TRUDELL
Consulting Engineers

February 8, 2016

Town of Essex Community Development Department
Attn: Greg Duggan
81 Main Street
Essex Jct. VT 05452

RECEIVED
FEB 08 2016
TOWN OF ESSEX
COMMUNITY DEV. OFFICE

Subject: Final *Plat Submission Narrative for mixed use project*
Susie Wilson Bypass/ Route 2A/ Gardenside Lane
Essex # PC:2016-3

Dear Greg:

With this letter we are submitting a Final plat application and narrative on behalf of A&C Realty (31 Commerce Avenue, South Burlington, VT 05403). The previous preliminary plat approval issued on November 14, 2013, and re-approved on January 28, 2016. This project is located in the Retail – Business (B1) zone bordered to the north by Gardenside Lane, to the east by Route 2A, and to the south by Susie Wilson Bypass. The combined parcels would be the site of a proposed mixed-use project located in the sewer core.

The applicant requests approval of a boundary line adjustment to combine five residential lots on 5.47 acres into a single, 5.47-acre parcel at 12 Gardenside Lane, Tax Map 78, Tax Parcels 6, 6-1, 6-2, 6-3, and another parcel that, according to town documentation, has already merged with Parcel 6-1.

The proposal is for a PUD involving a mixed use development for 48 residential unit multi-family housing, and a mixed use 16,500 square foot first floor commercial building with multiple uses ranging from small dry goods, services and/or a deli-salad/hot bar within a grocery. This use could have up to 20 stations for standing or seating.

Subdivision Regulations -Article III: Residential Phasing
For residential phasing, the applicant requests the following schedule:

Dwelling Number	Units per Dwelling	Number of 1 Bedroom Units	Number of 2 Bedroom Units	Phasing Year	Phasing Year Unit Request	Estimated Population Equivalents (EPE)
A-1	4		4	2017	4	8
A-2	4		4	2017	4	8
A-3	4		4	2017	4	8
B-1	4		4	2017	4	8
B-2	4		4	2017	4	8
B-3	4		4	2018	4	8
C-1	24	12	12	2016	24*	36
Total	48	12	36		48	104

*With this project, 4 existing dwelling units (8 total bedroom units) will be taken out of the housing inventory. When this accounting is incorporated into the residential phasing for 2016, the unit request drops to 20 units for the calendar year and is compliant with the Phasing Procedure.

Subdivision Regulations - Article IV: Subdivision Standards

1. Section 4.1, Standards Applicable to All Subdivisions

(A) The application takes into account the planning design and construction standards set forth in the regulation and the Town's Public Works Specifications. The project will be setup to implement alternate energy technology for solar roof panels and electric car charging stations once the costs decline.

(B) *The project considers public health, safety and welfare with the implementation of internal sidewalks, wide drive lanes, and separating the residential and commercial uses.*

(C) *The applicant proposes a boundary line adjustment to combine five residential lots on 5.47 acres into a single lot and limit the curb cuts to two locations.*

(D) *Vehicular Access - The proposal is for a PUD involving a mixed use development for 48 residential unit multi-family housing, the streets are intended to be private. The applicant has proposed vehicular access from Gardenside Lane and VT2A. Gardenside Lane would serve as the primary access for most vehicles. The access point on VT2A would only allow right turns in and right out turns only. This divided entrance will be constructed with mountable curbing, to allow emergency vehicles in the event of an emergency to use the VT2A entrance. A Letter of Intent has been issued by VTrans dated 3/10/15, for the VT2A access, which is based on a traffic report prepared by Stantec dated 02/27/2014, and last revised 11/9/2015.*

(E) Pedestrian Access – The applicant is willing to work with the Town of Essex and provide the Town with funds from this project to be used to design and construct future multi-use pedestrian paths within the VT RT 2A corridor between Gardenside Lane and Old Colchester Road. This is a preferred option discussed by Public Works in a Memo dated October 18, 2013.

Sidewalks have been provided internally within the project to maintain safety walking around the project site.

(F) Gardenside Lane would serve as the primary access for most vehicles, and will be used for left turns on to Route 2A. The Route 2A right-in and right-out is a limited access and is intended to support the businesses on site.

(G) Refer to the zoning section of this letter.

(H) Stormwater Drainage and Erosion Control - The applicant plans to design a stormwater management system in accordance with the State of Vermont Stormwater Management Manual, Volume 1 – Stormwater Treatment Standards. The plan calls for a stormwater pond area in the southeast corner of the property, along with catch basins. The stormwater pond discharges to Indian Brook via an 18-inch pipeline owned and maintained by the Town. The Town system then enters a 30-inch pipeline owned and maintained by the State (VTRANS). The design for the development to meets a Vermont Agency of Transportation standard where discharges to culverts do not exceed a 1.5-to-1 headwater-to-depth ratio for a 50-year storm event. VTrans approved the LOI plan set showing this connection to their system.

(I) Refer to discussion in (D). The applicant has proposed private internal roads with parking lots to serve the project. The applicant intends to lease all of the proposed properties and will maintain the roads and parking areas.

(J) *Sewage Disposal - The property lies within the sewer core area. The applicant calculated a design flow for the project of 12,000 gallons per day, and the applicant has obtained Selectboard approval for a sewer allocation of 12,000 GPD. The agreement, dated May 23, 2013, is attached. A force main has been designed to convey wastewater from Gardenside to the gravity sewer at Suffolk Lane.*

Water Supply - The applicant intends to connect to the Town water system. The applicant's fire protection design consultant Richard Culver has successfully satisfied the concerns raised by the Town Engineer and Fire Chief by providing a demand analysis which was reviewed by Tetra Tech, Inc and the town engineer. The hydraulic model was updated with the project demands and the system was found to have adequate capacity to meet the fire flow needs while maintaining an acceptable residual pressure throughout the modeled distribution network. Allocation letter has been obtained from the Champlain Water District (attached).

