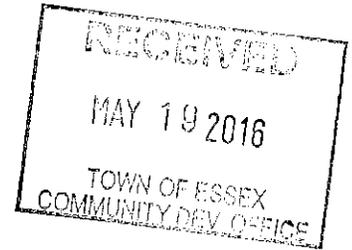




# O'Leary-Burke Civil Associates, PLC

CIVIL ENGINEERING | REGULATORY AND PERMIT PREPARATION | LAND SURVEYING | CONSTRUCTION SERVICES | LAND USE PLANNING

May 16, 2016



Dana Hanley  
Community Development Director  
Town of Essex  
81 Main Street  
Essex, VT

RE: Master Plan & Site Plan Approval of Town Center Building O

Dear Dana:

I am writing on behalf of Rick Bove to submit an application to amend the previous Site Plan approval and Master Plan approval for Building "O" within the Essex Town Center development. Building "O" was previously approved as a two-story building with a footprint of 10,000 sf. The first floor was to contain a dental office and general office space, while the second floor would have nine (9) 1-bedroom apartments and one (1) 2-bedroom apartment. The current proposal is for Building "O" to be a three-story building with a footprint of 10,000 sf. The first floor would still contain a dental office and general office space. The second and third floors would each have eight (8) 1-bedroom units and two (2) two-bedroom units for a total of 20 residential units.

### Roadways, Parking and Infrastructure

The roadways, parking and infrastructure is the same as what was previously approved for Building "O"

### Stormwater

The total impervious area for the project will be unchanged.

### Traffic

As a result of the additional residential units, there will be a slight increase in trip generation. The project is expected to generate PM peak trips according to the following mix of uses from the ITE Traffic Generation Manual:

|                            | Total | AM | PM        |
|----------------------------|-------|----|-----------|
| Dentist Office             | 178   | 11 | 21        |
| General Office             | 29    | 4  | 4         |
| Apartments (Original 10)   | 67    | 5  | 6         |
| Apartments (Additional 10) | 67    | 5  | 6         |
| <b>Total PM Peak Trips</b> |       |    | <b>37</b> |

As with previous approvals, the new buildings proposed will be required to contribute an impact fee for future improvements on Essex Way and VT Route 15. The impact fee is calculated to be \$277.00 per P.M. peak trip. Therefore the traffic impact fee for the additional residential units in Building "O" will be  $(\$277.00 \times 6) = \mathbf{\$1,662.00}$ .

**Water and Sewer**

Building "O" is still connecting to both municipal water and sewer as previously approved. As a result of the increase in residential units the additional water usage has been estimated according to the Town Ordinances as follows:

Apartments:

10 @ 140 gpd/unit

1,400 gpd

The applicant will pay the required water and wastewater allocation fees based on the estimated usage prior to connecting to the municipal water and wastewater systems. The fees have been estimated as follows:

Water:  $(1,400 \text{ gpd} \times \$5.73 = \$8,022.00$

Sewer  $(1,400 \text{ gpd} \times \$10.30/\text{gpd}) = \$14,420.00$

Enclosed please find the following materials for your review:

1. Application for Site Plan and Master Plan review signed by the applicant;
2. List of property abutters with mailing labels;
3. 3 full-size sets of project plans;
4. 6 reduced-size sets of project plans;
5. Application fee of \$438.44;  
(Site Plan Amend. = \$200.00, Other - M.P. Amend. = \$125.00, Recording Fee = \$10.00,  
Abutters Fee = \$103.44 (16 X \$6.465))

If you have any questions or require any additional information please do not hesitate to call.

Sincerely,



Graham Tidman

Sent to Paul Okem  
Rick bore  
5/23/16

**Jennifer Booker**

---

**From:** Essex Fire Chief <ccole183@comcast.net>  
**Sent:** Monday, May 23, 2016 1:35 PM  
**To:** Jennifer Booker  
**Subject:** Re: Essex Town Center- Building "O" amendment application

Jennifer,

The Fire Department is requesting additional information as to overall height of the tallest portions of the proposed building and exactly what items will be going on the roof. The drawings appear to have raised structures that extend above the main roof line, however there is no detail as to what they are or what will be in them. This additional information is not intended to delay this application, but to clarify what equipment will be there so as to ensure occupant safety.

The Fire Department is requesting that this building install stand pipes for fire department connections in all stair towers which will have a separate FDC connection on the exterior of the building adjacent to the sprinkler connection. Both connections shall be 5" Storz and if located above 30" from grade, they shall have an angled connection, and be clear of all plantings.

The fire alarm system shall be fully addressable and any elevator shall be of a size sufficient to accommodate a Stryker MX Pro 3 stretcher and at least 2 personnel.

