



May 9, 2014  
Alex Weinhagen  
Village of Hinesburg  
Director of Planning & Zoning

RE: Response to Memorandum dated April 2, 2014

Alex,

In response to your comments in the Memo dated April 2, we have prepared the below in order to address the concerns of the board. We have done our best to address the issues that have been brought forth, while attempting to keep the character and vision of the proposed community. As discussed previously, we believe that the answer lies in the combined vision of the community as well as our planners. Any time that you can give direct input on specific points it is greatly appreciated. Additionally, I would hope that the board recognizes that we have been very forthright and flexible in our planning and we have worked with village wherever possible. That said, it is inevitable that we will "agree to disagree" on some points in the spirit of compromise. We certainly hope that the village has a desire to be collaborative in their approach.

Responses in Italics:

1. Route 116 Access

- Address future Route 116 access at the Riggs Road intersection. Continue reaching out to and working with the KB Real Estate LLC property owner (Brian and Kathy Busier) to demonstrate how this future access will function with regard to the Haystack Crossing sketch plan.

***We have diligently worked with the Busier's to come to an agreement on boundary line adjustments as well as the future granting of the appropriate easements and rights of way for a connection at the time in which the Busier's wish to redevelop their property. We are hopeful that by the meeting date of June 3, 2014 we will be able to submit to the board an executed binding document to this effect.***

- Remove the proposed northerly Route 116 access, and redesign the sketch plan accordingly.

***We have met with Mr. James Clancy from the Permits and Utilities Section of the Agency of Transportation to review the concept of the project access issues. We found that they were already tracking this project through the local Sketch Plan review process.***

***Prior to our meeting, Mr. Clancy had reviewed this concept with the Section Chief Craig Keller. It is their opinion that the inclusion of the right-in/right-out only will reduce impacts at the Shelburne Falls intersection with Route 116. They indicated that they fully support the Town's goals of minimizing the number of intersections along Route 116 as it is consistent with the State's policy on access management. Still, based on the historical capacity issues at the Shelburne Falls intersection and the ability to reduce conflicting turning movements at that intersection with the use of this type of limited access, conflicting turning movements are avoided on both Route 116 and on Shelburne Falls Road.***

***When it comes to providing the appropriate access infrastructure for the proposed uses, we feel very strongly that a connection to 116 is critical to the COMMERCIAL components of the project. All of the discussion (with which we agree) that there is a need for service based "cottage" commercial, is impacted by access. At this point, even with a longer term agreement with the Busier's, that connectivity is critical to the vibrancy of the proposed commercial. This is as much for the community as it is for the success of the development. We would entertain a design that closed the connection in the future, at which time the "Busier" intersection was created, however in the meantime, we feel this is critical. Bear in mind that limiting the access would greatly diminish the attraction to retailers and commerce in general.***

## 2. Mix & Distribution of Uses

- Changes are needed to ensure the project doesn't function as simply a residential neighborhood. It must complement and serve as an extension of the mixed use village core to the south.

***We strongly believe that the proposed design is in keeping with the design of the project to the south. Given the layering of commercial, to multi-family, to single family residential in that project, we feel that it will fall in sync very nicely.***

- Improve the mix of uses, specifically non-residential vs. residential uses, on the interior of the project area. This is particularly important along the main north/south streets that the regulations envision functioning like a vibrant village "main street". Adding some non-residential uses along portions of the proposed central green was also discussed as a way to make this green space more of a community resource as opposed to simply a backyard resource for the dwellings arranged around it.

***As discussed at length, commercial development is only as successful as the businesses who occupy the properties. We are committed to creating a business environment that will be successful for the business' that come to town and the community as a whole. As discussed in several points of response here, visibility and ease of access is a critical component. However in the spirit of compromise, we have designated several locations to the interior of the project that are to be permanently designated as mixed use. The development of these "nodes" within the project can take a natural course as to the types of construction and the executed use. This could foster traditional commercial, in home business, or residential. Additionally, the Busier concepts all surround commercial development, creating the more commerce oriented effect on interior roads that has been discussed by the board and town staff.***

***We have made revisions to the green space that truly identifies it as a public space and creates an excellent interface with the mixed-use sections of the project. It will also relate very nicely to the future connectivity with the Busier parcel.***

- Relocate some of the multifamily residential uses so they are not so clustered in the southeast portion of the project, and so they are more proximate to significant green spaces.