Stormwater Drainage and Erosion Control - The applicant plans to design a stormwater management system in accordance with the State of Vermont Stormwater Management Manual, Volume 1 – Stormwater Treatment Standards. The plan calls for a stormwater pond area in the southeast corner of the property, along with catch basins. The stormwater pond discharges to Indian Brook via an 18-inch pipeline owned and maintained by the Town. The Town system then enters a 30-inch pipeline owned and maintained by the State (VTRANS). The design for the development to meets a Vermont Agency of Transportation standard where discharges to culverts do not exceed a 1.5-to-1 headwater-to-depth ratio for a 50-year storm event.

The applicant has agreed to take responsibility for maintaining the stormwater management system.

(K) *The road system and access points have been designed to accommodate emergency vehicle access to the site via two access points, mountable curbing, and roads are 24-ft in width and provide direct access to all structures.*

(L) The project provides for connections to sidewalks that serve both commercial building and residential units. The interior sidewalks are designed to be ADA accessible with connection to the community garden. The project is comprised of parking lots which are connected to sidewalks, building entrances and meet the needs of shared parking.

(M) Streams - Indian Brook, an impaired waterway, flows to the south and west of the project site, but does not flow through the property. The applicant will need to obtain a stormwater permit from the state.

Wetlands - The project site does not contain wetlands.

Historic Sites – On behalf of the applicant Northeast Archaeology Research Center, Inc. conducted a Phase I survey in May 2014 across the 5.47 acres. The survey concluded that it is unlikely that significant archaeological deposits are present within this project area. Report included with submission.

Historic Structures Assessment for the Vermont Route2A-VT 289 Interchange Scoping Study identified one house on the Gardenside site, at 200 Colchester Road, listed in the 1976 Vermont Historic Sites and Structures Survey (VHSSS) for the Town of Essex. The home is listed on the State Register of Historic Places, but has "deteriorated significantly since it was surveyed in 1976," according to the Historic Structures Assessment. A barn that stood on the property was also collapsing, and was demolished in 2011.

A second home on the site property, at 202 Colchester Road, is not included in the VHSSS, but in 2011 the Vermont Division for Historic Preservation determined the house to be eligible for the State Register.

The applicant has prepared the submission for Act 250 Criterion 8 Scenic Beauty, Historic Sites, and Natural Areas regarding this matter which is not likely to result in redesign or inability to acquire permits. Vermont State Historic Preservation Office has guidelines for the applicant to document and demolish the structures in question. The Agency does not "restrict the owner's basic right to use and dispose of the property as he or she sees fit."

(N) The project proposes housing diversity with 6- 4 plex units, 1- 24 multi-unit building. The housing is clustered at one end of the project site with commercial close to Route 2A. The size has been reduced to 16,500 square feet. The building has the option to have four commercial tenants with unit entrances on three sides of the building. This permits a multi-use building that better services the residents, neighbors and commuter traffic.

(O) The project will not have an adverse impact on existing municipal services or facilities.

(P) Conformance with the *Town Plan - The project complies with the following relevant goals and objectives of the 2011 Town Plan:*

> *Goal 3.1: To promote sustainable, balanced economic development and job creation/retention for the benefit of the entire community.*
> *The project proposes a commercial component at which there is a potential for local small business owners to find viable lease space and for the community to find gainful employment.*
>
> *Goal 5.2: Encourage a reasonable diversity of housing types and choices between rental and ownership in a variety of locations suitable for residential development and convenient to employment centers, shopping facilities, schools and public transportation.*
> *The project proposes multi-family 4 and 24 housing unit buildings with one- to two-bedrooms. These units are conveniently located to highway corridors which convey residents to employment opportunities within three miles or less.*
>
> *Objective 5.2.3: Encourage the location of housing at suitable locations adjacent to commercial centers where employment and public transportation exists.*
> *The project is proposing a commercial center adjacent to housing.*

Goal 11.4: Encourage the development of the Essex West area as a sub-regional growth center which will provide greater employment opportunities, broaden the tax base, increase retail and personal services and provide a diversity of housing opportunities.
Project will achieve this goal.

(Q) A total of 4 existing dwelling units (8 total bedroom units) will be taken out of the existing housing inventory. These homes are scheduled to be demolished with tis application.

(R) The landscape plan includes the careful placement of trees, shrubs and perennials which adhere to the Business District landscaping objectives as well as compliment the architectural expressions of the proposed buildings and site features. Street trees have been provided at a ratio of one tree per 50 feet of roadway frontage along Route 2A and Gardenside Lane. A planting strip has been provided along Route 2A and Gardenside Lane to provide visual interest along the roadway and to screen parking areas from the road and, along Gardenside Lane, blend into existing trees and hedge to remain. Street trees on Route 2A have been placed just inside the property line and have been integrated into the front portion of the planting strip.

Landscaping within the parking area includes the placement of shade trees in landscape islands. Additional plantings around the residential units have been provided to compliment architectural features and integrate the buildings into the site. Vegetation selected as part of the landscape plan was selected for tolerance to sun or shade, road salt and overall visual interest. Additionally, trees and shrubs were selected based on consideration of species in the surrounding area and on adjacent parcels and for their inclusion in the Landscape Guidelines adopted by the Planning Commission.

