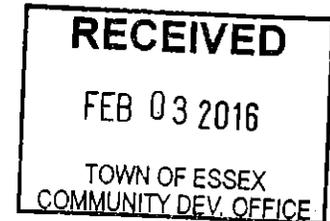




O'Leary-Burke Civil Associates, PLC

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

February 1, 2016



Greg Duggan, Town Planner
Town of Essex
81 Main Street
Essex Jct., VT 05452

RE: Jericho Road Associates – Planned Unit Development
73 Jericho Road, Essex Junction, VT
Sketch Plan Application

Dear Greg:

We are writing on behalf of Jericho Road Associates to request scheduling for review of the sketch plan application for a planned residential unit development. The project is located on Vermont Route 15 (73 Jericho Road) in the medium density zoning district (R2) of Essex Junction.

The development will consist of 28 units on the 10.02 acre parcel. The project will also include the construction of a new 890' long public road ending in a cul-de-sac. All units will be served by municipal water and sewer connections. The sewage will gravity feed to an on-site pump station and will then exit the site through a force main extended from Revision Eyewear. An 8" waterline extended from Revision Eyewear is also being proposed. The sandy on-site soils should allow for all of the stormwater generated by the project to be infiltrated.

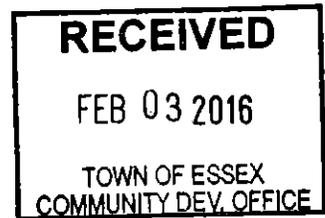
Please find the following attached information:

- 1) Sketch Plan Application Fee \$246.14
 - a. \$125.00 Sketch Plan
 - b. \$121.14 per Abutter (\$6.73 X 18 abutters)
- 2) Four (4) 24" x 36" and five (5) 11" x 17" sets of plans;
- 3) Abutter list & three (3) sets of mailing labels;
- 4) Signed Application;
- 5) PUD-R narrative.

If you have any questions please do not hesitate to call.

Sincerely,

Shawn Cunningham



RE: Jericho Road Associates – Planned Unit Development
73 Jericho Road, Essex Junction, VT
PUD-R Narrative

Jericho Road Associates is proposing a planned residential unit development (PUD-R) at 73 Jericho Road. The 10.02 acre parcel of land is in zoning district R2.

According to the Official Essex Zoning Regulations Table 2.5 section (E), “Planned residential developments (PUD-Rs) may be allowed in this district in accordance with the provisions of Section 6.8 of these Regulations.”

6.4 General Standards (Applicable to All Planned Unit Developments):

(A) Conformance. The PUD shall conform to the Essex Town Plan, and shall meet all other applicable provisions of these Regulations except where waived or modified by the Planning Commission under subdivision or site plan review, in accordance with this article.

The Essex Town Plan states:

The purpose of the Medium Density Residential Area is to facilitate residential development in areas inside the “sewer core area” as defined in the most recently adopted Town of Essex Sewer Allocation Policy. Connection to municipal sewer service shall be required where installation of these facilities is feasible or deemed necessary. Densities and lot sizes are based either on the provision of off-site services or the ability to accommodate on-site services.

(B) Uses. The use of the land shall not differ substantially from the uses allowed in the district in which the proposed PUD is located. Uses shall be consistent with the purposes and provisions set forth in Article II of these Regulations. Conditional uses, if proposed, shall be subject to review and approval by the Zoning Board of Adjustment in accordance with Section 5.7 of these Regulations.

Multi-Family residential buildings are an allowed use in this zone.

(C) Purposes. The PUD shall be consistent with the purposes of the district in which it is located and Section 6.0.

Multi-Family residential buildings are an allowed use in this zone.

'Natural Areas with Trails' very close to the parcel. This will also be a bonus for the Home Owners Association.

(D) Multiple Buildings. It may not be necessary for PUDs to provide separate lots for individual buildings. The Planning Commission may approve multiple buildings on a single lot if it determines that doing so achieves the purposes of this Section.

Multi-Family buildings on a single lot are proposed.

(E) Density Calculations. All public and private roads shall be subtracted from the total lot acreage prior to establishing density. In addition, areas of land that occur in any of the following categories shall be subtracted from the lot acreage prior to establishing density: floodplains, floodways (C2 District), wetlands, and lands with slopes in excess of twenty percent (20%). In the absence of topographic data for the site, the applicant shall use the NRCS soil survey to determine slope limitations. If using the soil survey, mapping units with ratings of "severe" or "very limited" due to slope for the specific uses proposed will be considered undevelopable.

<i>Parcel Size:</i>	<i>436,773 sf</i>
<i>Wetland Area</i>	<i>28,785 sf</i>
<i>ROW Area</i>	<i><u>60,150 sf</u></i>
<i>Net Developable</i>	<i>347,838 sf</i>

347,838 sf / 20,000 sf = 17 dwelling units (without density bonuses)

(F) Density. The Planning Commission may allow greater concentration or density of land use within developable portions of the PUD, if it determines that the shift is necessary to enable innovation in design and layout and more efficient use of land.

(1) In granting approval of a greater concentration or density or intensity of use on developable portions of the PUD, the Planning Commission shall require that it be offset by a lesser concentration in other areas, or that an amount of land at least equal to that needed to support the shifted density under normal density requirements be set aside as common or open space and secured by a grant, easement or covenant to the municipality.

(G) Roads. The following roads may be required as public roads dedicated to the Town as necessary and appropriate to implement and advance specifically stated policies of the Essex Town Plan, in accordance with Section 7.7(E)(3):

- (1) The principal entry to the planned unit development.
- (2) Roads servicing or planned to service adjacent properties.
- (3) Internal roads which will carry daily traffic in excess of 750 vehicles per day, based on current trip generation rates published by the Institute of Transportation Engineers, or which will serve twenty (20) or more dwelling units.
- (4) Non-looped or cul-de-sac roads of 300 feet or more in length.

(5) Looped roads (roads having more than one connection to another road) of 750 feet or more in length.

(6) Other roads may be private, if approved by the Planning Commission.

The 890' long road is proposed as a public roadway.

(H) Open Space. Open spaces shall include lands identified on the Significant Features Reference Map, land determined to be undevelopable, and land intended for recreational uses.

(1) Any open spaces not included in individual lot dimensions will be retained and maintained by the developer or other organization established for that purpose, unless specifically requested by the Town of Essex.

The open spaces shall be owned and controlled by the Home Owners Association.

(2) All PUDs shall meet the setback and buffer area requirements in Section 3.2 (Buffers) and 3.11 (Surface Waters and Wetlands Protection).

The proposed buildings are greater than 50' from the known wetlands.

(I) Covenants. Protective covenants to insure orderly and controlled development of the Planned Unit Development shall be supplied by the developer to the satisfaction of the Planning Commission or Board of Adjustment.

Covenants shall be provided at the preliminary plan level of review.

(J) Impact Fees. Development within an approved PUD shall be subject to any impact fees that the Town may enact in accordance with state law (24 V.S.A., Chapter 131). However, if the PUD developer is required to provide land or construct facilities explicitly included in the calculation of the impact fees, the developer may apply for a credit against the impact fees in an amount equal to the cost of such construction.

(K) Residential Density Bonuses. Density bonuses may be granted at the Planning Commission's discretion in the R2, R3, RB, and CTR districts for developments that meet at least one of the criteria listed below. Density bonuses must be specifically requested in the application. The applicant shall provide sufficient information to justify a density bonus request. The Planning Commission may request additional information in order to make a determination. The request may be denied at the discretion of the Planning Commission. Density bonuses may be granted by the Planning Commission only in PUDs.

Notwithstanding the minimum lot size requirements set forth in this article for residential developments and PUDs, the Planning Commission may grant density bonuses not to exceed 400 percent of the density normally allowed in the district if the development consists exclusively of multi-family housing, as defined in these regulations. If a density bonus is granted, twenty-five percent (25%) of the total units must be perpetually affordable. This applies to market housing as well as congregate housing.

The applicant is requesting a density bonus of 165%. All of the building are multi-family, a minimum of seven (7) units will meet the perpetually affordable requirements.

6.8 Planned Unit Development – Residential (PUD-R): In accordance with the Act [§ 4417], PUD-Rs may be allowed in zoning districts designated under Article II of these Regulations, if the project meets the requirements and intent of this article.

(A) The purposes of the PUD-R provision are to promote the creative and efficient use of land which respects the topography and other natural features, to encourage the preservation of open space, to provide for the efficient development of the site and use of public services and facilities, to minimize the visual impact of the development, to encourage creative design, appropriate variety and aesthetic development, and to provide greater housing opportunities.

