The Morin-Cameron GROUP, INC.

April 3, 2018

Newburyport Planning Board
c/o Mr. Andrew Port, Planning Director
60 Pleasant Street
Newburyport, MA 01950

RE: Preliminary Subdivision Plan Showing Land on Low Street
251, 255, 255R Low Street, Newburyport, MA
DRAFT Environmental and Community Impact Analysis

Dear Members of the Board:

On behalf of Low Street Redevelopment, LLC, The Morin Cameron Group Inc. ("MCG") prepared the following Draft Environmental and Community Impact Analysis in accordance with Article 4.4 of the Newburyport Rules and Regulations Governing the Subdivision of Land associated with the Preliminary Subdivision Plan Showing Land on Low Street.

Included herewith is the following:

- "Preliminary Subdivision Plan Showing Land on Low Street in Newburyport, Massachusetts (Assessor's Map 98 Lot 23, Map 109, Lots 1 & Portion of Lot 3-C) 251, 255, 255R Low Street) prepared by MCG on April 2, 2018 attached hereto.
- Figure 1: 2013 Ortho Map
- Figure 2: USGS Map
- Figure 3: SCS Soils Map
- Figure 4: FEMA Map

Natural Environment

1. **Air** – ***The impact of local air quality and noise from the proposed development (including traffic generated from the development), both during and after construction, shall be evaluated; for larger developments over 30 dwelling units) the Planning Board may require detailed technical reports of such impacts)***

   The preliminary subdivision plan calls for the construction of a short, dead-end roadway totaling 185 linear feet (LF) to provide access and frontage to 1 lot (and 3 lots with access from Low Street). The project will also involve reconfiguring an existing parking area which access from Low Street and from the proposed road. Potential sources of air pollution associated with the project include emissions from construction equipment and associated with exposed earth. Due to the small size of this development, concerns regarding air quality and noise impacts are diminished. The construction period will be very short, less than 3 months. Emissions and disturbance from construction vehicles will be minimal and short term. Hauling of debris will be completed in accordance with local and state regulations. After construction, the small size of the project will not have a measurable impact on air quality.

2. **Water Pollution** – ***The impact of storm water run-off on adjacent and downstream surface water bodies and sub-surface ground water shall be evaluated, dangers of flooding as a***

result of increased downstream runoff, especially peak runoff; and the impact of the proposed project on water table levels shall also be analyzed.

The site is tributary to the Little River so emphasis has been placed on the stormwater management design to improve surface and groundwater contributions to the site. The stormwater management system will be designed to decrease or match the existing peak rate of runoff. The stormwater management system will be designed to remove at least 44% Total Suspended Solids ("TSS") removal prior to entering the subsurface retention area and at least 80% TSS removal as stormwater passes through the entire treatment train.

3. **Land –** ***Compatibility of the proposed development with existing soils; the impact of any soils or other such materials to be removed from or added, to the site; and the potential dangers and impacts of erosion and sedimentation caused by the proposed development.***

   The existing soils on the site consist of Scarboro mucky fine sandy loam, Maybid silt loam, with portions of Deerfield Loamy find sand, smoothed Udorthents, and Agawam fine sandy loam. The development of the project is designed to balance cut/fill on site to the maximum extent practicable. Erosion and sedimentation will be controlled throughout the construction process through the implementation of erosion control measures including silt fencing, construction entrance and silt sacks in the catch basins.

4. **Plants and Wildlife –** ***the impact that the proposed project may have on wildlife habitat and on any rare or endangered plant or animal species known to exist in the area.***

   There are no rare or endangered plant or animal species known to exist in the area. The property is not mapped by Natural Heritage and Endangered Species.

5. **Water Supply –** ***The average and peak daily demand and the impact of such demands on the ground water***

   Water will be extended from the public main in Low Street. The small size of the project will not have an impact on the public water supply.

6. **Sewage disposal –** ***The average and peak daily disposal and the impact of each disposal on the groundwater***

   The project will connect to the municipal sanitary sewer. The small size of the project is not anticipated to generate a significant flow and therefore impacts to the municipal sewer system will be negligible.

Man-Made Environment

1. **Existing Neighborhood Land use –** ***Compatibility with adjacent or nearby existing land uses, or approved private development plans, if known, for adjacent or nearby land use changes to occur during the life of the proposed development; if not compatible, reasons therefore shall be detailed***

   The project will continue the existing commercial uses at 251 and 255 Low Street. The land use for the other three lots will be compatible with residential zoning district.

2. **Zoning –** ***Compatibility of proposed development with the purposes of the Zoning ordinance and the Zoning district(s) within which the site is located.***

   The project is compatible with the purposes of the zoning ordinance of the zoning district. The lots within the subdivision are along a zoning district boundary between Business 1 and Residence

1 Districts. A waiver is being requested to allow the construction of a roadway using the residential local street dimensions for access to a residential use at the rear of the lot.

Public Services

1. **Schools –** ***The expected impact on the school system, both elementary and secondary levels, and the number of students; projected school bus routing changes and projections of future school building needs resulting from the proposed project.***

   a. ***Describe the location of the nearest existing schools.***

   The Francis T. Bresnahan Elementary School is located at 333 High Street, ½ mile to the east of 251 Low Street. The Edward G. Molin Elementary School is located at 70 Low Street approximately 1 mile to the south west. The Rupert A. Nock Middle School is also located at 70 Low Street. The Newburyport High School is located at 241 High Street, approximately 1 mile to the south west. The development is not anticipated to house children. Additional tax revenue generated by the development will therefore have a 100% benefit to the pro-rata share of the tax revenue that goes to the school budget.

