

**Wind Energy Associates
110 Riggs Road
Hinesburg, Vermont 05461**

April 28, 2015

Mr. Peter Erb, Zoning Administrator
Mr. Alex Weinhagen, Director of Planning & Zoning
Town Hall
10632 VT Route 116
Hinesburg, Vermont 05461

Re: Sketch Plan Application

Dear Peter and Alex:

In advance of the continuation of the public hearing scheduled for May 5th, I'm writing to follow-up on the issues enumerated in the staff report dated 4/2/15. Additionally, we also wanted to offer information in response to items that came up during the hearing on April 7th.

Staff Report

1. Water & Wastewater Capacity

a. Water Supply:

- i. We understand the current situation and concur with the staff recommendation that, "If this project receives sketch plan approval, it should be conditioned on the need to present a solution to the water capacity issue as part of any preliminary plat application." We expect that the proposed solution we would present would include among its elements an acknowledgment, as indicated in the staff report, that "the evidence indicates that additional water capacity is possible and is being actively explored by the Town", and, a proposal to enter into a form of Development Agreement with the Town that would provide for the adoption of an allocation and impact fee policy by the Town, and the payment of such fees by applicants such as us, in order to finance the expansion of that service capacity.
- ii. As an alternative solution, we note the potential to request a waiver from the requirement to connect to municipal water and in lieu thereof, to develop a permitted public water supply on-site.

- b. Wastewater: We concur with the conclusions in the staff report: the Town has enough capacity to serve both the residential and the non-residential components of the proposed project. We understand that the Selectboard has decided to defer issuance of allocations of this capacity while it considers adoption of a revised allocation policy. We believe that the planned sequence of the Selectboard's actions will dovetail nicely with the balance of the DRB's PUD and Subdivision review process for our proposal such that the decision on an application for preliminary plat approval could be conditioned upon receipt of an allocation of wastewater capacity within a reasonable time thereafter.
2. Open Space on Flat Ground
 - a. The staff report indicates that the proposed project includes substantial greenspace, but questions the adequacy of purposeful open space on flat or easily accessible grades. In particular, the staff report suggests potential changes to the proposed triangular green associated with the Meadow Townhome units.
 - b. We believe that the plan as proposed has merit. The proposed masterplan delineates a 0.42 acre town green surrounded by townhomes in the meadow. This design enables front porches of each 4 unit building to look onto the green and create a residential community that is similar in feeling to many small Vermont villages and is proposed to serve as a neighborhood social center for this mixed single family and multifamily neighborhood. Attachment #1 hereto compares the proposed green to other neighborhood, village, and municipal greens in Vermont, including Hinesburg. These greens mostly serve as spaces for entire communities, not just neighborhoods, and range in size from 0.3 acres to 1.89 acres. We think our original proposed green has a better, more comforting village/neighborhood aesthetic character and thus it is our preference.
 - c. However, as an alternative, we have prepared another option (see attachment #3 – Masterplan Option B) for staff and DRB consideration that opens up this green to the wetlands area thus increasing the green area. Instead of 4 unit buildings on 2 sides of the green, this would have a 4 unit building on one street and 2 duplex units on the other street. We think this would be a less cohesive feeling for a green, but we would pursue this alternative if staff and the DRB believe it is preferable.
 3. Hillside Forest Clearing
 - a. We have reviewed the previously approved plans for this area. The clearing depicted on our masterplan submitted as part of this sketch plan application does not show additional clearing proposed beyond what was previously approved by the DRB.

- b. In the event solar collectors are proposed and approved for construction on the hillside below the previously approved subdivision, then, we would propose to significantly reduce the tree clearing approved for the existing three lot subdivision.
4. Solar Collector Location/Arrangement
 - a. The staff report acknowledges that renewable energy technology is clearly called for in Village Northeast District and encourages that there be care in its placement with respect to sensitive site features.
 - b. Due to the diverse site topography and characteristics, the possible ground mounted PV array sites on the masterplan are proposed in less sensitive areas where there is adequate solar access. The locations as depicted keep disturbances of these areas to a minimum and reduce visual impact from Route 116. The Southern solar area is within wetland and wetland buffer area but not in the stream buffer area and is proposed to be setback from Route 116. The Northern PV area behind the existing RNRG buildings would be partly screened by those buildings. As indicated in 3 b above, in the event solar collectors are proposed for construction on the hillside below the previously approved subdivision, then, we would propose to significantly reduce the tree clearing approved for the existing three lot subdivision.
 - c. Both locations would be reviewed by the Public Service Board which may require further modifications to gain approval.
5. Parking
 - a. We concur with the staff recommendation that if the project receives sketch plan approval, it should be conditioned on the need to present engineering plans to demonstrate that underbuilding parking as proposed will work, as part of the preliminary plat application. Based on our initial analysis, we believe this approach will prove feasible.
6. Phasing & Municipal Services
 - a. We acknowledge that the Town may require a definitive phasing plan for the project and affirm our willingness to work with the DRB (and Selectboard if/as required) to confirm a phasing plan that accommodates municipal capacity, is responsive to market realities (we don't expect that there would be demand for a full build-out all at once), facilitates infrastructure construction efficiencies, and provides opportunities for economic development and job growth in the Village.

