

HARTFORD ZONING BOARD OF ADJUSTMENT
November 8, 2023
Meeting Notice and Agenda

The Hartford Zoning Board of Adjustment will meet on Wednesday, November 8, 2023, beginning at 6:30 p.m. to consider the following Applications and Administrative Matters.

This meeting will be conducted in person at Hartford Town Hall, 171 Bridge Street, White River Junction, Vermont. In addition, you may join the meeting remotely as follows:

Microsoft Teams meeting
Join on your computer, mobile app or room device
[Click here to join the meeting](#)
Meeting ID: 295 954 100 982
Passcode: bNHnPw
[Download Teams](#) | [Join on the web](#)
Or call in (audio only)
1 802-377-3677
Phone Conference ID: 651 889 329#

If you cannot access this meeting notice electronically or if you are having difficulty connecting to the meeting, please email Jo-Ann Ells at jells@hartford-vt.org

A. Public Hearings, beginning at 6:30 p.m.

1. Application #12-23 by 747 Hartford Avenue LP (owner/applicant) for Conditional Use Approval under section 260-16 of the Hartford Zoning Regulations for an amendment to an approved multi-unit dwelling to allow temporary construction access on Goudreau Street, lot 43-0074-001, 747 Hartford Avenue, Wilder, in an approved Planned Development.
2. Application #13-23 by Black Rock Investment LLC (owner /applicant) for Conditional Use Approval under section 260-16 of the Hartford Zoning Regulations for 192 dwelling units in four multi-unit buildings, proposed lot 45-0162-000, Sykes Mountain Avenue and Hickory Ridge, White River Junction, in a proposed Planned Development.

B. Administrative matters: 1. Public Comment. 2. Minutes. 3. Administrative Permits. 4. Availability for the next Public Hearing.

Application materials are available at the Hartford Town Hall, Department of Planning and Development Services, 171 Bridge Street, White River Junction, Vermont (802) 295-3075. Persons wishing to appear and be heard may do so in person, or be represented by another party and/or submit written testimony.

An interested person who has **participated** in a municipal regulatory proceeding may appeal a decision rendered in that proceeding to the Vermont Environmental Court. Participation in a local regulatory proceeding shall consist of offering, through oral or written testimony, evidence or a statement of concern related to the subject of the proceeding.

Steve Lagasse, Chair

**Zoning Board of Adjustment
Administrative Agenda
November 8, 2023**

1. Public Comment
2. Minutes of October 11, 2023
3. Administrative Permits
 - Haven dumpster enclosure, Hartford Avenue
4. Availability for the next Public Hearing (December 13th)

Application #12-23

Twin Pines Housing Trust

**DRAFT
FINDINGS OF FACT
CONCLUSIONS OF LAW
AND DECISION**

HARTFORD ZONING BOARD OF ADJUSTMENT

**Application #12-23 by 747 Hartford Avenue LP
for an amendment to an approved multi-unit dwelling
to allow temporary construction access on Goudreau Street
lot 43-0074-001, 747 Hartford Avenue, Wilder
in an approved Planned Development**

This decision pertains to application #12-23 by 747 Hartford Avenue LP (owner/applicant) for Conditional Use Approval under section 260-16 of the Hartford Zoning Regulations for an amendment to an approved multi-unit dwelling to allow temporary construction access on Goudreau Street, lot 43-0074-001, 747 Hartford Avenue, Wilder, in an approved Planned Development.

FINDINGS OF FACT

Based upon the information contained in the exhibits for this application (see attached list) and the evidence adduced at the Zoning Board of Adjustment meeting of November 8, 2023, the Zoning Board of Adjustment makes the following Findings of Fact:

General Information

1. The owner of record of lot 43-0074-001 is 747 Hartford Avenue LP who acquired the lot on 08-02-2023. The deed is recorded in volume 614, page 226 of the Hartford Land Records.
2. Lot 43-0074-001 is 1.13 acres.
3. The lot is class one (1), municipal water and wastewater.

This Application

6. In 2022, the Planning Commission granted approval of a Planned Development on the lot (Application #22-12). Zoning Permit #2022-222 was issued to finalize the approval.
7. In 2022, the Zoning Board of Adjustment granted Conditional Use Approval (Application #06-22) and the Planning Commission granted Site Development Plan Approval (Application #22-13) for the construction of an multi-unit dwelling on the lot. Zoning Permit #2022-222 was issued to finalize these approvals. The project is currently under construction.

8. The Applicant recently applied to the Department of Public Works (DPW) for a construction access permit on Goudreau Street.

After consultation with the Zoning Administrator, the DPW denied the request because the approved site plans did not clearly designate the access to Goudreau Street as a construction access for any phase of the project. The DPW has stated that they can approve the request for a construction access permit on Goudreau Street after approval by the Zoning Board of Adjustment/Planning Commission.

9. Hartford Avenue is approved for access to the project during all three phases of construction. The applicant is seeking approval to use Goudreau Street for a second construction access during all three phases of construction. Once construction is complete, the access on Goudreau Street will be limited to a gated emergency access as originally approved.
10. According to the applicant, “upon reviewing logistical needs of construction vehicles accessing the project, Owner/Applicant requests that the Zoning Board of Adjustment and the Planning Commission approve the Goudreau Street access for temporary construction access for all three phases of the construction project based on safety and site considerations.”

In addition, the Applicant has stated that, “now that the project is underway the realities of the site demonstrate that the Goudreau access would ideally be available for construction access during all three phases. As discussed in the attached letter from Construction Manager, Jeff Ingram the use of the Goudreau access for construction access is based on safety and logistical reasons including congestion in the existing parking lot and avoiding having trucks with trailers back out onto Hartford Avenue.”

(See exhibits #2-#5)

11. The applicant will install a “No Right Turn” sign to direct vehicles leaving the site via Goudreau Street to Hartford Avenue.
12. No other changes are proposed to the existing approvals.
13. The applicants understand that they retain the obligation to identify, apply for, and obtain any relevant local and state permits for this project.
14. The applicants understand that a zoning permit is required to finalize this Decision.

CONCLUSIONS OF LAW

The Hartford Zoning Board of Adjustment, based upon the forgoing Findings of Fact, concludes that the proposed project will not adversely affect:

260-16A (1) Community facilities.

(a) The capacity of planned or existing **community facilities**, including, but not limited to:

- [1] Emergency services.
- [2] Municipal water or sewer system.
- [3] Recreational facilities.
- [4] The school system.
- [5] Solid waste disposal facilities.

260-16A (2) The **character** of the area, as defined by the objectives of the zoning district within which the project is located and specifically stated policies and standards of the municipal plan, including, but not limited to:

- (a) Scenic or natural beauty, historic sites, or rare and irreplaceable natural areas.
- (b) Compatibility with scale and design of structures existing in that area.

260-16A (3) The capacity of **roads and highways** in the vicinity to safely accommodate expected traffic flows. In making this determination, the Board may require submission of a traffic impact study made by a professional traffic engineer.

260-16A (4) Any Town of Hartford **bylaws** in effect.

260-16A (5) Utilization of **renewable energy resources**.

DECISION

The Hartford Zoning Board of Adjustment, based upon the forgoing Findings of Fact and Conclusions of Law, hereby approves application #12-23 by 747 Hartford Avenue LP (owner/applicant) for Conditional Use Approval under section 260-16 of the Hartford Zoning Regulations for an amendment to an approved multi-unit dwelling to allow temporary construction access on Goudreau Street, lot 43-0074-001, 747 Hartford Avenue, Wilder, in an approved Planned Development **on the condition that before a Zoning Permit is issued:**

- **Notes E6 and E7 on the Erosion Prevention and Sediment Control Plan, Sheet C1.2, are updated to indicate that Hartford Avenue and Goudreau Street will be used as construction accesses for all phases of construction.**
- **The applicant verifies that changes to the plans approved by the Zoning Board of Adjustment are limited to those required by the Board.**

This decision is also subject to the condition that no modification or expansion shall be made to the project as described and limited in the above Findings of Fact and Conclusions of Law without the written approval of the Hartford Zoning Board of Adjustment and/or the Hartford Planning Commission. This decision may be revoked, and a new application or permit required

4. 12-23

if conditions and findings are violated or modified without written approval.

The applicant is responsible for insuring compliance with all applicable State and Federal regulations pertaining to this application.

Those in favor:

Those in opposition:

Those not participating:

Dated at Hartford, Vermont this ____ day of November 2023.

HARTFORD ZONING BOARD OF ADJUSTMENT

By: _____
Chairperson/Vice-Chairperson

Appeal Rights: An interested person who has participated in the proceeding related to this decision has the right to appeal this decision to the Vermont Environmental Court, pursuant to 24 V.S.A. s. 4471 and V.R.E.C.P.5, in writing, within 30 days of the date of this decision. If you fail to appeal this decision, your right to challenge this decision at some future time may be lost because you waited too long. You will be bound by this decision, pursuant to 24 V.S.A. s. 4472 (d) (exclusivity of remedy; finality).

EXHIBIT LIST

1. Application #12-23
2. Letter from Nathan Stearns dated October 31, 2023
3. Letter from Jeff Ingram dated October 16, 2023
4. Construction Phasing Plan Sheet C1.4 (and blow up of detail)
5. Erosion Prevention and Sediment Control Plan, Sheet C1.2 indicating a stabilized construction entrance on Hartford Avenue and Goudreau Street

October 31, 2023

Jo-Ann Ells, Zoning Administrator
Hartford Planning & Zoning
Hartford Municipal Building
2nd Floor Room 201 171 Bridge Street
White River Junction, VT 05001

Re: Application to use Goudreau Street access as temporary construction access
Landowner/Applicant: 747 Hartford Avenue LP
Property: 747 Hartford Avenue, Parcel 043-0074-001

Dear Jo-Ann:

Twin Pines Housing Trust, Inc. has submitted an application seeking approval to use the access onto Goudreau Street for temporary construction access in all three phases of the construction project for the 18 unit multifamily project at 747 Hartford Avenue.

The project received conditional use approval in ZBA Decision #06-22, dated May 25, 2022, and site plan approval in PC Decision #22-13, dated June 23, 2022. A zoning permit was duly issued, and the project is currently under construction.

The Owner/Applicant recently applied to the Department of Public Works for an access permit onto Goudreau Street and was denied. The reason given for denial was the approved site plans did not designate the access to Goudreau Street as a construction access. Owner/Applicant believes that the approved site plans properly designate the access to Goudreau Street as a construction access, and that the plans and testimony given during site plan review contemplated use of the access to Goudreau Street for construction access during phase 1 of the construction as the project was previously approved in Decision #06-22 and Decision #22-13.

Upon reviewing logistical needs of construction vehicles accessing the project, Owner/Applicant requests that the Zoning Board of Adjustment and the Planning Commission approve the Goudreau Street access for temporary construction access for all three phases of the construction project based on safety and site considerations.

Site Plan sheet C1.4, Construction Staging Plan (See Exhibit 1), shows the construction phasing for the project. Where construction Phase 1 borders Goudreau Street, there is a plainly marked caption "Construction Access/Temporary Phase 2 Parking Access." While the Erosion Prevention and Sediment Control plan (Sheet C1.2) shows a stabilized construction entrance off of Hartford Ave, that was for Phases 2 and 3.

The transcript of the June 13, 2020 Planning Commission hearing contains a specific acknowledgment that the phase 1 construction access would be off of Goudreau:

T. Dayman: When you say Phase 1 will be opened up during Phase 2, oh I see, so the access will be off of Goudreau for Phase 1 during that time.

N. Stearns: I'm going to need some help from Adam to answer this.

A. Morse: It's actually on that plan too under the construction staging notes, so. The idea was to have access off, temporary access off Goudreau for just during construction.

(Planning Commission Meeting Recording 6/13/2022, 2:07:07 to 2:07:43).

We also note that while the minutes of the Planning Commission's June 20, 2023 hearing contain a notation that the project architect, Doug Sonsalla, "explained that a construction manager would be hired, and part of their responsibilities would be to make sure no traffic is on Goudreau Street during construction," the full transcript of that hearing clarifies that his statements were made for illustrative purposes. Mr. Sonsalla's remarks were made in the context of explaining how the construction manager would manage access, and were not intended to override the site plans or the previous specific statement that phase 1 construction access would be off of Goudreau.

Although the Applicant originally anticipated using Goudreau as Phase 1 construction access, now that the project is underway the realities of the site demonstrate that the Goudreau access would ideally be available for construction access during all three phases. As discussed in the attached letter from Construction Manager, Jeff Ingram (Exhibit 2), the use of the Goudreau access for construction access is based on safety and logistical reasons including congestion in the existing parking lot and avoiding having trucks with trailers back out onto Hartford Avenue.

Please let me know if you need any additional information. Thank you for your assistance.

Sincerely,

SHEEHEY FURLONG & BEHM P.C.

/s/ *Nathan H. Stearns*

Nathan H. Stearns

Enclosures

cc: Andrew Winter
David Ormiston
Adam Morse
Doug Sonsalla

747 Hartford Avenue
October 31, 2023
Page 3

Jeff Ingram

EXHIBIT 1



208 Fifth Avenue, Suite 2A Burlington, VT 05401
tel. 802.863.6225 • fax 802.863.6306
85 Main Street, Suite 62-3, Lebanon, NH 03766
tel. 603.442.9333 • fax 603.442.9333
www.enlightenyourself.com



Issued For: **CONDITIONAL USE AND
SITE PLAN REVIEW**

**PRELIMINARY
NOT FOR
CONSTRUCTION**

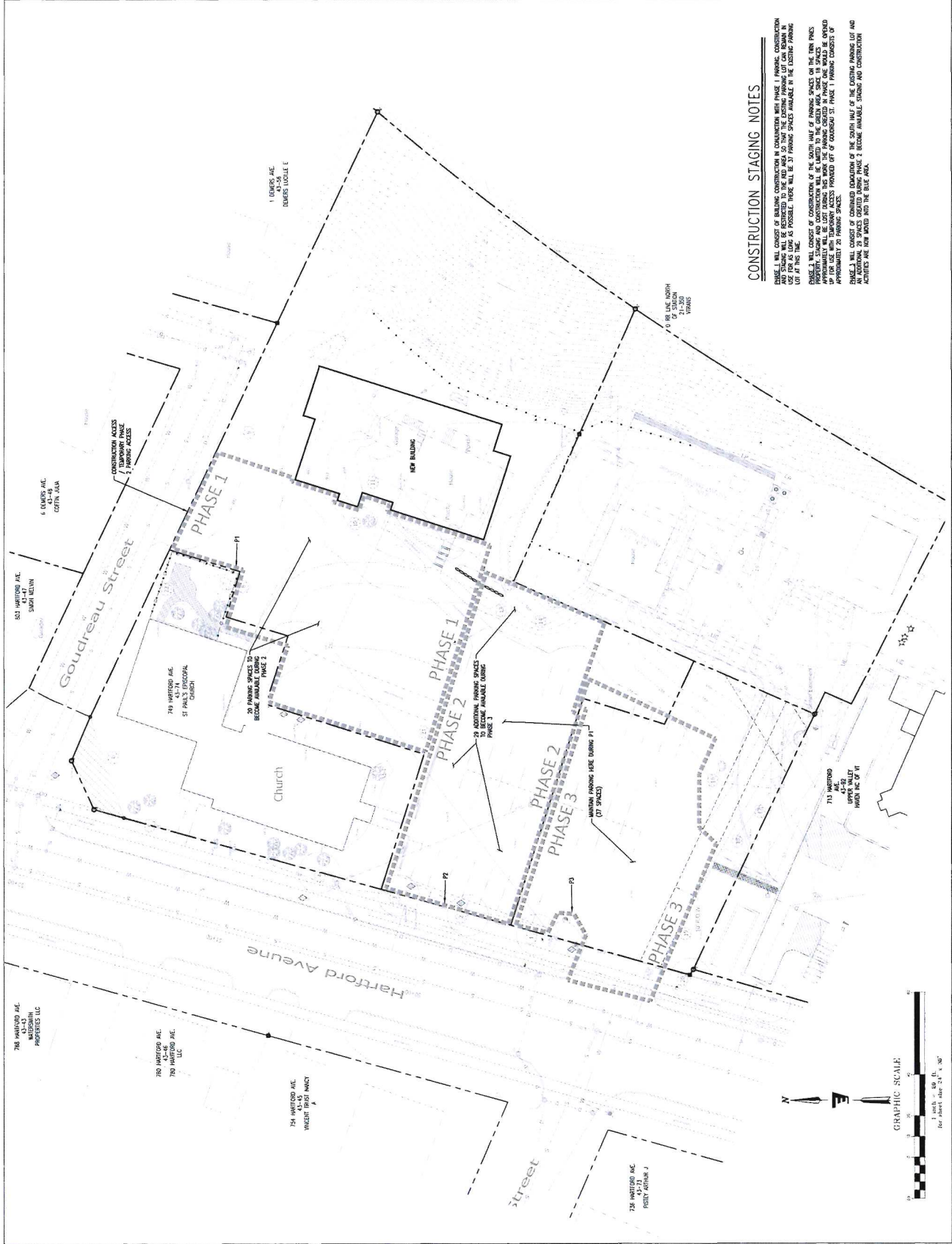
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CONSTRUCTION STAGING PLAN

Project No.: 21654

C1.4

COMPANY # 1122 STUDIO MEXUS ARCHITECTS • KANSAS, U.S.