(B) A PUD-R is a residential development in which the dwelling units in some portions of the development may have a density higher than normally allowed in the district, which provides open spaces for recreational purposes in sufficient area so that the average density of the entire development (including open space) does not exceed that stated in these Zoning Regulations, and which demonstrates exceptional design in terms of respect for natural features of the site, innovative layout and efficient use of land.

(C) A PUD-R shall have a minimum of ten (10) acres and six (6) dwelling units.

The parcel is 10.2 acres in size with 28 proposed dwelling units.

(D) A PUD-R may consist of single-family dwellings, two-family dwellings and multifamily dwellings, provided that those uses are allowed in the district in which the development is to be located. The dwelling units may be owner or renter occupied. Any multifamily building in conjunction with a PUD-R will be exempt from conditional use review by the Board of Adjustment.

Multi-Family residential buildings are an allowed use in this zone.

(E) In addition to application requirements under Section 6.3 above, plans submitted by a developer for approval as a PUD-R shall include:

(1) Elevations for multifamily structures only.

Elevations shall be provided at the preliminary plan level of review.

(2) A computation of the maximum number of dwelling units allowable in the proposed development, set forth as follows:

(a) Net developable area, computed in accordance with Subsection 6.4(E), above, divided by the smallest minimum lot size for the district in which the proposed development is located equals the maximum number of dwelling units allowed.

(b) It is the applicant's responsibility to demonstrate to the Planning Commission that this requirement is satisfied, and the Planning Commission must agree that all undevelopable land has been identified and that the amount of land devoted to roads and streets is reasonable.

See 6.4 (E)

(F) Minimum Lot Size and Lot Area per Dwelling. The Planning Commission may authorize a reduction of the minimum lot size and minimum lot area per dwelling normally required in the district in which the development is to be located, if the Planning Commission determines that the reduction is necessary to enable a creative and efficient use of the site and to provide for useful open space, that the design satisfies all purposes and intents of these Regulations, and that all relevant health standards are satisfied. However, the average allowed lot area per dwelling unit shall not be less than shown in the following table (Table 6.1). Average allowed lot area per dwelling unit shall be computed as the sum of the area of all lots proposed divided by the total number of dwellings proposed. Also see applicable PUD-R dimensional requirements in Article II.

N/A – no lots are proposed.

(G) Front, Side, Rear Yard and Frontage Minimums (see also Article II District Tables).

(1) Front Yard. The Planning Commission may approve the reduction of the minimum front yard setback to 20 feet where the plan presents a creative design.

Front yard setback proposed is 40'.

(2) Side Yard. The minimum side yard setback shall be as follows: (a) Single family and two-family dwellings – ten feet (10') (b) Multifamily dwellings – thirty feet (30') (c) In the R2, R3, and HP-DC Districts, the Planning Commission may allow one minimum side yard setback of a lot for a single family residence to be reduced to zero feet (0') if it determines that doing so will allow the implementation of an innovative and effective PUD-R design that is consistent with the purposes of this section. Access easements on adjoining properties may be required as necessary to allow for the maintenance and repair of structures located on lot lines.

50' PUD-R Buffer supersedes the setback requirement.

(3) Rear Yard: The minimum rear yard setback shall be the same as specified for the district; it may not be reduced for a PUD-R.

As specified.

(4) Frontage. The minimum frontage for single family dwellings shall be seventy five feet (75') in the R2 District and 100 feet in the R1 and AR Districts.

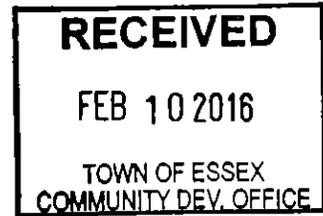
Requirement met.

(5) Multifamily Townhouse Developments. To provide for the development and sale of land under townhouse units as lots, the footprints of individual units may be approved as lots and the minimum frontage, setback and size provisions specifically waived by the Planning Commission as part of project approval. Said lots shall have no independent existence as a property interest apart from the unit with which they are initially conveyed and may not be conveyed separately there from. The lots under townhouse units that may have been damaged or destroyed may be sold only with a deed restriction limiting future use of the lot to the reconstruction of the units, the format and content of which shall be approved by the Town Attorney prior to conveyance.

Footprint Lots will be shown at the preliminary plan level of review.

(H) Buffers. Where multiple family dwellings are proposed in a location which is adjacent to existing single family dwellings, a buffer area of fifty feet (50') in width shall be provided along the peripheral boundary of the project planted with trees, evergreens or landforms as approved by the Planning Commission and said buffer may be required separate and apart from any setback requirements.

50' Buffer is shown.



RE: Jericho Road Associates – Planned Unit Development
73 Jericho Road, Essex Junction, VT
PUD-R Narrative

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(5) Looped roads (roads having more than one connection to another road) of 750 feet or more in length.

(6) Other roads may be private, if approved by the Planning Commission.

The 890' long road is proposed as a public roadway. A 5' sidewalk extending from the Jericho Road ROW to the end of the cul-de-sac is also proposed.

(H) Open Space. Open spaces shall include lands identified on the Significant Features Reference Map, land determined to be undevelopable, and land intended for recreational uses.

(1) Any open spaces not included in individual lot dimensions will be retained and maintained by the developer or other organization established for that purpose, unless specifically requested by the Town of Essex.

Footprint lots will be shown at the preliminary level of review. The open spaces shall be owned and controlled by the Home Owners Association. The Home Owners Association will decide what to do with the open spaces. They may choose to make a ball field, gardening area, sitting area with benches, or even put up a swing set. With Sand Hill Park being so close, proposing to put a park in the open space would be repetitive.

(2) All PUDs shall meet the setback and buffer area requirements in Section 3.2 (Buffers) and 3.11 (Surface Waters and Wetlands Protection).

The proposed buildings are greater than 50' from the known wetlands.

(I) Covenants. Protective covenants to insure orderly and controlled development of the Planned Unit Development shall be supplied by the developer to the satisfaction of the Planning Commission or Board of Adjustment.

Covenants shall be provided at the preliminary plan level of review.

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(C) A PUD-R shall have a minimum of ten (10) acres and six (6) dwelling units.

The parcel is 10.2 acres in size with 28 proposed dwelling units.

(D) A PUD-R may consist of single-family dwellings, two-family dwellings and multifamily dwellings, provided that those uses are allowed in the district in which the development is to be located. The dwelling units may be owner or renter occupied. Any multifamily building in conjunction with a PUD-R will be exempt from conditional use review by the Board of Adjustment.

Multi-Family residential buildings are an allowed use in this zone.

(E) In addition to application requirements under Section 6.3 above, plans submitted by a developer for approval as a PUD-R shall include:

(1) Elevations for multifamily structures only.

Elevations shall be provided at the preliminary plan level of review.

(2) A computation of the maximum number of dwelling units allowable in the proposed development, set forth as follows:

(a) Net developable area, computed in accordance with Subsection 6.4(E), above, divided by the smallest minimum lot size for the district in which the proposed development is located equals the maximum number of dwelling units allowed.

(b) It is the applicant's responsibility to demonstrate to the Planning Commission that this requirement is satisfied, and the Planning Commission must agree that all undevelopable land has been identified and that the amount of land devoted to roads and streets is reasonable.

See 6.4 (E)

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N/A – no lots are proposed.

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Front yard setback proposed is 40'.

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50' PUD-R Buffer supersedes the setback requirement.

(3) Rear Yard: The minimum rear yard setback shall be the same as specified for the district; it may not be reduced for a PUD-R.

As specified.

(4) Frontage. The minimum frontage for single family dwellings shall be seventy five feet (75') in the R2 District and 100 feet in the R1 and AR Districts.

Requirement met.

(5) Multifamily Townhouse Developments. To provide for the development and sale of land under townhouse units as lots, the footprints of individual units may be approved as lots and the minimum frontage, setback and size provisions specifically waived by the Planning Commission as part of project approval. Said lots shall have no independent existence as a property interest apart from the unit with which they are initially conveyed and may not be conveyed separately there from. The lots under townhouse units that may have been damaged or destroyed may be sold only with a deed restriction limiting future use of the lot to the reconstruction of the units, the format and content of which shall be approved by the Town Attorney prior to conveyance.

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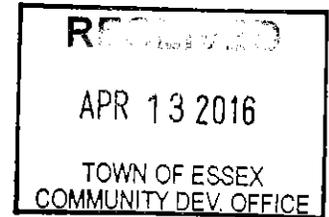
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50' Buffer is shown.