Additionally the site plan includes a community garden area with adjacent seating wall and partial perimeter landscape screening from entrance drive.

Conformance with the *Zoning Regulations* - *The project complies with the following relevant November 3, 2014 zoning regulations:*

i. Table 2.9 Retail Business District (B1) - *The site is located within the Retail - Business (B1) zoning district*

Dimensional Requirements	Required	Proposed
Minimum lot area	3 acres	5.47 acres
Minimum lot frontage	100 ft.	910 ft.
Minimum front setback (Gardenside, Route 2A)	50 ft.	50 ft.
Minimum side set back	30 ft.	30 ft.
Minimum rear setback	30 ft.	n/a
Minimum buffer/Residential Districts	30 ft.	30 ft.
Maximum lot coverage	70%	50.1%
Maximum height	40 ft.	40 ft. or less

Building Height - All buildings are less than 40 feet tall. The three-story multi-unit residential structure will have a maximum distance from average finished grade at the corners of 40 feet. The four plex units will have a distance from average finish grade of 32 feet of less, the individual buildings may vary slightly. The retail building is designed as a 1 story structure at 31 feet.

ii. B1 District Permitted Uses - Multi-family dwellings with 1 to 2 bedrooms are a permitted, provided the number of units does not exceed 25 per acre. Potential commercial uses include small dry goods, services, and a grocery store with a deli and salad bar. Neighborhood shopping centers, restaurants, and retail uses are all allowed.

Zoning Regulations - Article VI: Planned Unit Development

Planned Unit Developments (C) are permitted in the Retail Business District (B1). The project conforms to the Town Plan as shown in this report under Article IV. The applicant is not requesting a master site plan approval but intends to buildout the project as quickly as feasibly for the residential and commercial units.

Section 6.4 General Standards

(A) Conformance – Proposed PUD-C's conform to the Town Plan, with a balanced development including diversity of residential types, shopping facility to increase retail personal services, employment and the parcel is located on the CCTA Jeffersonville Commuter with a stop on Susie Wilson Road at Market Place. This route passes right by Gardenside Drive with the future potential of on-board passenger requests.

(B) Use - The proposed PUD-C is located in the B1 district. Permitted uses include multi-family dwellings with 1 to 2 bedrooms, neighborhood shopping centers, restaurants, and retail uses are all allowed in B1 districts.

(C) Purpose – The purpose of the B1 zoning district stated in Table 2.9:
This area consists of existing commercial areas and adjacent lands which are becoming predominantly commercial in nature. Due to the location of these areas on major thoroughfares, they are well suited for providing the retail, business and personal service needs of this community and other nearby towns. However, strip development along these thoroughfares must be discouraged in favor of consolidated access points in order to minimize traffic hazards and maintain smooth traffic flows. Also, since these areas are the focal point of activity for the Town, the review of commercial development within this district must ensure attractiveness for site design and signage. Furthermore, new commercial development should be compatible with adjacent commercial and residential structures.

The proposal is located at a major thoroughfare being Susie Wilson Bypass, Route 2A and Gardenside Lane, with a variety of existing retail and commercial uses north and south on Route 2A. The property is well suited for a diverse development of residential, retail, and personal business uses to support the existing residential and by-pass traffic with consolidated access points.

(D) Multiple Buildings – The proposal is to construct multiple residential buildings and a mixed-use building on a single lot. The applicant feels the proposed development satisfies the purpose of a PUD.

(E) Density Calculations - The property does not contain any features that need to be subtracted from the acreage.

(F) Density - The *Zoning Regulations* allow up to 25 one- and two-bedroom multi-family dwelling units per acre in the B1 district or 136 units permitted, applicant is proposing 48 units..

(G) Roads - The applicant has proposed private internal loop parking lots to serve the project. The applicant intends to lease all of the proposed properties and will maintain the parking areas.

(H) Open Space -
The parcel does not include lands identified on the Significant Features Reference Map, land determined to be undevelopable, and land intended for recreational uses, therefore the property does not include any land that would be dedicated as open space.

(I) Covenants - the applicant agrees that covenants would be provided to the satisfaction of the Planning Commission at Final Plat to insure orderly and controlled development.

(J) Impact Fees – Developer will work with the Town on all appropriate and applicable impact fees required as part of the final approval.

(K) Residential Density Bonuses - the applicant is not requesting a bonus.

(L) Lighting: LED lighting is proposed throughout the project. Refer to enclosed cut sheets and lighting plan for detail.

(M) Signage: The applicant is not proposing signs at this time and will apply under a separately application when necessary.

Breakdown of building Square Feet:

Unit	*Square Feet*	*Number of floors*
A-1	2,397 first flr., 2,431Second Flr.	2
B-1	2,073 per flr	2
C-1	9,247 per residential flr	3
C-1	9,201 Garage	1
D-1	16,500 first flr.	1

Should you have any questions, please do not hesitate to contact me directly.

Regards,

Debra A. Bell
Senior Project Manager

cc: Al Senecal

Enclosed: Final Plat Submission

AGREEMENT

This is an Agreement by and between A&C REALTY, LLC (hereinafter "A&C") and the TOWN OF ESSEX (hereinafter "TOWN").

WHEREAS, A&C has requested the Town's Selectboard to approve its request for total sewer allocation for the property identified as 12 Gardenside Lane in the amount of 12,000 gallons per day.

