

**PROJECT NARRATIVE  
PROPOSED OSRD SUBDIVISION  
105 HIGH ROAD  
NEWBURY, MASSACHUSETTS  
APRIL 15, 2020**

**LAND OWNER**

Arthur & Sandra Costonis  
105 High Road, Newbury MA

**APPLICANT**

Depiero LLC  
34A Newman Road, Newbury

**DESIGN TEAM**

**Civil Engineer**

Design Consultants Inc.  
68 Pleasant Street  
Newburyport, MA 01950

**Landscape Architect**

Hawk Design Inc.  
Sagamore, MA

**Developer / Builder**

Depiero LLC  
34A Newman Road, Newbury MA



**OVERVIEW**

The proposed OSRD residential development consists of 10 new residences and maintaining the existing 105 High Road home on 16.31 acres of land. The Open Space Residential Design (OSRD) has been chosen to minimize disturbance to the rear of the property. Access to the new homes will be via a new private 900' road off High Road. The proposed road will be 22 feet in width creating frontage for the new homes in accordance with the OSRD regulations. The roadway will follow the gentle slope as it falls away from High Road at a 4%- 5% slope. As indicated on the Yield Plan, a total of five two-family dwellings could be created, using conventional zoning with a new 495' long roadway. The provided yield plan conforms to the

potential zoning changes the Planning Board has drafted to be voted upon at Town Meeting. The rear lots maintain a 40' minimum width to accommodate a 20' wide driveway. Additionally, 90% of the required frontage is maintained at the front setback line. The proposed OSRD layout locates the new homes within the open field currently occupied by the barn and miscellaneous out-buildings to be demolished. The homes are located approximately the same distance back off High Road as the large horse stable structures to the north of the property. The new road is carefully located to maintain the streetscape along High Road maintaining the existing single-family home on High Road. In order to maintain the existing home, the front offset to the new right of way will need to be 4.8 ft. and 13.8 ft. off the edge of the new pavement. The Planning Board can grant this offset as part of the Special Permit review.

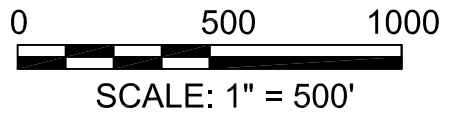
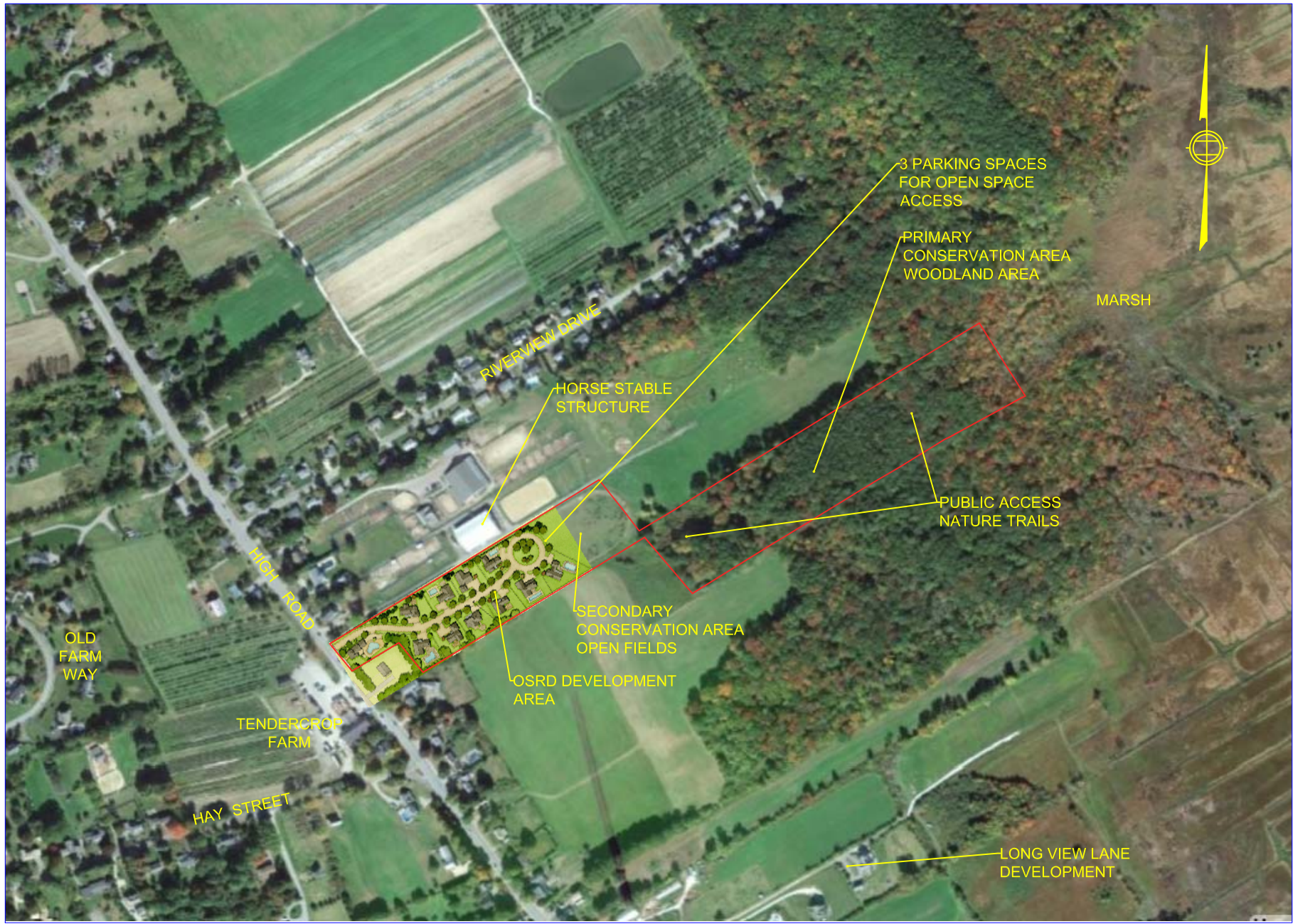
The project provides 71% total open space and 60.8% of the upland area. The regulations allow for a bonus unit for every 10% over and above the required 50%.