Referring back to section 6.4 General Standards (Applicable to All Planned Unit Developments):

(A) Conformance. The PUD shall conform to the Essex Town Plan, and shall meet all other applicable provisions of these Regulations except where waived or modified by the Planning Commission under subdivision or site plan review, in accordance with this article.

In the Essex Town Plan Maps, there are a few maps that are relevant to this parcel. Due to the recent property line adjustment, the back 14.5 feet of the lot (toward Revision Eyewear) are in a 200' buffer zone and 4 recreational networks. These networks are: Map 7, "Proposed Horseback Network;" Map 8, "Proposed Cross Country Ski Network;" Map 9, "Proposed Footpath Network;" and Map 10, "Proposed Bicycle Network." While the project boundary is abutting these recreational networks, the proposed use of the land shall not hinder or prohibit the use of these paths. Living so close to these recreational networks will be a bonus for the people of the Home Owners Association. Map 4, "Parks and Recreation," shows a large area of land marked as



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73 Jericho Road, Essex Junction, VT
PUD-R Narrative

Jericho Road Associates is proposing a planned residential unit development (PUD-R) at 73 Jericho Road. The development will consist of twenty-eight (28) 2 & 3 bedroom condominiums. The owner is not expecting any of the units to be rental properties. The applicant is requesting to build 20 units in 2016 and the remaining 8 units in 2017. The 10.02 acre parcel of land is in zoning district R2.

According to the Official Essex Zoning Regulations Table 2.5 section (E), “Planned residential developments (PUD-Rs) may be allowed in this district in accordance with the provisions of Section 6.8 of these Regulations.”

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Multi-Family residential buildings are an allowed use in this zone.

(C) Purposes. The PUD shall be consistent with the purposes of the district in which it is located and Section 6.0.

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(1) In granting approval of a greater concentration or density or intensity of use on developable portions of the PUD, the Planning Commission shall require that it be offset by a lesser concentration in other areas, or that an amount of land at least equal to that needed to support the shifted density under normal density requirements be set aside as common or open space and secured by a grant, easement or covenant to the municipality.

Consideration has been given to multiple site layouts. The proposed design was chosen for aesthetic and open space reasons. While a double loaded road would reduce the length of the required roadway, the proposed design provides for a more attractive view from Route 15 by eliminating views of backyards and places emphasis on the large, open space in the center of the project.

(G) Roads. The following roads may be required as public roads dedicated to the Town as necessary and appropriate to implement and advance specifically stated policies of the Essex Town Plan, in accordance with Section 7.7(E)(3):

(1) The principal entry to the planned unit development.

- (2) Roads servicing or planned to service adjacent properties.
- (3) Internal roads which will carry daily traffic in excess of 750 vehicles per day, based on current trip generation rates published by the Institute of Transportation Engineers, or which will serve twenty (20) or more dwelling units.
- (4) Non-looped or cul-de-sac roads of 300 feet or more in length.
- (5) Looped roads (roads having more than one connection to another road) of 750 feet or more in length.
- (6) Other roads may be private, if approved by the Planning Commission.

The 890' long road is proposed as a public roadway. A 5' sidewalk extending from the Jericho Road ROW to the end of the cul-de-sac is also proposed.

(H) Open Space. Open spaces shall include lands identified on the Significant Features Reference Map, land determined to be undevelopable, and land intended for recreational uses.

(1) Any open spaces not included in individual lot dimensions will be retained and maintained by the developer or other organization established for that purpose, unless specifically requested by the Town of Essex.

Footprint lots will be shown at the preliminary level of review. The open spaces shall be owned and controlled by the Home Owners Association. The Home Owners Association will decide what to do with the open spaces. They may choose to make a ball field, gardening area, sitting area with benches, or even put up a swing set. With Sand Hill Park being so close, proposing to put a park in the open space would be repetitive.

(2) All PUDs shall meet the setback and buffer area requirements in Section 3.2 (Buffers) and 3.11 (Surface Waters and Wetlands Protection).

The proposed buildings are greater than 50' from the known wetlands.

(I) Covenants. Protective covenants to insure orderly and controlled development of the Planned Unit Development shall be supplied by the developer to the satisfaction of the Planning Commission or Board of Adjustment.

Covenants shall be provided at the preliminary plan level of review.

(J) Impact Fees. Development within an approved PUD shall be subject to any impact fees that the Town may enact in accordance with state law (24 V.S.A., Chapter 131). However, if the PUD developer is required to provide land or construct facilities explicitly included in the calculation of the impact fees, the developer may apply for a credit against the impact fees in an amount equal to the cost of such construction.

K) Residential Density Bonuses. Density bonuses may be granted at the Planning Commission's discretion in the R2, R3, RB, and CTR districts for developments that meet at least one of the criteria listed below. Density bonuses must be specifically requested in the application. The applicant shall provide sufficient information to justify a density bonus request. The Planning Commission may request additional information in order to make a determination. The request may be denied at the discretion of the Planning Commission. Density bonuses may be granted by the Planning Commission only in PUDs.

Notwithstanding the minimum lot size requirements set forth in this article for residential developments and PUDs, the Planning Commission may grant density bonuses not to exceed 400 percent of the density normally allowed in the district if the development consists exclusively of multi-family housing, as defined in these regulations. If a density bonus is granted, twenty-five percent (25%) of the total units must be perpetually affordable. This applies to market housing as well as congregate housing.

The applicant is requesting a density bonus of 165%. All of the building are multi-family, a minimum of seven (7) units will meet the perpetually affordable requirements.

6.8 Planned Unit Development – Residential (PUD-R): In accordance with the Act [§ 4417], PUD-Rs may be allowed in zoning districts designated under Article II of these Regulations, if the project meets the requirements and intent of this article.

(A) The purposes of the PUD-R provision are to promote the creative and efficient use of land which respects the topography and other natural features, to encourage the preservation of open space, to provide for the efficient development of the site and use of public services and facilities, to minimize the visual impact of the development, to encourage creative design, appropriate variety and aesthetic development, and to provide greater housing opportunities.

(B) A PUD-R is a residential development in which the dwelling units in some portions of the development may have a density higher than normally allowed in the district, which provides open spaces for recreational purposes in sufficient area so that the average density of the entire development (including open space) does not exceed that stated in these Zoning Regulations, and which demonstrates exceptional design in terms of respect for natural features of the site, innovative layout and efficient use of land.

(C) A PUD-R shall have a minimum of ten (10) acres and six (6) dwelling units.

The parcel is 10.2 acres in size with 28 proposed dwelling units.

(D) A PUD-R may consist of single-family dwellings, two-family dwellings and multifamily dwellings, provided that those uses are allowed in the district in which the development is to be located. The dwelling units may be owner or renter occupied. Any multifamily building in conjunction with a PUD-R will be exempt from conditional use review by the Board of Adjustment.

Multi-Family residential buildings are an allowed use in this zone.

(E) In addition to application requirements under Section 6.3 above, plans submitted by a developer for approval as a PUD-R shall include:

(1) Elevations for multifamily structures only.

Elevations shall be provided at the preliminary plan level of review.

(2) A computation of the maximum number of dwelling units allowable in the proposed development, set forth as follows:

(a) Net developable area, computed in accordance with Subsection 6.4(E), above, divided by the smallest minimum lot size for the district in which the proposed development is located equals the maximum number of dwelling units allowed.

(b) It is the applicant's responsibility to demonstrate to the Planning Commission that this requirement is satisfied, and the Planning Commission must agree that all undevelopable land has been identified and that the amount of land devoted to roads and streets is reasonable.

See 6.4 (E)

(F) Minimum Lot Size and Lot Area per Dwelling. The Planning Commission may authorize a reduction of the minimum lot size and minimum lot area per dwelling normally required in the district in which the development is to be located, if the Planning Commission determines that the reduction is necessary to enable a creative and efficient use of the site and to provide for useful open space, that the design satisfies all purposes and intents of these Regulations, and that all relevant health standards are satisfied. However, the average allowed lot area per dwelling unit shall not be less than shown in the following table (Table 6.1). Average allowed lot area per dwelling unit shall be computed as the sum of the area of all lots proposed divided by the total number of dwellings proposed. Also see applicable PUD-R dimensional requirements in Article II.

N/A – no lots are proposed.

(G) Front, Side, Rear Yard and Frontage Minimums (see also Article II District Tables).

(1) Front Yard. The Planning Commission may approve the reduction of the minimum front yard setback to 20 feet where the plan presents a creative design.

Front yard setback proposed is 40'.