Thank you

Charlie

Charles J. Cole, Fire Chief  
Essex Fire Department  
81 Main St.  
Essex Jct., VT 05452

(802) 578-5302 - Cell  
(802) 229-7170 - Daytime Direct

---

**From:** "Jennifer Booker" <JBooker@ESSEX.ORG>  
**To:** "Charlie Cole" <ccole183@comcast.net>  
**Sent:** Monday, May 23, 2016 8:27:50 AM  
**Subject:** FW: Essex Town Center- Building "O" amendment application

Here is a new application for June 23<sup>rd</sup> Planning Commission Meeting, please have comments back by Friday June 3<sup>rd</sup>.  
Thanks,

Jenn Booker  
Community Development Secretary  
81 Main Street. Essex Junction VT 05452  
802-878-1343  
[Jbooker@essex.org](mailto:Jbooker@essex.org)

**Jennifer Booker**

---

Sent 5/27/16  
P-Oleary Rick/Be

**From:** Judy DeNova <jdenova@ccsuvt.org>  
**Sent:** Thursday, May 26, 2016 4:24 PM  
**To:** Jennifer Booker  
**Cc:** mandrews@etsd.org; Gregory Duggan  
**Subject:** Re: 7 Carmichael Street Building O

Thanks for sharing this information Jenn. I don't anticipate 2 two bedroom apartments to have a big impact on school enrollment.

Regards,  
J

\*\*\*\*  
Judith DeNova  
Superintendent  
Chittenden Central SU

"Although social change cannot come overnight, we must always work as though it were a possibility in the morning."  
- Rev. Dr. Martin Luther King, Jr.

On Thu, May 26, 2016 at 3:51 PM, Jennifer Booker <[JBooker@essex.org](mailto:JBooker@essex.org)> wrote:

Please send your comments back by June 3<sup>rd</sup>, the project calls for 20 residential units (16 one-bedroom, 4 two-bedroom). Please see attachments.

Thanks,

Jenn Booker

Community Development Secretary

81 Main Street. Essex Junction VT 05452

802-878-1343

[Jbooker@essex.org](mailto:Jbooker@essex.org)

Sent Polemy  
Rick on  
6/3/16

**Jennifer Booker**

---

**From:** Brad Larose  
**Sent:** Friday, June 03, 2016 1:10 PM  
**To:** Jennifer Booker  
**Subject:** 7 Carmichael St - Building O

Jen -

The only question from the police department is regarding parking. Will the approved plan accommodate the additional parking demand?

Thanks

***Chief Bradley J. LaRose  
Essex Police Department  
145 Maple Street  
Essex Junction, Vermont 05452  
[blarose@essex.org](mailto:blarose@essex.org)  
(802) 857-0093 direct***

Sent Paul  
Rick  
6/9/16

# Memorandum

TO: Dana Farley, Community Development Director  
Greg Duggan, Town Planner  
Sharon Kelley, Zoning Administrator  
FROM: Aaron Martin, P.E, Utilities Director/Town Engineer  
DATE: June 09, 2016  
SUBJECT: Town Center Building "O", Master Plan and  
Site Plan Approval

*AKM*

Public Works has reviewed the information provided regarding the above referenced project and offers the following comments. It is understood that the only change to the previously approved project is an additional floor for a total of three floors

### Transportation / Parking

Public Works agrees with the traffic analysis provided by the applicant's engineer. The additional PM peak trips generated by the addition of a third floor will be six. The calculated impact fee will be \$1,662.00.

The applicant's engineer has noted that there will be no changes to the parking and will remain as previously proposed. With the addition of 10 additional apartments, there is sure to be an increase in parking spaces required. The applicants engineer should verify whether there are a sufficient number of parking spaces.

### Water and Sewer

The Town of Essex calculates the additional water and sewer allocation required for the additional floor proposed for building "O" to be as follows;

Third Floor residential      10 Apartments X 100 GPD per Apartment = 1,000 GPD

The applicant will be required to purchase **1,000 GPD** of both water and sewer allocation. The amounts are as follows;

Water: (1,000 GPD X \$5.73 per GPD) + \$0 = \$ 5,730.00

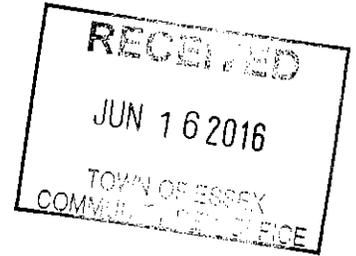
Sewer: (1,000 GPD X \$10.30 per GPD) + \$0 = \$10,300.00

Total = \$16,300.00

### Storm water

The applicants engineer as noted that there will be no net change in impervious area caused by the proposed change, Public Works has no further comment.

# Memorandum



TO: Dana Farley, Community Development Director  
Greg Duggan, Town Planner  
Sharon Kelley, Zoning Administrator

FROM: Dennis Lutz, P.E., Public Works Director  
Aaron Martin, P.E, Utilities Director/Town Engineer

DATE: June 15, 2016

SUBJECT: Town Center Building "O", Master Plan and  
Site Plan Approval

Handwritten signature and initials in black ink, appearing to be "D.L." and "A.M." with a circular flourish around the initials.

Public Works has reviewed the information provided regarding the above referenced project and offers the following comments. It is understood that the only change to the previously approved project is an additional floor for a total of three floors

## Transportation / Parking

Public Works agrees with the traffic analysis provided by the applicant's engineer. The additional PM peak trips generated by the addition of a third floor will be six. The calculated impact fee will be \$1,662.00.