WHEREAS, the proposed development project at 12 Gardenside Lane will pump wastewater via a pressurized force main along VT Route 2A to the existing Town wastewater system on Pinecrest Drive.

WHEREAS, the amount of wastewater pumped from the Project may cause the Village of Essex Junction to require improvements to the Village sewer system.

WHEREAS, the Town is willing to approve the above request upon certain conditions, one of which requires a written contract between the parties concerning the sharing of costs associated with improvements required by the Village of Essex Junction.

NOW THEREFORE, it is agreed as follows:

The parties shall share all costs associated with improvements required by the Village of Essex Junction as a result of the increase in wastewater flows for the Project. The costs of any improvements required by the Village of Essex Junction as a result of increased wastewater flow from the Project shall be shared proportionally by the parties based upon the amount each party contributes to the flow of wastewater to the so called West Street Pump Station.

A&C Realty, LLC

Dated: 5/23/13

By: _____
Alfred R. Senecal, Jr.

Town of Essex

Dated: 5/23/13

By: _____
Duly Authorized Agent

RECEIVED
MAR 16 2016
TOWN OF ESSEX
COMMUNITY DEV. OFFICE

DECLARATION OF COVENANTS, EASEMENTS, RESTRICTIONS AND LIENS

This Declaration of Covenants, Easements, Restrictions and Liens is made by A&C Realty, LLC, a Vermont limited liability company with a principal place of business at 31 Commerce Avenue, South Burlington, Vermont 05403 (hereinafter referred to as "Declarant").

RECITALS

1. Declarant owns a parcel of land adjacent to Route 2A and Susie Wilson Bypass in Essex, Vermont (the "Property"), which is more particularly described as follows:

Being all and the same land and premises conveyed to A&C Realty, LLC by the following deeds:

A. Warranty Deed of Alfred R. Senecal and Cheryl L. Senecal dated June 1, 2001 and recorded in Volume 445 at Pages 588-590 of the Town of Essex Land Records, and being described therein as follows:

Parcel One

Being all and the same land and premises conveyed to Alfred R. Senecal and Cheryl L. Senecal by Administrator's Deed of David W. Lynch, Successor Administrator, d.b.n. c.t.a of the Estate of Richard A. Workman, Sr. dated November 16, 2000 and recorded in Volume 439 at Page 532 of the Town of Essex Land Records.

Parcels Two, Three, Four and Five

Being all and the same land and premises conveyed to Alfred R. Senecal and Cheryl L. Senecal by Administrator's Deed of David W. Lynch, Successor Administrator, d.b.n. c.t.a. of the Estate of Richard A. Workman, Sr. dated November 16, 2000 and recorded in Volume 439 at Page 529 of the Town of Essex Land Records.

Being four parcels of land, with improvements thereon, designated as Lots 1, 2, 3 and 4 on a Plat of Boundary Line Adjustments entitled "Portion of the Estate of Richard A. Workman, Sr." dated April 5, 1999 and revised June 9, 2000, prepared by Lamoureux & Dickinson, Consulting Engineers, Inc. recorded at Slide 357 of the Town of Essex Land Records.

B. Warranty Deed of Lucille Y. Pape dated the _____ day of June, 2005 and recorded in Volume _____ at Page _____ of said Land Records, and being described therein as follows:

Section 2.2 - Discharge Permit. The Discharge Permit shall be issued in the name of Declarant. If the Property is ever subjected to the Vermont Common Interest Ownership Act, the newly created homeowners association shall be substituted for Declarant in the permit and will thereafter be responsible for compliance.

ARTICLE III
Town of Essex Permits

Until such time, if ever, as the Property is subjected to the Vermont Common Interest Ownership Act, Declarant shall be responsible for all Town of Essex permits compliance. The Town of Essex shall have the right to review and approve any Declaration submitting the Property to the Vermont Common Interest Ownership Act.

IN WITNESS WHEREOF, Declarant has executed or caused this Declaration of Covenants, Easements, Restrictions and Liens to be executed as of the _____ day of _____, 2016.

Declarant: A&C Realty, LLC

By: _____
_____ (printed name)
Its Duly Authorized Agent

STATE OF VERMONT
COUNTY OF CHITTENDEN, SS.

At _____, in said County and State, this _____ day of _____, 2016, personally appeared _____, Duly Authorized Agent of A&C Realty, LLC, and he/she acknowledged the foregoing instrument to be his/her free act and deed and the free act and deed of A&C Realty, LLC.

Before me, _____
Notary Public
My Commission Expires: 02/10/2019

H:\Real Estate\Subdivisions\Gardenside\Declaration.wpd

Gregory Duggan

RECEIVED
MAR 18 2016
TOWN OF ESSEX
COMMUNITY DEV. OFFICE

From: Andrew Mills <Andrew.Mills@tcevt.com>
Sent: Friday, March 18, 2016 11:18 AM
To: Gregory Duggan; Debra Bell
Cc: Brian Bertsch <bbertsch@omegavt.com> (bbertsch@omegavt.com)
Subject: RE: 05-060 - Local permitting - 12 Gardenside

Hi Greg,

Below are responses your comments, please let us know if you have any questions.

