

## **BERRY SURVEYING & ENGINEERING**

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# **Fiscal Impact Analysis**

**For**

**Domus Developers Inc.**

**Tax Map 6, Lot #22**

Domus Developers Inc.

U.S. Route 4

Nottingham, NH

Prepared By

Berry Surveying & Engineering

335 Second Crown Point Road

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File Number

DB2018-030

## Introduction

The proposal is to construct two private roadways off U.S. Route 9 to provide access to 24 town house units. These units will be serviced by onsite septic systems and wells. 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 U.S. Route 4. The units proposed are drive under townhouses, are 2 and 3 bedrooms, with two bay garage and 2 spaces 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 24 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, however it has been our experience with these types of developments that the sales demographic in the last ten years has historically not had as many children within this style unit. Typically these units are sold to younger professional people starting out in life. When the focus on family becomes a priority single family home ownership is preferred over the townhouse style unit. Nonetheless the given rate is used for the analysis.  $0.31 \times 24 = 7.4$  children. 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  $\sim 0.50 \times 24$  units = **12.0T**. 25% entering & 75% exiting. 50%/50% left-right split. PM Peak rate  $\sim 0.65 \times 24$  units = **15.6T**. 62% entering & 38% exiting. 50%/50% left-right split. Please find a site specific Traffic Impact Analysis.

**Change in Number of Legal Residents:** It is anticipated that all occupants would be residents with two people per unit. 48 resident increases. (55 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.

**Load on Public Utilities or future demand for them:** As noted above, the proposed units will be serviced by on site septic and onsite wells.

**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.

**Changes in Tax Revenue:** The existing tax rate is 22.64 dollars per thousand of value. The estimated cost of improvements is in excess of \$5,000,000. Generating tax revenue of at least \$113,200. 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. These rain gardens will serve to capture, treat and discharge the proposed runoff to natural low points throughout the front of the parcel so that the natural flow of runoff is not impeded.

**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 10,000 GPD if all of the units are built out at 3 bedrooms.

**Increased Refuse Disposal:** A dumpster will be installed at the end of each roadway and serve as the refuse disposal area for each multi family development. The dumpsters will be emptied via private pick up.

**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. The placement of the road and units will limit the amount of disturbance by keeping everything close together and towards the front of parcel. A complete Erosion and Sediment Control plan has been compiled for this specific project.

**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

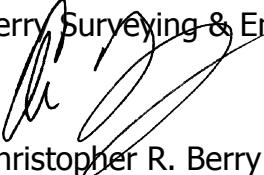
and promote development in desirable areas. Buffer encroachment only takes place at the entrance of Sera, and much of that is for the installation of Low Impact Development stormwater devices.

**Blocking Views:** The proposed units will be constructed towards the front of the parcel and away from abutting parcels. The required 100' multifamily setback will also be held to ensure that no units will be constructed within the buffer.

**Harmony with Surrounding Developments:** The proposed density sits inside of a large parcel of land which does not have abutting developments to either the east or west. The closest abutting development is at the rear of the site and is hundreds of feet from the proposed development site.

**Location of Utilities:** All utilities required for this project will be installed underground with the exception of one drop pole required at the entrance to each project.

Respectfully submitted,  
Berry Surveying & Engineering



Christopher R. Berry  
Principal, President