The applicant's engineer has noted that there will be no changes to the parking and will remain as previously proposed. With the addition of 10 additional apartments, there is sure to be an increase in parking spaces required. The applicants engineer should verify whether there are a sufficient number of parking spaces.

Public Works has been made aware that the applicant will not be constructing Buildings G and H in the near term due to funding issues. Back in February of 2015, Public Works reviewed the applicants submittal for Buildings G,H, and X. Public Works was quite clear that the interconnection between Carmichael Street must be completed. The following is an excerpt from the May 20, 2015 review from this office.

### *Sheet 4: (Plan & Profile Carmichael Street 16+55 to 22+10)*

- 2. Public Works recommends that a 5-Foot wide bituminous concrete temporary walk be installed along the north side of Carmichael Street between Sta. 19+25 to 22+10. This walk should extend from the terminus of the existing sidewalk on the Town Meadow side of Carmichael Street to the proposed pedestrian ramps at the northeast corner of the Carmichael Street / Commonwealth Avenue intersection. One response indicated gravel; a later response indicated temporary pavement. Temporary pavement should be the selected surface material.*

3. Public Works was of the understanding that the subbase of the entire width of road would be constructed between Sta. 19+25 to 22+10 on Carmichael Street. The new underdrain for this road belongs at the future location of the face of curb, not in the road. Public Works will not accept the underdrain along the temporary portion of Carmichael Street as it is currently designed. Furthermore, Public Works agrees with only paving a 28-foot width of base course pavement between along this section of Carmichael Street but will require full depth / width road construction. The additional street parking, curbing, and walks can be installed during later phases of work. OK
4. *An 18-Inch wide gravel shoulder shall be placed on either side of the temporary section of Carmichael Street. OK*

Public Works agrees with the concerns expressed by the Town of Essex Fire Department regarding the addition of more residential construction within the Town Center, and the possible impacts to pedestrian, vehicular, and emergency vehicles throughout the Town Center area. Public Works is of the opinion that completing the connection of Carmichael Street, and extending Commonwealth Avenue to Carmichael Street will properly address these concerns. Completion of this infrastructure should be made a condition of any site plan approval for Building O.

#### Water and Sewer

Public Works has reviewed this project twice before April 24, 2016 and on May 19, 2015. As part of the last review, Public Works reiterated its concerns regarding the system pressure in the Town Center area. This application is proposing an additional floor on the previously approved project for a total of three floors. In order to ensure that the existing water system within the Town Center area can maintain adequate service to the future proposed projects (Building O and X), and existing water customers, Public Works will require the applicant to interconnect the existing water infrastructure on Commonwealth Avenue and both sides of Carmichael Street. Public Works is of the opinion that any approval for Building O also be conditioned to require this water system be completed.

The Town of Essex calculates the additional water and sewer allocation required for the additional floor proposed for building "O" to be as follows;

Third Floor residential            10 Apartments X 100 GPD per Apartment = 1,000 GPD

The applicant will be required to purchase **1,000 GPD** of both water and sewer allocation. The amounts are as follows;

Water: (1,000 GPD X \$5.73 per GPD) + \$0 = \$ 5,730.00

Sewer: (1,000 GPD X \$10.30 per GPD) + \$0 = \$10,300.00

Total = \$16,300.00

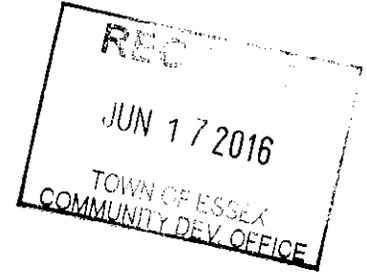
Storm water

The applicants engineer as noted that there will be no net change in impervious area caused by the proposed change, Public Works has no further comment.

## Gregory Duggan

---

**From:** Paul O'Leary <poleary@olearyburke.com>  
**Sent:** Friday, June 17, 2016 8:49 AM  
**To:** Gregory Duggan  
**Subject:** RE: Items for Building O  
**Attachments:** 20160617074745.pdf



Hi Greg –

We will have answers for you this morning. It looks like we are adding 60 parking spaces (including 4 handicap spaces) – see attached. No change in the lighting plan, we will be forwarding a revised landscaping plan and shared parking calculations..

Paul

---

**From:** Gregory Duggan [<mailto:gduggan@ESSEX.ORG>]  
**Sent:** Thursday, June 16, 2016 5:12 PM  
**To:** Graham Tidman; Paul O'Leary  
**Cc:** [rickbove@comcast.net](mailto:rickbove@comcast.net)  
**Subject:** RE: Items for Building O

Graham,

Any response on the items below? I'm trying to get my staff report out tomorrow so we can keep the hearing on June 23.