(2) Side Yard. The minimum side yard setback shall be as follows: (a) Single family and two-family dwellings – ten feet (10') (b) Multifamily dwellings – thirty feet (30') (c) In the R2, R3, and HP-DC Districts, the Planning Commission may allow one minimum side yard setback of a lot for a single family residence to be reduced to zero feet (0') if it determines that doing so will allow the

implementation of an innovative and effective PUD-R design that is consistent with the purposes of this section. Access easements on adjoining properties may be required as necessary to allow for the maintenance and repair of structures located on lot lines.

50' PUD-R Buffer supersedes the setback requirement.

(3) Rear Yard: The minimum rear yard setback shall be the same as specified for the district; it may not be reduced for a PUD-R.

As specified.

(4) Frontage. The minimum frontage for single family dwellings shall be seventy five feet (75') in the R2 District and 100 feet in the R1 and AR Districts.

Requirement met.

(5) Multifamily Townhouse Developments. To provide for the development and sale of land under townhouse units as lots, the footprints of individual units may be approved as lots and the minimum frontage, setback and size provisions specifically waived by the Planning Commission as part of project approval. Said lots shall have no independent existence as a property interest apart from the unit with which they are initially conveyed and may not be conveyed separately there from. The lots under townhouse units that may have been damaged or destroyed may be sold only with a deed restriction limiting future use of the lot to the reconstruction of the units, the format and content of which shall be approved by the Town Attorney prior to conveyance.

Footprint Lots will be shown at the preliminary plan level of review.

(H) Buffers. Where multiple family dwellings are proposed in a location which is adjacent to existing single family dwellings, a buffer area of fifty feet (50') in width shall be provided along the peripheral boundary of the project planted with trees, evergreens or landforms as approved by the Planning Commission and said buffer may be required separate and apart from any setback requirements.

50' Buffer is shown.

Referring back to section 6.4 General Standards (Applicable to All Planned Unit Developments):

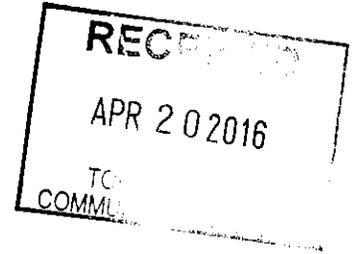
(A) Conformance. The PUD shall conform to the Essex Town Plan, and shall meet all other applicable provisions of these Regulations except where waived or modified by the Planning Commission under subdivision or site plan review, in accordance with this article.

In the Essex Town Plan Maps, there are a few maps that are relevant to this parcel. Due to the recent property line adjustment, the back 14.5 feet of the lot (toward Revision

Eyewear) are in a 200' buffer zone and 4 recreational networks. These networks are: Map 7, "Proposed Horseback Network;" Map 8, "Proposed Cross Country Ski Network;" Map 9, "Proposed Footpath Network;" and Map 10, "Proposed Bicycle Network." While the project boundary is abutting these recreational networks, the proposed use of the land shall not hinder or prohibit the use of these paths. Living so close to these recreational networks will be a bonus for the people of the Home Owners Association. Map 4, "Parks and Recreation," shows a large area of land marked as 'Natural Areas with Trails' very close to the parcel. This will also be a bonus for the Home Owners Association.

Gregory Duggan

From: Paul O'Leary <poleary@olearyburke.com>
Sent: Wednesday, April 20, 2016 7:58 AM
To: Gregory Duggan
Cc: Shawn Cunningham
Subject: RE: Items for 73 Jericho Road



Greg –

The unit split is dependent on the market and the affordable guidelines – for now I would assume that 21 units will be three bedroom and 7 units will be 2 bedroom, Thanks.

Paul

From: Gregory Duggan [<mailto:gduggan@ESSEX.ORG>]
Sent: Tuesday, April 19, 2016 5:09 PM
To: Shawn Cunningham
Cc: Paul O'Leary; Tom Chase
Subject: RE: Items for 73 Jericho Road

Thanks, Shawn. Do you have the breakdown of how many units will be 2-beds and how many will be 3-beds?

Greg

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

From: Shawn Cunningham [<mailto:scunningham@olearyburke.com>]
Sent: Wednesday, April 13, 2016 1:58 PM
To: Gregory Duggan
Cc: Paul O'Leary; Tom Chase
Subject: Items for 73 Jericho Road

Hi Greg,

Here is an updated site plan and narrative for 73 Jericho Road. The VTrans access permit application has been submitted. I will drop off hard copies this afternoon.

Thanks,

Shawn Cunningham, E.I.
O'Leary-Burke Civil Associates
13 Corporate Drive | Essex Jct., VT 05452
p: (802)878-9990
scunningham@olearyburke.com

See 2/5/16

Memorandum

To: Essex Planning Commission
CC: Community Development Office
From: Ally Vile, Parks and Recreation Director
Date: 2/5/2016
Re: 73 Jericho Road – 28 Unit Development

The proposed site plan for a 28-unit project will have an impact on the delivery of municipal recreational services. Each residential unit would be subject to Recreational Impact Fees.

The department is looking for more information in regards to how the open space at the front of the parcel will be used, as well as verifying a sidewalk will be installed in the development.

Jennifer Booker

Emailed to O'Leary

From: Brad Larose
Sent: Tuesday, February 09, 2016 8:40 AM
To: Jennifer Booker
Subject: RE: 73 Jericho Road

*Chase 2/10/16
JB*

Jen -

The police department has no concerns /comments at this point regarding this sketch plan.

Thanks.

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

From: Jennifer Booker
Sent: Monday, February 08, 2016 10:51 AM
To: Charlie Cole; Aaron Martin; Brad Larose
Subject: 73 Jericho Road

New application for 73 Jericho Road! Comments back by February 12th please!

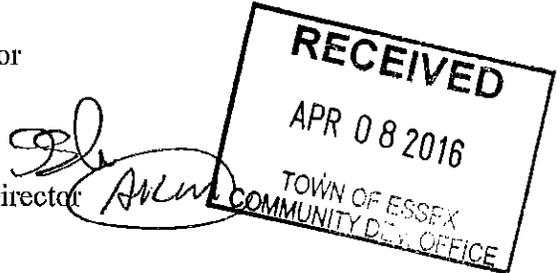
Thanks,

Jenn Booker
Community Development Secretary
42 Allen Martin Dr. Essex Junction VT 05452 (temporary location)
802-878-1343
jbooker@essex.org

Emailed to O'Leary
9 Chase 4/16/16
GSD

Memorandum

TO: Dana Farley, Community Development Director
Greg Duggan, Town Planner
Sharon Kelley, Zoning Administrator
FROM: Dennis Lutz, P.E., and Public Works Director
Aaron Martin, P.E., Town Engineer/Utilities Director
DATE: April 2, 2016
SUBJECT: Jericho Road Associates Sketch Plan
73 Jericho Road



The Public Works office has reviewed the submittal for the proposed Sketch Planned Unit Development at 73 Jericho Road and comments have been provided below. Public Works staff recommends that the applicant's engineer address the comments prior to Preliminary submittal of the proposed project.

Traffic and Road Layout

1. A traffic study will be required to determine the impact of the development as proposed. Earlier traffic studies within the area have been prepared by the applicant's engineer and these studies will need to be expanded to include the traffic generated by the proposed development. The study shall include traffic impacts at the new proposed intersection and analyze the impacts to the intersections of Allen Martin Drive and VT RT 15.
2. It appears that the proposed road will only be curbed on one side to allow for surface flow off of the road edge to the storm infiltration swale. It appears this swale is outside of the proposed ROW. Will there be an easement provided to the Town for the storm water BMP?
3. The proposed cul-de-sac appears to be 80-feet. The minimum diameter for a cul-de-sac per the Town of Essex Specifications for Construction is 100-feet.

Water

1. An analysis of the water distribution system will be required to determine issues of water pressure and flow caused by future demands of the proposed project within the Town's service area. The Town will require the applicant to provide the data for the proposed water system to the Town's design consultant for input into the water model. The model will be run by the Town's consultant. Any deficiencies within the proposed or existing water distribution system shall be addressed by the applicants engineer prior to Preliminary review. All costs associated with running the Town's water model shall be the responsibility of the applicant.
2. Water service connections with curbstops will be required for each of the 28 proposed units. All service curb stops must be located outside pavement and concrete. Each individual water service shall have a Town water meter.
3. The Town will require a 20-Foot wide permanent easement centered on the proposed water line.

4. The municipal water connection fees for the project as proposed will be as follows;

$$\text{Water: } (3,920 \text{ GPD} \times \$5.65) = \$ 22,148.00$$

In addition to water initiation fee based on flow, there is component of the initiation fee consisting of a connection cost of \$1000 per connection. With 28 individual water connections on the proposed plan, an additional \$28,000.00 in water fees would be charged. The total water fee for the project as proposed is **\$50,148.00**.

