

HANCOCK ASSOCIATES

2.5. Development Impact Statement:

2.5.0 Components: The Planning Board may require a developer of a subdivision of more than one building on a lot to submit a Development Impact Statement (DIS) on the effects the proposed action has or will have on: (1) Impact of the development on the immediate neighborhood or land area, (2) Surrounding neighborhoods or land areas, and (3) the community at large. The DIS shall include a detailed assessment of the probable impacts of the proposed action on a wide variety of environmental, fiscal, and socioeconomic elements and factors. Environmental impacts shall mean any destruction, damage, or impairment and eutrophication of rivers, streams, floodplains, lakes, ponds, or other surface or subsurface water resources; destruction of wetlands, open spaces, natural areas, topography, parks, or historic districts or sites. The Development Impact Statement shall contain detailed information describing the nature and extent of the proposed work and its environmental impact; all measures being utilized to minimize environmental damage; any adverse short-term and long-term environmental consequences which cannot be avoided should the work be performed; and alternatives to the proposed action and their environmental consequences.

The proposed Open Space Residential Development project proposes no significant impact to the immediate, surrounding neighborhood and community at large. The site is predominantly upland with a wetlands located to the east. The project proposes the construction of a cul-de-sac with nine single-family homes and a designated open space area to the east. The existing wetlands on site will be located in the designated open space with no proposed work within the 100' buffer. Existing site topography slopes from west to east towards the wetlands. To ensure the wetlands remain unaffected during a rainfall event, impervious stormwater runoff is collected in the road and conveyed to a stormwater infiltration basin for treatment. Additional runoff will be collected in raingardens spread out across the site. There is an existing swale on the existing right-of-way to the west. A culvert is proposed underneath the new roadway to convey runoff into existing drainage patterns. The project is designed to avoid, minimize, and mitigate wetland impacts to the greatest extent practicable. The only proposed impact to the immediate land area includes tree clearing and regrading of topography on the western portion of the site. The only alternative to the proposed work would be to follow conventional subdivision regulations. As outlined within the plan set on the conventional layout sheets, wetlands would be impacted to accommodate a second cul-de-sac and its associated single-family homes. There would be no open space provided in conventional layout and a significantly larger portion of the site would need to be cleared of trees and regraded.

Fiscal and Socioeconomic Analysis

Fiscal and socioeconomic impacts shall include traffic circulation and safety, neighbor character, school enrollment, public facilities, associated fiscal expenditures and revenues, effect on housing, and other development activity.

According to the Institute of Transportation Engineers (ITE), the average number of vehicle trips per day per dwelling unit is 9.57. Nine proposed units would generate approximately 86 trips per day. The additional number of vehicle trips would have a negligible impact on Old Northfield Road. The development of nine single family homes set back from the roadway and surrounded by woods is comparable to the existing neighborhood character in the surrounding area. The proposed open space subdivision would have limited impacts on the view shed from Old Northfield Road.

According to the 2010 Census, Ashby has a population of 3,074 people, of which 26.7% are school age children from ranging in age from under 5 to 19 years. There are 1,014 owner-occupied housing units in Ashby, of which the average household size is 2.82 people per unit. Therefore, the nine proposed single family homes will house an average of 25 people, and of those, approximately 7 will be school age children. The nine additional units represent a less than 1% increase in the total town housing density.

Estimated Ashby roadway costs include are based on the \$383,666 FY16 approved highway budget, and \$100,000 FY16 snow and ice budget for a total of \$483,666. There are approximately 65.67 miles of roadway in Ashby, which corresponds to an average cost of roadway of about \$7,365 per mile. The proposed cul-de-sac is approximately 800 ft. long and would cost an additional \$1,115± for maintenance of the proposed roadway should the town accept the proposed road as a public way.

The estimated sale price of the proposed single-family homes is anticipated to be around \$400,000. The Ashby tax rate for the 2016 FY is \$20.10 per \$1000. This project will generate approximately \$8,040 per home or \$72,360 per year in town revenue for the entire project.