*“For each additional ten percent (10%) of the site (over and above the required 50%) set aside as open space, a bonus of one additional unit or five percent (5%) of the Basic Maximum Number, whichever is greater, may be awarded.”*

As the project is providing 60.8 percent of the upland for open space the project is eligible for one additional bonus lot. All the upland open space will be contiguously accessible to the public with a network of walking paths and foot bridges providing access to the entire 60.8% of the upland open space area. The public open space will include about ¾ mile of walking paths through the upper field and large rear forested area. Three parking spaces will be provided at the end of the cul-de-sac for access to the trail network. The open space to be provided is of high quality and provides the public excellent access for walking and observing nature.

The following overall site context map shows the proposed development in context with the surrounding developed and open areas. The lower field above the woodlands is maintained with the homes pushed toward High Road aligned with the current structures to the north. The proposed homes are planned to be of modest size with a total gross square feet of living space in the 2,800 to 3,200 square foot range. See the architectural precedence photographs for style and size of the homes proposed.





SITE CONTEXT PLAN  
105 HIGH ROAD OSRD SUBDIVISION  
APRIL 15, 2020



**105 HIGH ROAD  
ARCHITECTURAL PRECEDENCE**



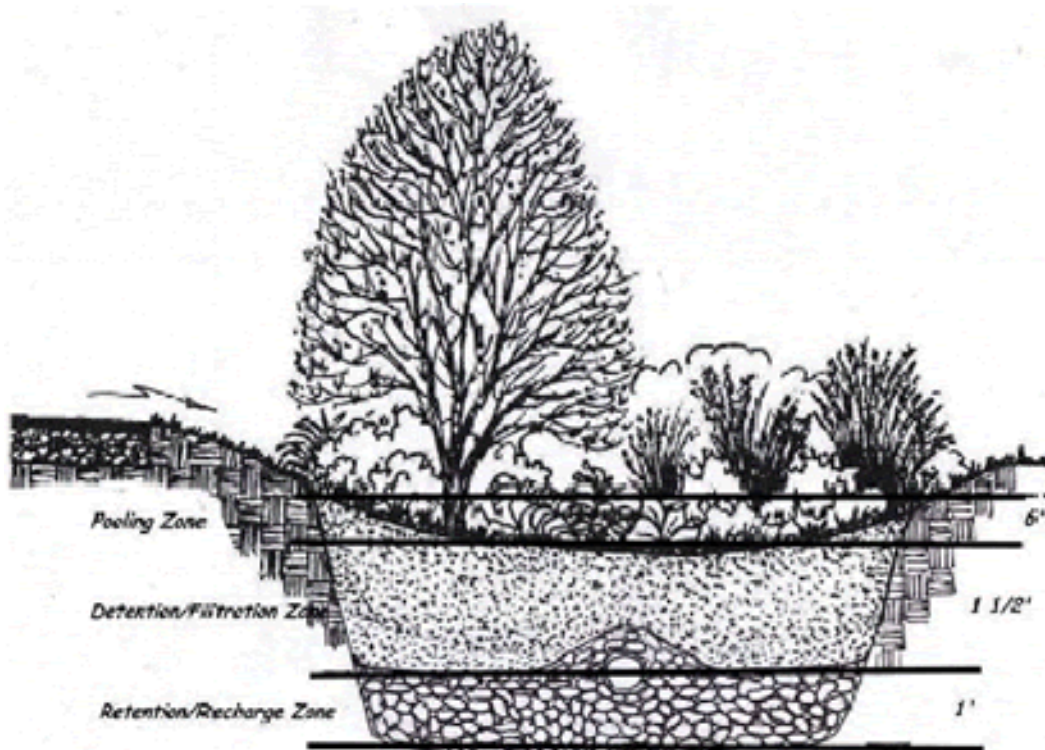
The following drawings are included site plans with this Special Permit Application:

