 (Formerly Lots 23, 24 & 26) 280-284 Valley Street Providence, RI

Special Use Permit

Per Sect. 1202 C – Stand-Alone ATM

The Special Use is allowed within the underlying Zoning C-2 District and meets the tests of the design standards (3 car stacking and not located within the right-of-way). The requested Special Use meets the tests to be considered for a Special Permit based on information provided in Appendix B to this Application and as summarized below:

State all the facts that demonstrate that the proposed Special Use will not substantially injure the use and enjoyment of neighboring property.

The ATM screens are dimly lit and are not directed towards adjacent residential buildings or properties; or towards on-coming traffic or the driver's eye. No voice commands or internal teller is required for operation. Landscape buffers and screening also provide a visual barrier to prevent creating a distraction. Given the commercial characteristics of the area, and the prevalence of existing commercial signage and street lighting, the proposed relief is requested for this benign use.

State all facts that demonstrate that the proposed Special Use will not significantly devalue neighboring property.

The proposed redevelopment is proposed by a reputable financial institution and will be performed responsibly. The proposed use is benign and is not a nuisance use. The building design and landscape screening will add to the attractiveness of the neighborhood, and reduce the "carpet of asphalt" effect. The expectation is that this redevelopment will increase the property values of the area and encourage renovations to adjoining properties.

State all facts that demonstrate that the proposed Special Use will not be detrimental or injurious to the health or welfare of the community.

The proposed Special Use is allowed within the underlying zoning district. The effective screening, green space and landscaping will minimize illumination levels, and benefit the neighborhood. The proposed Special Use meets the standards set forth in Section 1202 (C) and has received a positive recommendation from the Department of Planning and Development.

Front Setback Variance (Atwells Avenue)

Per Sect. 502 A – Relief requested to allow front setback to vary between 5.56 feet and 8.56 feet along Atwells Avenue. Intent of compliance is satisfied by positioning the building adjacent to the right-of-way to promote pedestrian use. However, existing property boundary configuration (intersection is not set at a 90-degree angle causing boundary lines to diverge); an obstruction at the intersection (traffic signal controller); and proximity and irregularly-shaped boundary of a Residential District; restricts effective building placement and affects overall site design in complete compliance with this requirement. Compliance is substantially improved by granting this relief. Variance is for relief of 0.56-ft. to 3.56-ft. and is described herein below and summarized in Appendix A of this Application.

The Applicant must meet the following tests for consideration of a variance:

- 1) **The hardship from which the Applicant seeks relief is due to the unique characteristics of the subject land or structure and not to the general characteristics of the surrounding area; and is not due to a physical or economic disability of the applicant, excepting those physical disabilities address in S. 45-24-30(16);**

The unique character of the subject property is described above and includes: existing property boundary configuration (intersection is not exactly rectangular causing boundary lines to diverge); an obstruction at the intersection (traffic signal controller); and proximity and irregularly-shaped boundary of a Residential District; restricts effective building placement and affects overall site design in complete compliance with this requirement.

- 2) **The hardship is not the result of any prior action of the applicant and does not result primarily from the desire of the applicant to realize greater financial gain;**

The hardship conditions as described above were not created by the Applicant or Owner. The Applicant desires to develop this project to be consistent with the intent of the setback requirement to promote pedestrian use.

- 3) **The granting of the requested variance will not alter the general character of the surrounding area or impair the intent or purpose of the zoning ordinance or the comprehensive plan upon which the ordinance is based;**

The proposed development is not expected to have a negative impact on the neighborhood as the relief is minimal; or impair the intent or purpose of the zoning ordinance or comprehensive plan as compliance is intended; and significantly improved over the existing condition by granting the requested relief.

- 4) **That the relief to be granted is the least relief necessary; and**

The building is positioned with minimal clearance from the traffic signal equipment, and the zone district boundary on and adjacent to the site encumbers the building and parking area required for this reasonable, and benign use. Coupled with the street line

configuration, these conditions create a hardship, and minimal relief is requested in order for the redevelopment to proceed.

5) *For a dimensional variance; the hardship suffered by the owner of the subject property if the dimensional variance is not granted amounts to a mere inconvenience.*

The intent of the regulation is satisfied, minimal relief is required to allow a meaningful redevelopment of the property. Relief would be required for virtually any reasonable future use. Compliance is provided on the Valley Street side, and positioning the building as proposed avoids existing traffic safety control device at the intersection of Valley Street and Atwells Avenue.

Build to Percentage 60 % Frontage (Atwells Avenue)

Per Sect. 503 (A) 6 –The front setback “build to” percentage is achieved (65.7%) but is outside the front yard setback. For the reasons described above; the existing non-rectangular lot line configuration, the obstruction at the intersection, and the close proximity of the Commercial – Residential Zoning district boundary, relief is requested if required.

