



**DEVELOPMENT IMPACT STATEMENT
IN SUPPORT OF THE APPLICATION FOR SITE PLAN REVIEW
AND SPECIAL PERMIT**

September 26, 2022

**This Development Impact Statement is written for the proposed drive thru restaurant. For Development Impact Statement of the entire property, see previously approved Special Permit and Site Plan Review and subsequent modifications.*

Introduction:

The property as previously permitted in 2008 and in subsequent minor modifications to those permits) is comprised of 4 assessors parcels that comprise approximately 38.8 acres located on the east side of Washington Street (Route 53). The property is approximately 1 mile south of Route 3 and proximate to Hanover Crossing. The prior permits allowed for the construction of four new buildings and the reuse of one existing building. The Target retail store (Building "A" in the permit), Retail "B" anchored by Pet Smart and the office building reuse were constructed shortly after the permits were issued. The permit included a proposed restaurant on the southerly end of the site. The permit was modified in 2018 to allow a bank instead of a restaurant. In 2019 the assisted living facility was permitted and recently occupied. The proposed project proposes an approximately 2,550± drive thru restaurant with approximately 40 seats located within the existing parking area and south of the Retail B building on 1207 Washington St . The proposed drive thru restaurant was always within the development goals of the site. In 2008 a restaurant pad was shown on the Site Development Plans and revised via a minor modification for a proposed to a standalone "future restaurant" in April 20, 2009.

A. Traffic Impact Assessment:

1. Existing Traffic Conditions

Average daily and peak hour volumes, average and peak speeds, sight distances, accident data, and levels of service (LOS) of intersections and streets and ways likely to be affected by the proposed development. Such data shall be presented for all streets and ways and intersections adjacent to or within one thousand (1,000) feet of the project boundaries and shall be no more than twelve (12) months old at the date of application, unless other data are specifically approved by the Planning Board.

Access to the site has been by means of the south entry on Washington St. and will remain unchanged. The proposed project will have no effect on the existing access or sight distance from the site.

2. *Projected traffic conditions for design year of occupancy:*

Statement of design year occupancy, background traffic growth on an annual average basis, impacts of proposed developments which have already been approved in part or in whole by the town.

The design year of occupancy is projected to be 2024/2025. The proposed drive thru restaurant use will not have an impact to traffic in the Town.

3. *Projected impact of proposed development:*

Projected peak hour and daily traffic generated by the development on streets and ways in the vicinity of the development; sight lines at the intersections of the proposed driveways with streets and ways; existing and proposed traffic control devices in the vicinity of the proposed development; and projected post-development traffic volumes and levels of service of intersections and streets and ways likely to be affected by the proposed development.

Projected traffic data was determined using Institute of Traffic Engineers (ITE) Trip Generation, 10th Edition. The proposed bank is categorized under Land Use: 932 Drive-thru Restaurant. Vehicle trips for the restaurant were calculated based on the square feet of the drive thru restaurant.

The proposed drive through restaurant development is estimated to generate approximately;

- 781 new vehicle trips on a weekday
- 53 vehicle trips during the a.m. peak hour between 7:00 am and 9:00 pm, (28 in/25 out)
- 38 vehicle trips evening peak hour between 4:00 pm and 6:00 pm (20 in/18 out)
- 946 new vehicle trips on a Saturday
- 98 vehicle trips during the Saturday midday peak hour between 9:00 am and 1:30 pm. (50 in/ 48 out)

4. *Proposed mitigation measures:*

Description of measures for mitigation of any potential adverse impacts identified above.

The proposed use is not a high traffic generator. Washington St. (Route 53) has undergone extensive reconstruction to accommodate future developments. The roadway has been widened to provide two lanes of travel on the north and south bound sides. Route 53 also includes a middle lane for left turns. A traffic signal is located at the main entrance to the site. Other improvements in the corridor have also been made including the bridge widening and Route 3 off ramp signal. Traffic will be fully accommodated within the property. There will be no queuing of vehicles off the property.

B. Environment Impact Assessment:

1. Identification of potential impacts:

Description and evaluation of potential impacts on the quality of air, surface water, and ground water adjacent to or directly affected by the proposed development; on-site and off-site loading, erosion, and/or sedimentation resulting from alterations to the project site, including grading changes and increases in impervious area:

Overview:

The site is located in the Town's Aquifer Protection Overlay District. A Water Quality Certificate of Compliance will be applied for as necessary for the proposed use. The proposed work will occur outside the 100' buffer to wetlands.

