

An architectural rendering of a residential development. The scene shows several modern, single-story houses with dark roofs and light-colored siding. A paved walkway or driveway curves through the center of the development, flanked by green lawns and young trees. The sky is a mix of blue and grey, suggesting an overcast day. The overall aesthetic is clean and contemporary.

Dresser Woods

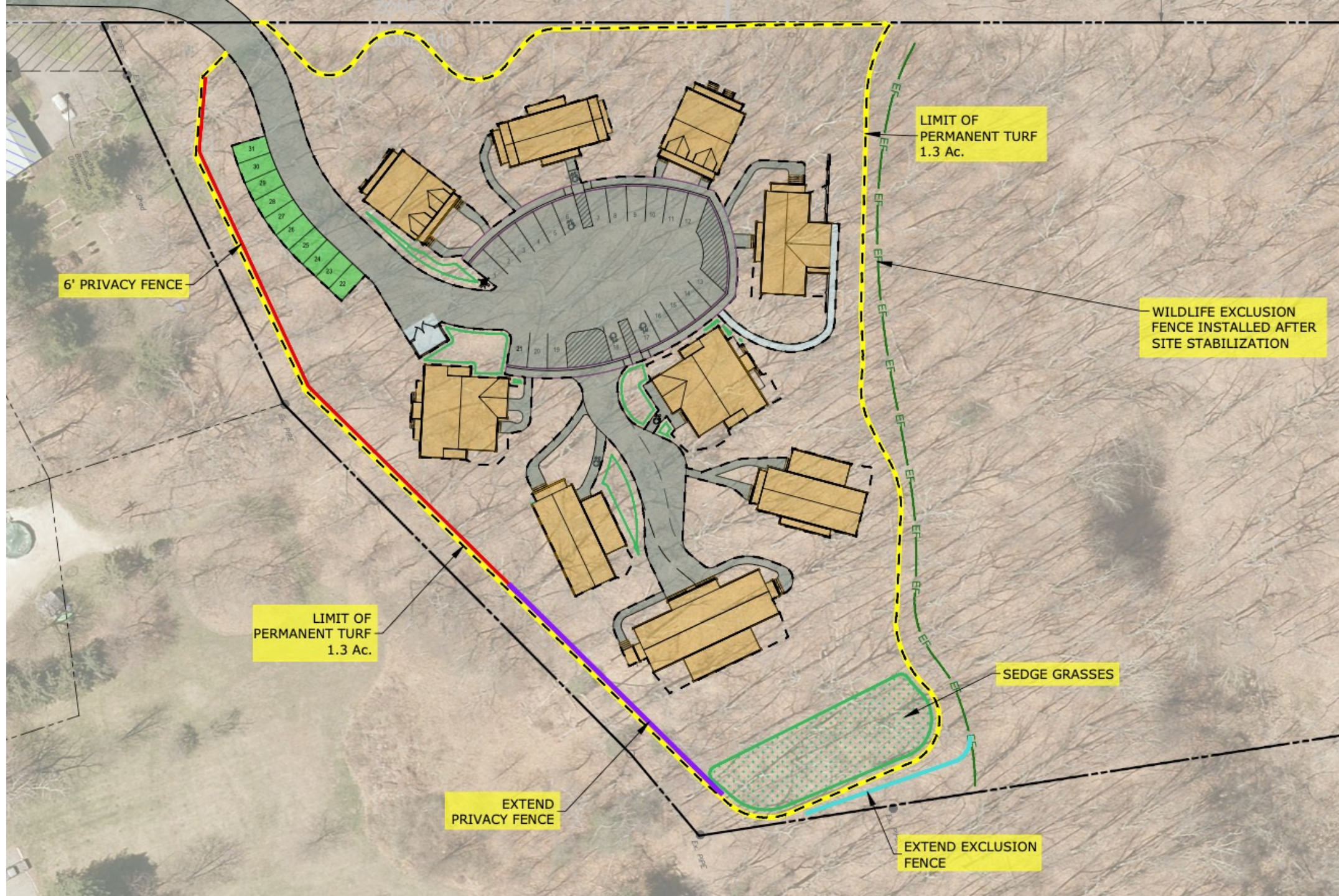
37 Railroad Street

Salisbury Planning & Zoning Commission
Continued Public Hearing
March 18, 2024

Amendments to address concerns:

- Extend/wrap wildlife exclusion fence
- Extend privacy fence
- Reduce lawn area and plant sedges





6' PRIVACY FENCE

LIMIT OF PERMANENT TURF 1.3 Ac.