2. **Police -** ***The expected impact on police services, time and manpower needed to protect the proposed development and service improvements necessitated by the proposed development***

   The development is not expected to have a significant impact on police services, time or manpower.

3. **Fire –** ***Expected fire protection needs; on-site firefighting capabilities; on-site alarm or other warning devices; fire-flow water needs, source and delivery system and other needs shall be presented; fire department service improvements necessitated as a result of the proposed project shall also be discussed***

   A hydrant is proposed to be installed on the cul-de-sac to service the existing business at 251 Low Street as well as the proposed lot.

4. **Recreation –** ***On-site recreation provisions shall be detailed and off-site recreation demands shall be estimated; provision for public open space; either dedicated to the City or available to its residents or employees shall also be described;***

   A sidewalk is proposed to be installed along the western side of the proposed roadway that will connect to the existing municipal sidewalk.

5. **Solid Waste Disposal –** ***Analysis of the projected volume and type of solid waste to be generated by the proposed development and methods of removal***

   The projected volume and type of solid waste expected to be generated by the proposed development are expected to be consistent with residential uses.

6. **Traffic –** ***the expected impact of traffic generated by the proposed development on area roadways; discussion shall include existing average and peak traffic volumes and composition, projected average and peak traffic generation and composition, intersection impacts and analysis of area roadway and intersection capacities; methodologies used to make projection shall be included.***

   The proposed development is not expected to have any impact on the existing roadway due to its small size.

7. **Highway** – ***Projected need's responsibility and costs to the City of roadway maintenance shall be analyzed; impacts of construction equipment on area roadways shall also be discussed.***

   The proposed roadway will be a private way. There is no impact to the City for maintenance.

Aesthetics

1. **Lighting** – ***The type, design, location, function, and intensity of all exterior lighting facilities shall be described; attention given to safety, privacy, security, and daytime and nighttime appearances shall be detailed***
   Exterior lighting facilities will be determined during the definitive subdivision design.

2. **Landscaping** – ***Provisions for landscaping shall be described including type, location, and function of all plantings and materials.***
   All landscaping will be determined during the definitive subdivision design.

3. **Visual – Attention given to views into the site and from the site shall be described; included shall be long-distance views as well as views to and from adjacent properties**
   The development is not anticipated to have large impacts on the view from adjacent properties.

Planning

1. ***Analyze the compatibility of the proposed development and its alternatives with the goals and objectives of the Master Plan and the Open Space Plan.***
   The project is intended to create access to the residential zoned property to the rear of the site.

Traffic Impacts- ***The applicant shall provide an analysis of development impact, which, at a minimum, includes the following:***

1. ***The existing Level of Service (LOS – see definition below) of relevant road systems including quantitative and qualitative measurement of operational factors including speed, travel delay, freedom to maneuver, and safety.***
2. ***The expected change in the condition of relevant road systems as a result of the proposed development.***
3. ***The comparison on a per-acre basis of the total vehicular traffic generation from the proposed development with:***
   a. ***The existing and potential vehicular traffic generation from all other developments accessing relevant road systems, and***
   b. ***The vehicular traffic generation which would be expected to produce a LOS below LOS "C"***

The small size of this project does not warrant a traffic analysis.

4. ***In determining the impact of vehicular traffic generation from a development, the following standards and definitions shall be used (unless the applicant demonstrates to the Board that given the nature of the proposed project or applicable road systems, other standards are appropriate):***
   a. ***Trip generation rates for land uses as listed in the most recent update of Trip Generation, Institute of Transportation Engineers, Washington DC; and***
   b. ***Levels of Service: "Level of Service (LOS) is a term which traffic engineers use to define the various operating conditions that occur on a roadway or intersection when accommodating various traffic volumes; although LOS is a qualitative***

measure of traffic flow, it is an acceptable measurement for determining overall impact of development on roadway networks; LOS "A" is associated with relatively free-flowing and average overall traffic speeds in excess of 30 miles per hour; LOS "B" represents stable flow with minor delays and speeds of 25 miles per hour or greater; LOS "C" corresponds to the design capacity of a road system and indicates stable flow with delays , and speeds of 25 miles per hour or more; LOS "D", E", and "F" correspond to decreasing abilities to travel greater than 15 miles per hour and correspond to the over-capacity of the road system

The small size of this project does not warrant a traffic analysis.

Cost Benefit Analysis

1. ***The applicant shall provide a cost/benefit analysis of the development at full build-out; this municipal cost/benefit analysis should follow standard and usual procedure for measuring both the benefits to be derived and costs to be incurred by the City as a result of the proposed development; this also should estimate net benefits or costs of not-quantifiable environmental impacts.***

   The development of a road to access residential zoned property in the rear of the parcel is a benefit to the City by increasing the value of the real estate. The road will create the access necessary to development the residential real estate while leaving the existing commercial use intact. Development for residential use will result in additional tax revenue for the City for real estate and excise taxes. The small size of the project will have de-minimis cost impacts to the City.

If you have any questions or comments or require further information or clarification, please contact our office at (978) 777-8586.

Sincerely,
THE MORIN-CAMERON GROUP, INC.

Scott P. Cameron, P.E.
Principal

Attachments

Cc: Low Street Redevelopment, LLC