- Please show a 15-foot-wide, non-motorized, multi-use easement along VT2A **[A. Mills, TCE] The plans will be updated with this easement.**
- On the boundary plat, please use the endorsement block from Section 2.9(B)(5) of the Subdivision Regs. **[A. Mills, TCE] The plat will be updated accordingly.**
- Are the Covenants ready for review by the Town Attorney? **[A. Mills, TCE] Sent previously.**
- Regarding the comments from Public Works …
    - Please check with VTrans on the letter of intent for a highway permit, since Circ Alternatives work at the intersection is now going to be delayed a year. **[A. Mills, TCE] Applicant has spoken with Public Works and has agreed that the approval can be conditioned that an updated/additional letter of intent be issued by VTrans. TCE has contacted VTrans regarding this and is waiting for a response.**
    - Stormwater infiltration – Although the state will issue a permit, PW points out that higher standards are soon expected for phosphorous removal, and that will likely result in future upgrades to the site's stormwater system. PW suggested that it makes financial sense to install underground systems now. **[A. Mills, TCE] Applicant has spoken with Public Works and explained that as currently proposed the site is meeting the interim net-zero phosphorus regulation. Stormwater permit approval is dependent on this. There are no proposed changes to the stormwater design at this time.**

Thanks,

Andrew

Andrew G. Mills, P.E.
Project Engineer

e. Andrew.Mills@tcevt.com
p. 802.879.6331 x108

TRUDELL
Consulting Engineers

Civil Engineering Land Surveying Landscape Architecture Environmental Services

478 Blair Park Road, Williston, Vermont 05495 www.tcevt.com
Please consider the environment before printing this email

From: Gregory Duggan [mailto:gduggan@ESSEX.ORG]
Sent: Friday, March 18, 2016 9:31 AM

Sent 2/12/16

Jennifer Booker

From: Essex Fire Chief <ccole183@comcast.net>
Sent: Friday, February 12, 2016 8:03 AM
To: Jennifer Booker
Cc: Sharon Kelley; Gregory Duggan
Subject: Re: 12 Gardenside Lane

Sharon, Greg, and Jenn,

I've commented previously on this project with respect to its layout and roadways. I would reiterate all of those comments here again.

In addition to those comments I would also request the following:

All buildings with more than two floors (including basement / ground floor parking) shall have stand pipes at all common stairwells. Standpipe connections will be 5" Storz on the exterior of the building and co-located with the Sprinkler 5" Storz connection in an area that is to be kept clear of all plantings or other obstructions per NFPA.

If each building will have a common master key for all occupancies, then one Supra Key Box can be located near the Annuciator Fire panel. If not, then each commercial space will be required to have individual Supra Boxes located near their respective front entry points.

All fire alarm panels shall be addressable and all buildings will need to be clearly marked with their street address in contrasting colors on any side facing an entry point (we can work with the Applicant to verify locations of these).

Sidenote: The fire Department would welcome an opportunity to work with the Applicant on the demolition of the existing structures on the property.

Thank you.
Charlie

From: "Jennifer Booker" <JBooker@ESSEX.ORG>
To: "Brad Larose" <blarose@ESSEX.ORG>, "Aaron Martin" <amartin@ESSEX.ORG>, "Charlie Cole" <ccole183@comcast.net>, "Allyson Vile" <avile@ESSEX.ORG>
Cc: "Sharon Kelley" <skelley@ESSEX.ORG>, "Gregory Duggan" <gduggan@ESSEX.ORG>
Sent: Tuesday, February 9, 2016 10:07:49 AM
Subject: 12 Gardenside Lane

Morning!
Attached are the new final plans for 12 Gardenside Lane. This application is scheduled for March 24th and comments should be back by February 23 please!
Thanks,

More emails to follow

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

Sent 2/26/16

Jennifer Booker

From: Brad Larose
Sent: Friday, February 26, 2016 8:44 AM
To: Jennifer Booker
Subject: RE: 12 Garden side lane

Jenn --

The police department has no concerns.

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: Thursday, February 25, 2016 3:49 PM
To: Allyson Vile; Brad Larose; Aaron Martin
Cc: Sharon Kelley; Gregory Duggan
Subject: 12 Garden side lane

Still waiting on comments (see Feb 9th email with plans and narrative). Need asap.
Thanks!

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

Memorandum

RECEIVED
MAR 15 2016
TOWN OF ESSEX
COMMUNITY DEV. OFFICE

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

From: Dennis E. Lutz, P.E., Public Works Director
Aaron Martin, P.E., Town Engineer and Utility Director
Annie Costandi, E.I., Stormwater Coordinator/Staff Engineer

Subject: 12 Gardenside Lane, A & C Realty
(Final Plan Review)

Date: March 14, 2016

Emailed to D. Bell & A Seneca 3/15/16 GSD

The final plan submittal for the proposed subdivision and development at 12 Gardenside Lane has been reviewed by the Public Works office and comments have been provided below. Public Works staff recommends that the comments below regarding the final design be addressed by the applicant's engineer and become conditions of any final approval.

Traffic:

1. Traffic has been intensively studied in the area of VT2A and Gardenside Lane, including the two ramps off and onto the Circumferential Highway by VTRANS. This engineering work was done in connection with a Circumferential Highway Alternative Project approved for this area of the roadway by the Selectboard and the Circ Highway Task Force. Public Works has reviewed the traffic analysis presented in previous submittals for this project. Some comments remain valid. A new traffic study dated February 27, 2014, by Stantec Consulting has been submitted for review with a study update letter dated November 9, 2015. Public Works will base the following comments off of this current study.
2. This development project, because of location does have an impact on the broader Susie Wilson Road corridor but not all the peak hour (am and pm) traffic will be in that corridor. Based upon the comparison of diagrams between the am and pm "no-build" alternative and the am and pm "build" alternative, 59 vehicles in the am and 75 vehicles in the pm go through the VT2A and Susie Wilson Bypass intersection from the proposed development. This intersection is considered to be part of the Susie Wilson Road corridor subject to the impact fee for that corridor. Using the pm peak number of 75 peak hour traffic and the previous calculations developed for Green Mountain Coffee and other recent projects, a traffic fee of $216/peak-hour trip provides a calculated fee of $16,200.