Thanks,  
Greg

Greg Duggan, Planner  
Town of Essex, 81 Main St.  
Essex Junction, VT 05452  
802-878-1343  
[gduggan@essex.org](mailto:gduggan@essex.org)

---

**From:** Gregory Duggan  
**Sent:** Tuesday, June 07, 2016 5:15 PM  
**To:** Graham Tidman ([gtidman@olearyburke.com](mailto:gtidman@olearyburke.com)); Paul O'Leary ([poleary@olearyburke.com](mailto:poleary@olearyburke.com))  
**Cc:** [rickbove@comcast.net](mailto:rickbove@comcast.net)  
**Subject:** Items for Building O

Graham,

Here are a few areas where I'm seeking more information or clarification:

- Landscaping does not appear to have changed since the previous approval for Building O. In approving that plan, the PC asked for a "landscaping plan with more mature plantings along the bank at the south side of the parcel." Please add those plantings to the landscaping plan.
- Also re: landscaping, it looks like there are trees in the snow removal area.

- Parking for a standalone Building O would require 74 spaces (33 for the dentist office, 11 for general office, 34 for apartments). Because of shared parking for the entire area this may not be an issue, but please comment on shared parking requirements for the entire site.
- Also re: parking, the site plan says 64 new spaces will be added, but I'm only counting 45 spaces on the site plan. Please clarify.
- Lighting does not appear to have changed from the previous approval, but please confirm; i.e. are any lights being mounted higher because of third story?

I'm still waiting for comments from Public Works, but you'll have those soon.

FYI, I met with Tyler and John from Scott & Partners today to go over design, and expect revised plans next week.

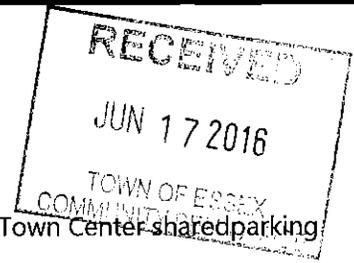
Best,  
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Greg Duggan, Planner  
Town of Essex, 81 Main St.  
Essex Junction, VT 05452  
802-878-1343  
[gduggan@essex.org](mailto:gduggan@essex.org)

## Gregory Duggan

---

**From:** Graham Tidman <gtidman@olearyburke.com>  
**Sent:** Friday, June 17, 2016 9:51 AM  
**To:** Gregory Duggan  
**Cc:** Paul O'Leary  
**Subject:** RE: Items for Building O  
**Attachments:** Essex Town Center sharedparking 6-6-16 (1).pdf; Essex Town Center sharedparking 6-6-16 (2).pdf; 12. Landscaping Plan - Bldg O.pdf



Good Morning Greg,

We ran a new shared parking calculation to evaluate the available parking and parking required for the existing town center buildings as well as buildings X and O. Attached are PDFs of the shared parking study. We found that the busiest month of the year will be December at which time 348 spaces will be required. We are currently showing 354 available spaces after buildings X and O are constructed.

Also attached is a revised landscaping plan showing the additional plantings along the south side of the parcel. The snow removal area has also been removed from the building O site plan and will no longer conflict with the landscaping there. Please let me know if you need any other information.

Thanks,

**Graham Tidman**  
O'Leary-Burke Civil Associates, PLC  
13 Corporate Drive  
Essex Junction, VT 05452  
email: [gtidman@olearyburke.com](mailto:gtidman@olearyburke.com)  
phone: (802) 878-9990 | fax: (802) 878-9989

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Greg Duggan, Planner  
Town of Essex, 81 Main St.  
Essex Junction, VT 05452  
802-878-1343  
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Greg

Greg Duggan, Planner  
Town of Essex, 81 Main St.  
Essex Junction, VT 05452  
802-878-1343  
[gduggan@essex.org](mailto:gduggan@essex.org)

Shared Parking Calculations  
Essex Town Center  
Homestead Design, Inc.

Date: 6-6-16  
Project # 006  
By: GRT

| Use of Bldg. Floor Area (sq. ft.) | Which Building | Building I | Building M | Building N | Building O | Building L | Building X | NBT BANK | Total |
|-----------------------------------|----------------|------------|------------|------------|------------|------------|------------|----------|-------|
| Residential (Apts.)               | 44             | 3          | 0          | 2          | 0          | 0          | 4          | 0        | 73    |
| Retail                            | 14431          | 0          | 0          | 0          | 0          | 4754       | 1000       | 0        | 20185 |
| Drive-In Bank                     | 0              | 0          | 2400       | 0          | 0          | 0          | 0          | 3873     | 6273  |
| Movie Theatre                     | 0              | 0          | 0          | 0          | 0          | 0          | 0          | 0        | 0     |
| General Office                    | 0              | 11945      | 0          | 3777       | 2550       | 0          | 1500       | 0        | 19772 |
| Medical Office                    | 3673           | 0          | 0          | 0          | 6446       | 0          | 0          | 0        | 6446  |
| Restaurant                        | 18104          | 0          | 0          | 2539       | 0          | 1528       | 1700       | 0        | 9490  |
| <b>TOTAL</b>                      |                | 11945      | 2400       | 6396       | 8996       | 6292       | 4200       | 3873     | 58263 |

