

# Preliminary Subdivision

SAWMILL ROAD LLC



# The Dudley Real Estate Market

- Absorption rate is a metric used in the real estate industry to gage how well homes are selling over a given length of time. To put it simply, how quickly are home listings on the market before they sell.
- It is calculated by taking the average number of sales per month and dividing it by the total number of available properties.
- A rate of under 15% is considered a “buyer’s market”, and over 20% is considered a “seller’s market” Dudley has a current absorption rate of 62%!



# The Dudley Real Estate Market

- That's a 9% increase from the same time last year. The approximate month's supply of inventory is 1.6 months. Listing units on market for 11/28/22 is 17.
- The average listing price is \$471,000.
- To sum up the current situation, Dudley, like much of the area, is in need of more housing.

# Property History

- My parents immigrated to the United States from Poland after WWII.
- My father worked at American Optical, and in the 1950's purchased a small farm on Sawmill Road.
- My family continued to operate it as a small vegetable farm, and also sold hay until my father passed away in the mid 70's. After my Mother passed away, my siblings and I decided it would be a good time to develop the property into a residential subdivision.
- In 2005 we engaged the services of Para surveying. Then, the subprime mortgage market collapsed, and the rest is history.

# The Original Plan

- With the zoning of the property being RES 15 (1/3 acre lot size), and the availability of town sewer, we were planning on an approximate 15 lot subdivision. Part of that was to be a cul de sac with 8 lots.
- Some board members may recall the conceptual plan I informally presented to the board back in May of this year. At that meeting, One member said “Personally I’m against something like this, I think it destroys the whole nature of the area”. He also made it clear that if the applicant meets the subdivision regulations, he would not be in a position to vote against approving it.
- And regarding his feelings about the original proposal, I tend to agree. In fact, in Dudley’s subdivision regulations, the purpose is defined as follows. “These Rules and Regulations Governing the Subdivision of Land in the Town of Dudley, Massachusetts, have been enacted for the purpose of protecting the safety, convenience, and welfare of the inhabitants and to preserve the suburban character of the Town by regulating the laying out and construction of ways in subdivisions.....

# The Original Plan

- Mr. Revane stated at that earlier meeting, in order to make this project viable, and to cover the expense of constructing that 400 foot cul de sac to a standard that would allow it to be accepted as a town road, we would need to get all 8 lots out of it.
- However, I have done some research, and believe I have come up with a compromise that will allow my family to develop this property with a reduced cost of infrastructure, and in return reducing the total number of lots from 8 to 5.



# A Better Idea

- The new plan goes as follows. Instead of constructing a 400-foot cul de sac that will be turned over to the town of Dudley and become a public way, I propose constructing a 225-foot cul de sac that would remain a private way.
- By reducing the length and width of the road, and the total number of lots served by the road from 6 to 3, many of the items normally required could be eliminated. For example, stormwater management becomes much simpler due to the reduced area of impervious surface. The Massachusetts stormwater management handbook has this to say with regard to applicability.
- It states: “The Stormwater Management Standards shall not apply to:
  - (1) A single-family house;
  - (2) Housing development and redevelopment projects comprised of detached single-family dwellings on four or fewer lots provided that there are no stormwater discharges that may potentially affect a critical area;

# A Better Idea

- In order to make this plan work, I will need the support of the board by way of granting several waivers.
- None of the waivers requested are unheard of, or far out of the ordinary when all the facts are taken under consideration.



# Britlee's Way

- Britlee's way is a small subdivision in Dudley off of Dresser Hill Road #2. It was approved by the planning board in 2005, just before the market tanked. In 2013, another builder hired by the bank submitted an ANR that was approved. Britlee's Way is about 400 feet in length, is a private way, has no sidewalks, no subsurface stormwater management, and no berms. The paved width is approximately 18 feet.





