

February 20, 2015

Mr. Alex Weinhagen & Mr. Peter Erb
Planning & Zoning Office
Town of Hinesburg Offices
10632 VT Route 116
Hinesburg, VT 05461

Re: Hinesburg Center II Sketch Plan Application – Revised Plans

Dear Alex and Peter;

This letter and attachments provide revised application materials for the Hinesburg Center Phase II project (the 'HC II'). Specifically, the sketch plan has been revised to address staff and DRB comments and incorporate several changes made to the plans based on the two work sessions we've had with planning staff since the original DRB hearing. Changes include:

- Reconfiguration of the mixed-use building at the corner of Kailey's Way and Farmall Drive.
- Re-orientation of the adjacent 6-plex to address the north-south road.
- Reconfiguration and additional yard space for the original 24-plex, now 28-plex building. The proposed building has a footprint of under 12,000 square feet and is generally setback from the closest surrounding sidewalks from 14 to 23 feet.
- Elimination of the 6-plex along the Patrick Brook Stream buffer and replacement with a 2,400 square foot light commercial structure. The building was sited up close to the stream buffer and parking was reconfigured to wrap around the south and east side of the building, with direct vehicle access for potential loading, per staff recommendations.
- Elimination of single family lots 10 through 13, to allow for:
 - Relocation of the northern, east-west road along the stream setback.
 - Additional space between the town homes and small single family lots within the interior block (setbacks between building are the same as in the Creekside neighborhood)
 - Additional greenspace within the interior block. The greenspace has approximately doubled in size.
 - Additional off-street parking has been provided within the parking area north and west of the Community Gardens / Green.
- Elimination of single family lot 1 to allow for additional physical and visual connection to open space further west of HC II.
- Removal of on-street parking within the stream buffer crossing.

A major focus of the staff notes and discussion at the DRB hearing for the plan included with the original application was in regards to density. The following provides an overview and response to the proposed density of the development.

1. **Density** – The original staff comments felt the proposed density for the HC II was too high. Density for the Project is being based on the total land area for both, Phase I and Phase II of the Project. The following provides an outline of the allowable densities for the property:

Total Acres	11.47 acres
Base Density (Village Zone, 4 units/acre)	45.88 units
20 % Inclusionary Zoning Bonus	9.18 units
Total Allowable Units without Density Incentives	55.06 units
50 % Density Bonus (One (1) Density Incentive)	22.94 units
Total Allowable Units with One (1) Density Incentive	78 units
75 % Density Bonus (Two (2) Density Incentives)	34.41 units
Total Allowable Units with Two (2) Density Incentives	89.47 units
100 % Density Bonus (Three (3) Density Incentives)	45.88 units
Total Allowable Units with Three (3) Density Incentives	100.94 units

Currently, there are 18 approved units within Phase I. The revised HC II Sketch Plan includes a total of 69 proposed units, for a total of 87 units between both phases. 87 units will require two bonus incentives. For the initial density bonus, the applicant is proposing to utilize the dwelling size incentive. Between 50% to 74% of all units will have smaller livable floor areas than the maximum as dictated in the zoning regulations; 1,500 sq. ft. for single family homes and 1,200 sq. ft. for multi-family units. As previously reviewed with the DRB, a proposal to contribute to the development of the Hinesburg Town Common is proposed for the second density incentive. For the Village Growth Area, Section 2.4.2 of the Zoning Regulations notes “As the Town’s sole growth area, projects are encouraged to build to the base density, and preferably higher – to the maximum allowed density...”

- a. **Parking** – Concern was expressed that the amount of parking was not sufficient for the proposed density. Specifically, staff noted that certain on-street parking needed to be removed. On-street parking has been removed from the stream setback crossing. Proximity of on-street parking to intersections as shown meets best industry practices and is similar to on-street parking already built within Hinesburg. Parking requirements for HC II has been calculated independently from Hinesburg Center Phase I. For the 13 single family detached lots and 8 of the proposed townhouse units, at least 2 spaces per units will be possible between driveway and garage parking. For residential, commercial and light industrial uses, the following requirements have been calculated:

<u>Common Parking Requirements</u>	
48 Residential Units @ 2 spaces / unit	96
11,000 sq. ft. Commercial Space @ 1 space / 400 sq. ft.	27.5
2,400 sq. ft. Light Industrial @ 1 space / 400 sq. ft.	6
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Gross Parking Requirement	129.5
Shared Parking Credit (see attached shared parking analysis)	-16
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Total Parking Requirement	113.5
<u>Parking Provided</u>	
Off-Street Parking	69
On-Street Parking	46
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Total Parking Provided	115

Overall, parking shown on plans will meet the maximum demand for parking. It should be noted that parking requirements do not take into account any reduction for walkability and smart growth design. Also, 2 parking spaces for all residential units have been allocated, although national averages for peak parking demand of multi-family, including townhouse units range between 1.25 to 1.75 spaces per unit. Local review of parking demands for multi-family projects in Vermont, conducted by T. J. Boyle Associates have found maximum parking demand as low as 1.2 spaces per unit.