3. As a condition of approval of the proposed development project, the applicant shall agree to provide such added right of way or easements for the State project and adjust if necessary the project plans to accommodate the change to the right of way or easement limits. It is not anticipated that significant right of way will be needed by VTRANS

along V2A and there is sufficient area on the property to provide it. It needs to be noted that construction of the State project has relieved the applicant of a significant traffic impediment on this development at a relatively low cost to the developer.

4. Public Works has a concern on timing between the construction buildout of this project and the VTRANS improvements along VT2A. Originally, it was anticipated that the VT2A/Susie Wilson/Circ Highway Improvement Project (Phase 2) would proceed the construction of this development or at least be concurrent. The VTRANS project including widening and lane changes is now scheduled for construction funding from FYE17 and FYE18 State and Federal funds. In effect this means that construction on the road project is most likely to begin in the spring of 2017 and finish by the late summer of 2018. Because VT2A is a State Highway and the letter in the packet for review is dated over a year ago, Public Works is of the opinion that the Planning Commission should require an updated letter from VTRANS regarding the traffic impacts of the development under the assumption that the project will be mostly built-out prior to or during the initial stages of the VTRANS project. Is this acceptable to VTRANS given that the project traffic will impactVT2A before and during their construction. It may be a non-issue but it is important to insure that VTRANS is okay with the timing of the two projects. We do know from prior discussions with VTRANS that the development project is acceptable and built into the traffic model post construction of the road improvements. Specific issues relating to traffic are indicated in the comments on the individual plan sheets

Water/Sewer:

1. The applicant's engineer has addressed most of the concerns of Public Works under this section. The items below are for reference.
2. The applicant has received additional sewer allocation from the Selectboard for a total of 12,000 GPD of allocation for both water and sewer for the proposed project. The sewer and water connection fees will be estimated on the following. Due to the two existing dwellings with water connections that will be demolished as part of this project, a 400 gpd water allocation and two flat rate connection fee credits have been applied to the water allocation costs due. In addition, if the fee's schedule changes, then the fee charged shall be the fee in effect at the time of submittal for a building permit. The applicant will be required to submit an application for the water and sewer connections for buildings C-1 and D-1. Individual applications for each living unit must be provided for each of the condominium units in buildings A-1, A-2, B-1, B-2, B-3, and B-4.
3. The Town's water and sewer fees are calculated based on two parts. A fixed flat amount per water or sewer connection, and an assigned allocation based on a per GPD fee. The portion of the hook on fees based on allocation are as follows:

Water: [(12,000gpd – 400gpd) x $5.65/gal] =	$ 65,540.00
Sewer: [(12,000gpd – 400gpd) x $9.75/gal] =	$113,100.00
Total =	**$178,640.00**

The portion of the hook on fees based on the number of water and sewer connections is as follows:

Water: (26 connections x $1,000/connection) =	$ 26,000.00
Sewer: (8 connections x $1,000/connection) =	$ 8,000.00
Total =	**$ 34,000.00**

4. A representative of the Town of Essex Public Works Department shall witness both wet-taps. The 8-inch water main to be tapped is the main feed to the distribution system in this end of Town. Extra care shall be taken during all wet tapping operations.
5. Further issues and concerns with the applicants design have been provided below in the Plan Review section.

Storm water:

1. The storm water system plans will require a state permit and review by the Agency of Natural Resources. A copy of the state permit shall be sent to Public Works prior to the commencement of any work.
2. The resulting discharge will enter an 18-inch pipeline owned and maintained by the Town. The Town system then enters a 30-inch pipeline owned and maintained by VTRANS.
    a. VTRANS approved the LOI plan set showing the connection into their system. A copy of this approval shall be submitted to Public Works.
    b. The stormwater discharge into the Town's system shall be considered an independent discharge and the Town shall have no permit or legal or maintenance responsibility upstream of the point of discharge of the development's stormwater system discharge (i.e., catch basin in the Town ROW on Susie Wilson Bypass receiving the development's storm water discharge).
    c. It is anticipated that EPA will shortly issue the Lake Champlain TMDL Implementation Plan which effectively calls for higher levels of phosphorous removal for all storm water discharges to the Lake or its tributaries. It is also the State's intent to eventually wrap all community storm water permits into the Town's MS4 NPDES Phase II permit and extend the boundary of the current MS4 drainage limits to the boundary of the Town. Because of this pending change, the applicant will need to provide the design details for the proposed storm water system as well as the pounds of phosphorous to be removed through the proposed system. Approval of the proposed storm water system by the State does not relieve the developer from added future Phosphorous removal responsibility, if deemed appropriate by the Town requirements imposed by either the State or EPA.

    An option to this requirement may be to redesign the storm water system now for maximum phosphorous removal as well as flow control as currently outlined under the State's design guidelines. Use of an infiltration system now may reduce the developer's future retrofit costs. There is significant opportunity for construction of infiltration systems under parking areas and in the green space along VT2A that will both handle the flow and remove the phosphorous at a

much lower cost than a future required retrofit. A storm water pond as designed has negligible phosphorous removal.