***The Multi-family/mixed use have been fairly equally balanced from north to south in the revised site plan.***

### 3. Green Space

- See staff report for details regarding location, size, shape, and potential uses of the proposed central green area.

***The Municipal Green location in the center of the project has been expanded and revised to encourage public use. We still feel that centralization of this green is the best location for the project and the community. A shift to the northern border of the property (as suggested by the town plan) in a single family residential section of the project would isolate the space and make it less inviting to the general public. We feel that this concept is better suited to reach the prescribed goal.***

- Ensure that the green spaces are integrated with the surrounding area including Route 116, and help bolster connectivity with the existing village area to the south.

***Given the location of the property lines as well as the setbacks there is a substantial green belt on the southern border of the project. We have also altered the design of the project along 116 to comply with zoning and create a green belt along the roadway.***

4. Residential Development Density

- Provide the information listed in the staff report. Items discussed at the March 18 meeting included total acreage in the Village NW district, base and proposed residential units, proposed density bonus and means to achieve this (e.g., 25% small units, all units green home certified, 25% of overall energy use via renewable energy technology). Please put all of this in writing via another project narrative.

***The following calculations were used to ascertain the allowable densities for the Project:***

<b><i>Total Parcel Size</i></b>	<b><i>84.56 acres</i></b>
<b><i>Area within NW District</i></b>	<b><i>34.21 acres (not including stream buffers)</i></b>
	<b><i>X 3 units/acre</i></b>
	<b><i>102.6 units (base density)</i></b>
	<b><i>20.5 units (20% inclusionary zoning bonus)</i></b>
	<b><i>102.6* (100% village growth area density bonus)</i></b>
	<b><i>225.7 or 225 maximum density</i></b>

***To meet the requirements for at 100% residential density bonus, under the Village Growth Area Density Bonus/Incentive Options, we anticipate:***

- 1. 50%–74% of the units will meet the dwelling size requirement (1 pt.)***
- 2. 75% + units will meet the Green Home Certification requirement (2 pts.)***
- 3. 50%–74% of units will meet the Renewable Energy requirement (2 pts.)***
- 4. Requirements for Important Public Spaces & Public Infrastructure will be met for at least 1 incentive point through various components incorporated into the project, including a town green, extensive recreational paths, public parking and access to support the Bissonette Recreational Facility, and community gardens. (1pt.)***

***The items listed above result in at least 6 incentive points, which exceed the required 3 incentive points for a 100% residential density bonus.***

- See the “Phasing & Scope” section below for municipal capacity issues.

5. Lot Configuration Issues

- Better demonstrate that the conceptual lot layout will allow for the development to take advantage of passive and/or active solar energy resources pursuant to section 3.6 (Zoning Regulations) and section 5.1.12 (Subdivision Regulations). Make lot layout revisions and identify off-lot locations for active solar energy generation as needed to comply with the standards.

***We have added a renewable energy component to the project that will contribute to a substantial portion of the projects energy needs. Nils Behn from Aegis Renewable Energy will be at the meeting on the 3<sup>rd</sup> to go over the details of***

***a proposed array on the rear portion of the site, as well as covering the value of active solar and energy rated construction, over passive solar. There is a portion of the project that is aligned to the south/southwest already and the character of the neighborhood is well served by the current design.***

6. Phasing & Scope

- Provide information on the projected number of school aged children for the project – i.e., at completion and a rough trajectory as the project builds out. Coordinate with Planning & Zoning staff (and the Chittenden South Supervisory Union) to assess the capacity of the Hinesburg Community School and CVU High School with regard to increased enrollment from the project.