BLOW UP OF SHEET C1.4

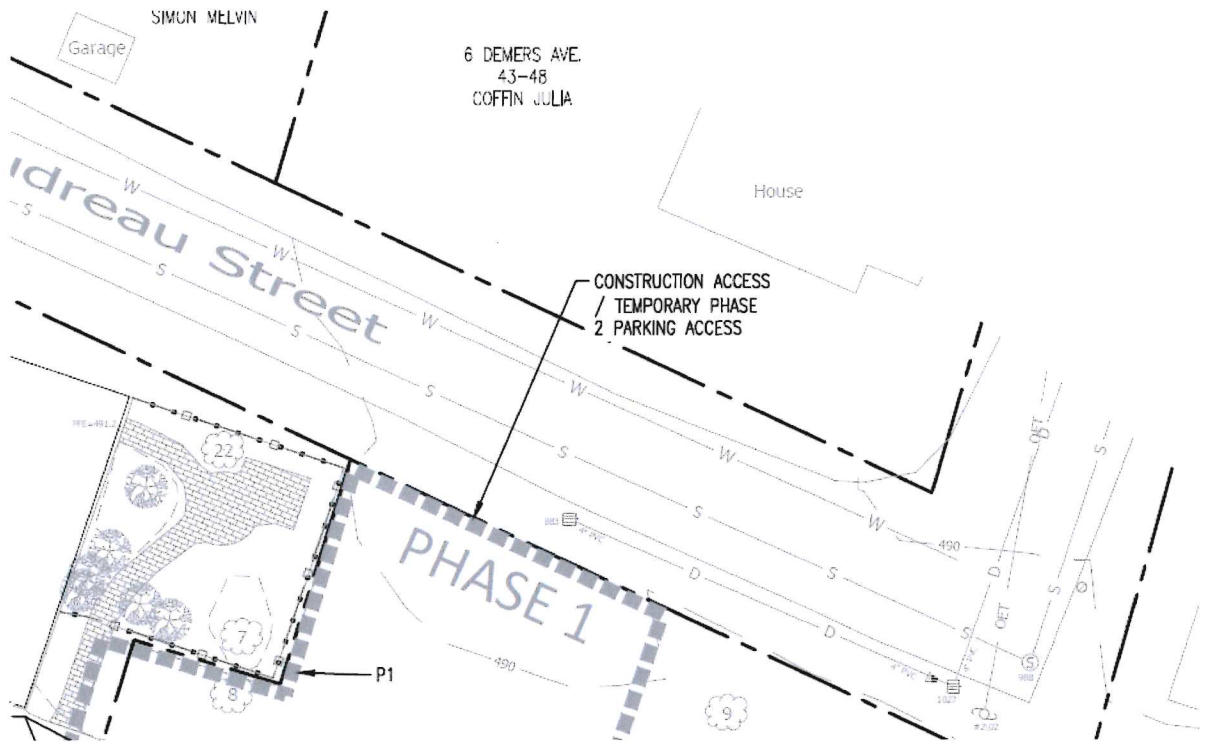


EXHIBIT 2

INGRAM

CONSTRUCTION CORPORATION

917 ROUTE 12
WESTMORELAND, NH 03467

TELEPHONE: 603-357-0759
FAX: 603-357-9426

October 16, 2023

Nathan H. Stearns
Sheehey Furlong & Behm P.C.
205 Billings Farm Road. Unit 4B
White River Junction, VT 05001

Re: 747 Harford Housing Construction Access

Dear Mr. Stearns,

The phased construction approach to this project to enable the continued use of the only parking lot available for St. Paul's Episcopal Church and The Haven is made possible by the continued use of Goudreau Street as the primary construction access point during building construction.

This construction access is critical for the following reasons:

- The parking lot is at or near capacity during most business hours. If this parking lot were to be the only access, two thirds of the lot would need to be closed to provide turning radius for delivery trucks to enter the site. Straight trucks would then need to turn around after the delivery and exit via the parking lot due to the constraints of the available staging area in the designated phase 1 area.
- We had planned on tractor trailer deliveries accessing through the parking lot when coordinated with the Haven so they could get to the site, and then exiting via a left turn on to Goudreau. If this access is closed, the trucks would need to be backed out of the site through the parking lot and out onto Hartford Avenue. There is always a significant amount of pedestrian traffic in the parking lot, not to mention vehicle traffic on Hartford Avenue. This approach eliminates potential hazards to both pedestrian and vehicular traffic.

We will be providing signage on and around the site to control the flow of construction traffic entering and exiting the site. Among those signs will be a "No ~~Left Turn~~ Right" sign from the site onto Goudreau Street, so vehicles can safely exit the site and access Hartford Avenue.

We hope the use of Goudreau Street as the main access to the site can continue, as it provides the safest option for pedestrians and traffic.

Sincerely,


Jeffrey D. Ingram
President

13	LIMIT OF DISTURBANCE (AREA OF DISTURBANCE = 9,200 SF)
22	PORTABLE SANITATION FACILITIES, TO BE STAKED DOWN AND SECURED
33	INLET PROTECTION (TYP)
44	SILT FENCE
55	CONCRETE INSLOOT
66	STABILIZED CONSTRUCTION ENTRANCE FOR PHASE 1
77	STABILIZED CONSTRUCTION ENTRANCE FOR PHASE 2 AND PHASE 3

Application #13-23

Black Rock Investments, LLC

Memorandum

To: Hartford Zoning Board of Adjustment

Cc: Black Rock Investments, LLC, Kevin Worden, Paul Simon, Earl Simpson,
Dennis Marquise, and Chris Holzwarth

From: Jo-Ann Ells

Date: November 1, 2023

Re: Application for 192 Dwelling-Units, Application #13-23 Lot 45-0162-000

Application #13-23 has been submitted to you for Conditional Use Approval for construction of 192 dwelling units in four Multi-Unit Buildings on proposed lot 45-0162-000.

The application relies on Planning Commission approval of a Subdivision/Lot Line Adjustment and a Planned Development. Applications for Preliminary approval have been submitted to the Planning Commission for both applications. Once preliminary approval is granted, separate applications for Final Approval will need to be submitted. The earliest applications for Final Approval can be submitted is January 2, 2024 for a February 5, 2024 Hearing with the Planning Commission.

Given the outstanding items outlined below and the need for the applicant to submit for Final Approval of the Subdivision/Lot Line Adjustment and Planned Development, please consider opening the Public Hearing on the application for Conditional Use Approval, asking the applicant to review the application, hearing comments/questions from the Board, taking public comment, and then continuing the application to your Hearing scheduled for January 31, 2024. (Please keep all application materials. New information will be sent to you for the January meeting.)

In order for the application to be considered for the January 31, 2024 Hearing, the applicant will need to submit revised application materials to me by noon, January 2, 2024. (This would align with the applicant's intent to submit for Final Approval of the Subdivision/Lot Line Adjustment and Planned Development. If the applicant needs additional time to submit, they can request a continuance to a future date.)

Note: I have highlighted some items in the Draft Findings of Fact as a reminder to myself insert new/pending information.

Outstanding Items/Items Needing Further Clarification

1. Access Road/Water/Sewer/Stormwater

The applicant needs to:

- Request a meeting with the DPW and Planning Staff to discuss items related to access/road realignment, AT bus shelter, AT bus turn off lane, water and sewer, and stormwater. Plans/Narratives will need to be amended as necessary based on the meeting.
- Determine with Planning Staff if a separate application for Subdivision/Lot Line Adjustment is needed for the road realignment.
- Clarify that there will be “No Right Turn” for vehicles exiting the development.
- Submit a request for a road name for review.

2. Turning Movement Plans

The applicant needs to:

- Ask the Fire Marshal to review/approve the Turning Movement Plan for the ladder truck.
- Provide a turning movement plan for a trash hauler.

3. Phasing

The applicant needs to review the phasing plan with me. We need to discuss:

- What happens if phase #2 is not built?
- The location of the phasing line that splits the patio area and parking spaces.
- Phasing of amenities.
- Waiver of Section 260-4 C of the Zoning Regulations which requires full build out within 2 to 2 ½ years. (To be included in the Master Plan for the Planned Development)

4. Amenities

The applicant needs to provide a detailed/complete list of outdoor and indoor amenities.

5. Traffic

Staff is reviewing the information from Wall Consulting Group regarding Traffic Volume and Parking Demand.

6. Misc Plan Amendments

- Sheet C1.1- Remove reference to lot 45-0243-000 as a “Subject Lot”
- Sheet C2.0
 - Discuss Zoning Chart with me and update sheet C2.0 as necessary
 - Remove note C1
 - Remove/clarify note C6
- Civil Plans/Landscape Plans- need to depict the trails the same on the plans and need to clarify if the trails are existing/proposed.
- Sheets L3.6 & L3.7- provide plan at a scale such that the footcandles are legible. Clarify max f.c. of 40.6 on sheet L3.7.
- Are enough ADA parking spaces provided?
- Amend the landscape plans to include plantings in the stormwater basins.
- Amend the plans to indicate the location of conduit for future EV charging stations.

7. Misc Narrative Documents

The applicant needs to:

- Label the Project Narrative and remove the Planning Commission signature.
- Provide a written description of the location and types of fencing.
- Clarify the use of lot 45-0198-001.
- Clarify if open space will be available to the general public.
- Clarify if parking spaces will be assigned to units.

- Clarify their response to the following comment from staff.

Comment: Please amend the plans such that they are limited to this application and coordinated with the proposed Affordable Housing Development on the Adjacent lot as applicable.

Response: Understood

**DRAFT
FINDINGS OF FACT
CONCLUSIONS OF LAW
AND DECISION**

HARTFORD ZONING BOARD OF ADJUSTMENT

**Application #13-23 by Black Rock Investments LLC
for Conditional Use Approval
for 192 dwelling units in four multi-unit buildings
proposed lot 45-0162-000, Sykes Mountain Avenue and Hickory Ridge
White River Junction, in a proposed Planned Development**

This decision pertains to application #13-23 by Black Rock Investments LLC (owner/applicant) for Conditional Use Approval under section 260-16 of the Hartford Zoning Regulations for 192 dwelling units in four multi-unit buildings, proposed lot 45-0162-000, Sykes Mountain Avenue and Hickory Ridge, White River Junction, in a proposed Planned Development.

FINDINGS OF FACT

Based upon the information contained in the exhibits for this application (see attached list) and the evidence adduced at the Zoning Board of Adjustment meeting of November 8, 2023, and **DATE** the Zoning Board of Adjustment makes the following Findings of Fact:

General Information

1. The owner of record of lot 45-0162-000 is Black Rock Investments LLC who acquired the lot on 08-10-2017. The deed is recorded in volume 539, page 568 of the Hartford Land Records.
2. The lot is undeveloped.
3. The lot is located on the corner of Sykes Mountain Avenue and Hickory Ridge.
4. The lot is class one (1), municipal water and wastewater.

This Application

5. The applicant proposes 192 dwelling units in four multi-unit buildings. The project includes:
 - 36 studio units
 - 29 junior one-bedroom units
 - 81 one-bedroom units
 - 23 one-bedroom units with a den
 - 23 two-bedroom units

6. The applicant has two applications pending before the Planning Commission:

- Application #23-22 for Preliminary approval of a Subdivision involving boundary line adjustments between lots 45-0162-000 and 45-0243-000.
- Application #23-24 for Preliminary Approval of a Planned Development on lot 45-0162-000 which will contain 19.56 acres after approval of application #23-22.

This application (#13-23) is conditioned on the approval of these applications.

7. The application to the Planning Commission for a Planned Development includes:

- A request to exceed the maximum height of 40' as limited in the Zoning Regulations.

According to the applicant, “the building height varies from 45’-4” (low parapet) to 47’-4” (high parapet), to 50’ (highest parapet above corner entry). These heights are required for a four-story building with appropriate ceiling heights, structure, and mechanical equipment. The four-story building supports the unit density proposed with a smaller footprint than a three-story building which would have a larger footprint on the site. (See exhibit #2)

- Section 260-47 C of the Zoning Regulations allows the Planning Commission to permit a 25% density bonus. The applicant has requested that the Planning Commission approve a 14.3% density bonus.

	Density Calc.	Land	Possible # of Units
Zone			
R1-M	1 unit/4,000 sq. ft.	313,497 sq. ft.	78 (313,497/4,000= 78.37)
R-2	1 unit/6,000 sq. ft.	538,341 sq. ft.	90 (538,341/6,000=89.72)
Total			168 Units

14.3% bonus
 $168 \times .143 = 24$
 $168 + 24 = 192$

8. The applicant proposes to construct the project in two phases. (See exhibits #3 and #5)

9. Coverage and Open Space:

50.3% of the development will remain as open space, as defined by Hartford Zoning Regulations for public and or common use.

10. Access Road

The applicant is coordinating plans for the realignment of Sykes Mountain Avenue and Hickory Ridge with the DPW.

While the proposed access road to the development is designed to meet Town of Hartford requirements for a public road, the road will be privately owned and maintained; the applicant is not requesting that the Town take over ownership of the road.

11. The proposed access road will need to be named and a private street sign installed by the applicant in accordance with applicable standards.
12. The applicant submitted a turning movement plan for a ladder truck.

Plan for Trash Hauler pending

13. The applicant proposes indoor and outdoor amenities.
14. The Zoning Regulations require two parking spaces per unit which results in a requirement of 384 parking spaces ($192 \times 2 = 384$).
15. The applicant is requesting that the *Planning Commission* approve a permanent reduction in the required parking spaces for the project from 384 to 271 (see Parking Summary on sheet #C2.0 of exhibit #2).

Section 260-24(9)(e) allows for modifications in the number of required parking spaces as follows to be approved by the *Planning Commission* as follows:

If, in site plan approval proceedings or at any time in the future after a duly warned hearing, the Planning Commission determines that unique usage or special conditions exist which warrant increasing or reducing the need for parking, it may require the provision of off-street parking spaces up to 50% more or less than the requirements in Subsection C(9)(a) above. In the Central Business District, the parking may be reduced beyond 50%. When approving an increase or reduction in any zoning district, the Planning Commission shall consider the following:

- [a] Is the site located on or within 1,000 feet of a transit route?
- [b] Are there shared parking facilities with abutting businesses which are sufficient to meet parking demand?
- [c] For mixed-use projects, do the proposed uses have staggered business hours with minimal overlap?
- [d] Does the type of business proposed generate substantial pedestrian traffic and are adequate pedestrian facilities present?
- [e] Does an employer-sponsored "transit pass" program, or vanpool, carpool or rideshare program exist, or can one be established (as a condition of the approval) to substantially reduce the need for on-site parking?
- [f] Is safe and adequate on-street parking available?
- [g] Is parking in municipal parking lots available?
- [h] Does the Institute of Traffic Engineers, American Planning Association or other professional source show parking demand requirements for the proposed use(s) that are different than the standards specified in these regulations?
- [i] Is there other information that justifies a change in the parking requirements?