The Applicant must meet the following tests for consideration of a variance:

1) *The hardship from which the Applicant seeks relief is due to the unique characteristics of the subject land or structure and not to the general characteristics of the surrounding area; and is not due to a physical or economic disability of the applicant, excepting those physical disabilities address in S. 45-24-30(16);*

The unique character of the subject property is described above and includes: existing property boundary configuration (intersection is not exactly rectangular causing boundary lines to diverge); an obstruction at the intersection (traffic signal controller); and proximity and irregularly-shaped boundary of a Residential District; restricts effective building placement and affects overall site design in complete compliance with this requirement.

2) *The hardship is not the result of any prior action of the applicant and does not result primarily from the desire of the applicant to realize greater financial gain;*

The hardship conditions as described above were not created by the Applicant or Owner. The Applicant desires to develop this project to be consistent with the intent of the ‘build-to’ requirement to promote pedestrian-friendly use.

3) *The granting of the requested variance will not alter the general character of the surrounding area or impair the intent or purpose of the zoning ordinance or the comprehensive plan upon which the ordinance is based;*

The proposed development is not expected to have a negative impact on the neighborhood as the relief is minimal; or impair the intent or purpose of the zoning

ordinance or comprehensive plan as compliance is intended; and significantly improved over the existing condition by granting the requested relief.

4) *That the relief to be granted is the least relief necessary; and*

The building is positioned with minimal clearance from the traffic signal equipment, and the zone district boundary on and adjacent to the site encumbers the building and parking area required for this reasonable, and benign use. Coupled with the street line configuration, these conditions create a hardship, and minimal relief is requested in order for the redevelopment to proceed and is supported by the Department of Planning and Development.

5) *For a dimensional variance; the hardship suffered by the owner of the subject property if the dimensional variance is not granted amounts to a mere inconvenience.*

The intent of the regulation is satisfied, minimal relief is required to allow a meaningful redevelopment of the property. Relief would be required for virtually any reasonable future use. Compliance is provided on the Valley Street side, and positioning the building as proposed avoids existing traffic safety control device at the intersection of Valley Street and Atwells Avenue.

Build to Percentage 40 % Corner Side (Valley Street)

Per Sect. 5 03 (A) 6 – Compliance with the corner side setback (0-5 ft.) is achieved, with the building face positioned off the line of Valley Street from 0 to 4.93-ft. from the street line. Given the existing unique site conditions at this property, relief is requested to allow a 28.1 % build-to percentage where 40 % is required.

Compliance is drastically improved with approval of the proposed construction.

The Applicant must meet the following tests for consideration of a variance:

1) *The hardship from which the Applicant seeks relief is due to the unique characteristics of the subject land or structure and not to the general characteristics of the surrounding area; and is not due to a physical or economic disability of the applicant, excepting those physical disabilities address in S. 45-24-30(16);*

The unique character of the subject property is described above and includes: existing property boundary configuration (intersection is not exactly rectangular causing boundary lines to diverge); an obstruction at the intersection (traffic signal controller); and proximity and irregularly-shaped boundary of a Residential District; restricts effective building placement and affects overall site design (including parking areas and driveway aisles) in complete compliance with this requirement.

2) *The hardship is not the result of any prior action of the applicant and does not result primarily from the desire of the applicant to realize greater financial gain;*

The hardship conditions as described above were not created by the Applicant or Owner. The Applicant desires to develop this project to be consistent with the intent of the 'build-to" requirement to promote pedestrian-friendly use.

- 3) *The granting of the requested variance will not alter the general character of the surrounding area or impair the intent or purpose of the zoning ordinance or the comprehensive plan upon which the ordinance is based;*

The proposed development is not expected to have a negative impact on the neighborhood as the relief is minimal; or impair the intent or purpose of the zoning ordinance or comprehensive plan as compliance is intended; and significantly improved over the existing condition by granting the requested relief.

- 4) *That the relief to be granted is the least relief necessary; and*

The building is positioned with minimal clearance from the traffic signal equipment, and the zone district boundary on and adjacent to the site encumbers the building and parking area required for this reasonable, and benign use. Coupled with the street line configuration, these conditions create a hardship, and minimal relief is requested in order for the redevelopment to proceed and is supported by the Department of Planning and Development.

- 5) *For a dimensional variance; the hardship suffered by the owner of the subject property if the dimensional variance is not granted amounts to a mere inconvenience.*

The intent of the regulation is satisfied, minimal relief is required to allow a meaningful redevelopment of the property. Relief would be required for virtually any reasonable future use. Compliance is provided on the Valley Street side, and positioning the building as proposed avoids existing traffic safety control device at the intersection of Valley Street and Atwells Avenue.