- C1, OSRD Special Permit Plan (Scale: 1"=40')
- C2, OSRD Site Context (Scale: 1"=80')
- C3 Yield Plan, (Scale: 1"=80')
- L1, Rendered Site Plan (Scale: 1"=80')

## STORMWATER MANAGEMENT

The current drainage pattern on the site is sheet surface flow from a high point along High Road, down the rear of the property. There is a limited amount of existing impervious areas now on site with no stormwater treatment systems in place. The redevelopment of this property will demolish some of existing structures and pavement. The new road will intercept runoff and direct it via a stone edge drain with perforated interception pipe to small rain gardens and infiltration basins. These areas will be planted with natural, low-maintenance vegetation. In addition, infiltration chambers will be provided for the new homes to enhance percolation of stormwater back into the ground. The project area sub-soils consist of sandy soils with seasonal high groundwater well below grade. These conditions are optimal for rain garden and infiltration system construction.

With these low-impact drainage mitigation measures, any increased runoff from the development can easily be overcome, with no increase, and possibly reduction, of stormwater runoff rates and volumes.





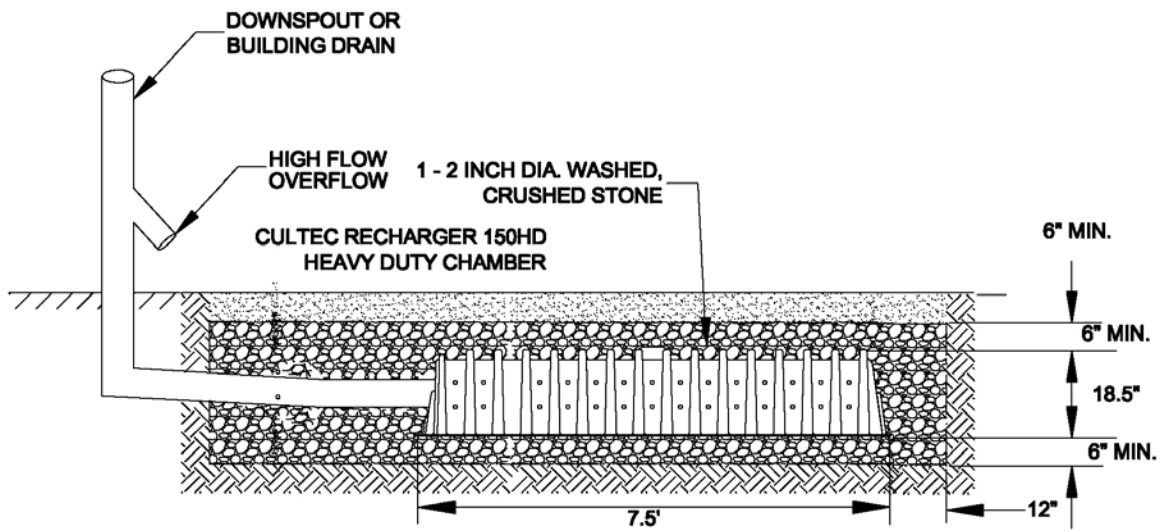
**Rain Garden Cross Section**



**Rain Garden Photo 1**



**RAIN GARDEN PHOTO 2**



**Roof Infiltration Detail**



**Infiltration Chamber Installations**



## **WATER SUPPLY**

The project is proposed to be served by the municipal water supply available in High Road. The proposed project will install a new water main to service the new homes.