According to the applicant, “The reduction request is based on the following:

- That the site is located within 1,000 ft of Advance Transit’s Orange Line (a)
- The relative high density of the project and the unit mix of smaller apartments. (i)
- Requirements for parking spaces will be reduced under Act 47 (effective December 1, 2024) which states:

“In any district that is served by municipal sewer and water infrastructure that allows residential uses, a municipality shall not require more than one parking space per dwelling unit.” (i)

16. The applicant proposes to provide 271 parking spaces, including 40 covered/garage spaces and 8 accessible spaces in four parking areas as follows: assigned?

- Parking Lot 1 will include 69 parking spaces including 10 garage spaces and 2 accessible spaces . It will cover parking for Building 1.
- Parking Lot 2 will include 64 parking spaces including 10 garage spaces and 2 accessible spaces. It will cover parking for Building 2.
- Parking Lot 3 will include 69 parking spaces including 10 garage spaces and 2 accessible spaces. It will cover parking for Building 3.
- Parking Lot 4 will include 69 parking spaces including 10 garage spaces and 2 accessible spaces. It will cover parking for Building 4.

17. The applicant submitted information from Wall Consulting Group regarding Traffic Volume and Parking Demand. Add summary. (See exhibits #3 and #9).

18. The applicant proposes a covered bike storage structure with 12 bike racks and bike racks in front of each building.

19. The applicant provided a landscape plan.

According to the applicant, “plant materials include trees, shrubs, gardens, among others. Since the project’s main amenities will be its scenic forests and landscapes, the Applicant will try to retain the natural cover of the site as much as possible. The Applicant will be responsible for maintaining all new plants in a healthy and growing condition.

The site has been designed and landscaped to minimize negative visual impacts as it includes a robust landscaping plan including native and non-invasive plantings. In addition, attention to preserving the existing perimeter trees was included to minimize visual impact. The plans also include numerous pedestrian walkways and a multi-use path system to separate bicyclists, and pedestrian traffic from the vehicular traffic network to maximize safety. The choice and placement of plantings in the parking areas takes into account the special hazards of salt, vehicles, and maintenance equipment.

Plans submitted for review include and show the locations and types of plants as well as the species, sizes, quantities, and locations to be installed. Again, the choice and placement of plantings in the parking areas takes into account the special hazards of salt, vehicles, and maintenance equipment. Overall, the goal is to provide a welcoming and colorful pallet that is inviting, yet will be low-maintenance once the plantings establish. To that end, we have included a diversity of tree and shrub species that include Vermont native and northern New England varieties.

Attention to the placement of new plantings as well as maintaining a strong natural buffer of existing plantings has been included in the design concept. Maintaining a strong woodland perimeter and forest area helps us achieve maximum screening and a robust vegetative buffer to the adjacent properties. The project also capitalizes on this natural resource as to include a woodland trail system for residents.”

Plantings in the stormwater basins

(See exhibit #2 and #3)

20. The applicant has provided a photometric plan.

(See exhibit #2 and #3)

21. The applicant provided three rendered visualizations of the Project:

According to the applicant:

- “Render 1: Rendered overlooking the Project on I91’s crossing over the White River.
- Render 2: Rendered overlooking the Project on I91’s overpass over Hartland Road/Main St.
- Render 3: Rendered overlooking the Project Hartford Avenue crossing over the White River.

During our preliminary meetings (*with the Planning Commission*), there were concerns with the visual impact that this development would have over its surroundings, especially due to its proximity to I91 and I89. This concern was exacerbated because our previous version of the project included just two buildings but that were twice as long as the current versions of them.

These locations were selected to demonstrate the low visual impact that the project will have on high traffic areas, thanks to the site’s topography and our careful design to conceal the buildings as much as possible with its surrounding vegetation and topography. All renders are at street level view or a few feet above to portray the visualization as it would look for pedestrians and bystanders.

The colors of the visualizations will be updated but are easier to assess on the elevation views submitted on the application.”

(See exhibit #8)

22. Energy Performance Standards

According to the applicant, “the Project will look to incorporate features and technologies to minimize energy consumption and maximize efficiency. The project will meet or exceed Vermont’s energy standards. All structures will have a well-insulated building envelope with high-quality insulation materials, efficient windows, and airtight construction to minimize heat loss or gain. The Project will also include enhanced insulation techniques, such as spray foam insulation and insulated exterior walls, to minimize thermal bridging and maintain a consistent indoor temperature. Since the building is designed as slab-on-grade construction, we are planning for continuous rigid insulation under the slab. Proper sealing of gaps, ducts, and windows will ensure that conditioned air stays inside, reducing energy waste.

The design parameters will optimize natural light, ventilation, and solar heat gain. Orientation and window placement will be carefully considered to maximize daylight and reduce the need for artificial lighting. The Applicant will look to include Energy Star- rated appliances, including refrigerators, dishwashers, and washing machines, which consume less energy compared to standard models. The buildings will be structurally designed to allow for future placement of solar panels on the roof and conduits will be put in place to connect to existing building infrastructure as well as infrastructure for future EV charging stations. Outlets will be provided in the enclosed garage spaces for the same purpose.

The Project will also incorporate smart building automation systems and controls to optimize energy usage, including programmable thermostats, occupancy sensors, and timers for lighting and ventilation systems.”

23. Stormwater system

(See exhibit X)

24. Section 260-27 C of the Hartford Zoning Regulations states:

C. Grading and drainage. The following provisions shall apply to any changes which affect drainage of water to or from a property:

(1) Any changes in grading shall be made so that runoff is directed to established drainage courses and will not cause ponding or flooding of other properties, or exceed the capacity of downstream drainage facilities.

According to the applicant, “Grading shall be made so that runoff is directed to established drainage courses and will not cause ponding or flooding of other properties, or exceed the capacity of downstream drainage facilities. The design includes stormwater considerations to mitigate this issue that meet and exceed the Vermont State Stormwater Manual. A Vermont State Stormwater Operational Permit will be required for this project.”

(2) When possible, drainage systems shall be designed so that water runoff existing prior to site development shall not be increased after development. When possible, drainage systems shall be designed so that water runoff existing prior to site development shall not be increased after development.

According to the applicant, "When possible, drainage systems shall be designed so that water runoff rate existing prior to site development shall not be increased after development."

(3) All changes in grade shall be controlled so as not to cause a nuisance or damage to other properties or erosion of topsoil.

According to the applicant, "All changes in grade shall be controlled so as not to cause a nuisance or damage to other properties or erosion of topsoil."

25. Water and Sewer

The project will connect to municipal water and sewer in accordance with Hartford's Water and Wastewater Rules and Regulations.

According to the Applicant:

Water System:

The project will tie into Hartford's water supply. In order to meet water pressure requirements, a water booster system will be built to enhance the water pressure, ensuring efficient water supply and distribution for all tenants.

Sewer System:

The sewer lines will tie into the Hartford sewer system. Wastewater will be transported from collection points through gravity into the city's main lines for treatment. The sewage system will include cleanouts and sewer holes as required to properly maintain the system and avoid blockages.

26. Fire hydrants will be installed in the project in coordination with the Fire Marshal and DPW. The residential buildings will be equipped with a sprinkler system meeting applicable fire codes.
27. Snow will be stored on site and will be removed as needed. Snow will not be stored in such a manner as to create a hazard.
28. The applicant proposes to install two fenced and landscaped dumpster pad areas.

29. The applicant will schedule a preconstruction meeting with the DPW to review project schedule, design, and construction issues at least two weeks before actual site work commences.
30. The applicant understands that a permit from the DPW must be obtained before any work is done within the Town ROW.
31. During construction of the proposed project erosion and sediment control measures as specified in the most current edition of the *Low-Risk Site Handbook for Erosion Prevention and Sediment Control* published by the Vermont Department of Environmental Conservation will be followed.
32. According to the applicant, the building will meet applicable Vermont Energy Code Standards. An Energy Code Certificate will be recorded in Hartford's Land Records before a Certificate of Occupancy will be issued.
33. Stockpiling of materials related to the construction of the project will be located twice the distance of the height of the stockpiled materials from any public or private right-of-way or property boundary.
34. Construction trailers may be used on the condition that they are placed a minimum of ten feet from any property line, are placed only when there is an effective zoning permit for the project, and are removed before a Certificate of Occupancy is requested. No construction trailer may be placed in such a way that it obstructs sight distance along the traveled way, at any intersection or driveway. Any construction trailer found to obstruct sight distance will be required to be relocated immediately.
35. The applicants understand that no structure, signage, parking spaces or plantings may be placed in such a way that obstructs sight distance along the traveled way, at any intersection or driveway. Any signs, parking spaces or plantings found to obstruct sight distance will be required to be relocated.
36. Construction of the project will comply with Section 260-31 B of the Hartford Zoning Regulations, which states:

Earth moving and hauling, rock drilling or crushing, jack hammer and similar excessively loud equipment shall not be operated on Sundays or between the hours of 5:30 p.m. and 7:00 a.m. except in emergency situations.

37. The applicants understand that they retain the obligation to identify, apply for, and obtain any relevant local and state permits for this project.
38. The applicants understand that a zoning permit is required before the commencement of construction of the project. The applicant further understands that the issuance of the zoning permit only authorizes the construction of the project in compliance with the Findings, Conclusions of Law, Approved Plans, Exhibits and Conditions as specified herein.
39. The applicants understand that all activities authorized by the issuance of the zoning permit shall be started within six (6) months and completed within two (2) years of its date of issue, or the zoning permit shall become null and void and reapplication to complete any activities shall be required. Any activities not completed within the above permit period shall be subject to any ordinance in effect at the time of reapplication. One six (6) month extension to both time periods may be granted by the Planning Commission. Update Per Phasing Plan/Master Plan
40. The applicants understand that they must obtain a Certificate of Occupancy from the Zoning Administrative Officer upon completion of the project and before each building is occupied. The applicant understands that a Certificate of Occupancy will not be issued if the project is not in compliance with these Findings, Plans, and any conditions placed on the decision.

CONCLUSIONS OF LAW

The Hartford Zoning Board of Adjustment, based upon the forgoing Findings of Fact, concludes that the proposed project will not adversely affect:

260-16A (1) Community facilities.

(a) The capacity of planned or existing **community facilities**, including, but not limited to:

- [1] Emergency services.
- [2] Municipal water or sewer system.
- [3] Recreational facilities.
- [4] The school system.
- [5] Solid waste disposal facilities.

260-16A (2) The **character** of the area, as defined by the objectives of the zoning district within which the project is located and specifically stated policies and standards of the municipal plan, including, but not limited to:

(a) Scenic or natural beauty, historic sites, or rare and irreplaceable natural areas.

(b) Compatibility with scale and design of structures existing in that area.

260-16A (3) The capacity of **roads and highways** in the vicinity to safely accommodate expected traffic flows. In making this determination, the Board may require submission of a traffic impact study made by a professional traffic engineer.

260-16A (4) Any Town of Hartford **bylaws** in effect.

260-16A (5) Utilization of **renewable energy resources**.

DECISION

The Hartford Zoning Board of Adjustment, based upon the forgoing Findings of Fact and Conclusions of Law, hereby approves application #13-23 by Black Rock Investments LLC (owner/applicant) for Conditional Use Approval under section 260-16 of the Hartford Zoning Regulations for 192 dwelling units in four multi-unit buildings, proposed lot 45-0162-000, Sykes Mountain Avenue and Hickory Ridge, White River Junction, in a proposed Planned Development **on the condition that:**

1. Before a zoning permit is issued:

- **Subdivision/Lot Line Adjustment Application #22-23 and Planned Development Application #22-24 are approved by the Planning Commission and finalized.**
- **The applicant's Engineer/Architect/Landscape Architect verifies that changes to the plans approved by the Zoning Board of Adjustment are limited to those required by the Board.**

2. Before a Certificate of Occupancy is issued, the applicants submit to the Zoning Administrator:

- **Written verification from a Professional Engineer licensed by the State of Vermont certifying that the project was constructed in compliance with the approved plans and Findings of Fact.**
- **Written verification from the DPW confirming that the water, sewer, and hydrants have been inspected and approved.**
- **Written verification from the DPW confirming that they have received acceptable record drawings.**
- **An electronic copy of the record drawings.**
- **A copy of the Energy Code Certificate as recorded in Hartford's Land Records.**

This decision is also subject to the condition that no modification or expansion shall be made to the project as described and limited in the above Findings of Fact and Conclusions of Law without the written approval of the Hartford Zoning Board of Adjustment and/or the Hartford Planning Commission. This decision may be revoked, and a new application or permit required if conditions and findings are violated or modified without written approval.

11. 13-23

The applicant is responsible for insuring compliance with all applicable State and Federal regulations pertaining to this application.

Those in favor:

Those in opposition:

Those not participating:

Dated at Hartford, Vermont this ____ day of MONTH 2024.

HARTFORD ZONING BOARD OF ADJUSTMENT

By: _____
Chairperson/Vice-Chairperson

Appeal Rights: An interested person who has participated in the proceeding related to this decision has the right to appeal this decision to the Vermont Environmental Court, pursuant to 24 V.S.A. s. 4471 and V.R.E.C.P.5, in writing, within 30 days of the date of this decision. If you fail to appeal this decision, your right to challenge this decision at some future time may be lost because you waited too long. You will be bound by this decision, pursuant to 24 V.S.A. s. 4472 (d) (exclusivity of remedy; finality).

EXHIBIT LIST

UPDATE

1. Application #13-23
2. Plan Set including Civil Plans, Landscape Plans, Architectural Plans
3. Memo from Jo-Ann Ells dated November 1, 2023
4. Project Narrative dated received October 30, 2023
5. Phasing Plan dated received October 30, 2023
6. Memo from Black Rock Investments LLC dated October 27, 2023
7. Letter from Kevin Worden dated October 27, 2023
8. Document entitled "Street Viewpoint Study" dated received October 30, 2023
9. Traffic Impact Study prepared by Even Haugh and Joe Vanacore dated August 2, 2023, received October 30, 2023



Town of Hartford

Planning Commission App # _____

Zoning Board of Adjustment App # _____

APPLICATION TO PLANNING COMMISSION &/OR ZONING BOARD OF ADJUSTMENT

PLEASE COMPLETE ALL ITEMS APPLICABLE AND PROVIDE THE CORRECT NUMBER OF COPIES OF THIS APPLICATION AND THE SITE PLAN OR SUBDIVISION PLAT. ABUTTING LANDOWNERS WILL BE NOTIFIED BY THE PLANNING/ZONING OFFICE.

1. NAME & ADDRESS OF RECORD OWNER(S) Black Rock Investments

Deed Recorded Book 253 and 256 Page 508, 509 and 165-167 (Available at Town Clerk's Office)

Telephone: Work 802-295-7961 Cell 631-408-8766 Email Address: irwinperret@pering.net

2. NAME & ADDRESS OF APPLICANTS(S) Same as above

Telephone: Work same as above Cell same as above Email Address: same as above

3. NAME & ADDRESS OF APPLICANTS' CONSULTANT Engineering Ventures (Kevin Worden)

85 Mechanic Street, Suite E2-3, Lebanon, NH 03766

Telephone: Work 603-442-9333 Cell 802-343-5445 Email Address: kevinw@engineeringventures.com

4. PROJECT LOCATION 444 Sykes Mountain Avenue

5. PRESENT USE OF PROPERTY Multi-family dwelling

6. BRIEFLY DESCRIBE PROJECT (in addition, a detailed narrative must be submitted)

Site Plan Review of Lot 45-162 in the R-1M and R-2 Zones and includes (4) Multi-Unit Housing Buildings with a total of 192 units

7. PROJECT SIZE IN SQ. FT OR ACREAGE 19.56ac +/-

Lot Width 850' Approx Lot Depth 1500' Approx

8. IS PROJECT ON TOWN WATER/SEWER? Yes X No _____ If Yes, estimated

Water Consumption/day 32,250gpd Amount of Sewer Flow Projected 26,096gpd

Size of Closest Lines Above (water) _____ (sewer) _____

9. DESCRIBE LANDSCAPING PLAN See attached plan

10. IF A BUSINESS - Present # of Employees N/A

Proposed Days & Hours of Operation N/A

Will you use the landfill & recycling center? Yes X No _____

The main waste by-product of your business is: construction debris then house hold refuse

11. **IF A RESTAURANT** - Present seating N/A Proposed _____
12. **PARKING SPACES** - Number to be provided 270 total
13. **SIGNAGE** - Free Standing _____ Attached _____
14. **FENCING** – Location See attached engineering plans Height 4'
15. **NEAREST WATER SUPPLY FOR FIRE PROTECTION** Hydrants as designed
16. **ESTIMATED VALUE OF PROPOSED WORK** _____
17. **IS THERE AN EXISTING DRIVEWAY?** yes
18. **IF A SUBDIVISION** - Number of New Lots to be Created _____
- Do you request that the Town consider taking over maintenance of – Roads No
- Or Park/Open Space No

I HEREBY CERTIFY THAT THE INFORMATION PROVIDED ON THIS APPLICATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE. (This certification must be signed by lot owners and applicants).