5. Public Works will review technical content at the Preliminary submittal of this project.

Sewer

1. Public Works requires the applicants engineer submit a sanitary sewer impact study, documenting all the downstream impacts to the existing sewer infrastructure caused by the proposed development.
2. The proposed development is located within the Town's sewer core and has 5,000 GPD of assigned sewer allocation. The development as proposed requires 3,920 GPD of sewer allocation. The project has sufficient sewer allocation to proceed. The applicant will be required to purchase this allocation for each unit prior to construction.
3. The municipal sewer connection fees for the project as proposed will be as follows;

$$\text{Sewer: } (3,920 \text{ GPD} \times \$9.75) = \$38,220.00$$

In addition to the sewer initiation fee based on flow, there is component of the initiation fees consisting of a connection cost of \$1000 per connection. In the past, most multi-family structures have single service connection to the municipal sewer. Assuming similar construction, 8 buildings / sewer connections as indicated on the proposed sketch plan, an additional \$8,000.00 in sewer fees would be charged. The total in sewer fees to be paid by the applicant will be **\$46,220.00**.

4. Public Works is of the opinion that if the sanitary sewer system remains as designed, the Town will not take on ownership of the sanitary sewer infrastructure and all will remain private. When new development projects come to the Town, Public Works is charged with assessing the proposed infrastructure and its impacts on the existing facilities within the Town. Being this project is within the Town sewer core, with at least six additional lots and possibly more bordering the parcel to the east that have sewer allocation assigned to it, the Town's preferred alternative would be to provide for the connection of adjacent lots to any new sewer infrastructure that will be constructed as part of this project.

Public Works strongly recommends that the new gravity sewer infrastructure be redesigned to allow for gravity sewer connections to existing homes along Circle Drive. Staff would recommended that sewer service connections be provided to each property along the route of the gravity sewer line to include existing homes on Circle Drive, whether or not a connection will be made at this time. If the applicants engineer redesigns the sanitary sewer system to provide for future growth with in this service area of the sewer core, the Town would be willing to take responsibility for the proposed infrastructure. Although the developer is likely to disagree with this position, it is a firm one as far as the Town is concerned.

Stormwater

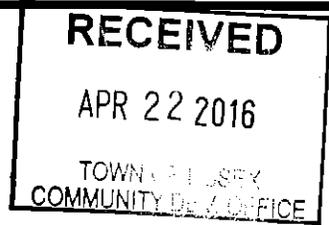
1. The applicant's engineer will need to meet with the Town staff regarding the storm water design during development of the preliminary plans. Detailed storm calculations shall be provided to public works for review. A "Pre" and "Post" build out impact study on the existing infrastructure must be provided for review.
2. Public Works Staff would like to review and offer input before any storm water application is made to the state for a stormwater permit.

Pedestrian Facilities:

1. The applicant shall provide an easement and 10-foot wide paved multiuse pedestrian path along the entire lot frontage with Jericho Road, (VT RT 15). This paved path must meet current VTrans standards for a multiuse path within a State Highway ROW.

Gregory Duggan

From: Essex Fire Chief <ccole183@comcast.net>
Sent: Friday, April 22, 2016 7:55 AM
To: Aaron Martin; Gregory Duggan
Cc: Jennifer Booker
Subject: Re: Comments for 73 Jericho Road



This is the first I'm seeing this. Why are the timelines so quick for these to be going in front of the boards ??

Regarding this project, is there a reason the hydrants show so far away from the street? I'd also like to see the existing hydrant plotted on this which sits out on Route 15.

My preference is a hydrant located close to the corner of the street and Rt 15 and another hydrant after the first curve and the last hydrant where it is proposed at the culdesac.

Sent from XFINITY Connect Mobile App

----- Original Message -----

From: Gregory Duggan
To: Charlie Cole
Cc: Jennifer Booker
Sent: April 21, 2016 at 6:04 PM
Subject: Comments for 73 Jericho Road

*Emailed to O'Leary,
Conaway, Green & Chase
4/22/16 GD*

Charlie,

Any comments on the proposed 28-unit PUD-R at 73 Jericho Road? The Sketch Plan and narrative are attached. They're going before the PC next week for Sketch Plan review.

Thanks,
Greg

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



State of Vermont
 Policy, Planning & Intermodal Development Division
 Policy, Planning and Research Bureau
 Development Review & Permitting Services Section

Agency of Transportation

One National Life Drive
 Montpelier, VT 05633-5001
 Vtrans.vermont.gov

[phone] 802-828-2653
 [fax] 802-828-2456
 [ttd] 800-253-0191

I LETTER OF INTENT !
THIS IS NOT A PERMIT

May 2, 2016

Jericho Road Associates
 Tom Chase
 66 Bowdoin Street, Suite 100
 South Burlington, VT 05403

Subject: Essex, VT15, L.S. 334+65 RT

Dear Mr. Chase:

Your highway permit application to construct access to serve residential a planned unit development, and make waterline connection, at the above-referenced location, has been reviewed and found to meet the requirements for work within the highway right-of-way.

Title 19 VSA § 1111 requires that we ensure compliance with all local ordinances and regulations relating to highways. **Your highway permit application will be processed after you provide us with copies of your Act 250 and/or local approvals, including all conditions.** In cases where local zoning does not exist, a letter from the legislative body of the municipality will be acceptable.

When issued, the permit will contain, but will not be limited to, the attached Special Conditions.

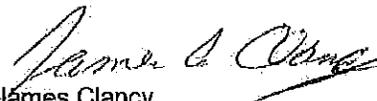
This commitment is valid for two years from the date of this letter. Should your other permits require a longer time period, please contact us relative to an extension of time.

This Letter of Intent addresses only access to, work within, and drainage affecting the State highway. It does not address other possible transportation issues, such as access to town highways, use of private roads, and use of railroad crossings. If relevant to the proposed development, such issues must be addressed separately.

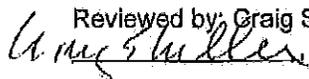
This proposed development has been reviewed relative to ACT 145 - Transportation Impact Fees, and will potentially be recommended a fee be assessed in this case. ACT 145 allows a District Commission to require payment of a transportation impact fee(s) for a capital transportation improvement(s) that is "... necessary to mitigate the transportation impacts of a proposed development or subdivision." There is a project in the VTrans Capital Program in this area, and this potential fee will be evaluated once your project is under ACT 250 review.

If you have any further questions about this matter, please call me at (802) 279-1098.

Sincerely,


 James Clancy
 Permit Coordinator
 Permitting Services

Attachment

Reviewed by: Craig S. Keller, P.E. Date: 5/3/2016
 Chief of Permitting Services

cc: Town of Essex
District Environmental Coordinator #4
Chittenden County Regional Planning Commission
O'Leary-Burke Civil Associates Inc.

Jericho Road Associates
Essex, VT15, L.S. 334+65 RT
May 2, 2016
Page 1 of 4

SPECIAL CONDITIONS

This permit is granted subject to the restrictions and conditions on the back of the permit, with particular attention given to the Special Conditions listed below. This permit pertains only to the authority exercised by the Vermont Agency of Transportation (Agency) under Vermont Statutes Annotated, Title 19, Section 1111, and does not relieve the Permit Holder from the requirements of otherwise applicable statutes, rules, regulations or ordinances (e.g., Act 250, zoning, etc.). The Permit Holder shall observe and comply with all Federal and State laws and local bylaws, ordinances, and regulations in any manner affecting the conduct of the work and the action or operation of those engaged in the work, including all orders or decrees as exist at present and those which may be enacted later by bodies or tribunals having jurisdiction or authority over the work, and the Permit Holder shall defend, indemnify, and save harmless the State and all its officers, agents, and employees against any claim or liability arising from or based on the violation of any such law, bylaws, ordinances, regulations, order, or decree, whether by the Permit Holder in person, by an employee of the Permit Holder, by a person or entity hired by the Permit Holder, or by a Subcontractor or supplier.

The Permit Holder shall accomplish all work under this permit in accordance with detail "C" and the profile and notes of standard drawing B-71, copy attached, and the attached plan dated February 2, 2016.

A preconstruction meeting to discuss work to be completed must be held prior to the Permit Holder's employees or contractor beginning work. The Permit Holder is required to notify the District Transportation Administrator five (5) working days in advance of such meeting.

Please note that the Vermont Agency of Transportation is not a member of Dig Safe. The Permit Holder shall also contact Steve Guyette (802) 343-2188. Mr. Guyette will need to locate and mark all existing buried utility facilities owned by the Agency near the location of the proposed work.