3. The developer or his successor shall agree as a condition of the project's approval to develop and provide to the Town a yearly report on a maintenance program for all stormwater elements on the site, to include but not necessarily limited to annual checks of all catch basins for structural damage and for depth of material in the catch basin sumps, spring and fall sweeping of all paved surfaces by a wet sweeper, check and cleaning of the ADS water quality unit, and cleaning as necessary of the stormwater ponds and all connected piping. The maintenance plan shall be submitted to the Town for review prior to final approval of the project.

Design Drawings:

Sheet C1-00 through C2-01

[No Exception Taken]

Sheet C2-02: (Grading & Site Plan)

1. The Town of Essex constructed a 10' wide multi-use pedestrian path along the west side of VT 2A from Pinecrest Drive to Old Colchester Road. A new sidewalk along the North side of Pinecrest Drive is currently in design. The Town would like to continue to improve pedestrian movement through this corridor and with the construction of the proposed development at 12 Gardenside, the need for alternative modes of transportation is greatly increased. Public Works suggests the construction of a 10' wide paved path along the frontage with VT RT 2A or as an alternative, eliminate the pedestrian access along the front of the proposed development, and provide the Town with the funds to be used for this portion of the project to be used to design and construct future multi-use pedestrian paths within the VT RT 2A corridor between Gardenside Lane and Old Colchester Road. The second option is the preferred alternative.

Sheet C2-03: (West Site Plan)

[No Exception Taken]

Sheet C2-04: (East Site Plan)

1. A paved drive shall be provided at the proposed location of the future Town pump station. A 10 foot wide paved drive shall be provided along the eastern side of the proposed pump station location. The existing parking space bordering the pump station site to the east, can be eliminated, the cubing moved down to the next space, and a curb cut provided for the new access drive for the pump station.
2. The storm water inlet along the north side of the site is currently designed as a pipe inlet. Town staff does not agree with this design approach. A drainage inlet

structure shall be provided at the end of the drainage swale located at the north-east corner of the property.

3. On the east side of the property, the outlet from STMH 2 goes into a 24 inch pipe from CB#7 with a "Tee" fitting. This is unacceptable. A storm manhole must be located here for access to both the 12 inch storm line and the 24 inch storm line.
4. It is also strongly recommended that the storm water treatment pond be converted to an infiltration gallery for maximum removal of phosphorous and flow control. This will save the applicant future expenditure for added storm water treatment.

Sheet C2-05: (West Utility Plan)

[No Exception Taken]

Sheet C2-06: (East Utility Plan)

1. A ¾" copper water service shall be provided to the new sanitary sewer pump station. A yard hydrant with frost protection shall be provided on site. Public Works will provide further detail on manufacturer, make, and model to be used.

Sheet C3-01through C3-07: (Water, Sewer, & Force main Profiles)

1. Public Works is of the opinion that force main cleanout structures should be installed every 500' +/- along the entire length of the force main force main. This requirement is facilitated by future maintenance needs of the force main. Current commercial line cleaning equipment does not extend further that 300' to 400'. The current design has the distance between cleanouts as far as 1,500 feet. This is not acceptable. Public Works will not accept anything less than a minimum of 500' between cleanout structures.
2. Public Works questions the flat slope of the force main between Station 20+50 and 29+50 +/-. A flat 900' stretch of flat, (0.0% slope), has significant potential for Air-Lock. Public Works recommends further investigation of the use of additional cleanout structures or increase the slope up the air release structure at Station 27+85 structure within this section of force main.

Sheet C4-01 through C5-01

[No Exception Taken]

Sheet C8-01: (Water Details)

1. The service connection shall have an additional note added requiring all brass fittings to be lead free. No Exceptions.

2. A note should be added to the fire hydrant detail directing the Contractor to plug the weep hole at the base of the hydrant. Furthermore, all new hydrants installed within the Town of Essex shall have a 5-Inch Storz connection installed.

Sheet C8-02: (Water Details)

[No Exception Taken]

Sheet C8-03: (Sewer Details)

1. On the 4" force main cleanout manhole detail, Public Works does not want a weep hole at the bottom of the structure. A sloped bottom with a small sump is the preferred alternative.
2. On the typical sewer manhole detail, all sewer manhole inverts shall be constructed with type SS sewer brick and mortar. No Exceptions

Sheet C8-04: (Sewer Details)

[No Exception Taken]

Sheet C8-05 through C8-07:(Pump Station Plans)

1. Public Works accepts the Smith & Loveless pump station design in concept. Staff will require the applicant to provided shop drawings and all other submittals regarding the pump station and associated equipment for review and comment. No equipment shall be installed without approval from Public Works.

Sheet C8-08 through C8-11

[No Exception Taken]

Sheet C8-12 through C8-13:(EPSC Details)

1. The stabilized construction entrance detail shall have the following note added. *("The Contractor shall remove all sediment and/or material tracked into the Town's Right of Way before rain or within 24 hours, which ever comes first.")*

Sheet L1-01: (Landscape Plan & Details)
[No Exception Taken]

Sheet L1-02: (Lighting Plan)
[No Exception Taken]

Public Works takes no exception to the architectural drawings within the plan submittal.