## **SEWER**

The project will be serviced with a common community septic system located in the open field at the end of the cul-de-sac. There will be a sewer main installed in the roadway to collect and convey the sewerage to the new community system. Test pits have been completed confirming sandy soils that are optimal conditions for the proposed on site sewerage disposal system.

## **OPEN SPACE**

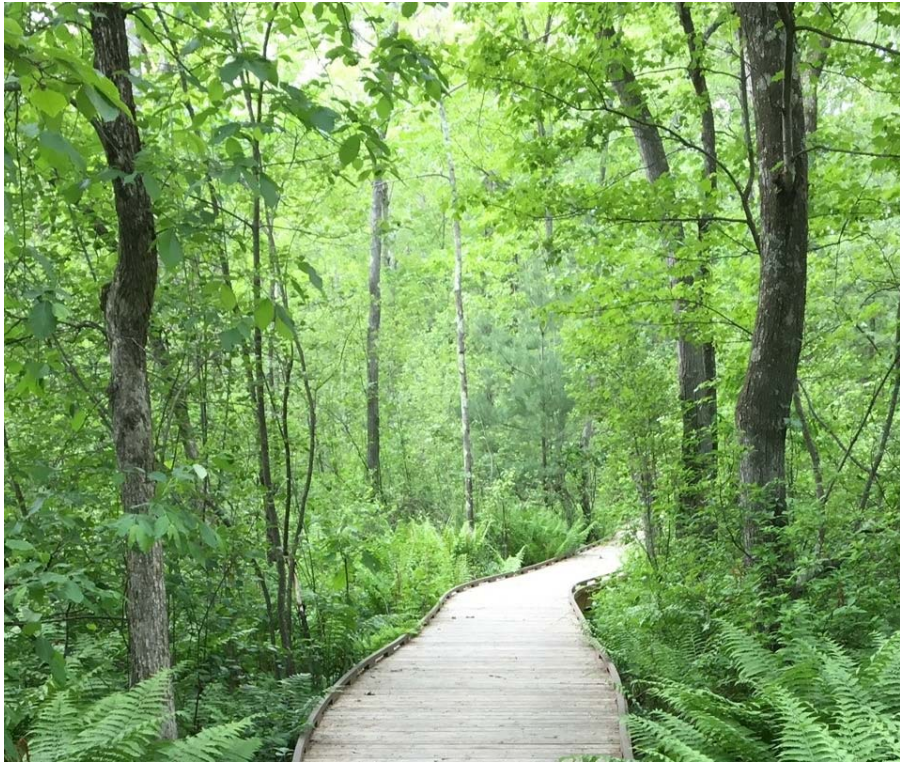
The project proposes a large open space area off the end of the cul-de-sac. Three parking spaces are provided at the end of the cul-de-sac for public access. There is about 1.7 Acres of open field open space below the cul-de-sac. Moving east of the field the open space is wooded with some low wetland area. This wooded area totals about 10 Acres of land allowing for a peaceful secluded walking experience. The project proposed a network of trails from the field all the way to the rear of the property where marsh views out toward Plum Island Sound are possible.







**Woodland Trail Network**



**Wetland Crossing Providing Connected Upland Open Space**

## **ROADWAY DESIGN WAIVERS**

A major environmental benefit of the OSRD design process is the reduction of residential sprawl and relief from strict adherence to the standards within the Newbury Definitive Subdivision Regulation while allowing safe access throughout the new development. These reductions in lot requirements and waivers to the Subdivision Roadway Standards can significantly reduce paved areas and land disturbance while allowing the design of a new road that fits in with the existing landscape. To achieve this, we will be requesting the following waivers to Subdivision Roadway Standards with the OSRD Definitive Subdivision Application.

### Based on Design Standards for a Minor Streets

Roadway ROW Width: 50' required / 40' Proposed

Center Line Radius: 200' Required / 150' Proposed

Cul-de-Sac Mx. Length: 450 lf / 920 lf Proposed (Emergency Vehicle Turn-Around provided)

Sidewalks: Provide sidewalk one side / No sidewalks proposed.