Irwin Perret 10-16-2023
Applicant's Signature Date

Irwin Perret 10-16-2023
Lot Owner's Signature Date

Co-Applicant's Signature Date 10-16-2023

Co-Owner's Signature Date 10-16-2023

The applicant retains the obligation to identify, apply for, and obtain any relevant local or state permits before any construction may commence. Please call 802-282-6488 to speak with the State Permit Specialist.

For Office Use Only		
Map/Lot #		
Fee Paid \$:		Receipt #:
PC: Site Plan	Min. Sub.	Maj. Sub.
PD	PD Amend.	Other
ZBA: Conditional Use	Variance	Appeal
Other		
Zoning District (s)		Date Filed:
Official Submittal Date:		

LANDOWNERS: BLACK ROCK INVESTMENTS, LLC
APPLICANT: BLACK ROCK INVESTMENTS, LLC

Sykes Mountain Avenue – Hickory Ridge Drive
Hartford, Vermont
Lots 45-162

- **Project and District Objectives:**

The Project will be a high-density, multi-family residential development that will help to address the well-documented housing need in Hartford. It will include all basic services such as power, water, sewage, internet, telephone, etc. Due to its high density and location next to the Hickory Ridge Road Bus Stop, the Project will enhance access to Advanced Transit's Orange Line.

The Project will include four buildings that will total the following unit mix:

- 36 proposed Studio apartments.
- 29 proposed Junior One-Bedroom apartments.
- 81 proposed One-Bedroom apartments.
- 23 proposed One-Bedroom apartments with Den.
- 23 proposed Two-Bedroom apartments.

The Project is being designed to create a park-like environment for residents by scenic forests and landscapes, where tenants and locals can enjoy outdoor activities surrounded by a beautiful natural environment.

- Coverage and Open Space:

50.3% of the development will remain as open space, as defined by Hartford Zoning Regulations for public and or common use. 23% of the lot will be covered with impervious surfaces which is well below the 65% maximum coverage allowed.

- Parking Requirements

The Project shall include parking as approved by the Planning Commission. It will have a total of 271 parking spaces, which includes the required allocation for disabled-accessible parking. There are five parking areas in the project:

- Parking Lot 1 will include 59 parking spaces and 10 garage spaces.
It will cover parking for Building 1
- Parking Lot 2 will include 54 parking spaces and 10 garage spaces.
It will cover parking for Building 2
- Parking Lot 3 will include 59 parking spaces and 10 garage spaces.
It will cover parking for Building 3

- Parking Lot 4 will include 59 parking spaces and 10 garage spaces. It will cover parking for Building 4
- Parking Areas will also include sidewalks, bike paths and pedestrian walkways to ease pedestrian traffic.

- Building Height

The Application includes elevation views that show the buildings' heights which will be roughly 47'4" to its mid height parapet. Its highest plate will be 42' and this parapet will help to cover any mechanical equipment placed at this level. We assume that the building's height will not exceed 50' after placing air-conditioning units, antennas and solar collectors.

- Landscaping:

As approved by the Hartford Planning Commission. The site's main amenity is its natural surroundings, which the Project will incorporate through a robust landscaping plan. The Applicant will strategically place native plants, shrubs, and bushes around so that its visual impact is mitigated and blends with the natural surroundings. Additionally, the Landscaping Plan will include picnic areas, walkways, hiking trails, a playground, etc. to encourage an active lifestyle for residents. The design of the landscaping plan will aim to protect adjacent properties from screening and light glare and unsightly areas while not interfering with safety.

All plants selected will not be invasive to the State of Vermont.

Plant materials will include trees, shrubs, gardens, among others. Since the project's main amenities will be its scenic forests and landscapes, the Applicant will try to retain the natural cover of the site as much as possible. The Applicant will be responsible for maintaining all new plants in a healthy and growing condition.

All plant locations and types are included in the Application.

The access road will include plantings to block traffic headlights from flashing neighboring properties.

- Lighting:

As approved by the Hartford Planning Commission. The buildings' entryways will have exterior cut-off entry lighting, as would be typical of a residential unit. The parking areas will be lit with cut-off fixtures on poles in accordance with plans submitted. The Applicant will look to maximize the use of LED lighting fixtures to maximize energy efficiency.

The building and parking envelopes and footprints were chosen to create a dense compact community surrounded by open space, to minimize its visibility to neighboring areas. The compact design will also favor a smaller network of utilities and streets. Lot dimensions and setbacks were chosen to abide by these criteria: keeping a compact design that encourages a sense of community and lessens impact on the natural surroundings.

- Site Plan Development Criteria:

The Project will help to tackle the area's housing shortage by adding 192 units to the market, helping to balance the gap between supply and demand. Because of its relatively high density and ideal location next to Hickory Ridge Road's bus stop, more residents will have access to public transit resulting in a more efficient use of the public transportation system.

The Project's amenities will be further detailed in our concept drawings. They include but are not limited to:

- Pet-friendly, lighted walkways
- Bike paths
- Sidewalks
- Picnic Areas
- Bike racks
- Trash, Compost and Recycling collection facilities
- Mail and storage facilities
- Coworking space with open meeting rooms and personal offices
- Clubroom with kitchenette, booth seating, table seating, activity area, fireplace and T.V. area
- Health center and Yoga Studio
- Public restrooms
- Leasing area with open meeting rooms, offices, work rooms, activity area, fireplace and T.V. Area
- Firepits

The Project has been conceptualized to meet Hartford's Zoning Regulations main objectives:

- Become permanent asset for Hartford.
- Include an open space and outdoor recreation areas as shown in the Landscaping Plan
- Maximize the preservation trees and natural geological features, which are to be a key amenity for the project as shown in the Landscaping Plan
- Efficient Use of land by having a compact envelope as shown in the Engineering Plans.
- Integration into its natural surroundings

- Energy Performance Standards:

The Project will look to incorporate features and technologies to minimize energy consumption and maximize efficiency. The project will meet or exceed Vermont's energy standards. All structures will have a well-insulated building envelope with high-quality insulation materials, efficient windows, and airtight construction to minimize heat loss or gain. The Project will also include enhanced insulation techniques, such as spray foam insulation and insulated exterior walls, to minimize thermal bridging and maintain a consistent indoor temperature. Since the building is designed as slab-on-grade construction, we are planning for continuous rigid insulation under the slab. Proper sealing of gaps, ducts, and windows will ensure that conditioned air stays inside, reducing energy waste.

The design parameters will optimize natural light, ventilation, and solar heat gain. Orientation and window placement will be carefully considered to maximize daylight and reduce the need for artificial lighting. The Applicant will look to include Energy Star-rated appliances, including refrigerators, dishwashers, and washing machines, which consume less energy compared to standard models. The buildings will be structurally designed to allow for future placement of solar panels on the roof and conduits will be put in place to connect to existing building infrastructure as well as infrastructure for future EV charging stations. Outlets will be provided in the enclosed garage spaces for the same purpose.

The Project will also incorporate smart building automation systems and controls to optimize energy usage, including programmable thermostats, occupancy sensors, and timers for lighting and ventilation systems.

Waste, Recycling and Composting areas will be provided as mandated by the state of Vermont.

- Grading and Drainages:

- Grading shall be made so that runoff is directed to established drainage courses and will not cause ponding or flooding of other properties, or exceed the capacity of downstream drainage facilities. The design includes stormwater considerations to mitigate this issue that meet and exceed the Vermont State Stormwater Manual. A Vermont State Stormwater Operational Permit will be required for this project.
- When possible, drainage systems shall be designed so that water runoff rate existing prior to site development shall not be increased after development.
- All changes in grade shall be controlled so as not to cause a nuisance or damage to other properties or erosion of topsoil.

- Utilities:

- Roads:

The Applicant will build an access road to the buildings, as coordinated with Hartford DPW, to meet Town of Hartford requirements. Works include clearing and grading, subgrade preparation drainage systems, pavement layers, sidewalks and curbs, landscaping as described among others. The road will be privately owned and maintained.

If approved by the authorities, the Works include the reconfiguration of Hickory Ridge as shown in the attached drawings.

This modification is proposed to mitigate the outgoing traffic's headlight impact over an abutting neighbor located at 22 Hickory Ridge and concerns expressed by others. The Applicant is proposing to alter the layout of Hickory Ridge Road at the intersection of Sykes Avenue and a new parcel demarcation as highlighted in the attached drawings.

The reconfiguration will result in a 6,776 sq. ft. easement / right-of-way as shown in the drawings to allow for a reconfiguration of Hickory Ridge, as per DPW's suggestion given that the Selectboard approves the modification. The proposed Hickory Ridge reconfiguration will be maintainable, safe, reduces the opportunities for through traffic on the existing Hickory Ridge and provides protection to the Applicant's abutting neighbors.

- Water System:

The project will tie into Hartford's water supply. In order to meet water pressure requirements, a water booster system will be built to enhance the water pressure, ensuring efficient water supply and distribution for all tenants.

- Sewer System:

The sewer lines will tie into the Hartford sewer system. Wastewater will be transported from collection points through gravity into the city's main lines for treatment. The sewage system will include cleanouts and manholes as required to properly maintain the system and avoid blockages.

The Project will also include all basic utilities, including but not limited to, electricity, phone services, and internet services.

Similar to Northern Stage Theater and Briggs Opera House, the Project will be one of Hartford's flagship developments. It will enhance White River Junction's push to modernize by adding much-needed new residential infrastructure with contemporary amenities. Its concept will attract an eclectic and diverse mix of tenants that will help to create stability and economic prosperity for the community.

The Project is designed to elevate the concept of neighborhood living in White River Junction. It is thoughtfully crafted to create a harmonious blend of nature and community, empowering its residents to embrace an enriched lifestyle. With a strong emphasis on outdoor amenities and fostering connections, the Project promises to be a

transformative addition to the neighborhood, setting new standards for sustainable and vibrant living.

The Project will contribute to the town's economic development by providing housing for employees that historically have had to move away from the region due to lack of housing. It will also result in an increase in revenues for Hartford in the form of property taxes and help to promote the use of energy-efficient features for Hartford residents when compared to older multifamily projects.

Even though the proposal is innovative, the Project's main appeal is its natural beauty which the Applicant will plan to help to preserve and enhance. The Project will attract nature lovers and outdoor enthusiasts by including a mix of man-made amenities and natural amenities integrated through a robust landscaping plan. The sloped terrain of the plot is ideal for hiking trails, park-like landscaping and pet-friendly outdoor spaces that will help to showcase and seize the Upper Valley's unmatched natural beauty.

- Waivers:

The Applicant is requesting the following waivers:

- A waiver for height requirement for the structures
- A waiver to the required amount of parking units as per Article 260-24 of Hartford's regulations considering:
 - That the site is located within 1,000 ft of Advance Transit's Orange Line
 - The relative high density of the project and the unit mix of smaller apartments. Please note that the new housing legislation (S100) allows for a formula of 1 space per dwelling unit effective next year.

- Miscellaneous

Three rendered visualizations of the Project are included in this Application:

- Render 1: Rendered overlooking the Project on I91's crossing over the White River.
- Render 2: Rendered overlooking the Project on I91's overpass over Hartland Road/Main St.
- Render 3: Rendered overlooking the Project Hartford Avenue crossing over the White River.

During our preliminary meetings, there were concerns with the visual impact that this development would have over its surroundings, especially due to its proximity to I91 and I89. This concern was exacerbated because our previous version of the project included just two buildings but that were twice as long as the current versions of them.

These locations were selected to demonstrate the low visual impact that the project will have on high traffic areas, thanks to the site's topography and our careful design to conceal the buildings as much as possible with its surrounding vegetation and topography. All renders are at street level view or a few feet above to portray the visualization as it would look for pedestrians and bystanders.

The colors of the visualizations will be updated but are easier to assess on the elevation views submitted on the application.

- Acknowledgements and Understandings:

- The Applicant acknowledges that it is its obligation to identify, apply for, and obtain any relevant local and state permits for this project.
- The Applicant will contact Fire Marshall to discuss requirements for obtaining Public Building permit.
- All proposed plantings are native/non-invasive.
- During construction, erosion and sediment control measures as specified in the most current edition of the *Low-Risk Site Handbook for Erosion Prevention and Sediment Control* published by the Vermont Department of Environmental Conservation will be followed.
- Before starting construction, the Applicant will schedule a preconstruction meeting with the Department of Public Works (DPW), with two weeks in advance. Any revisions must be forwarded to the Zoning Administrator to amend the permit.
- The Applicant acknowledges that any approval will include a requirement that no structure, including construction/office trailers, signage, parking spaces or plantings may be placed in such a way that obstructs sight distance along the traveled way, at any intersection or driveway. Any signs, parking spaces or plantings found to obstruct sight distance will be required to be relocated.
- The Applicant acknowledges that before the Certificate of Occupancy can be issued, the following list must be completed:
 - Submit written verification from a Professional Engineer licensed by the State of Vermont certifying that the project was constructed in compliance with the approved plans and Findings of Fact
 - Submit verification that the water and sewer have been inspected and approved by the Department of Public Works
 - Submit acceptable record drawings to the Department of Public Works
 - Submit a PDF of the record drawings to the Zoning Administrator
 - Record an Energy Code Certificate in the Land Records if required by the State of Vermont
- The Applicant acknowledges that Earth moving and hauling, rock drilling or crushing, jack hammer and similar excessively loud equipment shall not be operated on Sundays or between the hours of 5:30 p.m. and 7:00 a.m. except in emergency situations.

- The Applicant acknowledges that any stockpiling of materials related to the construction of the project must be located twice the distance of the height of the stockpiled materials from any public or private right-of-way or property boundary.
- The Applicant acknowledges that construction trailers may be used at construction sites for office and laboratory use on the condition that they are placed a minimum of ten feet from any property line, are used for a project with a valid zoning permit and are removed before a certificate of occupancy is requested. No construction trailer may be placed in such a way that obstructs sight distance along the traveled way, at any intersection or driveway. The Applicant also acknowledges that any construction trailer found to obstruct sight distance will be required to be relocated immediately.

Approved by the Hartford Planning Commission

Planning Commission Chair/Vice Chair

Date

PLANNED DEVELOPMENT PHASING PLAN
Sykes Mountain Avenue – Hickory Ridge Drive
Hartford, Vermont
Lot 45-162

Phasing Plan as approved by the Planning Commission and depending on financing considerations.

LOT 45-162 DEVELOPMENT

- PHASE I

PHASE I will include the development of Building 1 and Building 2 and its surrounding infrastructure. The works will include the following:

- Construction of two four-story structures will total 18 studio apartments, 15 one-bedroom jr. apartments, 39 one-bedroom apartments, 11 one-bedroom apartments with a den and 11 two-bedroom apartments. Building two will also include over 1,400 sq-ft. of indoor amenities.
- Construction of Parking Lot 1 and Parking Lot 2
- Construction of water booster station.
- Installation of domestic water supply, electricity, internet service and phone service infrastructure for Building 1, Building 2, Parking Lot 1 and Parking Lot 2

- PHASE II:

PHASE II will include the development of Building 3 and 4. The works will include the following:

- Construction of two four-story structures that will total 18 studio apartments, 14 one-bedroom jr. apartments, 42 one-bedroom apartments, 12 one-bedroom apartments with a den and 12 two-bedroom apartments.
- Construction of Parking Lot 3 and Parking Lot 4.
- Construction of the upper main outdoor amenities which will include walking trails, patios, dog runs, grill areas, playgrounds, among others.
- Installation of domestic water supply, electricity, internet service and phone service infrastructure for Building 3, Building 4, Parking Lot 3 and Parking Lot 4

Before the issuance of the first Certificate of Occupancy the landscaping, including seeding, around the curtilage of the buildings will be installed allowing only for seasonal issues with planting. The sidewalks and site lighting will also be installed.