7. Traffic Congestion and Access

- a. Per the staff report, we have consolidated the number of proposed accesses from CVU Road (see Attachment #2). From a design perspective, we believe it is important that the front doors of the two homes located east of the proposed access road face CVU Road, thus we have consolidated those driveways, but retained an access. In the event staff and the DRB so require, these homes could be accessed from the proposed access road, rather than CVU Road, however, doing so would result in loss of greenspace, longer driveways and the lack of harmony with neighboring homes on CVU Road.
- b. Consistent with the staff report, and subject to VAOT approval, we are amenable to planning for a pedestrian connection and Route 116 crosswalk at the height of Route 116, and have depicted such an option on Attachment #2.
- c. We acknowledge that a traffic study will be needed for preliminary plat review. In anticipation thereof, we did engage Lamoureaux & Dickinson as part of our initial planning efforts, and their recommendations influenced and are reflected in elements of the sketch plan application. Furthermore, we expect that construction of the VAOT planned improvements at the intersection of Route 116 and CVU Road in 2017 would precede occupancy of any new development contemplated as part of our proposed masterplan.

Responses to Issues Discussed at 4/7/15 DRB Hearing

1. Where would the proposed townhouse residential buildings sit on the hill?
 - a. Please see attachment # 4 which depicts a section of the site, as well as proposed buildings, looking north.
2. How would the project elements substantially utilize renewable energy?
 - a. It is our clear intent to implement a plan that is compliant with this requirement, both in spirit and to the letter. The details of that plan are more logically confirmed as part of preliminary plat approval, however we offer as evidence of our commitment the following actions that we have already taken:
 - i. Solar Orientation: All proposed buildings have been sited to garner maximum potential solar gain.
 - ii. Thermal Efficiency: In partnership with Efficiency Vermont, we have developed a template to calculate the energy loads for all of the proposed building elements and demonstrate the pay-back associated with efficiency measures.
 - iii. On-Site Generation: With regard to the residential buildings, they will be built solar-ready, meaning that the roofs are structurally capable of

supporting panels and that mechanical locations anticipate connection to those panels via installed conduit. Additionally, we have identified a number of locations on-site for solar generation capable of providing a substantial portion of total electrical demand that would be created at build out.

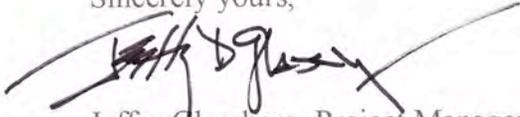
3. Look at the turning radii at the triangle to see if that will work for fire trucks.
 - a. Please see attachments 5.1 (pumper truck) and 5.2 (ladder truck). Generating the turning movements was a bit of a challenge at this point in the design process (sketch), since the line work to use for travel ways is not as precise as CAD. However, we can provide a pretty good idea.
 - b. Attachment 5.1 shows a typical Pumper Truck, though it does have a ladder affixed on top. We determined that the truck is capable of moving around the triangle and expect when we get to engineering, this truck would be compliant.
 - c. Attachment 5.2 shows a full-length Ladder Truck. A representative graphic of the truck (with dimensions), is attached to the PDF. We expect that the pavement widths at corners would need some adjustment to allow for this truck to navigate the triangle.

4. The new access road from the north does not connect through to the south due to grade restrictions. What alternatives can be made available for emergency ingress and egress?
 - a. Our civil engineer did review this issue with an official from the Hinesburg Fire Department. The emergency vehicles (an F350 pick-up, a small fire truck and a medical response vehicle (both on F450 Chassis)) have a typical width that is just less than 8ft wide, so it may be possible to design the bike/ped path at 10ft width and appropriate grades/radii to provide a secondary means of access for these vehicles. We propose to conduct a more formal review with the chief and other officials immediately subsequent to sketch plan review.

5. What is the design basis for the conceptual storm water collection plan?
 - a. The development will meet the Town's stormwater requirements as detailed in Section 6.6.2 of the Hinesburg Subdivision Regulations, as well as the VT Stormwater Rules, which require that the design attenuate up to the 10 year storm, and up to a 100 year storm if there is more than 10 acres of impervious. At this time, we do not anticipate creating more than 10 acres of impervious surface. We can also evaluate and design to the 25 year event as referenced in that same Subdivision Regulation, and review that information with the DRB. Furthermore, if so requested, we can also show flows and impacts from a 100 year interval storm, based on the 10 and 25 year designs.

Thank you for your consideration.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Jeffrey Glassberg". The signature is stylized with a large, sweeping flourish that extends from the top left and curves over the name.

Jeffrey Glassberg, Project Manager