Roadway shoulder areas must be maintained free of unnecessary obstructions, including parked vehicles, at all times while work is being performed under this permit.

All grading within the State Highway right-of-way associated with the proposed construction shall be subject to inspection and approval by the District Transportation Administrator or his or her staff. The Permit Holder shall be responsible for ensuring that all grading work in or on the State Highway right-of-way complies with applicable statutes, rules, regulations or ordinances.

In areas to be grass covered, the Permit Holder shall restore turf by preparing the area and applying the necessary topsoil, limestone, fertilizer, seed, and mulch, all to the satisfaction of the District Transportation Administrator. The Permit Holder shall be responsible for ensuring that all turf restoration work in or on the State Highway right-of-way is in compliance with applicable statutes, rules, regulations or ordinances.

In the event that area lighting proves to be a hazard to the traveling public, the Permit Holder will be ordered to remove or modify it at his or her expense to the satisfaction of the District Transportation Administrator.

Jericho Road Associates
Essex, VT15, L.S. 334+65 RT
May 2, 2016
Page 2 of 4

Upon completion of the work, the Permit Holder shall be responsible to schedule and hold a final inspection. The Permit Holder is required to notify the District Transportation Administrator five (5) working days in advance of such inspection.

This permit does not become effective until the Permit Holder records, in the office of the appropriate municipal clerk, the attached "Notice of Permit Action".

The access must be constructed in such a manner as to prevent water from flowing onto the State Highway. If the access is not constructed satisfactorily, the District Transportation Administrator can order reconstruction of the access at the Permit Holder's expense.

This access will serve as the only access to this property and to any future subdivisions of this property unless approved otherwise by the Agency. The Permit Holder is required to allow a connection and to grant an associated right to pass between the access and adjoining properties (in the future) that will result in a combination of accesses to serve more than one property or lot. By issuance of this permit, the Agency revokes all previous permits for access to this property.

In the event traffic from this project increases to the point where traffic signals, additional lanes for turning or any other modifications are necessary, the Permit Holder shall bear the expense of such improvements or facilities. The Agency may require the Permit Holder to update or provide a traffic study to determine if additional modifications are necessary.

The Permit Holder is responsible for access maintenance (beyond the edge of paved shoulder). "Access maintenance" will include, but not be limited to, the surface of the access, the replacement and maintenance of the culvert, as necessary, the trimming of vegetation, and the removal of snow banks to provide corner sight distance.

In conformance with Vermont Statutes Annotated, Title 19, Section 1111(f), the Agency may eliminate this access in the future where development has burdened the highway system to such an extent that a frontage road or other access improvements (which may serve more than one property or lot) must be constructed to alleviate this burden. The Permit Holder shall bear the expense of the frontage road or other access improvements. The Agency shall determine the need of a frontage road or other improvements based upon and justified by standard Agency procedures.

The Permit Holder shall pave the access (drive) from the edge of paved shoulder to the State Highway right-of-way.

In the event of the Permit Holder's failure to complete all the work, approved under this permit, by the "work completion date," the Agency, in addition to any other enforcement powers that may be provided for by law, may suspend this permit until compliance is obtained. If there is continued use or activity after suspension, the Agency may physically close the driveway or access point if, in the Agency's opinion, safety of highways users is or may be affected.

Should any portion of the utility facility installed within the State Highway right-of-way require relocation due to future highway improvements, the Permit Holder shall bear all expenses, and all necessary adjustments shall be completed in a timely manner.

Jericho Road Associates
Essex, VT15, L.S. 334+65 RT
May 2, 2016
Page 3 of 4

The Permit Holder shall promptly and unconditionally pay for full repair and restoration of any and all damages to existing underground utility facilities (meaning any underground pipe, conduit, wire or cable, including appurtenances) that have been brought about by the execution of the permitted work. The Permit Holder also is required to pay for any costs to repair the highway following and resulting from any repairs to existing utilities occurring as a result of the work covered by this permit. Except with the specific, written permission of the Engineer, the Permit Holder or his or her contractor shall expose all underground facilities to verify their location and depth, at each location where the authorized boring or drilling work crosses a facility; and at reasonable intervals when closely paralleling a facility. Whenever possible, existing facilities should be crossed at a perpendicular angle. The Permit Holder shall be responsible for obtaining the modification of this permit, if necessary, for any additional survey work before initiating boring or drilling operations under the permit. The Agency will treat the Permit Holder's failure to fully, promptly, and conscientiously comply with all of conditions of this paragraph, including but not limited to the obligation to pay for repairs, as grounds for the Agency to refuse to grant any further requests by the Permit Holder for any other permits for subsurface work unless the Permit Holder furnishes irrevocable financial security, in a type and an amount deemed sufficient by the Agency in its sole discretion, prior to such future subsurface work.

The Permit Holder shall verify the appropriate safety measures needed, prior to construction, so proper devices and/or personnel are available when and as needed. Traffic control devices, shall be in conformance with the MUTCD (Manual on Uniform Traffic Control Devices), Agency standards and any additional traffic control deemed necessary by the District Transportation Administrator. The Permit Holder's failure to utilize proper measures shall be considered sufficient grounds for the District Transportation Administrator to order cessation of the work immediately.

The Permit Holder will perform construction in such a way as to minimize conflicts with normal highway traffic. When two-way traffic cannot be maintained, the Permit Holder shall provide a sign package that conforms to the MUTCD (Manual on Uniform Traffic Control Devices) or Agency standards, as well as trained Flaggers. The District Transportation Administrator may require a similar sign package with trained Flaggers whenever it is deemed necessary for the protection of the traveling public. In addition, the District Transportation Administrator may require the presence of Uniform Traffic Officers (UTOs); moreover, the presence of UTOs shall not excuse the Permit Holder from its obligation to provide the sign package and Flaggers.

The Permit Holder shall ensure that all workers exposed to the risks of moving highway traffic and/or construction equipment wear high-visibility safety apparel meeting the requirements of ISEA (International Safety Equipment Association) "American National Standards for High-Visibility Safety Apparel," and labeled as ANSI (American National Standards Institute) 107-2004, or latest revisions, for Performance Class 2 or 3 requirements. A competent person - one designated by the Permit Holder's Contractor to be responsible for worker safety within the activity area of the State highway right-of-way shall select the appropriate class of garment. The Engineer may suspend this permit until compliance is obtained.

Independence; Liability: The Permit Holder will act in an independent capacity and not as officers or employees of the State.

The Permit Holder shall defend the State and its officers and employees against all claims or suits arising in whole or in part from any act or omission of the Permit Holder or of any agent of the Permit Holder. The State shall notify the Permit Holder in the event of any such claim or suit, and the Permit

Jericho Road Associates
Essex, VT15, L.S. 334+65 RT
May 2, 2016
Page 4 of 4

Holder shall immediately retain counsel and otherwise provide a complete defense against the entire claim or suit.

After a final judgment or settlement, the Permit Holder may request recoupment of specific defense costs and may file suit in the Washington Superior Court requesting recoupment. The Permit Holder shall be entitled to recoup costs only upon a showing that such costs were entirely unrelated to the defense of any claim arising from an act or omission of the Permit Holder.

The Permit Holder shall indemnify the State and its officers and employees in the event that the State, its officers or employees become legally obligated to pay any damages or losses arising from any act or omission of the Permit Holder.

Insurance: Before beginning any work under this Permit the Permit Holder must provide certificates of insurance to show that the following minimum coverages are in effect. It is the responsibility of the Permit Holder to maintain current certificates of insurance on file with the State for the duration of work under the Permit. No warranty is made that the coverages and limits listed herein are adequate to cover and protect the interests of the Permit Holder for the Permit Holder's operations. These are solely minimums that have been established to protect the interests of the State.

Workers' Compensation: With respect to all operations performed under the Permit, the Permit Holder shall carry workers' compensation insurance in accordance with the laws of the State of Vermont.

General Liability and Property Damage: With respect to all operations performed under the Permit, the Permit Holder shall carry general liability insurance having all major divisions of coverage including, but not limited to:

Premises - Operations
Products and Completed Operations
Personal Injury Liability
Contractual Liability

The policy shall be on an occurrence form and limits shall not be less than:

\$2,000,000 Per Occurrence
\$2,000,000 General Aggregate
\$2,000,000 Products/Completed Operations Aggregate
\$ 50,000 Fire/Legal Liability

Permit Holder shall name the State of Vermont and its officers and employees as additional insureds for liability arising out of this Permit.