This is the Developer's initial plan, but the construction sequence of the various buildings is subject to change. This plan is dependent on the scope and specifics of the potential agreement with the aforementioned third-party affordable entity.

Memorandum

To: Jo-Ann Ells
Cc: Kevin Worden, Paul Simon, Earl Simpson, Dennis Marquise, and Chris Holzwarth
From: Black Rock Investments, LLC
Date: October 27, 2023
Re: Answers to Memo Proposed Multi-Unit Dwellings (192 Units)

In relation to Memorandum received on October 22nd, please find our comments below in red ink:

Please submit a response to the following comments/questions on your application for multi-unit dwellings on the corner of Sykes Mountain Avenue and Hickory Ridge before **9:00 a.m., Monday, October 30, 2023**. If you are unable to meet this deadline, please contact me as soon as possible to discuss the deadline to have your application considered at the next round of Public Hearings.

Prior to the Zoning Board of Adjustment and Planning Commission Hearings, you will receive an agenda, draft Findings of Fact, and additional staff comments if there are any. Please feel free to contact me at any time during this process.

1. Please confirm that you understand that you retain the obligation to identify, apply for, and obtain any relevant local and state permits for this project.

To determine what State Environmental Permits may be required for your project, The Vermont Agency of Natural Resources (ANR) recommends that you use ANR's Permit Navigator Tool by going to the VT Department of Environmental Conservation website [Welcome to DEC | Department of Environmental Conservation \(vermont.gov\)](https://www.vermont.gov/dec) and going to the "Permit Navigator Tool" [Permit Navigator \(force.com\)](https://www.force.com)

If further assistance is needed, please contact the Community Assistance Specialist for our area:

Rick Oberkirch, Community Assistance Specialist
802-282-6488
Rick.Oberkirch@vermont.gov

We understand and acknowledge it. It is included in Acknowledgement section of narrative

2. No action will be taken on the application until you apply for final approval for the two-step subdivision application you have submitted to create the lot and the Planned Development. **Understood.**

Given this, the Zoning Board of Adjustment and Planning Commission will need to continue the Public Hearings to a date certain. What application deadline do you anticipate submitting for final approval? (If in the future you need more time to prepare the application for Final Approval, the Hearing can be continued.) **Understood.**

Depending on comments on the preliminary submittals from the Staff and Board, application for Final Approval will be submitted in December or January.

3. Please contact Tom Peltier, Fire Marshal, to discuss requirements for obtaining a Public Building permit. tpeltier@hartford-vt.org (295-3232). **Understood.**
4. If you have not done so already, I encourage you to talk to Hartford's Environmental Sustainability Coordinator, Dana Clawson, about energy efficiency options for your project. (dclawson@hartford-vt.org) **Understood.**
5. Please amend the project narrative such that it is limited to this application. **Understood, see attached narrative**
6. Please include a detailed description of the design of the access road and any existing/proposed rights-of-ways/easements in the Project Narrative. **Understood, see attached narrative.**
7. Please include a detailed description of the percentage of open space and all proposed outside amenities in the Project Narrative including information pertaining to maintenance. Please include information regarding construction of the hiking trails/clarify if they exist or need to be constructed. **Noted and included in narrative. Final percentage is 50.3%**
8. Please outline in the Project Narrative how the application conforms with §260-27 C of the Hartford Zoning Regulations which states:

Grading and drainage. The following provisions shall apply to any changes which affect drainage of water to or from a property:

- (1) Any changes in grading shall be made so that runoff is directed to established drainage courses and will not cause ponding or flooding of other properties, or exceed the capacity of downstream drainage facilities.
- (2) When possible, drainage systems shall be designed so that water runoff existing prior to site development shall not be increased after development.
- (3) All changes in grade shall be controlled so as not to cause a nuisance or damage to other properties or erosion of topsoil. **Understood, see attached narrative.**

9. Please see comments on the proposed phasing plan in the memo regarding the Planned Development. **Understood**

10. Please provide the following information regarding the Street Viewpoint Study:

- Explain how you chose the vantage points
- Provide the address/location for the vantage points
- Are the colors of the proposed buildings represented in the study?

Included in miscellaneous section of narrative

11. Please amend the plans such that they are limited to this application and coordinated with the proposed Affordable Housing Development on the Adjacent lot as applicable. **Understood.**

12. The plans will need to be amended based on what is agreed upon with the DPW for the access/realignment of Hickory Ridge. (See comments on the subdivision.) **Understood**

13. The plans should incorporate vehicular and pedestrian protections for the stormwater treatment pond on the corner of Hickory Ridge and Sykes Mountain Avenue given the drop off from travelled lanes and sidewalks. In accordance with State rules, there should be a plan demonstrating accessibility to the pond and its infrastructure. **Understood**

14. A detailed analysis for the proposed stormwater system has not been provided to date and therefore, comments cannot be provided at this time. The final application should address the adequacy of downstream infrastructure. It is likely that review by a third-party engineer at your expense will be recommended. **Understood**

15. Water and Sewer:

A detailed analysis with calculations, plans, and details has not been provided to date and therefore comments cannot be provided at this time. The application should address the adequacy of downstream sewer infrastructure. **Understood, additional coordination and review with DPW staff will be required.**

This building should be serviceable from the existing mains as shown on the preliminary plans subject to an application for allocation with flow and pressure calculations and final plans and details. **Understood**

It is possible that review by a third-party engineer at your expense will be recommended. **Understood**

16. A photometric plan is required. **The landscape and lighting plans have been updated to include photometric data as required. Lighting includes cut-off / dark-sky-friendly fixtures as required.**

17. A turning movement plan is required. **Understood**
18. Please indicate the size of the parking spaces, access aisles, and dumpster enclosure on the plans. **Understood**
19. What is the height of the proposed building measured as follows:

Building height shall be measured from the proposed finished grade at the front of the building to the highest point of the roof for flat or mansard roofs, or to the midpoint between the eaves and ridgeline for other roofs. Rooftop apparatus such as air-conditioning units, antennas and solar collectors shall be included in the measurement.

The building height varies from 45'-4" (low parapet) to 47'-4" (high parapet) to 50' (highest parapet above corner entry). These heights are required for a four story building with appropriate ceiling heights, structure and mechanical equipment. The four story building support the unit density proposed with a smaller footprint than a three story building which would have a larger footprint on the site.

20. Please consider providing an electric vehicle charging station(s) or installing the conduit for future installation. **Understood.**
21. What will be provided in the proposed "Building Amenities" space **Interior building amenities have been included in the narrative. The amenity plaza between buildings #2 and #3 includes a hardscape plaza area with multiple lounge seating areas, gas fire pits, outdoor dining tables with umbrellas, two barbeque stations with counters for grilling use, an open lawn space suitable for a variety of activities, lawn seating, passive and semi-active uses, vertical arbor features, and Adirondack chairs for relaxation. Plan L2.1 provides greater detail of the outdoor amenity area.**
22. Staff needs to discuss the proposed road name. **Understood**
23. The Traffic Impact Study is being reviewed. Comments will be sent separately. **Understood**
24. Hartford's Tree Board suggests that you propose a different evergreen tree than Hemlocks which are threatened by the woolly adelgid. **Understood; we replaced the Hemlock with Norway Spruce Trees (see planting plans).**
25. Please confirm that all proposed plantings are native/non-invasive or amend the plans accordingly. **Yes, we confirm all of the proposed plantings are either native or northern hardy non-invasive varieties.**

26. Please consider appropriate plantings in the stormwater basins. **Understood. The stormwater basin plantings will be developed to include hardy northern plantings suitable to withstand saturated soil conditions as appropriate within a depressed stormwater basin area**
27. Please outline how the proposed landscaping meets the following sections of the Zoning Regulations:

Section 260-24 (8) (b)

The site shall be designed and landscaped to minimize negative visual impacts and maximize safety. Plantings may be required for this purpose, both within the lot and between it and any public road or adjacent property. Plants shall not be invasive to Vermont, shall be selected for their ability to survive under special conditions found in a parking lot, and shall be protected from damage by vehicles and maintenance equipment, including snow removal and storage. **Yes, the site has been designed and landscaped to minimize negative visual impacts as it includes a robust landscaping plan including native and non-invasive plantings. In addition, attention to preserving the existing perimeter trees was included to minimize visual impact. The plans also include numerous pedestrian walkways and a multi-use path system to separate bicyclists, and pedestrian traffic from the vehicular traffic network to maximize safety. The choice and placement of plantings in the parking areas takes into account the special hazards of salt, vehicles, and maintenance equipment.**

Section 260-27

B. Plantings. The following provisions shall apply to the planting element of all landscape plans submitted for site development plan approval:

- (1) Plant materials included in landscape plans may be trees, shrubs, lawns, flower gardens, ground covers, cropland, pasture, meadows, wetlands, and forests.
- (2) Natural cover shall be retained on a site to the extent possible and reasonable. Site clearing shall be kept to the minimum required for the construction of buildings and improvements.
- (3) Plantings included in landscape plans receiving site development plan approval shall be maintained in a healthy, growing condition. Where forest, cropland and "natural" areas are included, provision shall be made for their ongoing maintenance.
- (4) The choice and placement of plantings in parking areas shall take into account the special hazards of salt, vehicles, and maintenance equipment, and include provision for adequate and safe snow removal.
- (5) Any landscape plan submitted for site development plan approval shall show the locations and types of plants to be removed as well as the species, sizes, quantities, and locations of all new plants to be installed. Additional information may be required by the Planning Commission under the

provisions of § 260-45 below. Understood. Plans submitted for review include and show the locations and types of plants as well as the species, sizes, quantities, and locations to be installed. Again, the choice and placement of plantings in the parking areas takes into account the special hazards of salt, vehicles, and maintenance equipment. Overall, the goal is to provide a welcoming and colorful pallet that is inviting, yet will be low-maintenance once the plantings establish. To that end, we have included a diversity of tree and shrub species that include Vermont native and northern New England varieties

Section 260-45 C (3)

Adequacy of landscaping, screening, and setbacks in achieving maximum compatibility with and protection of adjacent properties by screening from them any glare produced by interior or exterior lights and unsightly areas such as storage areas, and parking lots; assurance that landscape materials will not interfere with visibility or safety and that they are of a type that can survive and be maintained as proposed. Attention to the placement of new plantings as well as maintaining a strong natural buffer of existing plantings has been included in the design concept. Maintaining a strong woodland perimeter and forest area helps us achieve maximum screening and a robust vegetative buffer to the adjacent properties. The project also capitalizes on this natural resource as to include a woodland trail system for residents.

28. Please acknowledge that during construction erosion and sediment control measures as specified in the most current edition of the *Low-Risk Site Handbook for Erosion Prevention and Sediment Control* published by the Vermont Department of Environmental Conservation will be followed. We understand and acknowledge it and have included in Acknowledgement section of narrative

29. Please acknowledge that you understand the following:

Before you commence construction, you need to schedule a preconstruction meeting with the Department of Public Works (DPW). You need to contact the DPW at least two weeks before you want to hold this meeting. We understand and acknowledge it and have included in Acknowledgement section of narrative

If this meeting results in any revisions to the approved plans, you must contact me to discuss amending your permit. We understand and acknowledge it and have included in Acknowledgement section of narrative

35. Any approval will include a requirement that no structure, including construction/office trailers, signage, parking spaces or plantings may be placed in such a way that obstructs sight distance along the traveled way, at any intersection or driveway. Any signs, parking spaces or plantings found to obstruct sight distance will be required to be relocated. Please confirm that you understand this requirement and that all proposed structures and plantings meet this requirement or amend the plan accordingly. We

understand and acknowledge it and have included in Acknowledgement section of narrative

36. Please acknowledge that you understand that once the project is complete and before I can issue a Certificate of Occupancy you need to:

- Submit written verification from a Professional Engineer licensed by the State of Vermont certifying that the project was constructed in compliance with the approved plans and Findings of Fact
- Submit verification that the water and sewer have been inspected and approved by the Department of Public Works
- Submit acceptable records drawing to the Department of Public Works
- Submit a PDF of the record drawing to the Zoning Administrator
- Record an Energy Code Certificate in the Land Records if required by the State of Vermont We understand and acknowledge all points and have included in Acknowledgement section of narrative

Please acknowledge that you understand these requirements.

37. Please acknowledge that you understand that construction of the project must comply with Section 260-31 B of the Hartford Zoning Regulations, which states:

Earth moving and hauling, rock drilling or crushing, jack hammer and similar excessively loud equipment shall not be operated on Sundays or between the hours of 5:30 p.m. and 7:00 a.m. except in emergency situations. We understand and acknowledge it and have included in Acknowledgement section of narrative

38. Please acknowledge that you understand that any stockpiling of materials related to the construction of the project must be located twice the distance of the height of the stockpiled materials from any public or private right-of-way or property boundary.

39. The Hartford Zoning Regulations provide that “Construction trailers may be used at construction sites for office and laboratory use on the condition that they are placed a minimum of ten feet from any property line, are used for a project with a valid zoning permit and are removed before a certificate of occupancy is requested. No construction trailer may be placed in such a way that obstructs sight distance along the traveled way, at any intersection or driveway. Any construction trailer found to obstruct sight distance will be required to be relocated immediately.” We understand and acknowledge it and have included in Acknowledgement section of narrative

Please acknowledge that you understand these requirements.

40. Please email me the application form (please add the mailing address for the owner), revised project narrative, revised plan set, Traffic Impact Study, Street Viewpoint Study, Phasing Narrative, Phasing Site Plan, and your response to this memo.

BLACK ROCK INVESTMENTS, LLC

41. Please submit the application fee (\$9,590) and eight copies of:

- Application form
- Revised project narrative
- Revised plan set
- Traffic Impact Study
- Street Viewpoint Study
- Phasing Narrative
- Phasing Site Plan
- Response to this memo



To: Irwin Perret-Gentil Acedo
GPA Management LLC
2458 Christian Street
White River Junction, VT 05001

Date: August 2, 2023

Memorandum

Project #: 58986.00

From: Evan Haugh, EIT
Joe Vanacore

Re: 444 Sykes Mountain Ave Traffic Impact Study

VHB completed a Traffic Impact Study for a proposed multifamily housing development at 444 Sykes Mountain Avenue in White River Junction, Vermont. This study includes a review of existing conditions, proposed development program, anticipated trip generation, and impacts to the adjacent roadway network.

Existing Conditions

The proposed development is located on a 24.6-acre parcel at 444 Sykes Mountain Avenue. A map of the project area is shown in **Figure 1**. The parcel is largely undeveloped, with one single-family home and driveway access to Sykes Mountain Avenue. Sykes Mountain Avenue is an east-west major collector across the southern portion of White River Junction. It has a two-lane cross section and the speed limit is 30 miles per hour. There are narrow (3 to 5 feet) paved shoulders and a sidewalk along the south side of the road.

Figure 1 Area Map



There is also a bus stop at the corner with Hickory Ridge. During traffic counts, passengers were observed boarding and deboarding here throughout the day. The Hickory Ridge approach to this intersection is stop-controlled.



Hickory Ridge and Sykes Mountain Ave (facing south)



Bus Stop at Hickory Ridge

Traffic Volume & Speed

VHB counted traffic turning movements at the Sykes Mountain Avenue / Hickory Ridge intersection on Thursday, July 17th, 2023. The morning peak hour occurred from 7:00 – 8:00 AM, with 317 vehicles total entering the intersection. In the evening, the peak hour was 4:15 – 5:15 PM with 443 vehicles entering the intersection. Turning movement diagrams are shown in **Figure 3**.

