

IMPACT STATEMENT

- 1., SCHOOLS – Previous studies completed by Garvey & Company in previous subdivisions in ORSD show an average of 1.67 children per household. With two lots, it will add potentially 2-4 children.
2. TRAFFIC - Littleworth Road is currently a class 5 State highway, supporting very through traffic, most traffic being local residents of Barrington. Highway traffic engineering estimates for single family homes show an average of 7-10 vtpd (vehicle trips per day) per household. One additional homes constructed on the lot, will yield an average of 7-10 trips per day at most, which will not affect level of service on Littleworth Road.
3. POPULATONS – One additional homes could yield as many as 4 new residents, assuming two children and two adults. This is slightly above the 1.67 children found in our local studies.
4. MUNICIPAL COSTS – Municipal costs without the school costs, total \$1299385 according to the town report. With 1774 residents, the cost per capita is \$732.46 per capita. Increased cost would then be 4 times this amount or \$2929 , which is more than offset by potential tax revenues of \$10,000.
5. UTILITIES – Any increase to public utilities is nominal with One additional homes.
6. SAFETY – There is no impact to public safety with the addition of one homes.
7. TAXES – changes in Tax Revenue will increase by approximately \$10 -\$15,000 assuming an average house to built on the additional lot.
8. DRAINAGE – Given the topography, there will be little change in the drainage. All of the uplands drain down to the wetlands and low areas.
9. SOLID WASTE - Refuse disposal is paid for by the residents on a weekly basis. Tipping fees for the town amount to a per capita average of \$64 approximately per year.
10. GROUNDWATER – The ground has adequate soils for protection of the groundwater resources, based on town and DES standards. Test pits and perc tests show adequate soils for placement of the home, and for construction of the entry drive. Well water in the area is plentiful, and wells are not overly stressed.
11. POLLUTION – As only one additional lots are planned, pollution is not an issue. There are minimal impacts to air, water, waste and subsurface.
12. EROSION – Best practices for erosion control will be employed in the construction of the driveway, and construction of the home. A combination of hay bales and silt fence will be utilized as per DES regulations particularly for the Wetland crossing. The wetland crossing is utilizing an historical roadway in use for many, many years.
13. ECOLOGY - With only two lots, there is little impact on the ecology. There is one wetland crossing for the new lot, which is only approximately 2400 square feet. A wetland permit has been applied for.
14. VIEWS - The lots will not impact any other homes, as the lots are surrounded by woods, on at least two sides, and the other existing home is owned by the subdivider.
15. CHARACTER - The lots are in character with all of the surrounding lots, which vary in size from 2 acres to 20 acres, and then larger parcels.