# Britlee's Way

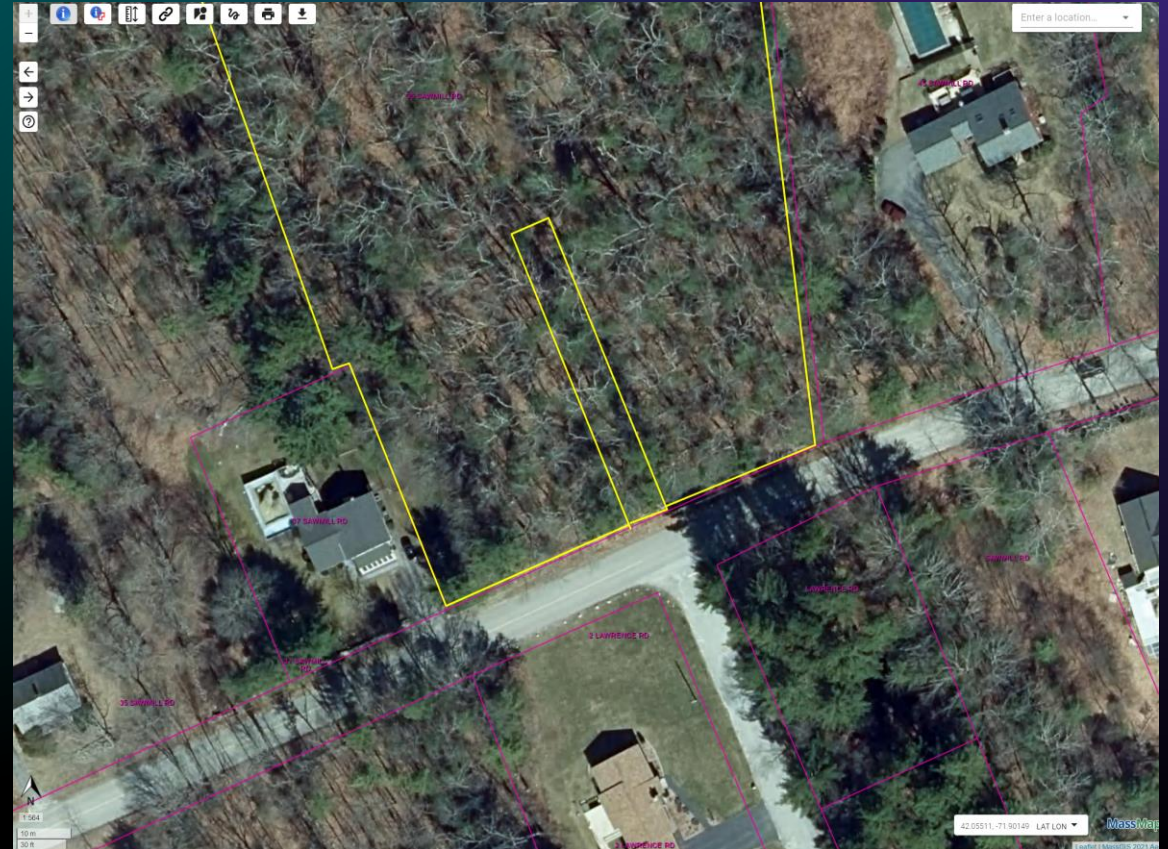
- The absence of berms was a suggestion made by the town's engineer during the peer review process. This allows for the road surface to drain to the sides, into the grassy areas abutting the pavement, aka "country drainage". This form of stormwater management is recommended for design of low impact developments.





# Waiver: Street Offset

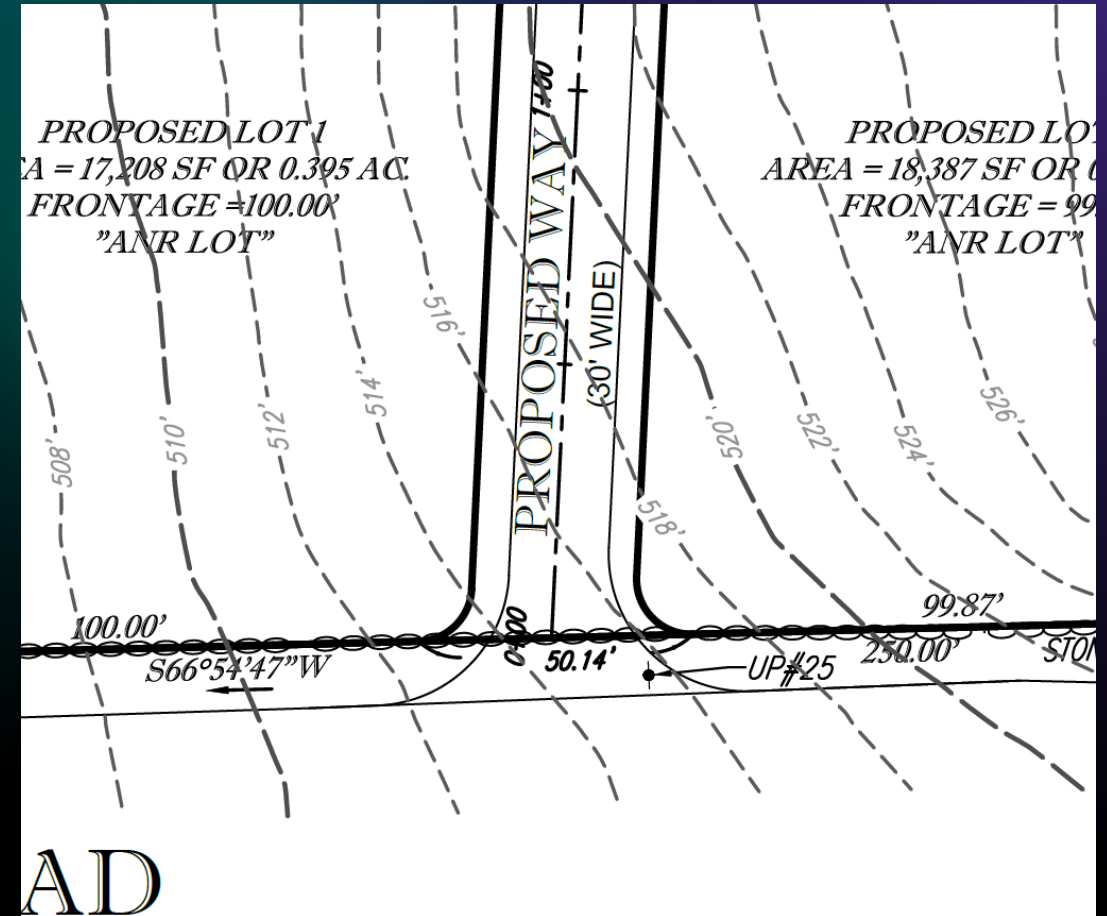
- If the board unanimously agrees that this proposed 5 lot project (3 lot subdivision, plus 2 ANR's) better suits the character of the area than the previously proposed 8 lot subdivision, then I would respectfully request the following waivers from design standards:
- Section IV A. Streets 1. Location and alignment d. Street jogs with centerline offsets of less than one hundred and twenty-five (125) feet should be avoided. The proposed private way will be almost directly across from the outlet of Lawrence Road.





