

An aerial architectural rendering of a residential development. The scene features several two-story houses with light-colored siding and dark roofs, arranged around a central pond. A large, two-story brick building, likely a community center or clubhouse, is situated near the pond. The area is landscaped with numerous evergreen trees and a paved parking lot. The overall setting is a lush, green environment.

The Villages at Brattle Farm

41 Lowell Street
Dunstable, MA

Town of Dunstable Select Board Hearing
December 20th, 2023

Project Team

Ownership:	James Tully & Matthew McGovern
Legal:	Jesse D. Schomer, Esq. - Regnante Sterio
Architecture:	Daniel M. Skolski, AIA – DMS design, llc
Landscape:	Hawk Design, Inc.
Site/Civil:	David Kelly – Kelly Engineering Group
Traffic:	MDM Transportation Consultants, Inc.
Financial:	Bob Engler – SEB, LLC
Fiscal Impacts:	Fougere Planning + Development



41 Lowell Street Aerial Site View

41 Lowell Street Project:

- Site identified on 2016 Housing Production Plan as a developable site for affordable housing (pp. 54-55)
- 156 total dwelling units
- 356 total parking spaces (>2 per unit)
- Common clubhouse with town coordinated senior access
- Walking trails
- Open space for conservation
- Adjacent DPW-appropriate property

Other Details

- Age-restricted (55+)
- 25% affordable units @ 80% of AMI
- 39 affordable units

32 Townhouse-Style Condo Units

- 12 Duplexes
- 8 Single Family-Style Units

124 Garden-Style Multifamily Condo Units

- Building 1: 41 Units
- Building 2: 41 Units
- Building 3: 42 Units

Common Clubhouse

- Coworking Space
- Community Kitchen
- Fireplace and TV Room
- Fitness Center
- Game Room
- Pool

Affordability Needs in the Town of Dunstable:

1. Town of Dunstable currently does not have any affordable housing per the requirements outlined under Chapter 40B of the Massachusetts General Laws.
2. In March 2016 the Dunstable Affordable Housing Committee issued Housing Production Plan that recommended 75-135 new affordable housing units.
3. This site at 41 Lowell Street was one of five recommended sites to embark upon an affordable housing development.
4. Non age restricted affordable developments will add further financial burden on the Town. Each student adds education costs to town of Dunstable \$_____ per year. A large scale affordable development without age limits will cripple the towns already operating budget deficit.
5. The Towns aging population NEEDS this development to offer homes within town as seniors choose to migrate from larger homes.
6. This location is the perfect site to build a high density project:
 - a. It's a previously developed gravel pit with perfect soils
 - b. Its largely hidden behind other houses and wooded areas to limit the general view of any passerby's
 - c. Its perfectly located on the end of town to allow for super easy access to Route 3 without adding traffic through the center of town.
 - d. The site is large enough to make a large inroad to delivering the affordable housing for Dunstable in one project vs several different projects scattered around town

41 Lowell Street Fiscal Impact:

- The proposed community will generate approximately \$1,164,680 in net positive annual revenue.
- The existing vacant site assessment is anticipated to increase from approximately \$944,100 to \$83,029,990, an increase of over \$82,000,000. Property tax revenue will increase from \$27,138 to \$1,159,099.
- Annual calls to the Police Department are projected to increase by 56 calls (1.07 calls per week), recent annual call volume over 6,361.
- The Fire Department is projected to receive approximately 15 new calls annually from the proposed use.
- All onsite maintenance and snow removal will be private, along with all trash collection with no projected impact to the DPW Department.
- Other economic benefits are projected as a result of the proposed development in the community, including additional meals taxes, the creation of temporary construction jobs, along with expanding the local employment base.