- b. **Off-Street Parking** – Concern regarding the sufficiency of ‘off-street’ parking during winter storm events was noted with the original sketch application. While overall parking has been independently provided for the second phase of HC II, parking during storm events will be provided between both phase I and phase II. Specifically, there will be 66 residential units between both phases that require off street parking during storm events. Parking demand for other uses will be extremely low and typically during overnight times. Off-street parking is considered to be any parking not within public rights-of-ways. Phase I includes 79 off-street parking, including parallel spaces along Kailey’s Way. Along with the 69 off-street parking spaces for phase II, 148 off-street parking spaces will be available, or approximately 2.24 parking spaces per unit.
- c. **Yard Space** - Staff notes that limited yard space is proposed for interior buildings. In general, yard space for smart growth communities is less than is typical for suburban subdivisions. As noted in the Town Plan and Zoning Ordinance, the vision for this area is compact, smart growth development. That being said, revisions to plans incorporate increased spacing between the townhouses and single family units within the interior block, as well as additional yard space around the 28-plex. It should be noted that smart growth design focuses on common greenspace, which is being incorporated throughout the proposed development as well as the adjacent developments. HC II will also be in close proximity to the Hinesburg Town Common and the Bissonette Recreational Facility. Common greenspace elements will provide a beneficial, meaningful use of open space throughout the project.

To fully understand yard space and greenspace for HC II, sheets L-103, L-104 and L-104a have been prepared. The Zoning Regulations Require 10% Greenspace and a maximum of 75% lot coverage within the Village District. The current HC II sketch plan incorporates 37.0% Greenspace and has only 37% lot coverage. These calculations include the Patrick Brook setback, as noted in the Zoning Regulations. However, even without considering the setback, greenspace is calculated at 23.2% and overall coverage at 47.9%. These numbers are in full compliance with the specific standards of the zoning ordinance. And although coverages will be considered universally for the project as a whole, Sheet L-104a looks at lot coverage broken down into 4 specific blocks, interior to the Project, all of which would comply with the zoning regulations coverage requirements.

- d. **Mix of Uses** – As noted previously, per staff recommendations, the 6-plex adjacent to Patrick Brook was eliminated and replaced with a 2,400 sq. ft. light industrial building.
2. **Wastewater** – Planning staff have requested conceptually, what potential wastewater (and potable water) requirements for the Project would be. Based on 210 gallons per day (GPD) for residential units connected to a system with overall capacity over 50,000 GPD, the residential

component of the Project would require 14,490 GPD. More difficult to estimate is the demand for the commercial and light industrial component of the Project. However, we would expect the commercial component not to require more than 1,000 GPD, for a total project requirement of approximately 15,500 GPD.

3. **Phasing** - A conceptual phasing diagram is attached to this narrative. The following provide and short description of each phase:

Phase I

- Grading and Drainage Improvements to the Community Open Space adjacent to Creekside (previous Lot 30)
- Western 8 Single Family Homes and street.
- Storm Water Facility

Phase II

- 16 Townhouses
- 12 Multi-Family Units
- 6,000 sq. ft. Commercial Space
- East-West Road, north of Creekside
- Community Greens

Phase III

- 5 small single family units
- 28-plex Multi-Family Units
- 5,000 sq. ft. Commercial
- 2,400 sq. ft. Light Industrial
- North-South Road and connection to Bissonette Property

Overall, revisions to the sketch plan largely incorporate staff comments and recommendations. We look forward to discussing revisions with the DRB and moving the Hinesburg Center Phase II further along in the planning process. Please don't hesitate to contact me with any questions or comments.

Sincerely,



Michael J. Buscher, ASLA

Owner | Principal Landscape Architect

Attachments: Hinesburg Center II – Shared Parking Analysis
Phasing Plan Exhibit
Sheet L-100 Sketch Plan
Sheet L-101 Context Plan
Sheet L-102 Sketch Plan Rendering
Sheet L-103 Greenspace Calculations
Sheet L-104 Coverage Calculations
Sheet L-104a Coverage Calculations (including breakdown of individual blocks)

Cc: Brett Grabowski