Figure 2 Turning Movement Diagrams

				Hickory Ridge							
				0 peds							
				3	0	1					
				↙	↓	↘					
Sykes Mtn Ave	0 peds	1	↗	AM pk hour				↖	1	Sykes Mtn Ave	0 peds
		115	→	317				←	148		
		21	↘					↙	1		
				↖	↑	↗					
				23	0	3					
				2 peds							
				Bowling Lane							

				Hickory Ridge							
				1 peds							
				1	0	0					
				↙	↓	↘					
Sykes Mtn Ave	1 peds	1	↗	PM pk hour				↖	1	Sykes Mtn Ave	2 peds
		184	→	443				←	177		
		9	↘					↙	1		
				↖	↑	↗					
				66	0	3					
				2 peds							
				Bowling Lane							

Vehicle speeds were measured along Sykes Mountain Avenue 60 feet east of Hickory Ridge. The average speed was 32 mph in both directions. The 85th percentile speed was 39 mph for eastbound vehicles and 35 mph for westbound vehicles.

Sight Lines

Sight lines were measured to verify that there is adequate sight distance along Sykes Mountain Avenue to the proposed driveway location. Access to the site is proposed via a driveway connecting to Hickory Ridge.

Stopping sight distance is defined as the distance a vehicle would travel while reacting to and stopping for a hazard on the road ahead (such as another car turning). This distance increases with higher speeds and should be designed for the 85th percentile speed on the roadway (i.e., the speed 85% of drivers travel at or below). During traffic counting, the 85th percentile speed was measured at 37 mph. At 40 mph, the stopping sight distance is 305 feet.¹

Sight distances along Sykes Mountain Avenue approaching Hickory Ridge from the east and west were measured as 545 feet and 395 feet, respectively. These exceed the stopping sight distance at 40 mph, so sight distances are adequate at this site.

Proposed Development

As shown on the site plan in **Figure 4**, the proposed development consists of five multifamily housing buildings, parking lots, garages, and landscaping. The total unit count is 240 apartments. The site will be accessed via a new driveway connecting to Hickory Ridge. The driveway will have a stop condition at Hickory Ridge. The driveway will be skewed to channel exiting traffic south on Hickory Ridge, discouraging right turn movements. The existing parcel driveway will be closed.

¹ Policy on Geometric Design of Highways and Streets, AASHTO, 2011

Trip Generation

Trip generation estimates for the proposed residential units were calculated based on rates published in the Trip Generation Manual (Institute of Transportation Engineers (ITE), 11th Edition) for the weekday AM and PM peak hours. Estimates used ITE land use code 221 (Multifamily Housing, Mid-Rise), as appropriate for a four-story residential building.

The proposed development is expected to generate 94 trips during the weekday AM peak hour and during the weekday PM peak hour. **Table 1** summarizes the trip generation estimate. Although significant use of the bus service was observed and can similarly be anticipated for new development in the area, the trip generation developed for this study was assumed to be conservative and did not account for this potential mode split.

Table 1 Trip Generation Summary

Peak Period	Site Generated Trips
	240 Units Multi-Family Housing
AM Peak Hour	
Enter	22
Exit	72
Total	94
PM Peak Hour	
Enter	57
Exit	37
Total	94

Background Development

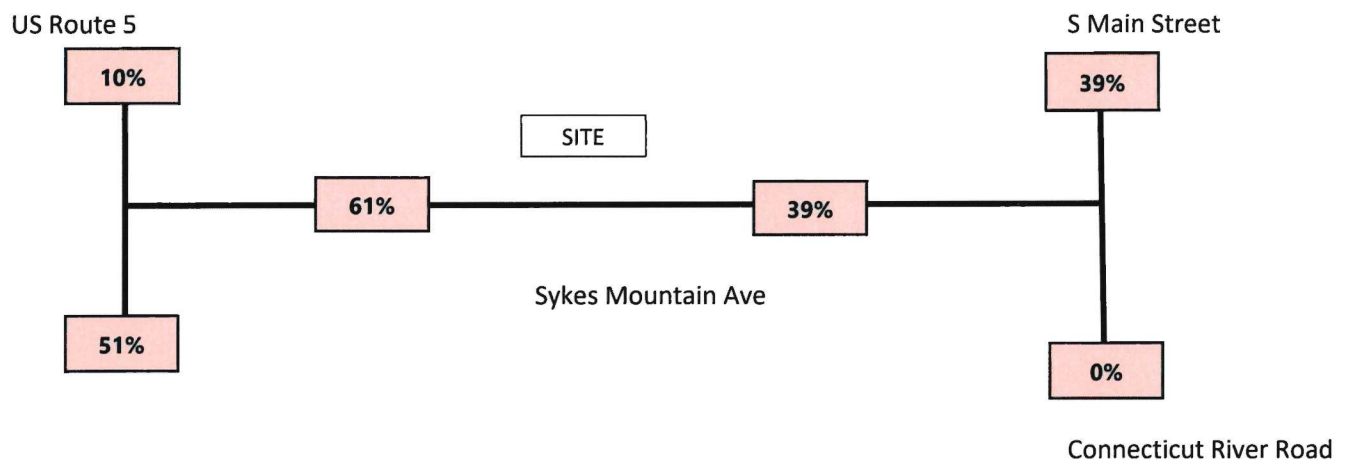
To improve estimates of future traffic volumes, background development was added. These included other permitted developments anticipated to open between now and the project's opening year. Trip generation for background development was added to the base traffic volumes counted for this study.

A list of other permits in the site area was requested from the Town of Hartford. One relevant project was identified – the reopening of the former Gateway Ford dealership at 190 Sykes Mountain Avenue as Key Chrysler/Dodge/Jeep/Ram. ITE land use code 840 (Automobile Sales, New) was used to estimate peak hour trips. The new dealership was anticipated to generate 60 AM peak hour trips (44 entering/16 exiting) and 79 PM peak hour trips (32 entering/47 exiting). These trips were distributed directionally using the methodology discussed in the next section. The dealership will add 23 AM peak hour trips and 31 PM peak hour trips to the intersection of Sykes Mountain Avenue and Hickory Ridge, which were accounted for in the base future traffic volumes.

Trip Distribution

Trips were distributed using US Census Journey to Work data for the Town of Hartford. This measures the location of Hartford residents' workplaces at the town level. Weekday AM and PM peak hour trips were assigned to towns within the region at rates given in the Journey to Work data. These trips were then routed to/from the site along the most practical path. This analysis found that 61% of trips will arrive from or depart to the west on Sykes Mountain Avenue and the remainder to/from the east. The VTrans Traffic Impact Study guidelines require the study area to include all intersections serving more than 75 peak hour trips. Only Sykes Mountain Avenue and Hickory Ridge meet this threshold. This intersection was analyzed with and without site-generated trips to evaluate impact on the adjacent network.

Figure 3 Trip Distribution



Traffic Capacity Analysis

An intersection capacity analysis was performed for Sykes Mountain Avenue and Hickory Ridge. Levels of service (LOS) were calculated based on the criteria published in the *Highway Capacity Manual 6th Edition*.² Levels of service range from A to F with LOS A representing generally free flowing operating conditions and LOS F representing generally congested conditions.

Traffic Adjustments

Base traffic volumes were collected on Thursday, July 13, 2023. Traffic analysis was based on the Design Hour Volume (DHV) for 2028. DHV is defined as the 30th-highest traffic hour of the year. To reach this number, two adjustments were applied – a seasonal adjustment and future year growth factor.

² Highway Capacity Manual, Federal Highway Administration, Transportation Research Board

Seasonal adjustments were based on VTrans' continuous traffic counter on Maple Street at the Connecticut River Bridge, 1.5 miles away from the site. Data from this counter for 2022 shows that the peak hour on the 27th, 28th, and 29th Thursdays of the year are on average 95% of the DHV value. Using this factor, traffic counts measured on Sykes Mountain Avenue were scaled up to 100% of DHV.

For this analysis, an opening year of 2028 was assumed. The VTrans Red Book lists a growth factor of 1.021 from 2023 to 2028. This factor was also applied to the base volumes used for the intersection analysis.

Sykes Mountain Avenue and Hickory Ridge

Table 2 summarizes traffic operations at the unsignalized intersection of Sykes Mountain Avenue and Hickory Ridge during the 2028 weekday AM and PM peak hours under No Build and Build conditions. Sykes Mountain Avenue consistently operates at a LOS A with no meaningful queuing. Turning vehicles readily find gaps, and do not create delay for other motorists. Under the Build conditions, Bowling Lane sees delay grow slightly (by less than three seconds) due to increased opposing traffic. In short, the intersection operates far below capacity today and will operate similarly with these new trips.

Table 2 Unsignalized Intersection Capacity Analysis

Approach	2028 AM No Build				2028 AM Build			
	v/c	Delay*	LOS**	Q95***	v/c	Delay*	LOS**	Q95***
Hickory Ridge at Sykes Mountain Ave								
Hickory Ridge, SB	0.01	9.9	A	0	0.12	10.8	B	10
Bowling Lane, NB	0.05	11.1	B	5	0.06	12.0	B	5
Sykes Mountain Ave, EB	0.01	0.1	A	0	0.01	0.7	A	0
Sykes Mountain Ave, WB	0.01	0.1	A	0	0.01	0.1	A	0
Overall Intersection		1.1	A			2.9	A	

Approach	2028 PM No Build				2028 PM Build			
	v/c	Delay*	LOS**	Q95***	v/c	Delay*	LOS**	Q95***
Hickory Ridge at Sykes Mountain Ave								
Hickory Ridge, SB	0.01	9.4	A	0	0.07	11.3	B	5
Bowling Lane, NB	0.16	13.4	B	15	0.20	15.7	C	18
Sykes Mountain Ave, EB	0.01	0.1	A	0	0.03	1.1	A	3
Sykes Mountain Ave, WB	0.01	0.1	A	0	0.01	0.1	A	0
Overall Intersection		2.1	A			3.2	A	

* Delay expressed in seconds per vehicle

** Level of Service

*** 95th percentile queue length expressed in feet

Hickory Ridge Impacts

A particular concern is managing traffic effects on Hickory Ridge. As shown earlier in the site plan, the driveway will have a sharp skew that channels exiting vehicles south, discouraging right turns and neighborhood cut-through traffic. Hickory Ridge will remain free flowing, not subject to a stop or yield condition at the driveway.

As discussed in the previous section, the intersection operates substantially under capacity and neighbors will experience minimal additional delay accessing or exiting Hickory Ridge due to the development. Queues are not expected to form along Hickory Ridge, indicating driveways will not be blocked.

Act 145

Act 145 (10 VSA Sections 6101-6111) enables VTrans to establish and assess transportation impact fees under specific circumstances. VTrans has created an online map³ to identify the transportation projects in the state for which Act 145 transportation impact fees have been established to date. There are two Act 145 projects in Hartford that would absorb trips from this proposed development. These projects are STP 0113(59)S, which is a roundabout at US-5 and Sykes Ave, and NH 020-2(44), a roundabout at US-4 and US-5. The Sykes Mountain Residential project will be subject to Act 145 fees at these respective locations.

Per the distribution shown in **Figure 3**, it is anticipated that 61% of trips will travel through the US-5 and Sykes Avenue roundabout while 10% will travel through the US-4 and US-5 intersection. This corresponds to 58 and 10 PM peak hour trips, respectively, subject to Act 145 fees.

Conclusions

The proposed development consists of a 240-unit multifamily housing project at 444 Sykes Mountain Avenue. VHB reviewed the adjacent roadway network, finding adequate sight lines and pedestrian facilities. The bus stop at Hickory

³ [Act 145 Projects and Fees \(arcgis.com\)](https://arcgis.com)

Ridge was noted to be in regular use. Although passengers must wait in the traveled way (on Hickory Ridge) or on a narrow shoulder, volumes are so low on Hickory Ridge that this does not present a safety concern.

This development would generate 94 vehicle trips in the weekday AM and weekday PM peak hours, respectively. An evaluation of intersection operations at Sykes Mountain Avenue and Hickory Ridge found minimal change with the development added, with less than three seconds of additional delay and queues no longer than one vehicle forming. The overall intersection level of service remains an A.

In conclusion, based on the results of this Traffic Impact Study, the proposed residential development is not anticipated to generate unreasonable congestion or unsafe conditions on the adjacent roadway network.



Appendix

A: Intersection Capacity Analysis

HCM 6th TWSC
1: Bowling Ln/Hickory Ridge & Sykes Mountain Ave

2028 AM No Build
07/21/2023

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	130	23	2	177	2	25	0	4	2	0	4
Future Vol, veh/h	2	130	23	2	177	2	25	0	4	2	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	2	2	2	0	0	0	0	0	0
Mvmt Flow	2	141	25	2	192	2	27	0	4	2	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	166	0	0	357	356	154	357	367	193
Stage 1	-	-	-	-	-	-	158	158	-	197	197	-
Stage 2	-	-	-	-	-	-	199	198	-	160	170	-
Critical Hdwy	4.16	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.254	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1355	-	-	1412	-	-	602	573	897	602	565	854
Stage 1	-	-	-	-	-	-	849	771	-	809	742	-
Stage 2	-	-	-	-	-	-	807	741	-	847	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1355	-	-	1412	-	-	597	571	897	597	563	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	597	571	-	597	563	-
Stage 1	-	-	-	-	-	-	847	769	-	807	741	-
Stage 2	-	-	-	-	-	-	801	740	-	841	760	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	11.1	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	626	1355	-	-	1412	-	-	747
HCM Lane V/C Ratio	0.05	0.002	-	-	0.002	-	-	0.009
HCM Control Delay (s)	11.1	7.7	0	-	7.6	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

HCM 6th TWSC
1: Bowling Ln/Hickory Ridge & Sykes Mountain Ave

2028 AM Build
07/21/2023

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	130	23	2	177	11	25	0	4	30	0	48
Future Vol, veh/h	15	130	23	2	177	11	25	0	4	30	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	2	2	2	0	0	0	0	0	0
Mvmt Flow	16	141	25	2	192	12	27	0	4	33	0	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	204	0	0	166	0	0	414	394	154	390	400	198
Stage 1	-	-	-	-	-	-	186	186	-	202	202	-
Stage 2	-	-	-	-	-	-	228	208	-	188	198	-
Critical Hdwy	4.16	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.254	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1344	-	-	1412	-	-	552	546	897	573	541	848
Stage 1	-	-	-	-	-	-	820	750	-	805	738	-
Stage 2	-	-	-	-	-	-	779	734	-	818	741	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1344	-	-	1412	-	-	512	538	897	564	533	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	512	538	-	564	533	-
Stage 1	-	-	-	-	-	-	809	740	-	795	737	-
Stage 2	-	-	-	-	-	-	730	733	-	803	731	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	12	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	544	1344	-	-	1412	-	-	710
HCM Lane V/C Ratio	0.058	0.012	-	-	0.002	-	-	0.119
HCM Control Delay (s)	12	7.7	0	-	7.6	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.4

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	216	10	2	204	2	71	0	4	0	0	2
Future Vol, veh/h	2	216	10	2	204	2	71	0	4	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	0	0	0	0	0
Mvmt Flow	2	235	11	2	222	2	77	0	4	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	246	0	0	473	473	241	474	477	223
Stage 1	-	-	-	-	-	-	245	245	-	227	227	-
Stage 2	-	-	-	-	-	-	228	228	-	247	250	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1357	-	-	1320	-	-	505	493	803	504	490	822
Stage 1	-	-	-	-	-	-	763	707	-	780	720	-
Stage 2	-	-	-	-	-	-	779	719	-	761	704	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1357	-	-	1320	-	-	502	491	803	500	488	822
Mov Cap-2 Maneuver	-	-	-	-	-	-	502	491	-	500	488	-
Stage 1	-	-	-	-	-	-	761	706	-	778	719	-
Stage 2	-	-	-	-	-	-	775	718	-	755	703	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	13.4	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	512	1357	-	-	1320	-	-	822
HCM Lane V/C Ratio	0.159	0.002	-	-	0.002	-	-	0.003
HCM Control Delay (s)	13.4	7.7	0	-	7.7	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	216	10	2	204	24	71	0	4	14	0	25
Future Vol, veh/h	37	216	10	2	204	24	71	0	4	14	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	0	0	2	0	0	0
Mvmt Flow	40	235	11	2	222	26	77	0	4	15	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	248	0	0	246	0	0	574	573	241	562	565	235
Stage 1	-	-	-	-	-	-	321	321	-	239	239	-
Stage 2	-	-	-	-	-	-	253	252	-	323	326	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1330	-	-	1320	-	-	433	432	798	441	437	809
Stage 1	-	-	-	-	-	-	695	655	-	769	711	-
Stage 2	-	-	-	-	-	-	756	702	-	693	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1320	-	-	407	416	798	426	421	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	407	416	-	426	421	-
Stage 1	-	-	-	-	-	-	671	632	-	742	710	-
Stage 2	-	-	-	-	-	-	729	701	-	665	629	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.1	15.7	11.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	418	1330	-	-	1320	-	-	612
HCM Lane V/C Ratio	0.195	0.03	-	-	0.002	-	-	0.069
HCM Control Delay (s)	15.7	7.8	0	-	7.7	0	-	11.3
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.2