-Fougere Planning & Development, 2023

Projected Annual Gross Revenues	\$1,655,860
Projected Municipal Costs	
Police	-\$20,000
Fire	-\$40,902
Council On Aging	-\$7,290
Misc. Town	-\$19,500
Enterprise fund: Water	-\$403,488
Total Costs	-\$491,180
Net Positive Annual Fiscal Impact	+\$1,164,680

Water Enterprise Fund:

1. Lowell street project is appropriately located to utilize the new water system
2. This project will add about 150 users and generate over \$400k in water dept revenue
3. The current average water dept bill is \$2,732 per user
4. Adding another 150 users and \$400k in water usage will defray the heavy infrastructure costs over more users
5. This project will reduce the average users water bill by about half to approximately \$1400 per user



41 Lowell Street Project Benefits:

Local Benefits

- New Water Department customers (150% increase over existing customer base)
- Potential DPW property
- Town coordinated senior access to clubhouse
- Walking trails
- Conservation land
- Construction & other jobs

55+ Benefits

- Housing option for local seniors
- Minimal school impact
- Less commuter traffic

Site Plan





View of Shared Clubhouse



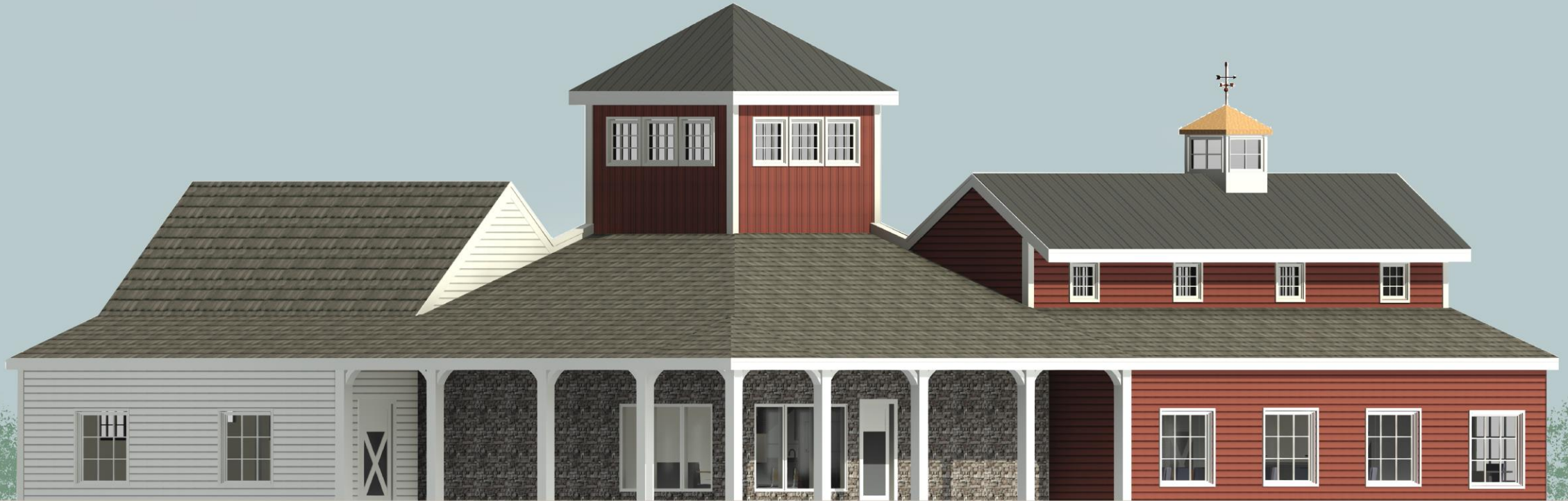
Neighborhood View of Duplexes



Aerial Site View



Clubhouse Elevation



Clubhouse Elevation

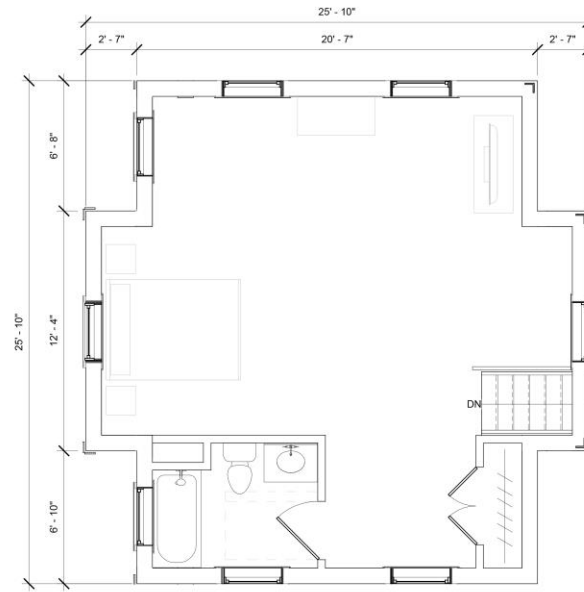
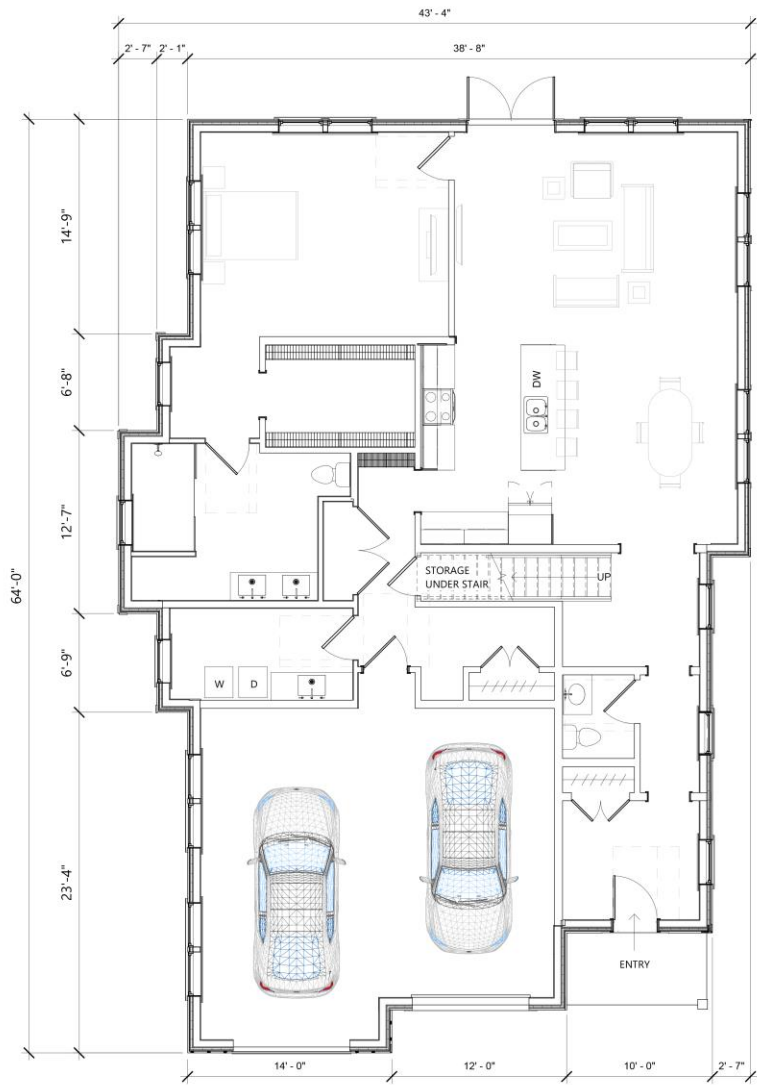