WILDLIFE EXCLUSION FENCE INSTALLED AFTER SITE STABILIZATION

LIMIT OF PERMANENT TURF 1.3 Ac.

SEDE GRASSES

EXTEND PRIVACY FENCE

EXTEND EXCLUSION FENCE

Wildlife exclusion fence detail

TECHNICAL SPECIFICATION

AgTec

AGTEC HEAVY DUTY DRIVEWAY & PARKING GRID PAVERS

THE INTERLOCKING SOLUTION FOR TRUCK PARKING, REST AREAS & ACCESS ROUTES

SPECIFICATIONS	
Length	23 3/4"
Width	15 1/4"
Height	3 3/4"
Weight/piece	19.84 lbs
Coverage	2.58 ft ²
Quantity/pallet	135 pieces
Area/pallet	348 ft ²
Material	100% recycled plastic
Color	Gray

KEY FACTS	
High compressive strength	Flexible and resistant to cracking
Harmless to flora and fauna	Meet SLW60 loading category (vehicle up to 60 metric tonnes / 66 tons gross weight)
Within NIOSH manual handling guidelines	

Lightweight
Complies with HSE manual handling guidelines.

Permeable design
A rigid but open cellular design allows the grids to provide both exceptional support and water management.

Flexible
Polymer construction is semi-flexible and resistant to cracking unlike concrete.

Environmentally friendly
Manufactured from 100% recycled plastic.

Application options
Open cells can be filled with either gravel or soil and seed depending on your application.

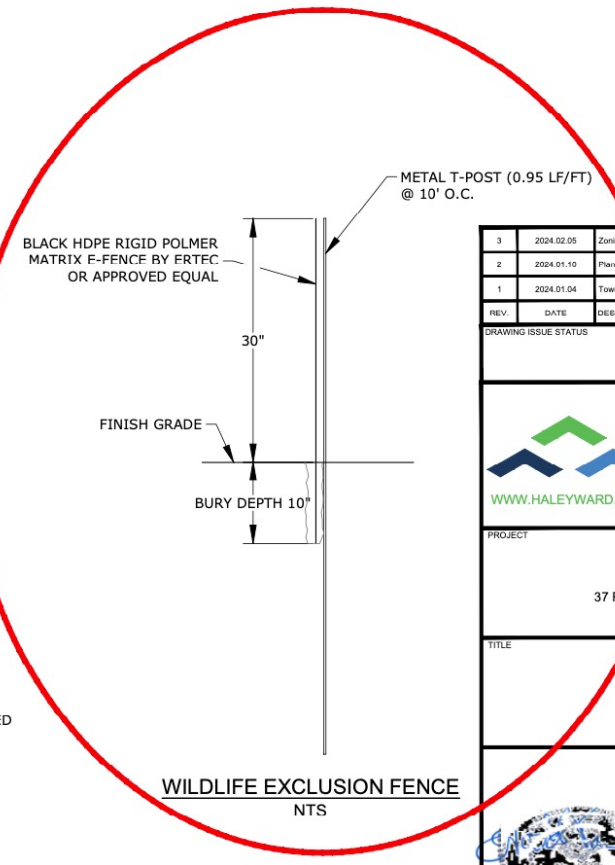
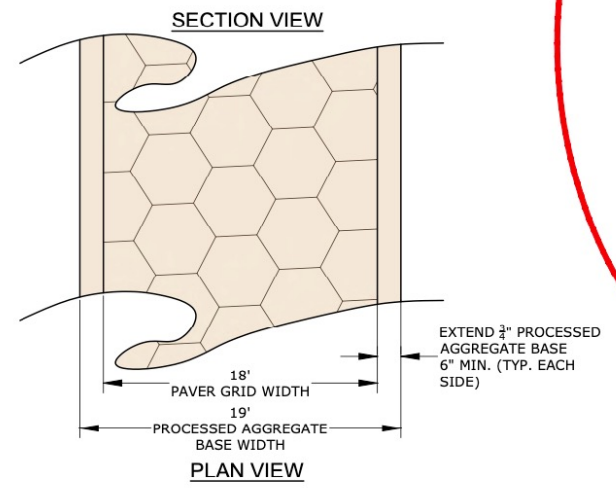
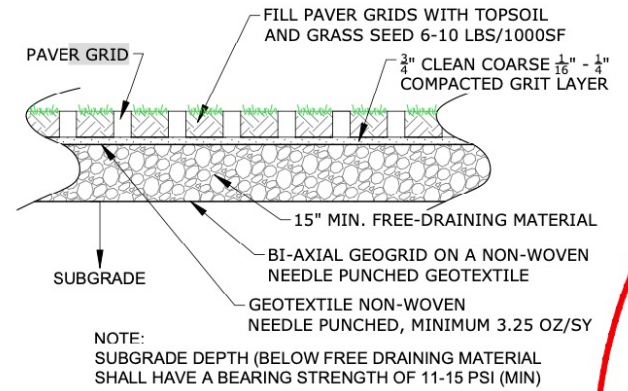
High load
Meets high SLW vehicle usage specifications, up to 60 metric tonnes GVW 1072.