***The number of students projected to be created by the entire project is based upon data sets developed by Rutgers University and utilized in VHFA’s “Housing and Vermont’s School Enrollment”, the estimated number of students being added to the Hinesburg and CVU community would be 81.66 students.***

Unit Type	Number of Bedrooms	Unit Quantity	Demographic Multiplier *	Estimated School Age Children
Single-Family Detached	3	75	0.72	54
Single-Family Attached (Town Houses and Duplexes)	3	19	0.69	13.11
Single-Family Attached	2	15	0.13	1.95
Multi-Family (more than 2 units within a single building)	2	70	0.18	12.6
Multi-Family (more than 2 units within a single building)	1	46	0	0
<b>Totals</b>		<b>225</b>		<b>81.66</b>

\* [http://www.vhfa.org/documents/housing\\_education.pdf](http://www.vhfa.org/documents/housing_education.pdf)

- Address what impacts the project will likely have on other municipal services (e.g., water, sewer, fire protection, first response, road and sidewalk maintenance, etc.). In other words, provide additional evidence to address section 5.1.11

(Subdivision Regulations) – i.e., whether the project will place an unreasonable burden on the municipality's ability to provide services.

***Water – The project will rely exclusively on the ability of the Town of Hinesburg's new water source to meet the needs of this project. The project will create an average day demand of approximately 100 GPM (12 hour period) and as such will consume a large portion of the newly identified source capacity. Items to be further investigated will include the existing storage capacity in the Town as the project's estimated 76,000 GPD design flow will need to be mitigated with a similar storage capacity within the municipal water distribution system.***

***Sewer – The design flows are estimated to be 49,900 GPD. These flows if absorbed all at once will exceed the unallocated reserve capacity of the water treatment facility reported in FY 12/13 Town Report. The proposed 58,000 GPD expansion of the treatment facility, once fully completed, will mitigate the apparent shortfall. As such, the project will need to be phased to reflect this condition. The current connection fee of \$11.91 per gallon as outlined in the Town's Wastewater Capacity Allocation Ordinance will require mitigation payments in the amount of \$594,000 to cover capital costs associated with plant capacity.***

***Fire protection and First Response – The project will increase the number of calls required of the Fire Department and the ambulance service. The proposed buildings will be constructed in conformance with current life safety standards for those multi-family and commercial buildings. The Town currently has an impact fee ordinance in place which addresses the increases in costs for these services above and beyond the increase in municipal taxes collected from the increased grand list. The applicant is obligated to make payments to the Town as each building permit is submitted.***

***Road and Sidewalk Maintenance – Maintenance requirements will be increased in comparison to existing conditions. As outlined in the projected Tax Rate Summary for FY 2015, the municipal tax rate will be \$0.4868 per \$100. The Highway Department comprises 30% of the municipal budget or approximately \$0.146 per \$100. The proposed project would increase the grand list by approximately (225 units x \$250,000 + 70,000 SF commercial space x \$100/SF) \$63,000,000 (an increase of 12% over the existing estimate Grand List of \$517,000,000). Assuming that the Highway Department will share equally in the increase in the Grand List, this will generate an additional annual funding level of \$92,000.***

***Currently the Town of Hinesburg maintains 53.64 miles of Class 2 and Class 3 roadways. This project will increase this amount by 1.3 miles or 2.4% of the all of the Town maintained roads. As a comparison, this is much less than the***

***anticipated 12% increase in revenue. As the new roads will be constructed in accordance with the Town's Road Policy Standards, these new roads will likely perform better, and require less maintenance per mile, than much of the existing road system that does not benefit from the initial quality controls outlined in the Policy.***

***\*It should be noted that the revised site plan provides for a "utility structure" to facilitate the new town wells adjacent to the project as well as the interface for the proposed renewable energy project.***

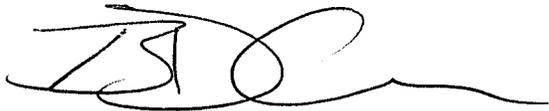
7. Other Issues

- Explain why the project does not include a senior housing component as part of the residential build out. Better yet, incorporate senior housing into the conceptual plans.

***We have added a proposed 56 unit senior housing building with an integrated community garden to the plan.***

We would welcome your input in the interim prior to the June 3<sup>rd</sup> meeting and are looking forward to moving this project forward. Please let me know what questions you have.

Best Regards,

A handwritten signature in black ink, appearing to read 'Benjamin Avery', with a long horizontal flourish extending to the right.

Benjamin Avery