- \* Spaces based on 55 apts. at 1.25 spaces per apt.
- \* Required spaces based on 250 sf per space
- \* Required spaces based on 250 sf per space
- \* Required spaces based on 250 sf per space
- \* Required spaces based on 200 sf per space
- \* Required spaces based on 100 sf per space
- \*\*\* Required spaces based on Town of Essex Zoning Regulations

| Use of Bldg. Floor Area (sq. ft.) | Peak Parking Spaces Required |
|-----------------------------------|------------------------------|
| Residential (Apts.)               | 81                           |
| Retail-Shopping Ctr               | 25                           |
| Drive-In Bank                     | 0                            |
| Movie Theatre                     | 0                            |
| General Office                    | 79                           |
| Medical Office                    | 33                           |
| Restaurant                        | 101                          |
| <b>Total</b>                      | 410                          |

Hourly Accumulation Adjustment of Peak Parking Requirements

| Business Hours | % of Peak Spaces Required (Apts.) | Calculated Spaces Required (Apts.) | % of Peak Spaces Required (Retail) | Calculated Spaces Required (Retail) | % of Peak Spaces Required (Movie/ Theatre) | Calculated Spaces Required (Movie/ Theatre) | % of Peak Spaces Required (Office) | Calculated Spaces Required (Office) | % of Peak Spaces Required (Restaurant) | Calculated Spaces Required (Restaurant) | Total Parking Spaces Required |
|----------------|-----------------------------------|------------------------------------|------------------------------------|-------------------------------------|--|---|------------------------------------|-------------------------------------|--|---|-------------------------------|
| 6:00 a.m.      | 100                               | 91                                 | 0                                  | 0                                   | 0  | 0   | 3                                  | 3                                   | 0                                      | 0                                       | 94                            |
| 7:00 a.m.      | 95                                | 86                                 | 8                                  | 8                                   | 0  | 0   | 20                                 | 22                                  | 2                                      | 2                                       | 118                           |
| 8:00 a.m.      | 90                                | 82                                 | 18                                 | 19                                  | 0  | 0   | 63                                 | 71                                  | 5                                      | 5                                       | 177                           |
| 9:00 a.m.      | 87                                | 79                                 | 42                                 | 45                                  | 0  | 0   | 83                                 | 104                                 | 10                                     | 10                                      | 238                           |
| 10:00 a.m.     | 85                                | 77                                 | 68                                 | 72                                  | 0  | 0   | 100                                | 112                                 | 20                                     | 20                                      | 281                           |
| 11:00 a.m.     | 85                                | 77                                 | 87                                 | 92                                  | 0  | 0   | 100                                | 112                                 | 30                                     | 30                                      | 311                           |
| 12:00 noon     | 85                                | 77                                 | 97                                 | 103                                 | 10   | 332   | 90                                 | 101                                 | 50                                     | 51                                      | 332                           |
| 1:00 p.m.      | 85                                | 77                                 | 100                                | 106                                 | 20   | 71  | 101                                | 70                                  | 70                                     | 71                                      | 355                           |
| 2:00 p.m.      | 85                                | 77                                 | 97                                 | 103                                 | 30   | 87  | 109                                | 60                                  | 61                                     | 61                                      | 350                           |
| 3:00 p.m.      | 85                                | 77                                 | 95                                 | 101                                 | 30   | 87  | 109                                | 60                                  | 61                                     | 61                                      | 343                           |
| 4:00 p.m.      | 87                                | 79                                 | 87                                 | 92                                  | 30   | 77  | 86                                 | 50                                  | 51                                     | 51                                      | 308                           |
| 5:00 p.m.      | 90                                | 82                                 | 79                                 | 84                                  | 30   | 47  | 53                                 | 70                                  | 71                                     | 71                                      | 290                           |
| 6:00 p.m.      | 92                                | 84                                 | 82                                 | 87                                  | 80   | 26  | 26                                 | 80                                  | 81                                     | 81                                      | 288                           |
| 7:00 p.m.      | 94                                | 86                                 | 89                                 | 94                                  | 80   | 7   | 8                                  | 100                                 | 101                                    | 101                                     | 289                           |
| 8:00 p.m.      | 96                                | 87                                 | 87                                 | 92                                  | 100  | 7   | 7                                  | 100                                 | 101                                    | 101                                     | 288                           |
| 9:00 p.m.      | 98                                | 89                                 | 61                                 | 65                                  | 100  | 3   | 3                                  | 100                                 | 101                                    | 101                                     | 258                           |
| 10:00 p.m.     | 98                                | 90                                 | 32                                 | 34                                  | 100  | 3   | 3                                  | 100                                 | 91                                     | 91                                      | 218                           |
| 11:00 p.m.     | 100                               | 91                                 | 13                                 | 14                                  | 80   | 0   | 0                                  | 70                                  | 71                                     | 71                                      | 176                           |
| 12:00 mid.     | 100                               | 91                                 | 0                                  | 0                                   | 70   | 0   | 0                                  | 50                                  | 51                                     | 51                                      | 142                           |