Stable
Location fit connection improves stability once units are in position.

AgTec LLC
125 Mayo Road,
Hampden, Maine 04444

1-207-692-0700
sales@agtec.com
www.agtec.com

100% recycled
100% recyclable



REV.	DATE	DESCRIPTION	BY	CHK
3	2024.02.05	Zoning Commission Comments	JS	TAP
2	2024.01.10	Planning & Zoning Submission	JS	TAP
1	2024.01.04	Town Engineer Comments	JS	TAP

DRAWING ISSUE STATUS

PERMIT SET

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
www.haleyward.com
140 Willow Street
Winsted, Connecticut 06098
860.379.6669

PROJECT
DRESSER WOODS
37 RAILROAD STREET - SALISBURY, CT

TITLE
SITE DETAILS

DATE November 20, 2023	SCALE As Noted	
DRAWN BY JS	DESIGNED BY TAP	CHECKED BY TAP
PROJECT No. 4010271.23137		
DRAWING No. 09	REV. 3	

GRASS PAVER OVERFLOW PARKING
NTS

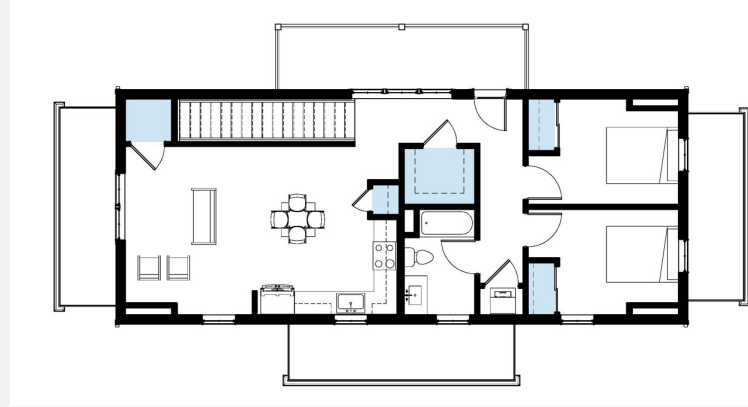
RESPONSES TO OTHER SITE PLAN RELATED QUESTIONS

- One-way loop road not feasible:
 - Too much impervious surface; not enough setback from wetlands
 - Proposed plan limits headlights, preserves more trees, creates sense of community
- Full basements would cost est. \$30K per building (\$270,000) and we would lose the trees we are trying to retain
 - Sufficient storage for each home

