

DEVELOPMENT IMPACT STATEMENT

The purpose of this statement is to enable the Planning Board to determine and evaluate the environmental impact of the proposed project and to minimize the degradation of the Town of Pembroke's natural resources.

6.1 ENVIRONMENTAL IMPACT ASSESSMENT

- 6.1.1 The existing site, known as and numbered 0 & 74 Congress Street, Pembroke, is located in the south east corner of Pembroke near the Duxbury Town Line. The property fronts on Route 14 (Congress Street) and is located a few hundred feet east of Route 53 (Washington Street). The property is currently a residential and contractor yard use. The site is predominantly developed land. The developed land has been used for storage of materials and is void of woodland vegetation. The perimeter of the developed area contains vegetation such as white oak, Norway maple, red oak, black huckleberry, common greenbrier and sweet pepper bush. The property also contains wetland resource area. The vegetation in the wetlands consists of red maple, American elm, northern arrowwood, highbush blueberry, skunk cabbage, royal fern and cinnamon fern. The property slopes from Congress Street to the rear of the property approximately 10 ft.
- 6.1.2 The proposed development includes a construction phase erosion and sediment control plan to protect the wetland resource areas and abutting properties from erosion and sedimentation. The post development includes a stabilized, aesthetically attractive landscape. The Landscape Plan has been prepared by a Registered Landscape Architect.

6.2 ENVIRONMENTAL IMPACT STANDARDS

- 6.2.1 The site is proposed as a residential multi-unit dwelling. Residential dwellings are not emitters of significant noise, dust, fumes, gases, or radiation. The development includes a Stormwater Management Plan that will protect the environment from water pollutants.
- 6.2.2 The development includes a Stormwater Management Plan that will protect the environment from water pollutants. The Stormwater Management Plan includes deep sump hooded catch basins to collect runoff. The catch basins are fitted with eliminator gas hoods that contain any gas or oil within the unit. The catch basins are routed to infiltration basins that promote recharge to groundwater. Roof runoff is directed to infiltration basin #1 and a subsurface infiltration basin. The design conforms with the State stormwater regulations and protects the site and surrounding areas from damage from stormwater. The system as designed does not increase the rate of runoff from the property in the post development condition.

- 6.2.3 The development protects the wetland resource areas surrounding the development. The project also proposes to retain the existing stone walls along the front of the property. There are no other significant unique natural features on the property.
- 6.2.4 The proposed design predominantly maintains the existing grade. There are no 4 ft cuts proposed. The area in the vicinity of the leaching field is to be raised approximately 3 ft. This is necessary to meet the requirements of Title 5 and to provide groundwater separation from the discharge of effluent from the septic system.
- 6.2.5 A significant portion of the existing property was previously developed. There are some trees that were larger than 6" in diameter that were not able to be retained. The proposed landscape plan includes the planting of 67 trees.

6.3 FISCAL IMPACT STANDARDS

- 6.3.1 The project proposes 11 detached 2-bedroom single family dwellings. It is anticipated that the majority of the owners will be older adults that are looking to downsize. As older adults they are less likely to have children at their homes. There will be minimal impact on educational services.

The single-family residential development will not have significant impact on police and fire services. The project proposes the installation of a fire hydrant on the property for fire protection. The property fronts on Route 14, a State numbered highway, which has direct access to Route 53 and access through Duxbury to Route 3.

- 6.3.2 The eleven new single-family dwellings will provide an increase in real estate taxes over the existing single residential use. Additionally, each dwelling will likely own 1 to 2 vehicles which will provide an increase in excise tax.

Projected Tax Revenues:

Real Estate:

11 Units of 2 Bedroom Housing

Est. Tax Rate \$12.72 x. Est. Full Fair Value (\$650,000) = \$8,268

Tax Value at \$90,948

+ \$150/vehicle excise x 18 = 2,700

Total Estimated Tax Revenue = \$93,648

- 6.3.3 The development will improve the condition of the existing property. The property will be significantly screened from abutting properties. It is the applicant's opinion that the development will improve adjacent property values.