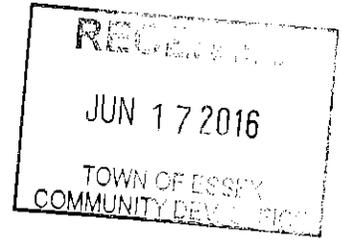


**Shared Parking Calculations  
Essex Town Center  
Homestead Design, Inc.**

Date: 6-6-16  
Project # 008  
By: GRT

**Monthly Adjustment, December**

| Business Hours | Spaces Required (Apts.) | Adjusted Spaces Required (Apts.) | Spaces Required (Retail) | Adjusted Spaces Required (Retail) | Spaces Required (Movie Theatre) | Adjusted Spaces Required (Movie Theatre) | Spaces Required (Office) | Adjusted Spaces Required (Office) | Spaces Required (Restaurant) | Adjusted Spaces Required (Restaurant) | Total Adjusted Spaces Required |
|----------------|-------------------------|----------------------------------|--------------------------|-----------------------------------|---------------------------------|--|--------------------------|-----------------------------------|------------------------------|---------------------------------------|--------------------------------|
| 6:00 a.m.      | 91                      | 91                               | 0                        | 0                                 | 0                               | 0  | 3                        | 3                                 | 0                            | 0                                     | 94                             |
| 7:00 a.m.      | 86                      | 86                               | 8                        | 8                                 | 0                               | 0  | 22                       | 22                                | 2                            | 2                                     | 118                            |
| 8:00 a.m.      | 82                      | 82                               | 19                       | 19                                | 0                               | 0  | 71                       | 71                                | 5                            | 5                                     | 177                            |
| 9:00 a.m.      | 79                      | 79                               | 45                       | 45                                | 0                               | 0  | 104                      | 104                               | 10                           | 9                                     | 237                            |
| 10:00 a.m.     | 77                      | 77                               | 72                       | 72                                | 0                               | 0  | 112                      | 112                               | 20                           | 18                                    | 279                            |
| 11:00 a.m.     | 77                      | 77                               | 92                       | 92                                | 0                               | 0  | 112                      | 112                               | 30                           | 27                                    | 308                            |
| 12:00 noon     | 77                      | 77                               | 103                      | 103                               | 0                               | 0  | 101                      | 101                               | 51                           | 46                                    | 327                            |
| 1:00 p.m.      | 77                      | 77                               | 106                      | 106                               | 0                               | 0  | 101                      | 101                               | 71                           | 64                                    | 348                            |
| 2:00 p.m.      | 77                      | 77                               | 103                      | 103                               | 0                               | 0  | 109                      | 109                               | 61                           | 55                                    | 344                            |
| 3:00 p.m.      | 77                      | 77                               | 101                      | 101                               | 0                               | 0  | 104                      | 104                               | 61                           | 55                                    | 337                            |
| 4:00 p.m.      | 79                      | 79                               | 92                       | 92                                | 0                               | 0  | 86                       | 86                                | 51                           | 46                                    | 303                            |
| 5:00 p.m.      | 82                      | 82                               | 84                       | 84                                | 0                               | 0  | 53                       | 53                                | 71                           | 64                                    | 283                            |
| 6:00 p.m.      | 84                      | 84                               | 87                       | 87                                | 0                               | 0  | 26                       | 26                                | 91                           | 82                                    | 279                            |
| 7:00 p.m.      | 86                      | 86                               | 94                       | 94                                | 0                               | 0  | 8                        | 8                                 | 101                          | 91                                    | 279                            |
| 8:00 p.m.      | 87                      | 87                               | 92                       | 92                                | 0                               | 0  | 8                        | 8                                 | 101                          | 91                                    | 278                            |
| 9:00 p.m.      | 89                      | 89                               | 65                       | 65                                | 0                               | 0  | 3                        | 3                                 | 101                          | 91                                    | 248                            |
| 10:00 p.m.     | 90                      | 90                               | 34                       | 34                                | 0                               | 0  | 3                        | 3                                 | 91                           | 82                                    | 209                            |
| 11:00 p.m.     | 91                      | 91                               | 14                       | 14                                | 0                               | 0  | 0                        | 0                                 | 71                           | 64                                    | 169                            |
| 12:00 mid.     | 91                      | 91                               | 0                        | 0                                 | 0                               | 0  | 0                        | 0                                 | 51                           | 46                                    | 137                            |



**Monthly Variations as Percentage of Peak Month**

| Month     | Residential | Retail | Movie | Office | Restaurant |
|-----------|-------------|--------|-------|--------|------------|
| January   | 100         | 65     | 90    | 100    | 80         |
| February  | 100         | 65     | 70    | 100    | 75         |
| March     | 100         | 70     | 50    | 100    | 90         |
| April     | 100         | 70     | 70    | 100    | 90         |
| May       | 100         | 70     | 70    | 100    | 95         |
| June      | 100         | 75     | 100   | 100    | 100        |
| July      | 100         | 75     | 100   | 100    | 100        |
| August    | 100         | 75     | 70    | 100    | 85         |
| September | 100         | 75     | 80    | 100    | 80         |
| October   | 100         | 75     | 70    | 100    | 80         |
| November  | 100         | 80     | 50    | 100    | 80         |
| December  | 100         | 100    | 50    | 100    | 90         |



SCOTT + PARTNERS  
ARCHITECTURE

20 MAIN ST. ESSEX JUNCTION, VT 05452

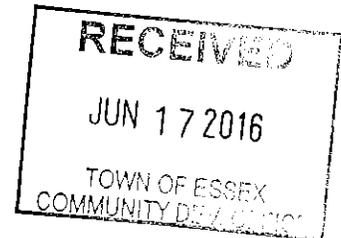
P 802.879.5153

F 802.872.2764

SCOTTPARTNERS.COM

June 17, 2016

Greg Duggan  
Town of Essex Planning Office  
81 Main Street  
Essex Junction, VT 05452



**RE: Town Center Build-Out, Building 'O'**

Dear Greg,

Enclosed, please find the revised drawings of the Building 'O'. We have made significant modifications to the project in order to better respond to the Design Control District standards that apply to our project. After careful review of the district requirements, common thematic elements and underlying historic pattern language as spelled out in the referenced Town studies and planning guides, we offer the follow design narrative to describe the project design.