Pavement areas will be removed to construct new landscape islands, resulting in a decrease in impervious area of approximately 1,236 s.f. An extensive stormwater management system exists on the site which fully complies with DEP Guidelines for Stormwater Management. The system consists of the following Best Management Practices (BMP's):

- Detention/ recharge basins
- Subsurface recharge systems
- Stormwater quality basins
- Bioretention swales
- Proprietary pretreatment water quality devices
- Catch basins with deep sumps and oil separating elbows
- An operations and maintenance program

During construction, an erosion control plan will be instituted which will insure that no silt leaves the site. This erosion control plan will include

tracking pads at the access point to the site, erosion controls consisting of silt socks that will prevent erosion of the surrounding vegetation, and silt sacks in drainage inlets to prevent silt from entering the drainage system.

In addition to the reduction in impervious area, a subsurface stormwater recharge system has designed to recharge clean roof runoff. The existing stormwater management system and the proposed stormwater upgrades will ensure that there will be no increase of runoff from the property and stormwater leaving the site will be fully treated. The stormwater management system will continue to fully comply with MassDEP stormwater management standards.

2. *Systems capacity:*

Evaluation of the adequacy of existing or proposed systems and services for water supply and disposal of liquid and solid wastes.

Water:

The proposed project will utilize the existing utility systems that currently exist on the property and service the existing building. The water usage based Title 5 is expected to be 800 GPD (40 seats @ 20 GPD/seat).

Sewage:

Sewer will be connected to the existing wastewater treatment plant on the property. The treatment plant was designed with sufficient capacity to accommodate the proposed development. A 1,500 gallon grease trap will be installed for the restaurant use prior to discharge to the wastewater treatment plant.

Other Waste:

Onsite dumpsters will be provided on the site. These will be serviced by a licensed private hauler.

3. *Proposed mitigation measures:*

Description of proposed measures for mitigation of any potential adverse impacts identified above.

As noted above, the proposed project will have little adverse impacts on the property or surrounding properties.

C. Fiscal Impact Assessment:

Fiscal Impact Assessment

1. Projections of costs arising from increased demand for public services and upon the infrastructure of the Town:

The proposed project will have little impact to demand for public services or to the Town's infrastructure. As noted above the existing utility systems are available and adequate to serve the site. Sewage disposal is provided on-site. The site utilizes private waste haulers for refuse removal. Demand on fire and other emergency services will be minimal since the project will be designed to fully comply with current standards for fire and safety.

2. Projections of benefits from increased tax revenues, employment (construction and permanent) and value of public infrastructure to be provided:

- The proposed building construction and the site work will create approximately 50+/- construction and related industry jobs plus ancillary sales of local supplies and worker support services.
- The Town will receive the benefit of new job creation by the new development. The facility is anticipated to create approximately 10 new jobs.
- The Town of Hanover assesses both the land and building on the property. The proposed development will provide increased property tax revenues to the Town.

3. Projections of the impacts of the proposed development on the values of abutting properties:

The proposed project will benefit abutting properties by providing a more vibrant retail and commercial community.

4. Five-year projections of the increased Town revenues versus costs resulting from the proposed development:

This project will not result in increased costs to the Town of Hanover as indicated above. The Town will receive real estate taxes, water assessments and revenues through permit fees from the owners and the tenants.

D. Community Impact Assessment:

1. Site design and neighborhood impact: Evaluation of the relationship of proposed new structures or alterations to the surrounding pre-existing structures in terms of character and intensity of use (e.g., scale, materials, color, door and window size and location, setbacks, roof and cornice lines, and other major design elements) and the location and configuration of proposed structures, parking areas, and open space with respect to neighboring properties.

The proposed project is located within the Commercial District and is to be permitted as a VPUD. The property is abutted by Route 53 and other commercial properties. The project has been designed to fully comply with the Town's bylaws for density, open space, setbacks and buffering. The landscape buffer along the Washington Street will be maintained.

The proposed architecture within the development will be consistent in design with other similarly sized buildings and projects in the community. Elevations of the proposed building will be available once a tenant is leased.

2. Historic impact: Identification of impacts on significant historic properties, historic districts or areas, or archeological resources in the vicinity of the proposed development.

There are no historic properties, historic districts or archaeological resources on or near the proposed development.

3. Development goals: Evaluation of the proposed project's consistency or compatibility with existing local and regional master plans or comprehensive plans.

The proposed project is located within the Commercial Zoning District, and is permitted as a Village Planned Unit Development (VPUD). The proposed project is consistent with allowed uses within the commercial and VPUD overlay district.