STREET VIEWPOINT STUDY
Sykes Mountain Avenue – Hickory Ridge Drive
Hartford, Vermont



Street Viewpoint Location Map



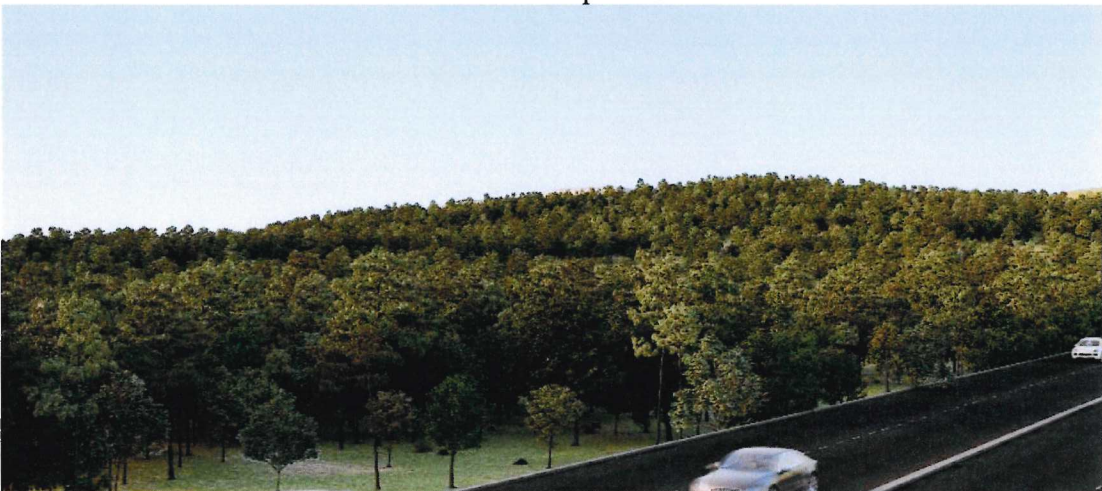
Street Viewpoint 1



Street Viewpoint 2



Street Viewpoint 3



Street Viewpoint 4

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PROPOSED FEATURES	ROUND	BENCHMARK	DRILL PALE	SHIRT PAINT	SHIRT PIN	TEST PIT	BOILING	POLE TEST	CATCH BASIN (SQUARE)	CATCH BASIN (ROUND)	HEADWALL	FLARED END SECTION	STONE APRON	DRAIN MANHOLE (TYP)	DRAINAGE CLEAN OUT	SHIRTLESS SHIRT MANHOLE (SQUARE)	SHIRTLESS SHIRT MANHOLE (ROUND)	HEADWALL	THICK SLOPE	THIN SLOPE	THIN SLOPE & VAULT	WELL	UTILITY PALE	OUT PALE	ELECTRICAL MANHOLE	FLUOR LIGHT	TELEPHONE MANHOLE	POURING GAS MANHOLE	CONCRETE MANHOLE	BELLHOP	SHIRTLESS PALE SON	SHIRTLESS PALE SON	SPOT ELEVATION	ACCESSIBLE PARKING SALL	DRAINAGE TYP	DECEASED TREE	CONFUSED TREE	ACCESSIBLE CURB RAMP
PROPOSED FEATURES	ROUND	BENCHMARK	DRILL PALE	SHIRT PAINT	SHIRT PIN	TEST PIT	BOILING	POLE TEST	CATCH BASIN (SQUARE)	CATCH BASIN (ROUND)	HEADWALL	FLARED END SECTION	STONE APRON	DRAIN MANHOLE (TYP)	DRAINAGE CLEAN OUT	SHIRTLESS SHIRT MANHOLE (SQUARE)	SHIRTLESS SHIRT MANHOLE (ROUND)	HEADWALL	THICK SLOPE	THIN SLOPE	THIN SLOPE & VAULT	WELL	UTILITY PALE	OUT PALE	ELECTRICAL MANHOLE	FLUOR LIGHT	TELEPHONE MANHOLE	POURING GAS MANHOLE	CONCRETE MANHOLE	BELLHOP	SHIRTLESS PALE SON	SHIRTLESS PALE SON	SPOT ELEVATION	ACCESSIBLE PARKING SALL	DRAINAGE TYP	DECEASED TREE	CONFUSED TREE	ACCESSIBLE CURB RAMP

PROPOSED FEATURES		EXISTING FEATURES	
100	50	100	50
MAJOR CONTOUR	MAJOR CONTOUR	MAJOR CONTOUR	MAJOR CONTOUR
MINOR CONTOUR	MINOR CONTOUR	MINOR CONTOUR	MINOR CONTOUR
EDGE OF WATER	EDGE OF WATER	EDGE OF WATER	EDGE OF WATER
EDGE OF ROAD	EDGE OF ROAD	EDGE OF ROAD	EDGE OF ROAD
EDGE OF FLOOD	EDGE OF FLOOD	EDGE OF FLOOD	EDGE OF FLOOD
100' FLOOD PLAIN BASED ON 8.7' ELEVATION	100' FLOOD PLAIN BASED ON 8.7' ELEVATION	100' FLOOD PLAIN BASED ON 8.7' ELEVATION	100' FLOOD PLAIN BASED ON 8.7' ELEVATION
50' SETBACK FROM EXISTING HIGH WATER LINE	50' SETBACK FROM EXISTING HIGH WATER LINE	50' SETBACK FROM EXISTING HIGH WATER LINE	50' SETBACK FROM EXISTING HIGH WATER LINE
100' SETBACK FROM EXISTING HIGH WATER LINE	100' SETBACK FROM EXISTING HIGH WATER LINE	100' SETBACK FROM EXISTING HIGH WATER LINE	100' SETBACK FROM EXISTING HIGH WATER LINE
APPROXIMATE PROPERTY LINE	APPROXIMATE PROPERTY LINE	APPROXIMATE PROPERTY LINE	APPROXIMATE PROPERTY LINE
PROPERTY LINE	PROPERTY LINE	PROPERTY LINE	PROPERTY LINE
RIGHT OF WAY	RIGHT OF WAY	RIGHT OF WAY	RIGHT OF WAY
SETBACK	SETBACK	SETBACK	SETBACK
EASEMENT	EASEMENT	EASEMENT	EASEMENT
LINE OF CONSTRUCTION	LINE OF CONSTRUCTION	LINE OF CONSTRUCTION	LINE OF CONSTRUCTION
LINE OF EXISTENCE	LINE OF EXISTENCE	LINE OF EXISTENCE	LINE OF EXISTENCE
DEMOLITION WORK	DEMOLITION WORK	DEMOLITION WORK	DEMOLITION WORK
CONTINUATION	CONTINUATION	CONTINUATION	CONTINUATION
EDGE OF PAVEMENT	EDGE OF PAVEMENT	EDGE OF PAVEMENT	EDGE OF PAVEMENT
EDGE OF DRAIN	EDGE OF DRAIN	EDGE OF DRAIN	EDGE OF DRAIN
EDGE OF CONCRETE	EDGE OF CONCRETE	EDGE OF CONCRETE	EDGE OF CONCRETE
EDGE OF CURB	EDGE OF CURB	EDGE OF CURB	EDGE OF CURB
EDGE (UNDEVELOPED AREA)	EDGE (UNDEVELOPED AREA)	EDGE (UNDEVELOPED AREA)	EDGE (UNDEVELOPED AREA)
EDGE (CONCRETE)	EDGE (CONCRETE)	EDGE (CONCRETE)	EDGE (CONCRETE)
EDGE (PAVEMENT)	EDGE (PAVEMENT)	EDGE (PAVEMENT)	EDGE (PAVEMENT)
CURB LINE	CURB LINE	CURB LINE	CURB LINE
LINE	LINE	LINE	LINE
STONE WALL	STONE WALL	STONE WALL	STONE WALL
SHADY SURF	SHADY SURF	SHADY SURF	SHADY SURF
SOIL FREEDMAN	SOIL FREEDMAN	SOIL FREEDMAN	SOIL FREEDMAN
SOIL SERVICE	SOIL SERVICE	SOIL SERVICE	SOIL SERVICE
DISPOSAL AREA LATERAL	DISPOSAL AREA LATERAL	DISPOSAL AREA LATERAL	DISPOSAL AREA LATERAL
STONE LINE	STONE LINE	STONE LINE	STONE LINE
UNDER DRAIN	UNDER DRAIN	UNDER DRAIN	UNDER DRAIN
FOUNDATION DRAIN	FOUNDATION DRAIN	FOUNDATION DRAIN	FOUNDATION DRAIN
ROOF DRAIN	ROOF DRAIN	ROOF DRAIN	ROOF DRAIN
UTILITY/PAVEMENT	UTILITY/PAVEMENT	UTILITY/PAVEMENT	UTILITY/PAVEMENT
TELEPHONE	TELEPHONE	TELEPHONE	TELEPHONE
UNDERGROUND TELEPHONE	UNDERGROUND TELEPHONE	UNDERGROUND TELEPHONE	UNDERGROUND TELEPHONE
OVERHEAD TELEPHONE	OVERHEAD TELEPHONE	OVERHEAD TELEPHONE	OVERHEAD TELEPHONE
ELECTRIC LINE	ELECTRIC LINE	ELECTRIC LINE	ELECTRIC LINE
UNDERGROUND ELECTRIC	UNDERGROUND ELECTRIC	UNDERGROUND ELECTRIC	UNDERGROUND ELECTRIC
OVERHEAD ELECTRIC	OVERHEAD ELECTRIC	OVERHEAD ELECTRIC	OVERHEAD ELECTRIC
ELECTRICAL SITE LIGHTING	ELECTRICAL SITE LIGHTING	ELECTRICAL SITE LIGHTING	ELECTRICAL SITE LIGHTING
WATER LINE	WATER LINE	WATER LINE	WATER LINE
WATER SERVICE	WATER SERVICE	WATER SERVICE	WATER SERVICE
Gas Line	Gas Line	Gas Line	Gas Line
Cable TV	Cable TV	Cable TV	Cable TV
UNDERGROUND CABLE TV	UNDERGROUND CABLE TV	UNDERGROUND CABLE TV	UNDERGROUND CABLE TV
OVERHEAD CABLE TV	OVERHEAD CABLE TV	OVERHEAD CABLE TV	OVERHEAD CABLE TV
STEAM LINE	STEAM LINE	STEAM LINE	STEAM LINE
LOW PRESSURE STEAM	LOW PRESSURE STEAM	LOW PRESSURE STEAM	LOW PRESSURE STEAM
HIGH PRESSURE STEAM	HIGH PRESSURE STEAM	HIGH PRESSURE STEAM	HIGH PRESSURE STEAM
CHILLED WATER	CHILLED WATER	CHILLED WATER	CHILLED WATER

[illegible]



BLACK ROCK INVESTMENTS, LLC
2456 CHRISTIAN STREET
WHITE RIVER JUNCTION, VERMONT

ENGINEERING PC VENTURES

200 Flynn Avenue, Suite 2A, Burlington, VT 05401 • 802-663-0225
 85 Main Street, Suite E-23, Lebanon, NH 03766 • 603-444-0333
 410 Union Street, Scarborough, NY 12205 • 518-630-9614
www.engineeringpcventures.com