# Waivers: Width

- g. Property lines at street intersections shall be rounded or cut back to provide for a curb radius of not less than thirty (30) feet. Request reduction from 30 foot radius to 10 feet.
- 2. Width The minimum width of street right of ways shall be fifty (50) feet. The minimum width of pavement shall be twenty-six (26) feet.
- Although there is frontage available for a 50' ROW, the need for a radius where it intersects Sawmill road would take frontage away from lots 1 & 2. By requesting a reduction in ROW to 30', and paved width to 18', the new way will be able to have a satisfactory radius where intersecting Sawmill Road.



# Waiver: Cul de Sac & Open Space

- 4. Dead-End Streets A. Dead-end streets shall not exceed six hundred (600) feet in length, shall be provided with a turnaround having an outside roadway diameter of at least one hundred (100) feet and a property line diameter of at least one hundred and twenty (120) feet. Request a reduction from 100 feet paved road diameter to 80 feet.
- C. Open Space, Parks and Playgrounds Areas for open space, parks and/or playgrounds shall be of reasonable size, but generally not less than five percent (5%), depending upon the location and quality of the land being set aside. The minimum area acceptable, for later public acquisition, shall be one (1) acre. No building shall be erected or placed on such an area for a period of three (3) years without the approval of the Board. Any open space, park or playground shall provide at least fifty (50) feet of continuous frontage on a street, and pedestrian ways will normally be required to provide access from each of the surrounding streets, if any, to which the open space, park or playground has no frontage. Further, such parks and/or playgrounds shall be required to have maintenance provided for by covenants and agreements acceptable to the Board, until public acquisition by the community. Due to the size of the project, we are requesting a waiver from the open space requirement.

# Waiver: Utilities

- F. Utilities – General
- All utilities shall be placed underground at the time of initial construction.
- Request a waiver to allow National Grid to set one pole on the new way, with underground services on individual house lots.



# Waiver: Stormwater Drainage Plan

- G. Storm water drainage plan Given the topography of the site, and relatively small size of the proposed private way, we'd like to incorporate the use of country drainage like that proscribed by the state for low impact developments, and used on Britlee's Way.
- There is no subsurface drainage system on Sawmill road, and as previously mentioned, the state stormwater management standards do not apply to subdivisions of 4 or fewer homes.

# Low Impact Development LID

## For Developers and Planning Boards

- \* Effective Site Design
- \* Natural Stormwater Management Practices



Smart Growth / Smart Energy Toolkit



## Vegetated Swales Conveyance, Treatment, Infiltration

- Roadside swales ("country drainage") for lower density and small-scale projects
- For small parking lots
- Mild side slopes and flat longitudinal slopes
- Provides area for snow storage & snowmelt treatment



## Rain Gardens/Bioretention



# Waiver: Fire Protection

- J. Fire Protection The proposed subdivision is over 500 feet from municipal water lines. We request a waiver from the requirement to install underground cisterns for fire protection. There is a hydrant 1200 feet away