Single Family Elevations





Single Family Elevations



Single Family Schematic Plans

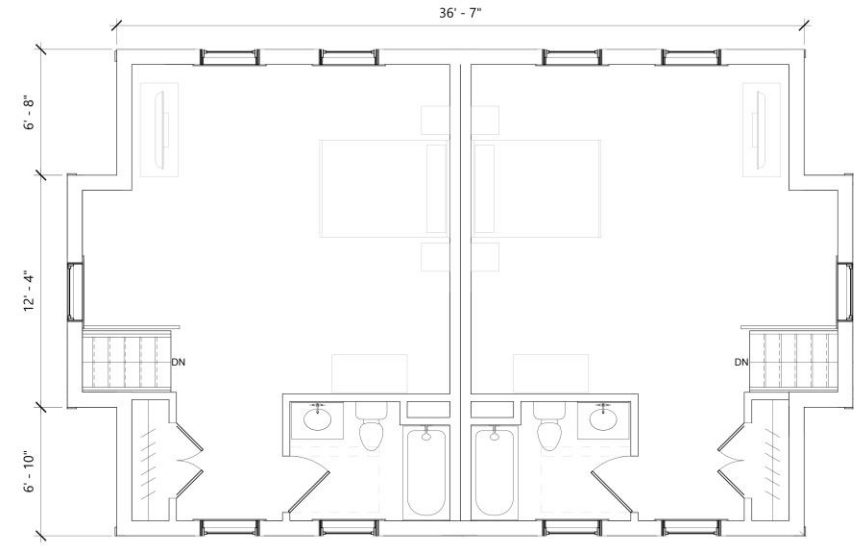
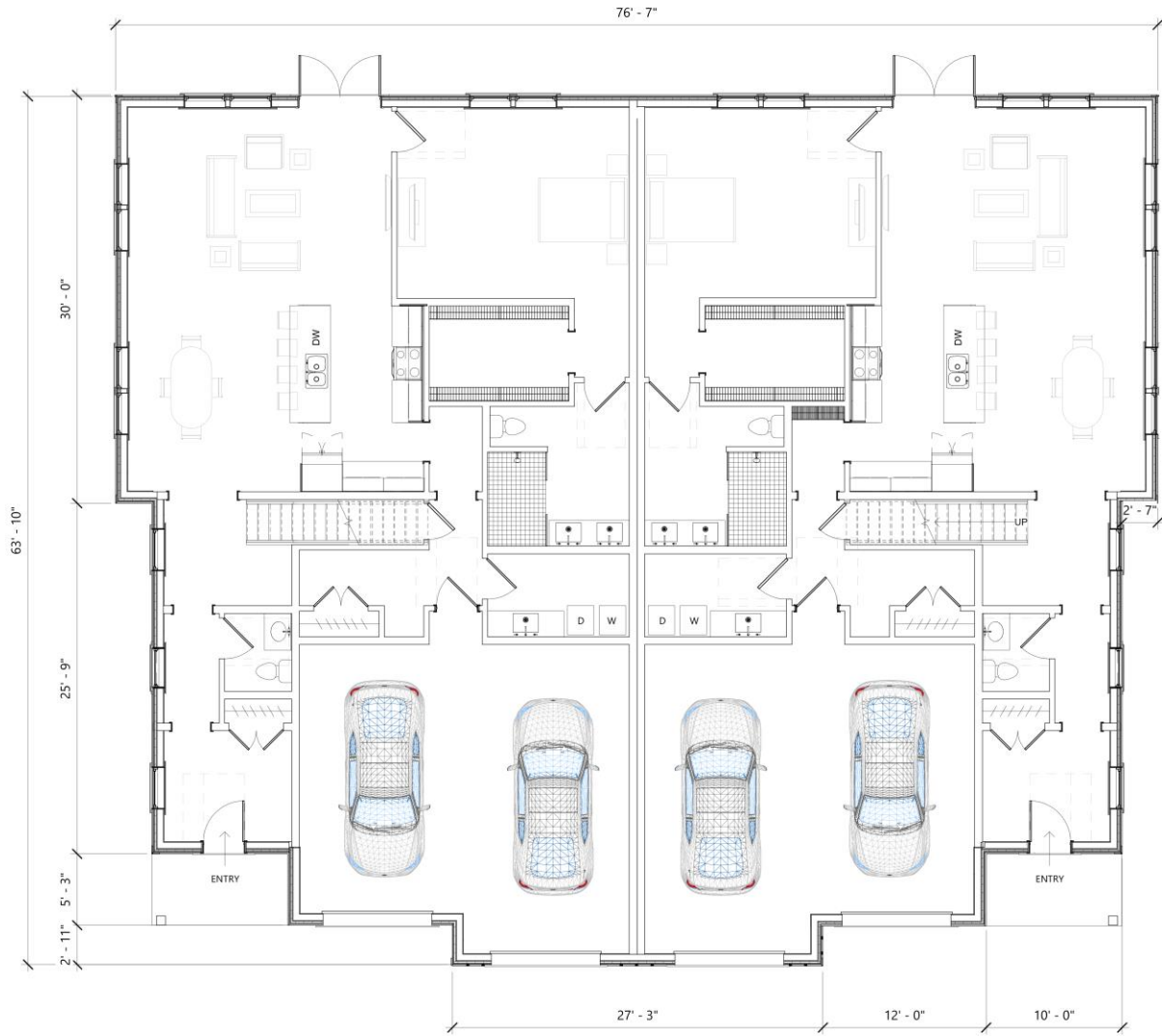