Automotive Liability: The Permit Holder shall carry automotive liability insurance covering all motor vehicles, including hired and non-owned coverage, used in connection with the Permit. Limits of coverage shall not be less than: \$1,000,000 combined single limit.

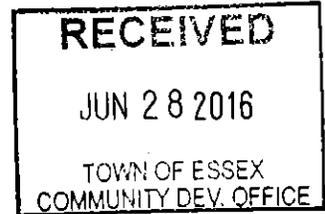
Permit Holder shall name the State of Vermont and its officers and employees as additional insureds for liability arising out of this Permit.



O'Leary-Burke Civil Associates, PLC

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

June 28, 2016



Greg Duggan, Town Planner
Town of Essex
81 Main Street
Essex Jct., VT 05452

RE: Jericho Road Associates – Planned Unit Development
73 Jericho Road, Essex Junction, VT
Sketch Plan Application

Dear Greg:

We are writing on behalf of Jericho Road Associates to request continued for review of the sketch plan application for a planned residential unit development. The project is located on Vermont Route 15 (73 Jericho Road) in the medium density zoning district (R2) of Essex Junction.

The revised plan depicts a total of 21 units on the 10.02 acre parcel. To qualify for a 25% bonus in housing units, the developer is proposing that a minimum of one (1) unit be affordable in perpetuity (based on the 80% of the average income affordability criteria). The applicant is willing to designate two (2) units as affordable if the Planning Commission will consider raising the affordability requirement to 100% of the average income.

The project will also include the construction of a new 800' long public road ending in a cul-de-sac. All units will be served by municipal water and sewer connections. The sewage will gravity feed to an on-site pump station and will then exit the site through a force main extended from Revision Eyewear. An 8" waterline extended from Revision Eyewear is also being proposed. The sandy on-site soils should allow for all of the stormwater generated by the project to be infiltrated.

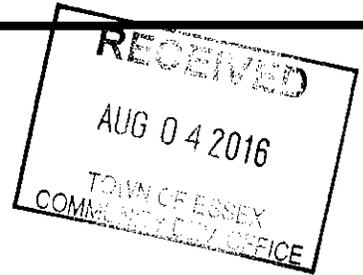
If you have any questions please do not hesitate to call.

Sincerely,

Paul O'Leary Jr., P.E.

Gregory Duggan

From: Paul O'Leary <poleary@olearyburke.com>
Sent: Thursday, August 04, 2016 11:24 AM
To: Gregory Duggan
Subject: RE: 73 Jericho Road
Attachments: Chase Density Calcs.pdf; Chase Site Plan 8-4-16.pdf



Hi Greg –

I have attached a revised Site Plan and an additional sheet that show the >20% slopes, the wetland area, and the ROW area. Let me know if you would like any additional info and how many hard copies you need.

For residential phasing, I am assuming that all of the proposed units will be three-bedroom. We would like 11 units in fiscal year 2017 and the remaining 10 units in fiscal year 2018.

Thanks.

Paul

From: Gregory Duggan [<mailto:gduggan@ESSEX.ORG>]
Sent: Wednesday, August 03, 2016 4:32 PM
To: Paul O'Leary
Subject: 73 Jericho Road

Paul,

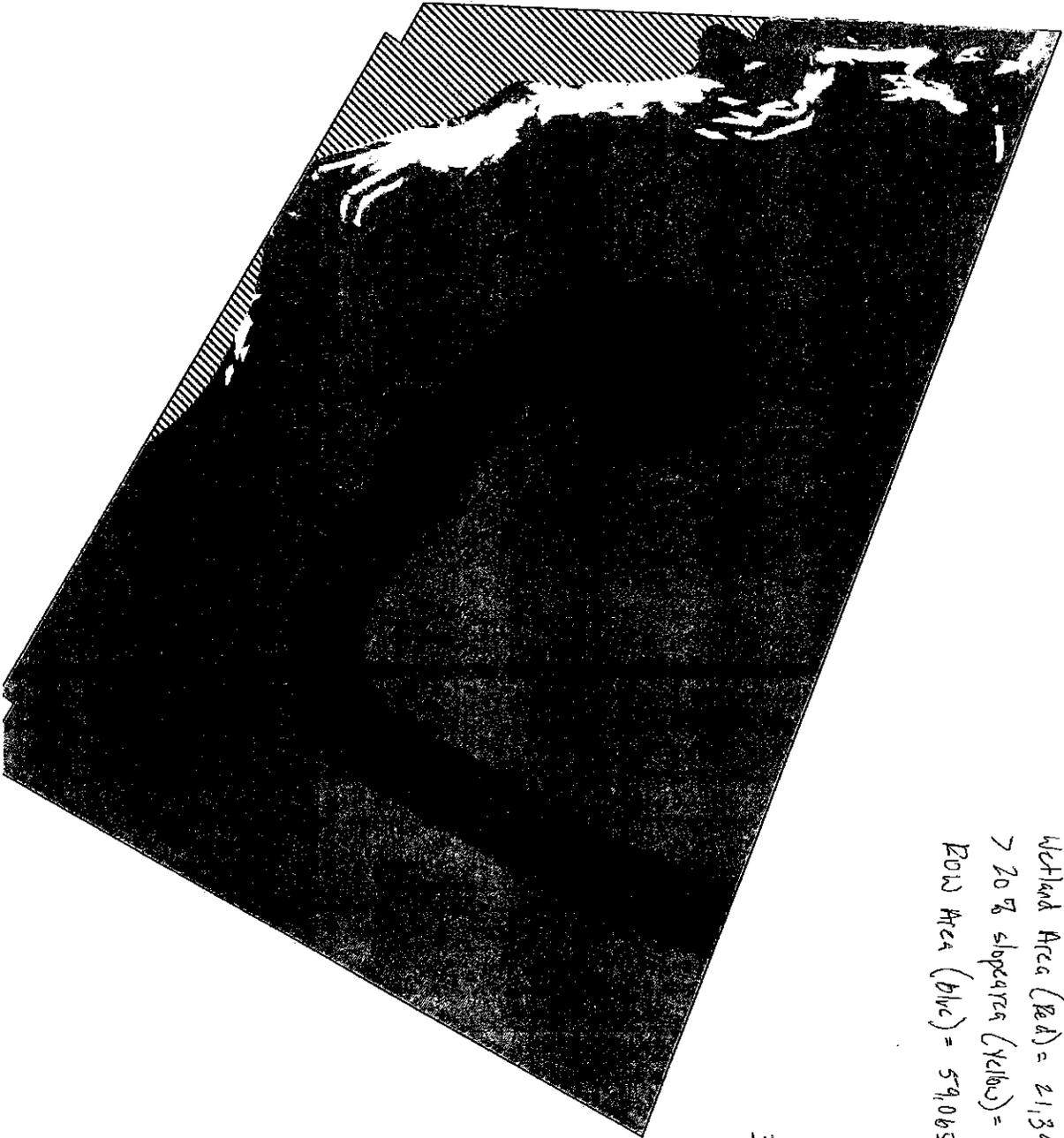
Please submit calculations for developable land at 73 Jericho Road, with the shortened road. Please also include any slopes greater than 20 percent. Please include that information on the site plan, along with zoning information, lot size, setbacks, etc.

Also, please submit a residential phasing request that includes a breakdown of the number of bedrooms by unit.

Thanks,
Greg

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

RECEIVED
 AUG 04 2016
 TOWN OF ESSEX
 COMMUNITY DEVELOPMENT OFFICE



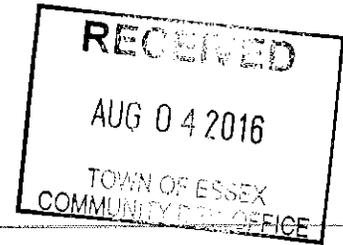
Lot Area = 10.02 acres = 436,471 sf
 Wetland Area (Red) = 21,393 sf
 > 20% slope area (Yellow) = 11,499 sf
 ROW Area (blue) = 59,065 sf

Net 344,514 sf

$344,514 / 20,000 \text{ sf} = 17.22$

Gregory Duggan

From: Paul O'Leary <poleary@olearyburke.com>
Sent: Thursday, August 04, 2016 12:22 PM
To: Gregory Duggan
Subject: RE: 73 Jericho Road



2016 and 2017.

From: Gregory Duggan [<mailto:gduggan@ESSEX.ORG>]
Sent: Thursday, August 04, 2016 11:43 AM
To: Paul O'Leary
Cc: Jennifer Booker
Subject: RE: 73 Jericho Road

Thanks, Paul. Jenn is going to let you know how many hard copies are needed.

Phasing runs on a calendar year. Do you still want 2017 and 2018, or 2016 and 2017?