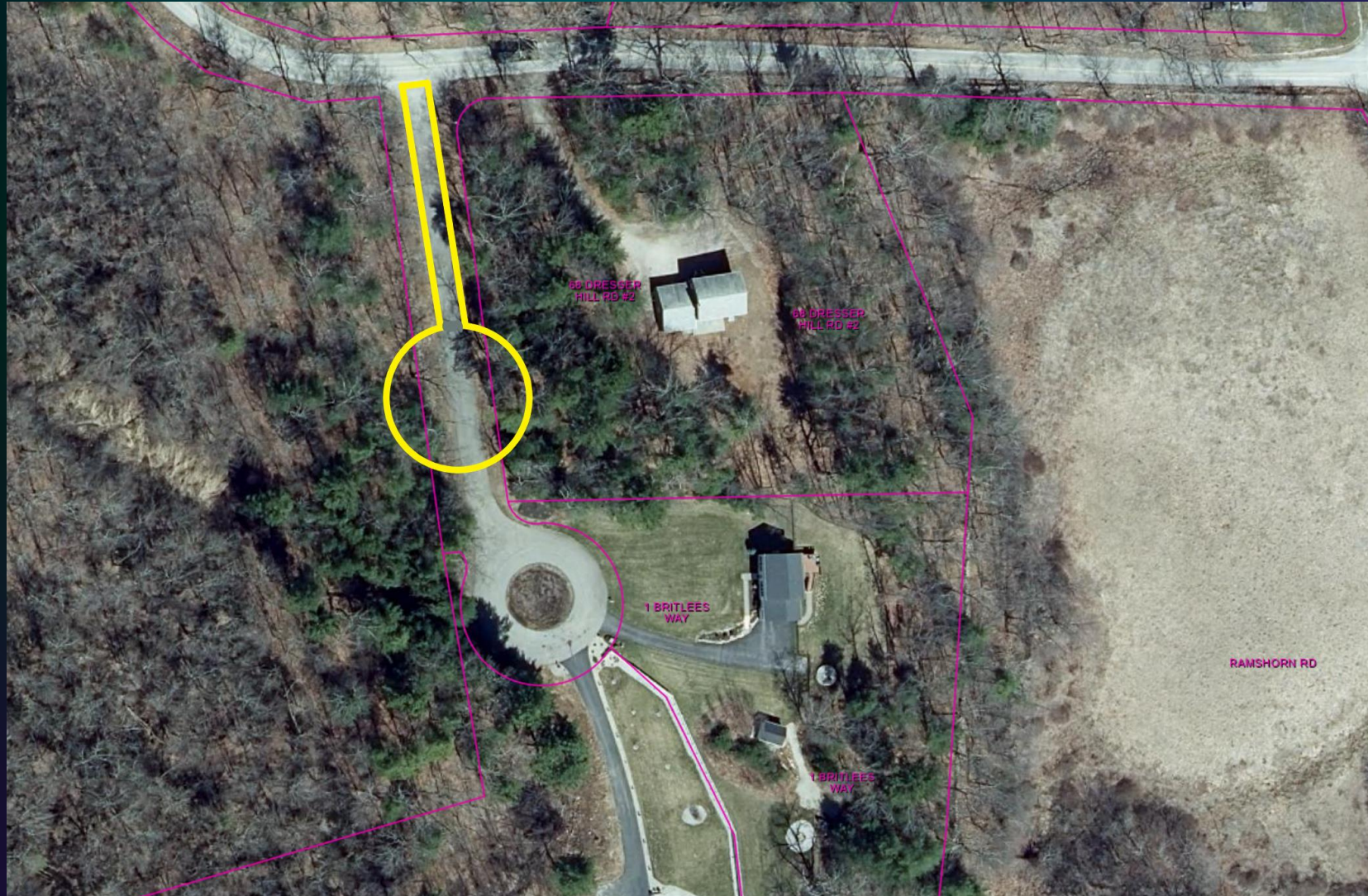


# Waivers: Section V

- B. Street and Roadway 6. Berms We request waiver from the requirement of berms, as these would only serve to keep water on the roadway.
- C. Sidewalks. We request a waiver from the requirement for sidewalks, There are no sidewalks within over half a mile of the site. There are only 3 lots at the end of the road, and the road is approximately 200 feet long.
- E. Monuments. Road to remain a private way, Iron pins at all lot corners in lieu of monuments.
- G. Trees. Instead of planting new trees along the road, we would designate several large trees throughout the property to be preserved. The current area is wooded.
- H. 4. Electric and Telephone Wiring and Street Lighting. National Grid to set one pole near the end of the public way. Service to the individual lots will be underground. There is an existing street light at the intersection of Sawmill Road and the proposed way. Installation of a light at the end of the short way would be a nuisance to the owners of the lots on Sawmill Road



# Size comparison to Britlee's Way



# ILL ROAD