Duplex Elevations



Duplex Elevations



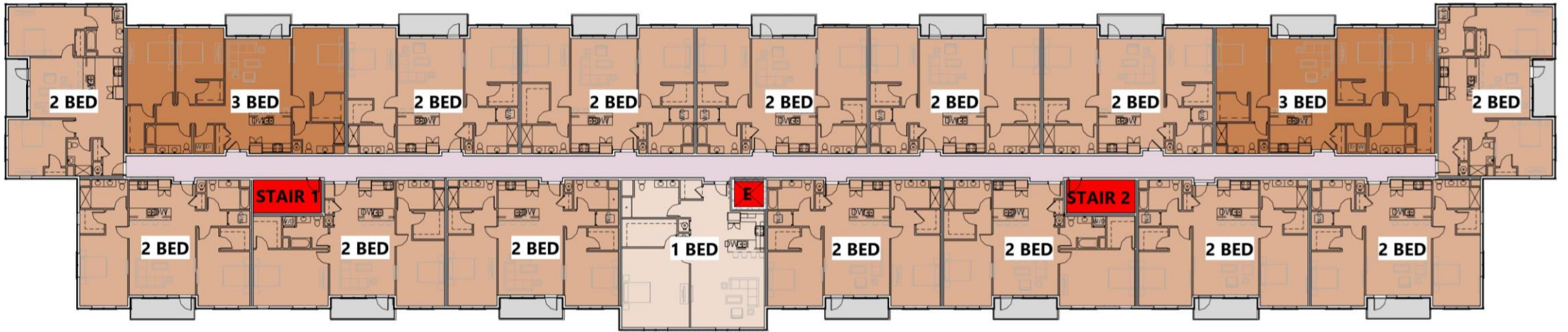


Duplex Floor Plans

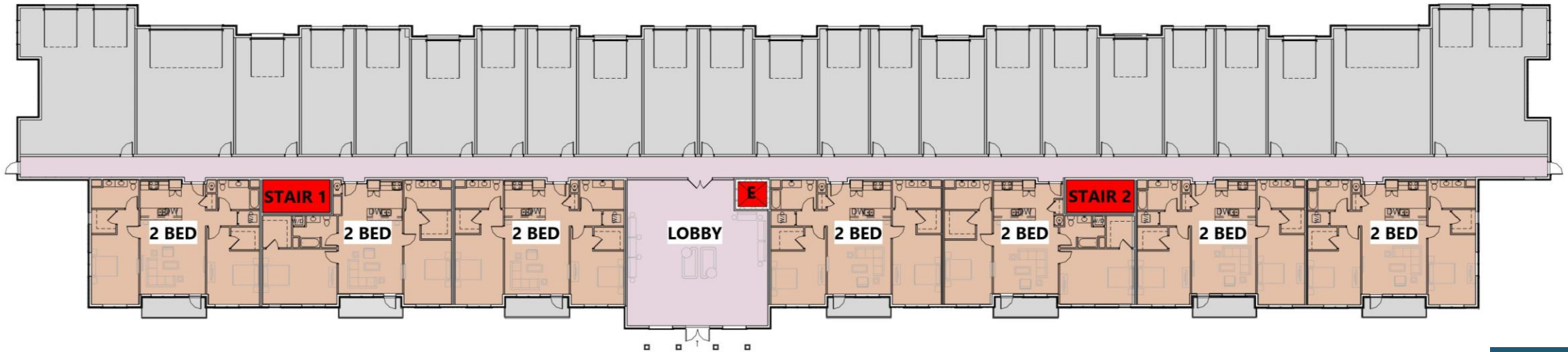




Apartment Rendering



TYPICAL SECOND & THIRD FLOOR PLAN



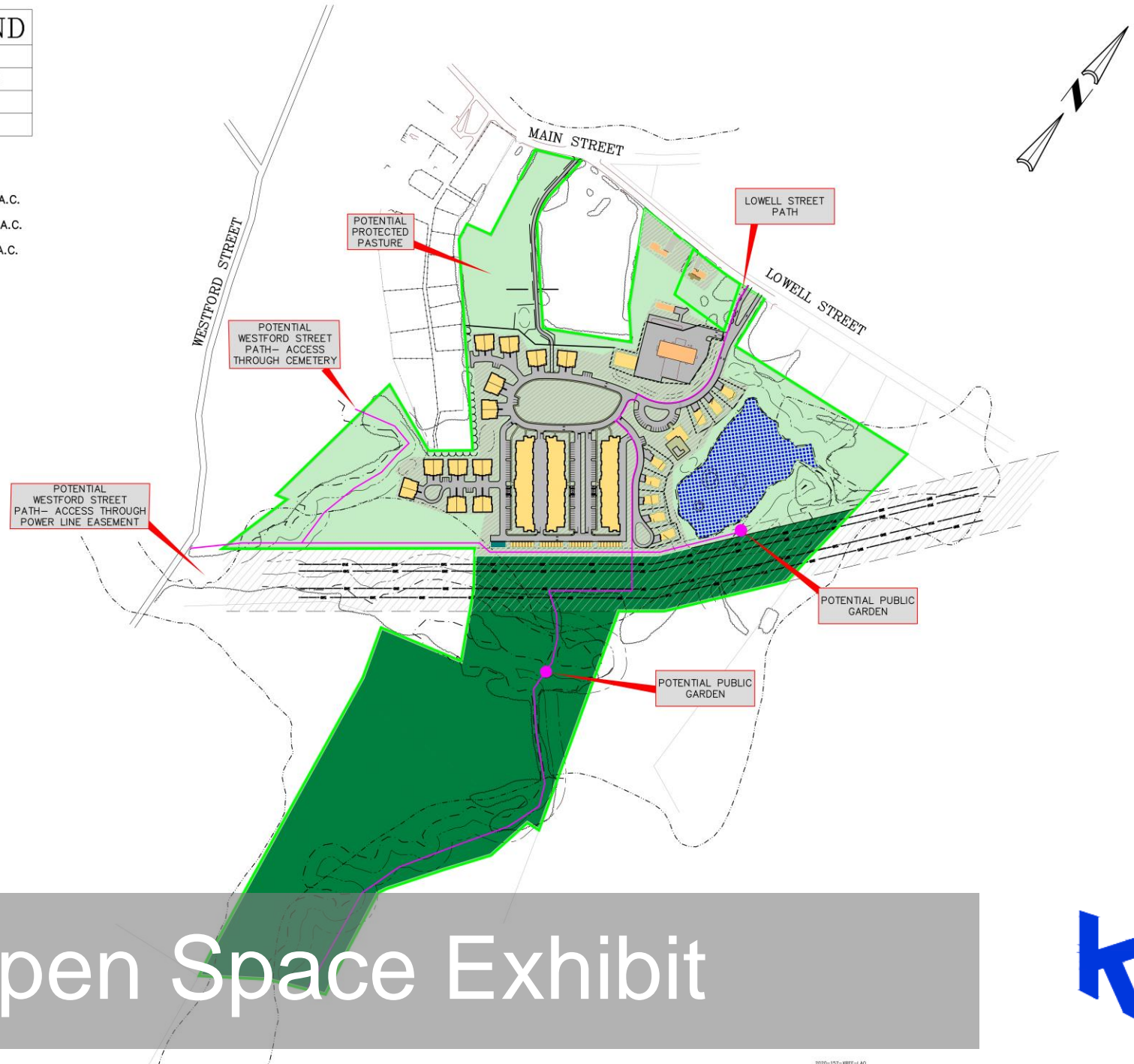
FIRST FLOOR PLAN

Apartment Floor Plans

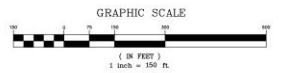
RESOURCE LEGEND

	PROJECT AREA
	PROJECT AREA OPEN SPACE
	PASSIVE OPEN SPACE
	ACTIVE OPEN SPACE

TOTAL LOT AREA= 77.3± A.C.
 TOTAL PROJECT AREA= 21.0± A.C.
 27.1% OF TOTAL LOT AREA
 TOTAL PROJECT AREA OPEN SPACE= 9.9± A.C.
 47.1% OF PROJECT AREA
 TOTAL PASSIVE OPEN SPACE AREA= 33.8± A.C.
 44.4% OF TOTAL LOT AREA
 TOTAL ACTIVE OPEN SPACE AREA= 22.5± A.C.
 29.9% OF TOTAL LOT AREA



Open Space Exhibit



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Q&A

Thank You!

41 Lowell Street Traffic Impact

- **Modest Trip Generation**. Based on approximately 150 residences, the proposed development is estimated to generate approximately 56 vehicle trips (18 entering and 38 exiting) during the weekday morning peak hour and 66 vehicle trips (40 entering and 26 exiting) during the weekday evening peak hour.