The building is presented as a three story, flat roofed structure with a commercial first floor and apartments on the upper two floors. With the corner lot, we have positioned the main structure along Carmichael Street with a large ell turning the corner. Common design elements and color schemes create a continuity to the overall structure while the main façade is articulated to break up the massing. Design elements sued include step-backs, color changes and cornice treatments of varying heights and level of detail. Entries are announced with canopies, either building supported or on columns. To enhance the main entry corner along Carmichael Street, we created a tower above the exit stair. This feature will draw attention to this end of the building and provide a visual focal point for this area of the overall development. It is detailed with strong overhangs and brackets to echo detailing on other parts of the building and surrounding structures.

As in the previous version of this proposal, we continue to use components in keeping with the traditional materials and imagery of the area: clapboard siding mixed with fiber cement accent panels, double-hung windows with accent panels, window surrounds, corner board trim elements, roof soffits/overhangs, decorative cornice brackets, and a strong horizontal accent band used to visually separate the first floor commercial use from the upper level residential use.

We are pleased with the design evolution of this building and appreciate the staff guidance along the way. Please do not hesitate to call should you have any questions.

Sincerely,

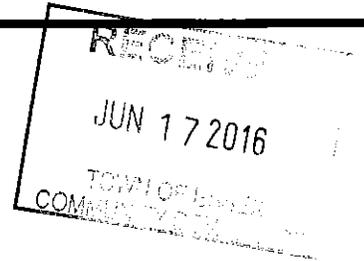
**Scott + Partners, Inc.**

Tyler Scott / John Alden  
Principals

## Gregory Duggan

---

**From:** Tyler Scott <tyler@scottpartners.com>  
**Sent:** Friday, June 17, 2016 12:24 PM  
**To:** Gregory Duggan  
**Cc:** John Alden; Jeffrey Feussner; Charlie Cole  
**Subject:** Re: Building O - revised design narrative.pdf



Greg,

The raised flat roof will not contain anything, just a high roof over a stairwell. There will be rooftop HVAC equipment but it has not been exactly located, except that it won't be seen from the street. Also Chief Cole had requested standpipes in the stairwells which we are providing.

Tyler M. Scott, AIA  
Scott+Partners, Inc.

Sent from my iPhone

On Jun 17, 2016, at 11:05 AM, Gregory Duggan <[gduggan@ESSEX.ORG](mailto:gduggan@ESSEX.ORG)> wrote:

John,

One more thing. The Fire Chief has asked for the following information:

The Fire Department is requesting additional information as to overall height of the tallest portions of the proposed building and exactly what items will be going on the roof. The drawings appear to have raised structures that extend above the main roof line, however there is no detail as to what they are or what will be in them. This additional information is not intended to delay this application, but to clarify what equipment will be there so as to ensure occupant safety.

I'm measuring 40 feet at the highest point. Please confirm. As for the rooftop structures, it looks like the tower towards the front of the building is simply an architectural component, but there will be some rooftop mechanical equipment toward the rear of the building. Please confirm.

Thanks,

GD

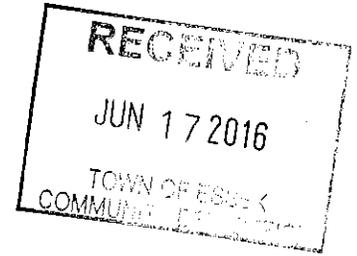
Greg Duggan, Planner  
Town of Essex, 81 Main St.  
Essex Junction, VT 05452  
802-878-1343  
[gduggan@essex.org](mailto:gduggan@essex.org)

Emailed to P. O'Leary  
& P. Bove  
6/17 GSD

**Gregory Duggan**

---

**From:** Dennis Lutz  
**Sent:** Friday, June 17, 2016 12:18 PM  
**To:** Gregory Duggan; Charlie Cole; Aaron Martin; Brad Larose  
**Subject:** RE: Carmichael Street completion



Greg,

This road is critical to maintaining 24 -7 , year round access for emergency vehicles and for winter plowing operations.

There is a substantial population in the area that is elderly and in high rise units. Police and Fire access is essential and it cannot be weather or surface dependent. The eastern side of Carmichael Street has only one public access off Essex Way. Public Works needs to be able to maintain through access year round on a common and continuous asphalt surface that can withstand the weight of the vehicles, can have the same type of winter surface treatment (salt or equivalent) and be maintained as one through truck plow route. We can't be involved with the grading of a gravel road, the application of dust control and other maintenance measures required of a gravel road. And we cannot count on the developer to keep the gravel road in a 24, 7 acceptable condition.