6.3.4 Five Year Projection of Revenue to Town/Costs to Town:

	Revenue*:	Costs to Town:
1 st Year	Current Tax Revenue	52,800
2 nd Year	\$93,648	\$54,000
3 rd Year	\$95,000	\$58,000
4 th Year	\$97,000	\$60,000
5 th Year	\$100,000	\$64,000

According to Massachusetts municipal Association

<https://www.mma.org/community/pembroke/> the Average tax bill is \$6,393. For this analysis we assume that Town services are spread equally across the community and that the budget is balanced. The applicant assumes that the occupants will likely not have children in the school system so the cost to the town will likely be lower than average. Assume 20% discount for school expenses (\$6,000 x 0.8 = \$4800 X 11 = \$52,800).

6.6 COMMUNITY IMPACT STANDARDS

- 6.6.1 The project consists of 11 single family 2-bedroom detached dwellings. The architectural style is modern farmhouse. The building footprints are approximately 1,600 sf with a total living space of 2,400 sf including the garage. The units are spaced to provide private areas in the vicinity of the houses. The development is compatible with the surrounding residential uses in the area as the houses are similar size and style.
- 6.6.2 The project does not propose central trash collection dumpster or loading docks. Additional parking for deliveries is located in the rear of the site providing screening from public view.
- 6.6.3 The site has been designed in accordance with all applicable regulations. The applicant is applying or has applied to the Planning Board, Zoning Board, Conservation Commission, Board of Health and the Department of Environmental Protection.
- 6.6.4 The site is to be primarily constructed on the previously developed portion of the property. The property is surrounded on 3 sides by mature woodland and wetland resource areas that will protect surrounding properties from wind or temperature impacts related to the development.
- 6.6.5 A lighting plan has been prepared for the project which details conformance with the Town of Pembroke lighting requirements. The lighting is to be downcast type lighting that is night sky compliant. The lighting will include a few light posts along the driveway and wall

mounted lights on the individual dwellings. The lighting plan details 0 footcandles of light spill over onto adjacent properties. The surrounding properties will be protected from glare and light spill over.

6.7 TRAFFIC IMPACT STANDARDS

The applicant has requested a waiver from a full Traffic Impact Assessment.

The property fronts on Route 14 (Congress Street) and is located a few hundred feet east of Route 53 (Washington Street). The property is currently a residential and contractor yard use. The trip generation estimates are as follows:

Single family housing (11 units)

	<u>Entering</u>	<u>Exiting</u>
Weekday AM (peak hour)	4	11
Weekday PM (peak hour)	9	5
Saturday (peak hour)	10	9

The project will result in approximately 100 trips per day (8 trips per daylight hour) which is an insignificant increase relative to the capacity of Route 53. Traffic will generally be routed along Routes 14 & 53 to Route 3 exits. Traffic from the site heading south will access Route 3 via Route 14 in Duxbury or Route 53 in Kingston with limited impact to traffic within the Town of Pembroke. Traffic from the site heading North will access Route 3 via Route 14 in Duxbury, Route 139 in Marshfield, or Route 53 in Hanover. Two of the three options heading north have little to no impact on the traffic going through Pembroke. Route 53 just completed an improvement of intersections and paving in Pembroke. The traffic generated from the proposed development will not have adverse impacts on traffic in the Town.

The proposed driveways provide adequate stopping and intersection site distance. See Safety Plan included within Site Plan.

Posted Speed limit 30 MPH

STOPPING SIGHT DISTANCE	<u>REQUIRED</u>	<u>PROP. MAIN DRIVE</u>	<u>PROP DRIVE 2</u>
30 MPH	200 FT	340 FT +	340 FT +
35 MPH	250 FT	340 FT +	340 FT +
INTERSECTION SIGHT DISTANCE	<u>REQUIRED</u>	<u>PROP. MAIN DRIVE</u>	<u>PROP DRIVE 2</u>
30 MPH	335 FT	340 FT +	340 FT +
35 MPH	390 FT	340 FT +	340 FT +

Add trip gen, lighting fixtures and architectural details to PDF