Residential Phasing Report

Town of Essex Community Development Department
March 18, 2016

	Address	Applicant	Sewer Core	Prelim. Approval	Final Approval	Single or Multi-family / Congregate	Dwelling units per year												EPEs per year											
							2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
INSIDE SEWER CORE	Pinewood Manor	Phase H	Y		11/15/02	S	5	5										10	16	16										32
	5 Pinecrest Drive	Senecal	Y		7/13/06	M	15	15										30		22										22
	47 Susie Wilson Road	Jct Dvlpmnt	Y		4/12/07	M	8	15	7									30	12	22	10									44
	21/23 Pinecrest Drive	Handy	Y		9/20/07	M	12	12										24	18	18										36
	11 Old Stage Road	Atwood	Y		2/28/08	M												0												0
	50 Jericho Road	Prior	Y		10/9/08	S			1	2								3			4	8								12
	17 Carmichael Street	Dousevicz	Y		9/24/09	M			25	24								49			40	34								74
	50 Jericho Rd/Lilac LN	Hergenrother	Y		2/23/12	S					4							4					16							16
	49 Tanglewood Dr.	BW Land Co.	Y		4/26/12	S					4							4					16							16
	20 Carmichael Street	Town Meadow	Y		4/26/12	M					20	16						36					37	16						53
	11 Old Stage Road	Fairbanks	Y		5/17/12	M					3							3					9							9
	27 River Road	Adams Real Properties	Y		5/24/12	M					6							6					6							6
	6 Carmichael Street	Davis	Y		7/26/12	M					3							3					6							6
	235 River Road	Siegrist	Y		2/14/13	M						2						2						2						2
	9 Joshua Way	LNP Inc. (Senecal)	Y		8/1/13	C						30						30						50						50
	6 Freeman Woods	BlackRock Construction	Y	2/27/14	9/25/14	M							17					17							51					51
	9 Joshua Way	LNP Inc. (Senecal)	Y		3/13/14	C							20					20							34					34
	116 Center Road	Pelkey	Y		5/8/14	M							1					1							1					1
	41 River Road	Gardner	Y		4/23/15	M								20	4			24								40	8			48
	7 Carmichael Street (Bldg O)	Bove	Y		5/28/15	M								10				10								11				11
	1 Commonwealth Ave (Bldg X)	Bove	Y		5/28/15	M								4				4								8				8
	15 Upper Main Street	*Dousevicz*	*N*	*7/23/15*		*S*								*20*	*11*			*31*								*70*	*40*			*110*
	10 Old Stage Road	*Hayward*	*Y*	*12/10/15*		*S*									*5*			*5*									*15*			*15*
	10 Carmichael St	Bove	Y		3/10/16	C								25	23			48								25	23			48
	12 Gardenside	*A&C Realty*	*Y*	*10/24/13*	*3/24/16*	*M*									*24*	*20*	*4*	*48*									*28*	*40*	*8*	*76*
OUTSIDE SEWER CORE	Hanley Lane	Senecal-BAM	N		12/14/06	S	2	1										3		3										3
	6 Lamore Road	Wedgwood	N		7/12/07	S	2	2	1									5	6	6	3									15
	81 Old Colchester Road	Grzywna	N		2/14/08	M	1											1												0
	99 Brigham Hill Road	Dubie	N		8/28/08	S			1									1			4									4
	99 Brigham Hill Road	Dubie	N		10/28/08	S			1									1			4									4
	19 Lost Nation Road	Wright/Bibeau	N		4/23/09	S		1										1		3										3
	34 Discovery Road	LeClerc	N		6/25/09	S		2										2		8										8
	305 Browns River Road	Clow	N		9/13/09	S		1										1		2										2
	253 Sleepy Hollow Road	Bassett	N		9/24/09	S		2	2									4		8	8									16
	113 Sleepy Hollow Road	Martin	N		10/8/09	S			2	2								4			8	8								16
	205 Browns River Road	Weston	N		12/10/09	S			2									2			8									8
	9 Col. Page Road	Morse	N		5/13/10	S			2	2	1							5			8	8	4							20
	130 Old Stage Road	Weston	N		6/10/10	S			1									1			4									4
	200 Jericho Road	Whitcomb	N		6/25/10	S				1								1				4								4
	118 Browns River Road	Boutin	N		6/25/10	S			1									1			4									4
	35 Discovery Road	LeClerc	N		2/24/11	S				2								2				8								8
	35 Discovery Road	LeClerc	N	12/8/11		S					5	3						8					5	3						8
	35 Discovery Road	LeClerc	N		9/26/13	S						1						1						4						4
	129 Brigham Hill Road	Boufard	N		3/13/14 (upd	S							4	2				6							16	8				24
	319 Old Stage Road	Nesto	N	4/10/14	7/10/14	S							2					2							6					6
	157 Browns River Road	*Klimoski*	*N*	*9/11/14*		*S*								*5*	*4*			*9*							*15*	*12*				*27*
	109 Old Stage Road	Boudah/Hobbs	N		12/11/14	S							1					1							3					3
	218 Brigham Hill Road	Paramount Properties	N		12/11/14	S							1					1							4					4
	173 Lost Nation Road	Gailloux	N		12/11/14	S							2					2							6					6
	9 Indian Brook Road	Unsworth	N	9/24/15	11/12/15	S								5	3			8								19	12			31
	57 Saxon Hill Road	Villeneuve Trust	N	4/24/15	11/12/15	S								3				3								13				13
	251 River Road	*LeClair*	*N*	*1/28/16*											*1*			*1*									*3*			*3*
TOTAL							45	56	46	33	46	52	48	94	75	20	4	519	52	108	105	70	99	75	136	206	129	40	8	1028
% outside sewer core, permitted (EPEs = #/205)(Max = 41, or 20%)																			3%	15%	25%	14%	4%	3%	24%	25%	7%	0%	0%	