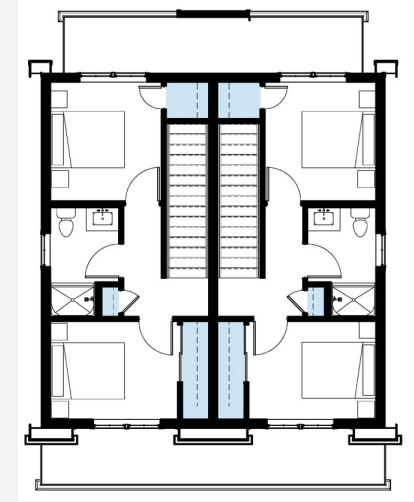


CLOSET LOCATIONS

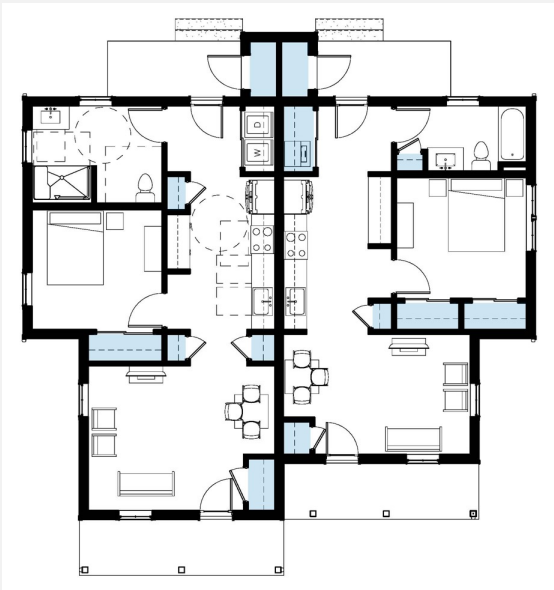
- Coat, bedroom, pantry, linen/utility
- Exterior storage closets for each unit