I am open to an asphalt surface treatment that might involve using recycled asphalt (RAP) in combination with a temporary thinner lift of asphalt over the top - say 2.5 inches of hot mix over a base of RAP. This saves the top course for the future. This would work for 4 to 5 years as a temporary asphalt surface. If it takes the developer substantially longer to build out along this road, they can recycle this material and reuse it for the future paved parking lots. However, reusing it is a lot cheaper than discarding it and having to use all new material.

This is not an issue of what is best for the developer or cheapest. This is an issue of concern for public safety where the needs of the Town and access for emergency vehicles takes precedence over the cost concerns of the developer.

If the path and the road is paved, we will maintain them in the winter even if they are not part of the dedicated public infrastructure to help insure public safety.

I also have a concern that the path should connect to the walkway on the south side of Carmichael (east) , where there is an existing sidewalk. There is no sidewalk on the north side of Carmichael (East). We should not be putting the elderly residents in this area into a position where they are forced to cross Carmichael Street a number of times just to get to the buildings on the Bove properties. We will be putting flashing ped crossings in the area of Carmichael (east) at the two Carmichael Street crossings. If the temporary Bove path ends up on the northern side of Carmichael Street, requiring a crossing, then Bove should be required to put a flashing street crossing at that location. The pedestrian walkways need to take into account the residents and safety, even if the construction is temporary.

Dennis

**From:** Gregory Duggan  
**Sent:** Friday, June 17, 2016 10:22 AM  
**To:** Dennis Lutz <dLutz@ESSEX.ORG>; Aaron Martin <amartin@ESSEX.ORG>; Charlie Cole <ccole183@comcast.net>; Brad Larose <blarose@ESSEX.ORG>  
**Cc:** Sharon Kelley <skelley@ESSEX.ORG>  
**Subject:** Carmichael Street completion

Hi all,

I'm finishing up the staff report for Building O (7 Carmichael St.). I'm including Public Works' condition to pave the 28-foot width of base course pavement with full depth/width road construction, and will argue for that at the PC meeting.

Here's what the PC decided and conditioned for the last iteration of Building O (2 stories and 10 apartments instead of 3 and 20):

*The Planning Commission found that the completion of Carmichael Street to achieve the connectivity to the Dousevicz parcel is more critical than a temporary extension that does not go all the way through. Safe pedestrian and vehicle access is paramount. The PC would support the roadway being a full width gravel road with a seven foot sidewalk.*

I'm guessing the idea of a gravel road will be brought up again. Any thoughts on that or more reasoning (public safety, traffic, etc.) for why a paved road is important and gravel insufficient?

Thanks,  
GD

Greg Duggan, Planner  
Town of Essex, 81 Main St.  
Essex Junction, VT 05452  
802-878-1343  
[gduggan@essex.org](mailto:gduggan@essex.org)

Emailed to P. O'Leary  
1 R. Bove  
6/17 GSD

**Gregory Duggan**

**From:** Essex Fire Chief <ccole183@comcast.net>  
**Sent:** Friday, June 17, 2016 1:19 PM  
**To:** Dennis Lutz  
**Cc:** Gregory Duggan; Aaron Martin; Brad Larose  
**Subject:** Re: Carmichael Street completion



Hi All,

I've just asked Sharon why this wasn't made as a critical requirement prior to this building since we now have three sites under construction there. As soon as they set a crane to erect the walls, trusses, etc. it will further restrict fire apparatus access. Add to that the many other construction vehicles, residents and visitors of nearby buildings, and it will be a catastrophe. Keep in mind that none of the newer buildings will have their sprinkler systems active while they are under construction. This is a huge fire load and our ability to bring water and vehicles into the area to fight a fire is extremely limited at this time.

The current path that was put in place is inadequate for fire vehicles especially during wet times when that area gets saturated with water.

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**From:** "Dennis Lutz" <dlutz@ESSEX.ORG>  
**To:** "Gregory Duggan" <gduggan@ESSEX.ORG>, "Charlie Cole" <ccole183@comcast.net>, "Aaron Martin" <amartin@ESSEX.ORG>, "Brad Larose" <blarose@ESSEX.ORG>  
**Sent:** Friday, June 17, 2016 11:17:43 AM  
**Subject:** RE: Carmichael Street completion

Greg,

This road is critical to maintaining 24 -7 , year round access for emergency vehicles and for winter plowing operations.

There is a substantial population in the area that is elderly and in high rise units. Police and Fire access is essential and it cannot be weather or surface dependent. The eastern side of Carmichael Street has only one public access off Essex Way. Public Works needs to be able to maintain through access year round on a common and continuous asphalt surface that can withstand the weight of the vehicles, can have the same type of winter surface treatment (salt or equivalent) and be maintained as one through truck plow route. We can't be involved with the grading of a gravel road, the application of dust control and other maintenance measures required of a gravel road. And we cannot count on the developer to keep the gravel road in a 24, 7 acceptable condition.

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