- **Adequate Roadway Capacity**. The proposed Site Driveway approach to Lowell Street will operate below capacity at Level of Service (LOS) “A” or better during the peak hours. Incremental traffic increases at the study intersections due to the proposed development result in inconsequential changes in intersection operations compared to No-Build conditions. Therefore, no additional roadway improvements are warranted to accommodate the project.
- **Below Average Crash Rate**. The study intersections exhibit below average crash rates based on historic crash data; safety countermeasures are therefore not warranted.
- **Adequate Sight Lines**. The available sight lines at the Site Driveway intersection with Lowell Street exceed American Association of State Highway and Transportation Officials (AASHTO) recommended sight line requirements.

-MDM Transportation Consultants, Inc.

Overview:

Chapter 40B Local Initiative Program (LIP)

- Step 1 - Local Initiative: The Town of Dunstable has outlined a 60-day process for local review and feedback. The desired end result of this process is a Town letter of support for the Project.
- Step 2 - State Review of Project Eligibility: If the Town decides to support the project, an application for a Project Eligibility Letter (PEL) is filed with the Massachusetts Executive Office of Housing and Livable Communities (EOHLC) to confirm that the Project is eligible to proceed under the Local Initiative Program (LIP).
- Step 3 - Local ZBA Project Review: Following receiving a PEL, the developer files an application with the Zoning Board of Appeals (ZBA) for a Comprehensive Permit approving the Project under all local bylaws. The ZBA has 180 days to review the project.
- Step 4 - State/Federal Review: Separate applications are required for all applicable state and federal permits (e.g., wetlands Order of Conditions).