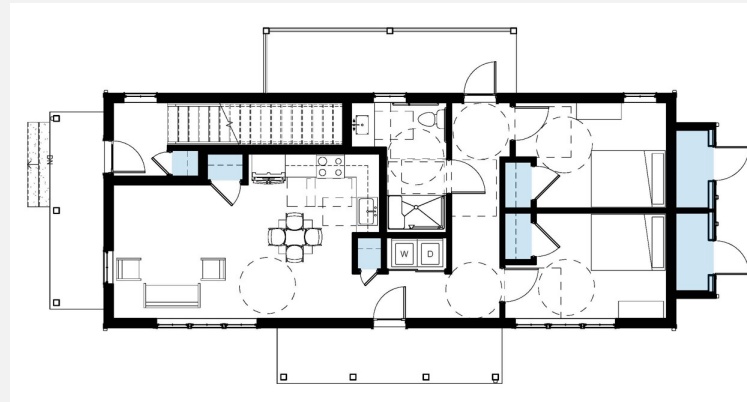
SECOND FLOOR



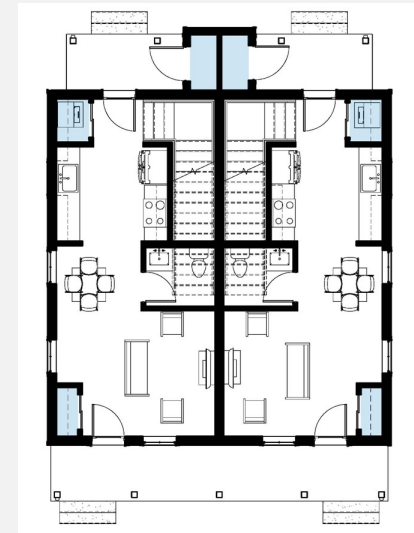
SECOND FLOOR



GROUND FLOOR

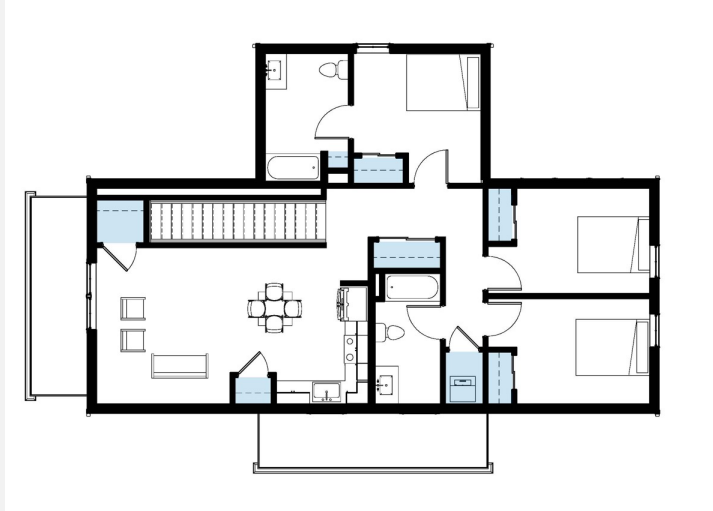


GROUND FLOOR

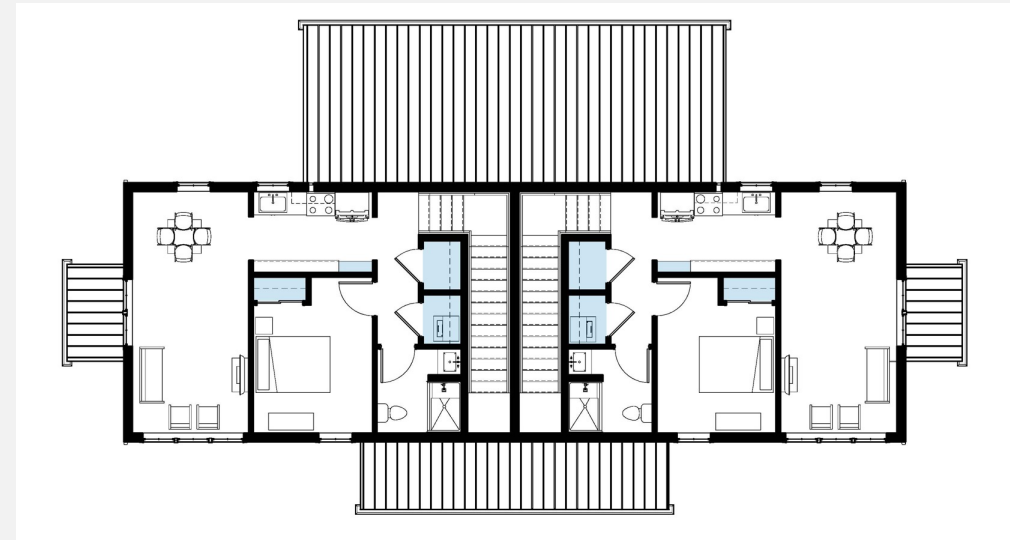


GROUND FLOOR

CLOSET LOCATIONS



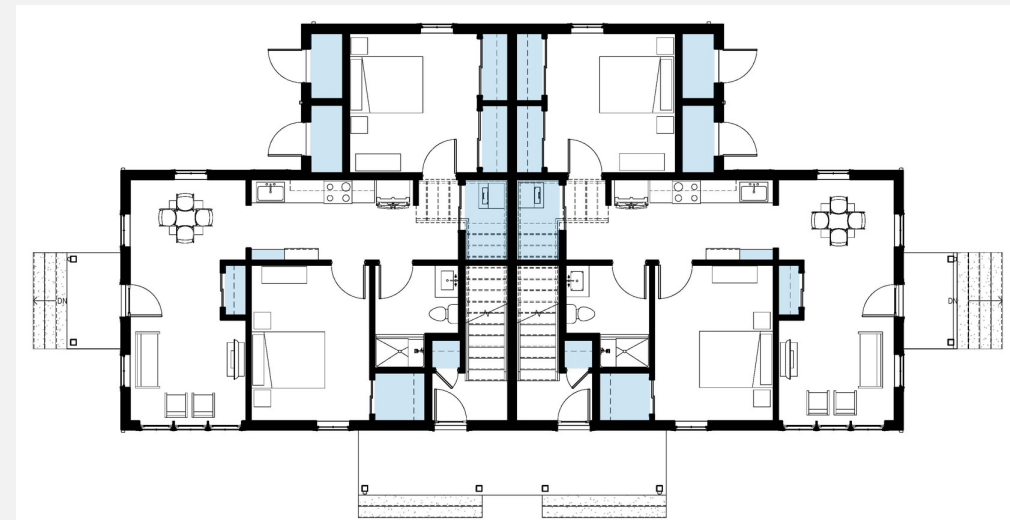
SECOND FLOOR



SECOND FLOOR



GROUND FLOOR



GROUND FLOOR

Density Calculation

- Density calculation worksheet shows we could propose up to 60 units on this parcel; we are proposing only 20 units.
- Wetlands and floodplains are removed from the “Net Building Site Area” as well as moderate and steep slopes.
- This is a similar density to Sarum Village (4 units/acre).
- The multi-family overlay zone was created to permit additional density in the areas served by public water and/or sewer.

DENSITY WORKSHEET			
Step One: Establish Existing Site Information			
<i>Based on a site survey, determine the existing acreage for each of the following.</i>			
Gross Site Area:			<u>5.317</u> acres
Roads and land within rights-of-way of existing roads, rights-of-way of utilities and easements of access and land with deed restrictions prohibiting building or development (“ROW land”):			<u>0</u> acres
Lakes, ponds and watercourses:			<u>0</u> acres
Wetlands:	All wetlands are within the flood plain		<u>0</u> acres
Floodplains:			<u>1.118</u> acres
Moderate slopes (15% to 25%):			<u>0.403</u> acres
Steep slopes (25% or greater):			<u>0.193</u> acres
Step Two: Calculate the “Base Site Area”			
<u>5.317</u>	-	<u>0</u>	= <u>5.317</u>
Gross Site Area (acres)		ROW land (acres)	= Base Site Area (acres)
Step Three: Calculate the “Total Land in Resource”			
Lakes, ponds and watercourses (acres)	x	1.0	= <u>0</u> acres
Wetlands (acres)	x	1.0	= <u>0</u> acres
Floodplains (acres)	x	1.0	= <u>1.118</u> acres
Moderate slopes (15% to 25%)	x	0.5	= <u>0.202</u> acres
