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# **Fiscal Impact Analysis**

**For**

**Robert L. Diberto  
Tax Map 7, Lot #1-N**

Robert L. Diberto  
Mitchell Road  
Nottingham, NH

Prepared By

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File Number  
DB2018-125

## Introduction

The proposal is to subdivide Tax Map 7, Lot 1N into fourteen single family lots. Tax Map 7, Lot 1N is proposed to contain the following: Stone Grey Drive, a 2,023 LF loop road from Mitchell Road for access to nine single family lots, Lipizzan Drive, a 653 LF cul-de-sac road accessed via Stone Grey Drive providing access to three single family lots, and a shared driveway on Mitchell Road, providing access to two single family lots. These lots will be serviced by onsite septic systems and wells. Parking will be provided in each building lot, as the proposed lots will contain 4 bedroom single family homes.

**Attendance at Public Schools:** In a study published in 2019 by New Hampshire Housing Finance Authority (NHFFA) the average rate derived for child per household in a single family detached dwelling was 0.48 and is on average declining in the state of New Hampshire. The site design proposes 14 units. There are no known outside forces due to marketing, demographic or the surrounding neighborhood to influence a higher or lower rate than provided in the NHFFA study. The given rate is used for the analysis.  $0.48 \times 14 = 6.7$  children. It should be noted that this number would be dispersed over entire school age system.

**Increase in Vehicular Traffic:** ITE Trip Generation Manual, 10<sup>th</sup> Edition has been used to perform a standard Traffic Impact Analysis. The following is a summary of the analysis.  
AM Peak rate  $\sim 0.74 \times 14$  units = **10.4T**. 25% entering & 75% exiting.  
PM Peak rate  $\sim 0.99 \times 14$  units = **13.9T**. 63% entering & 37% exiting.  
Please find full Traffic Impact Analysis attached.

**Change in Number of Legal Residents:** It is anticipated that all occupants would be residents with two people per unit. 28 resident increases. (35 if children are included)

**Increases in Municipal Costs:** The additional municipal costs associated with this project are isolated seasonal roadway maintenance and the incremental increase in students within the school system.

**Load on Public Utilities or future demand for them:** As noted above, the proposed units will be serviced by on site septic systems and onsite wells. There is no additional impact on public utilities owned by the Town of Nottingham.

**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 22.50 dollars per thousand of value. The estimated assessment per lot is approximately \$400,000. Generating tax revenue of approximately \$126,000. 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 subsurface gravel wetlands and detention ponds will be constructed in order to mitigate and treat the runoff generated from the proposed road construction and units. These gravel wetlands 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 each individual lot. Well placement and sewage disposal is subject to NHDES review. The total withdrawal is estimated to be 600 GPD/lot if all of the units are built out at 4 bedrooms. This results in a total groundwater consumption of 8,400 gal/day across the 40+ acre subdivision. This withdrawal is mostly placed back into the ground through the use of onsite effluent disposal fields.

**Increased Refuse Disposal:** Residents will be responsible for transporting household waste to the Recycling Center/Transfer Station. As no public trash pick-up exists in Nottingham, the proposed 14 lot subdivision will provide a negligible impact on the transfer station operation costs and infrastructure.

**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 complete Erosion and Sediment Control plan has been compiled for this specific project. Stormwater Best Management Practices are designed to account for the lost tree cover throughout the parcel.

**Disturbance to other aspects of the natural ecology:** All lots adhere to applicable building and wetland setbacks. Fifty foot poorly drained and seventy-five foot very poorly drained wetland setbacks are applied to all lots. Wetland crossings have been located to minimize the area impacted. In these two locations, proper and stringent erosion and sediment control measures are shown prevent sedimentation and other erosion related occurrences. The fifty foot and seventy-five foot wetland setbacks are disturbed for the purpose for stormwater best management practices. As the project site drains to a Class A water body, the proposed Subsurface Gravel Wetlands provide an increased in water quality draining to onsite wetlands with nitrogen reduction technology.

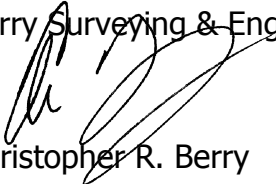
**Blocking Views:** The proposed homes will be constructed towards the front of the parcel and away from abutting parcels/Mitchell Road. Existing stone walls along Mitchell Road are proposed to remain besides the minimal required to be removed for Stone Grey Drive. The required 50' setback will also be held from Mitchell Road to ensure that no homes will be constructed too close to the perimeter stonewalls and Mitchell Road. Though there are upgrades provided to Mitchell Road for

both drainage and traffic, the design is cognizant that this road is a scenic road. Stone walls along the road remain as do many of the larger oak trees along its edge.

**Harmony with Surrounding Developments:** The proposed density sits inside of a large parcel of land which does not have abutting developments to either the north or west. Sutton Street is the closest abutting development, a few hundred feet to the east. The proposed subdivision is the same style as the existing 10 lot Sutton Street subdivision and will be able to harmoniously exist with this subdivision.

**Location of Utilities:** All utilities required for this project will be installed underground. The contractor is responsible for coordinating final utility locations with the respective provider and road agent.

Respectfully submitted,  
Berry Surveying & Engineering



Christopher R. Berry  
Principal, President