

## Subdivision Impact Statement

**Date:** March 18, 2014

**Applicant:** One Home Builders, LLC  
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Stratham, NH 03885  
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**Project:** 7-Lot Subdivision, Huckins Road, Madbury  
Tax Map 1, Lot 20

The following outline items are in response to the requested items in Section 12 of the Madbury, NH Subdivision Regulations "Impact Statement".

### *A. Schools*

1. Based on the 2000 Census data and the projection on 0.53 students per dwelling unit, we estimate that 3-4 school age children will be generated by this subdivision. It has been our experience that 45% will attend elementary school, 41% Junior High / Middle school and 14% high school.
2. The proposed subdivision road is off Huckins Road, which shall be improved to enable school bus services if needed.

### *B. Traffic*

1. The total proposed road length is approximately 1,530 linear feet. 480' +/- Huckins Road improvements plus 1,050 proposed road.
2. Using unadjusted ITE averages, the A.M. peak hour traffic from this seven-lot proposal is 5 additional trip ends with 26% entering and 74% exiting. The P.M. peak hour traffic from the development is 9 trip ends with 65% entering and 35% exiting.
3. This additional traffic should not have an adverse impact to Huckins Road or the high volume thoroughfare of Route 9, Littleworth Road.

*C. Population*

1. We estimate that 3-4 school age children total, plus two adults per dwelling unit yields a population increase of 17-18 as a result of this subdivision.

*D. Municipal Costs*

1. No major change in municipal costs should result from the proposed subdivision. The additional municipal costs will likely be only maintenance of the 1,530-feet of road upon Town acceptance.
2. This proposed development should have no adverse effect on law enforcement efforts. Patrols will be at the same frequency as for existing Town roads and would not require any additional or special equipment.
3. Fire suppression can be supported by the nearby Bellamy Reservoir for all newly proposed dwelling units.

*E. Utilities*

1. Utilities will be brought into the proposed road underground (longest run approximately 1,300 feet) and will serve each house lot from construction of new pedestals, etc. as designed by the respective utility companies in conformance with Madbury standard utility details.

*F. Safety*

1. The proposed subdivision should not pose a public safety issue of any kind.

*G. Taxes*

1. The proposed subdivision will provide the Town with tax revenue of 7 additional parcels while removing that acreage from current use.

### *H. Drainage*

1. The proposed subdivision maintains the existing natural drainage pattern to the extent possible.
2. The uplands consist of primarily moderately well drained soils. The wetlands consist of both poorly drained and very poorly drained soils.
3. Easements are proposed for maintenance of drainage structures and treatment areas and are detailed on the design plans.
4. Where the proposed drainage easements encroach on proposed lots, said easements will be defined and recorded in the deeds for such lots.
5. The development will ultimately reduce the peak rate of run-off. This minor reduction is a result of treatment structures and routing run-off through grassed swales and drainage structures. Based on this, the proposal should have no adverse impact on the abutting landowners. There should be no adverse impact to the roadway drainage system and where warranted, driveway culverts are being added.

### *I. Solid Waste*

1. Solid waste generated by occupants of the proposed dwellings should be easily dealt with by curbside pick-up and disposal.

### *J. Groundwater*

1. The only effect on the groundwater table will be the use of individual wells for each house and they will average 300-360 gallons per day.

### *K. Pollution*

1. Air and/or water pollution should not be an issue with a residential development of this magnitude. Run-off from the proposed roadway will be treated by NHDES approved BMP structures prior to release.

### *L. Erosion*

1. The existing vegetative cover is fairly typical for Madbury and New Hampshire in general.
2. There are no known structurally weak soils or ledge out crops on-site that will require special attention.

3. The portion of the overall area that will have the vegetative cover disrupted for initial roadway and drainage construction (short-term) is approximately 1.8%. Ratio of vegetation impact for individual lot development will be up to each homeowner.
4. Disturbed soils for roadway and utility construction will be stabilized within 30-days of disturbance by erosion matting, seeding or completion of roadway surfacing. The normal excavation and re-stabilization of a house lot is typically 60 to 90 days. The disturbed portions of the lots will be re-stabilized with four inches of topsoil/loam and grass planted for long term cover.
4. Jute matting or stone check dams will be used for roadside and drainage swale stabilization until vegetation is established. Silt fence or hay bale erosion control will be provided at the down stream limit of construction to prevent migration of sediment and erosion netting will be implemented as required for slope erosion control.

*M. Ecology*

1. This proposed subdivision would not impact any major wildlife habitat.
2. Surface water will not be diverted, cross culverts are proposed at roadway intersections and directly under the driveways where required.
3. Each lot has test holes that are acceptable for the design of leaching fields. Proper maintenance and operation of the leaching fields by individual homeowners will be instrumental in longevity of the leaching fields and protection of the groundwater matrix. The parent tract is in excess of the soils based lot sizing criteria used by NHDES Subsurface Systems Bureau for the total proposed flow.
4. There are no plans by the developer to remove topsoil from any individual lot. Topsoil may be added to lots during landscaping efforts.

*N. Views*

1. The proposed subdivision does not appear to block any scenic views from the road or adjacent parcels.

*O. Character*

1. The proposed subdivision is very much in character with the surrounding properties with regard to lot size, layout, etc. In addition, the open-space configuration places a large portion of the existing parcel into a protective easement that will be held by the Town or the Homeowner's. Minimization of impact to environmentally sensitive areas and natural watercourses on the property has been implemented in the proposed design.