Steep slopes (25% or greater)	x	1.0	= <u>0.193</u> acres
Total Land in Resource (sum of the above)			= <u>1.513</u> acres
Step Four: Determine Net Building Site Area			
<u>5.317</u>	-	<u>1.513</u>	= <u>3.804</u>
Total Base Site Area (acres)		Total Land in Resource (acres)	= Equals Net Building Site Area (acres)
Step Five: Determine Number of Dwellings			
<u>3.804</u>	x	<u>4</u>	x
Net Building Site Area	x	Maximum Density Factor	x
			= <u>60</u>
		Density Bonus Factor	= Number of Dwellings (round off)
Density Factors:			
District	Maximum Density Factor		
MFH	4		
Development Provision		Density Bonus Factor	
Provision of Affordable Housing		4	

TRAFFIC STUDY RESPONSES

Scott Hesketh, P.E.
Manager of Transportation
Engineering
FA Hesketh & Associates



Did traffic study consider impact of Sarum Village III, Grove Street school, and Pope property?

- The proposed developments are relatively small:
 - Grove Street is 2 units
 - Sarum Village is 10 new units
- Our office has overestimated the background traffic volumes and the site generated traffic for our development, we have also included a 1% per year growth rate for the background traffic to account for other developments.
- We believe that these adjustments and assumptions more than account for the aforementioned developments.
- The Pope property development has not yet been officially proposed to a town meeting or any town land use commission- current plans are conceptual only.
- Purpose of a Traffic study is not - will there be more cars on the road- but can the roads accommodate the increased number of cars and maintain the current level of service.

PROTECTING UNDEVELOPED PART OF DRESSER WOODS SITE

SHC is willing to permanently protect the remaining undeveloped part of the property from future development through a deed restriction or conservation easement.