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

From: Paul O'Leary [<mailto:poleary@olearyburke.com>]
Sent: Thursday, August 04, 2016 11:24 AM
To: Gregory Duggan
Subject: RE: 73 Jericho Road

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Thanks.

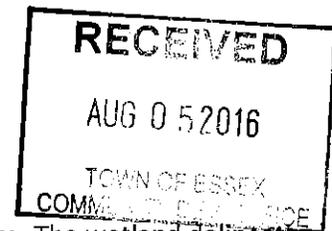
Paul

From: Gregory Duggan [<mailto:gduggan@ESSEX.ORG>]
Sent: Wednesday, August 03, 2016 4:32 PM
To: Paul O'Leary
Subject: 73 Jericho Road

Paul,

Gregory Duggan

From: Paul O'Leary <poleary@olearyburke.com>
Sent: Friday, August 05, 2016 11:00 AM
To: Gregory Duggan
Subject: RE: 73 Jericho Road



I don't know why it changed. Shawn has done the work and he is out of the office today. The wetland delineation shown is our guess at this point, it will need to be delineated by a wetland expert prior to preliminary.

Paul

From: Gregory Duggan [<mailto:gduggan@ESSEX.ORG>]
Sent: Friday, August 05, 2016 10:54 AM
To: Paul O'Leary
Subject: RE: 73 Jericho Road

Paul,

With the first submittal for sketch, wetlands were calculated at 28,785 sf. Now they're at 21,393 sf. Please explain.

GD

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

From: Paul O'Leary [<mailto:poleary@olearyburke.com>]
Sent: Thursday, August 04, 2016 11:24 AM
To: Gregory Duggan
Subject: RE: 73 Jericho Road

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Thanks.

Paul

From: Gregory Duggan [<mailto:gduggan@ESSEX.ORG>]
Sent: Wednesday, August 03, 2016 4:32 PM
To: Paul O'Leary
Subject: 73 Jericho Road

Sent 7/11/16
Polkamy
Chase

Jennifer Booker

From: Brad Larose
Sent: Monday, July 11, 2016 2:25 PM
To: Jennifer Booker
Subject: RE: comments back

...and the same for 75 Brigham Hill Road.

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

From: Jennifer Booker
Sent: Monday, July 11, 2016 2:25 PM
To: Brad Larose
Subject: RE: comments back

thanks

From: Brad Larose
Sent: Monday, July 11, 2016 2:15 PM
To: Jennifer Booker
Subject: RE: comments back

Jenn -

The police department has no concerns regarding 73 Jericho Road.

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

From: Jennifer Booker
Sent: Monday, July 11, 2016 1:31 PM
To: Aaron Martin; Allyson Vile; Charlie Cole; Brad Larose
Subject: comments back

I need comments back for 73 Jericho Road and
comments back for 35 Discovery Road – if you have not sent them.
Thanks,

Jenn Booker

7/11/16
Polany
TChase

Jennifer Booker

From: Essex Fire Chief <ccole183@comcast.net>
Sent: Monday, July 11, 2016 2:10 PM
To: Jennifer Booker
Subject: Re: comments back

Hi Jenn,

Sorry about this. I remember looking at this project when it came in. I have no objections to this plan as presented.

I would request that all residences be marked with their respective street address number in contrasting / reflective numbering for ease of location during emergencies.

Thanks very much.

Charlie

From: "Jennifer Booker" <JBooker@ESSEX.ORG>
To: "Charlie Cole" <ccole183@comcast.net>
Sent: Monday, July 11, 2016 1:45:38 PM
Subject: RE: comments back

From: Essex Fire Chief [<mailto:ccole183@comcast.net>]
Sent: Monday, July 11, 2016 1:40 PM
To: Jennifer Booker
Subject: Re: comments back

Hi Jenn,

I cannot find a 73 Jericho Road email, can you please resend me the narrative and the sketch plan?

From: "Jennifer Booker" <JBooker@ESSEX.ORG>
To: "Aaron Martin" <amartin@ESSEX.ORG>, "Allyson Vile" <avile@ESSEX.ORG>, "Charlie Cole" <ccole183@comcast.net>, "Brad Larose" <blarose@ESSEX.ORG>
Sent: Monday, July 11, 2016 1:31:28 PM
Subject: comments back

I need comments back for 73 Jericho Road and comments back for 35 Discovery Road – if you have not sent them.

Thanks,

Jenn Booker

7/18/16
Sent P. Cleary
Chase

Memorandum

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

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

DATE: July 14, 2016

SUBJECT: Jericho Road Associates Sketch Plan
73 Jericho Road

The Public Works office has reviewed the submittal for the proposed Sketch Planned Unit Development at 73 Jericho Road and comments have been provided below. Public Works staff recommends that the applicant's engineer address the comments prior to Preliminary submittal of the proposed project.

Traffic and Road Layout

1. A traffic study will be required to determine the impact of the development as proposed. Earlier traffic studies within the area have been prepared by the applicant's engineer and these studies will need to be expanded to include the traffic generated by the proposed development. The study shall include traffic impacts at the new proposed intersection and analyze the impacts to the intersections of Allen Martin Drive and VT RT 15.
2. It appears that the proposed road will only be curbed on one side to allow for surface flow off of the road edge to the storm infiltration swale. It appears this swale is outside of the proposed ROW. Will there be an easement provided to the Town for the storm water BMP?
3. The proposed cul-de-sac appears to be 80-feet. The minimum diameter for a cul-de-sac per the Town of Essex Specifications for Construction is 100-feet.

Water

1. An analysis of the water distribution system will be required to determine issues of water pressure and flow caused by future demands of the proposed project within the Town's service area. The Town will require the applicant to provide the data for the proposed water system to the Town's design consultant for input into the water model. The model will be run by the Town's consultant. Any deficiencies within the proposed or existing water distribution system shall be addressed by the applicants engineer prior to Preliminary review. All costs associated with running the Town's water model shall be the responsibility of the applicant.
2. Water service connections with curbstops will be required for each of the 28 proposed units. All service curb stops must be located outside pavement and concrete. Each individual water service shall have a Town water meter.
3. The Town will require a 20-Foot wide permanent easement centered on the proposed water line.

4. The municipal water connection fees have increased since the last review of this project. The updated fees for this project as proposed will be as follows under the current fee schedule

$$\text{Water: } (140 \text{ GPD} \times 21 \text{ units} \times \$5.73/\text{GPD of capacity}) + (21 \text{ units} \times \$1,000 \text{ per unit}) = \$37,846.20$$

5. Public Works will review technical content at the Preliminary submittal of this project.

Sewer

1. Public Works requires the applicants engineer submit a sanitary sewer impact study, documenting all the downstream impacts to the existing sewer infrastructure caused by the proposed development.
2. The proposed development is located within the Town's sewer core and has 5,000 GPD of assigned sewer allocation. The development as proposed requires 3,920 GPD of sewer allocation. The project has sufficient sewer allocation to proceed. The applicant will be required to purchase this allocation for each unit prior to construction.
3. The municipal sewer connection fees for the project as proposed will be as follows;

$$\text{Sewer: } (140 \text{ GPD} \times 21 \text{ units} \times \$10.30/\text{GPD of capacity}) + (11 \text{ connections} \times \$1,000) = \$41,282$$

4. Public Works agrees with the location and design of the new gravity sewer infrastructure along the eastern boundary of the property with residents of Circle Drive. Staff recommends that sewer service connections be provided to the boundary line of each property along the route of this new gravity sewer line, whether or not a connection will be made at this time.

Furthermore, Public Works agrees with the design of the sanitary sewer infrastructure in concept. Staff will provide further comment on the design at Preliminary review.

Stormwater

1. The applicant's engineer will need to meet with the Town staff regarding the storm water design during development of the preliminary plans. Detailed storm calculations shall be provided to public works for review. A "Pre" and "Post" build out impact study on the existing infrastructure must be provided for review.
2. Public Works Staff would like to review and offer input before any storm water application is made to the state for a stormwater permit.

Pedestrian Facilities:

1. The applicant shall provide an easement and 10-foot wide paved multiuse pedestrian path along the entire lot frontage with Jericho Road, (VT RT 15). This paved path must meet current VTrans standards for a multiuse path within a State Highway ROW.
2. Public Works is concerned that 21 new residential units will be constructed with no pedestrian connection on a highly trafficked roadway. In lieu of a path along the frontage

of the property as noted in comment #1, consideration could also be given to either providing equivalent funds to the Town so that a path/sidewalk can be extended to Allen Martin Drive or 2) construct a paved path via an easement to connect to the path on Corporate Drive.