Scale	1" = 60'
Drawn By	MMW
Project #	22-42
Project Title	

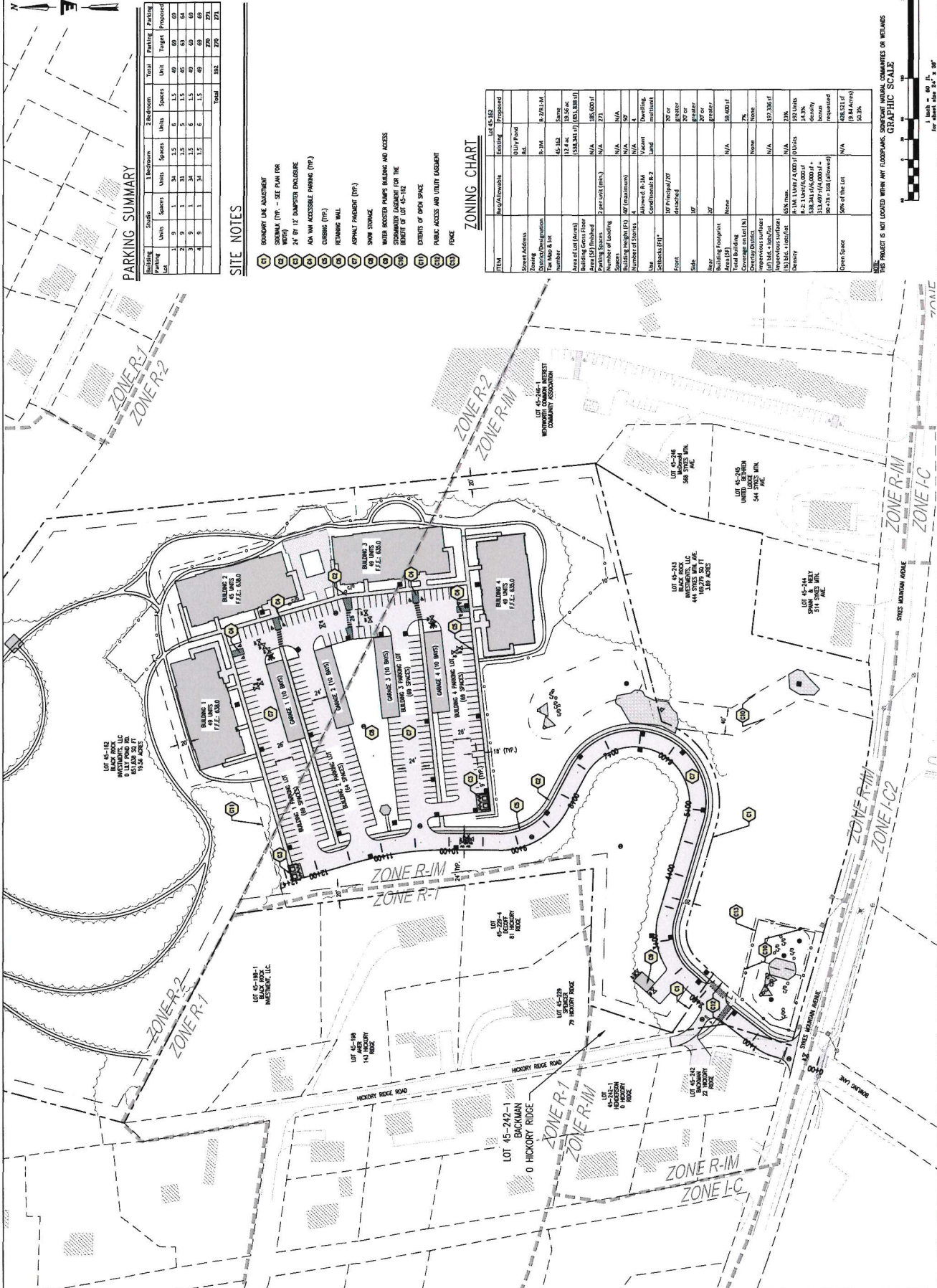
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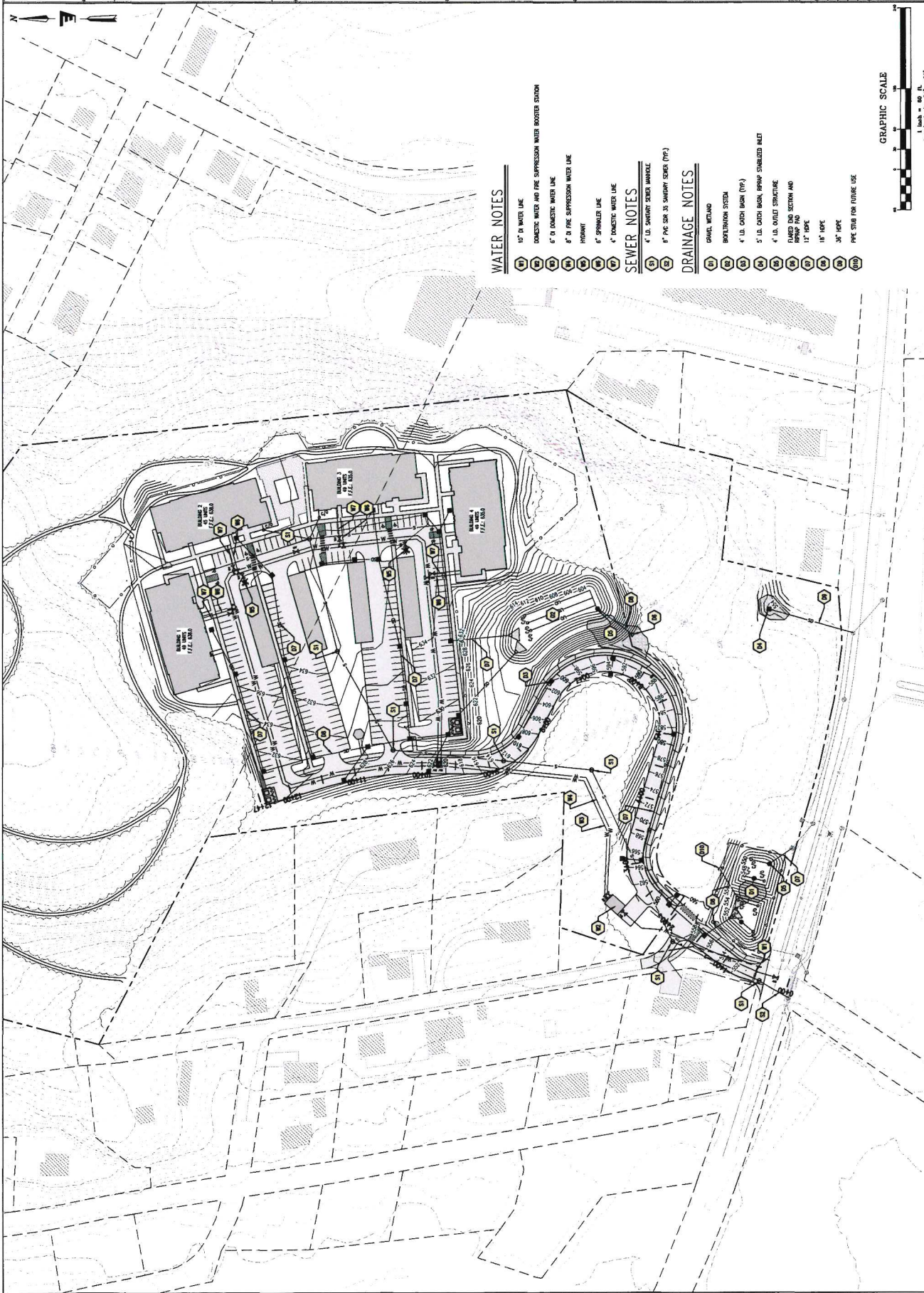
SITE NOTES

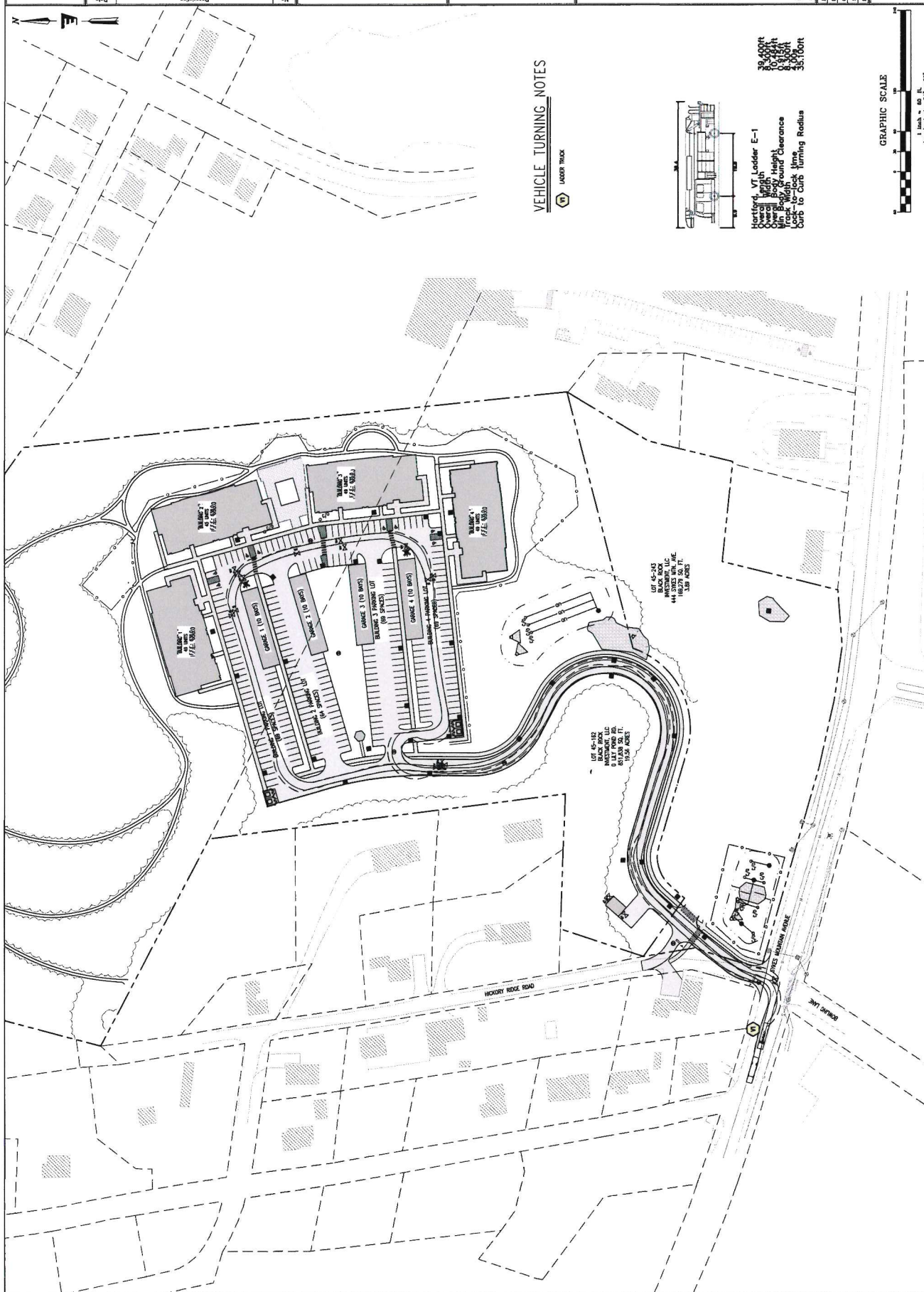
- | | |
|----|--|
| 17 | BOUNDARY LINE ADJUSTMENT |
| 18 | SIDEWALK (TYP. - SEE PLAN TO RIGHT) |
| 19 | 4" 12" 16" DUMPSTER ENCLOSURE |
| 20 | ADA VAN ACCESSIBLE PARKING (2) |
| 21 | CURBING (TYP.) |
| 22 | RETAINING WALL |
| 23 | ASPHALT PAVEMENT (TYP.) |
| 24 | SNOW STORAGE |
| 25 | WATER BOOSTER PUMPS BUILDING |
| 26 | STORMWATER TREATMENT FOR THE BENEFIT OF LOT 45-162 |
| 27 | EXTENTS OF OPEN SPACE |
| 28 | PUBLIC ACCESS AND UTILITY EASEMENTS |
| 29 | FENCE |

ZONING CHART

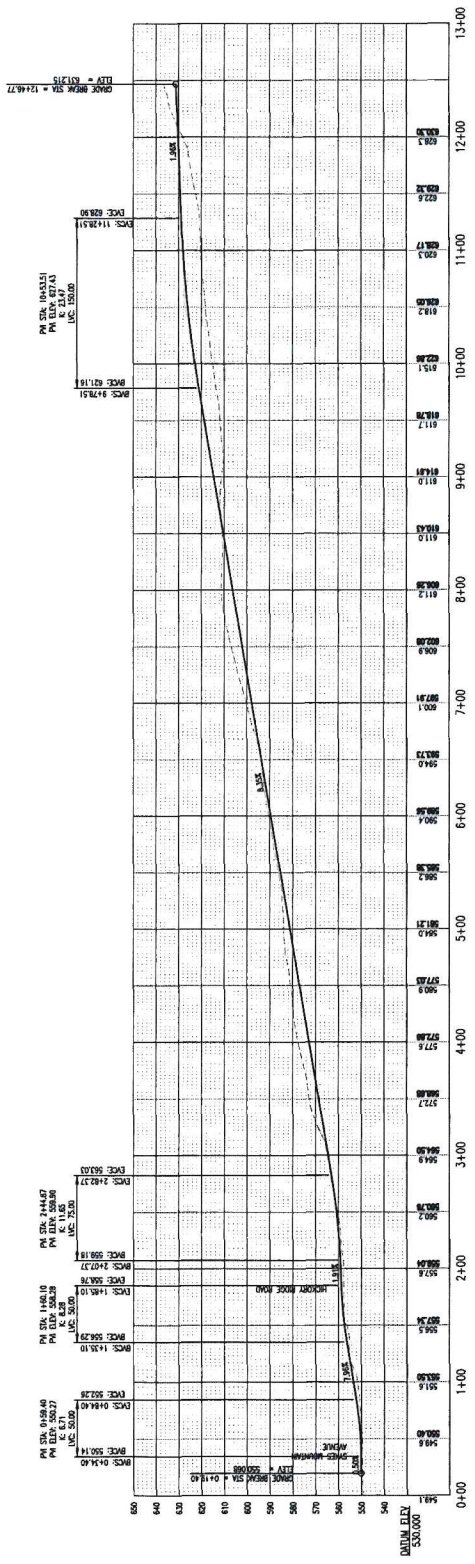
ITEM	Street Address	Lot	Acres	Year Bld	Year Remod	Ex	Est. MSRP	Proposed
Zoning	District/Designation	Lot Area (Ac)	Parcel Number	45-342	45-342	12.4	130,546	0.2/21.14
Access at all times	Access at all times	138,341	138,341	138,341	138,341	138,341	138,341	138,341
15' finished	15' finished	15' finished	15' finished	15' finished	15' finished	15' finished	15' finished	15' finished
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E
ENGINEERING
VENTURES PC

[illegible]

PROPOSED ROADWAY PROFILE, STA. 0+00 - 13+00



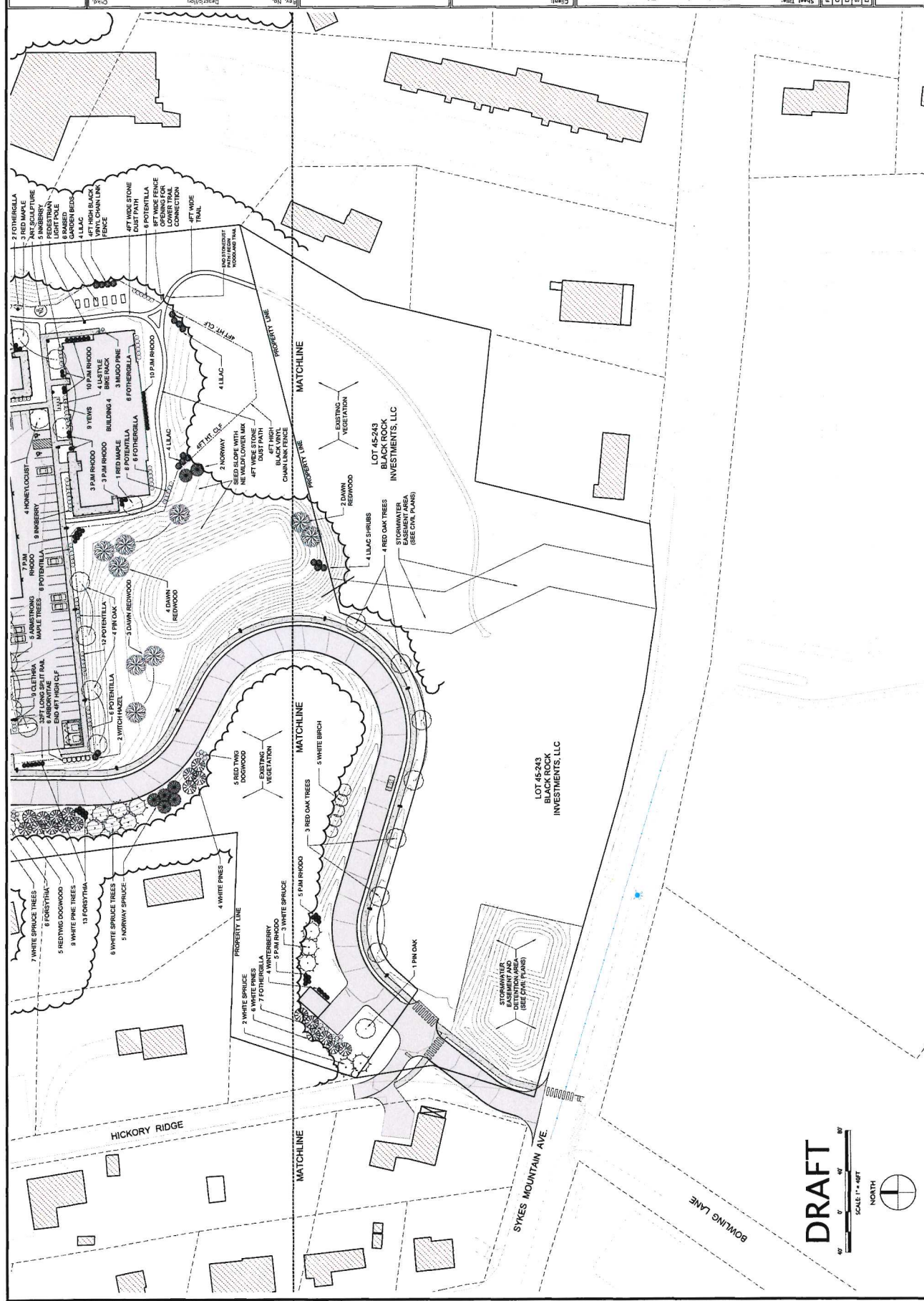
L12

Site Landscape Plan
Lot 45-162
SYKES MOUNTAIN
RESIDENTIAL DEVELOPMENT

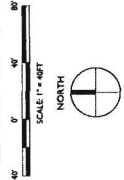
BLACK ROCK INVESTMENTS, LLC
2469 CHRISTIAN STREET
WHITE RIVER JUNCTION, VT 05601

Park Architecture, Inc.
35 Middlebury Lane, Suite 101, Middlebury, VT 05750
Tel: 802.243.1111
www.parkarchitecture.com

Project Title:	SYKES MOUNTAIN RESIDENTIAL DEVELOPMENT
Client:	BLACK ROCK INVESTMENTS, LLC
Drawn By:	PS
Scale:	1"=40'
Date:	10/05/2023



DRAFT



[illegible]

1. THE NUMBER OF EACH INDIVIDUAL PLANT TYPE AND SIZE IS PROVIDED IN THE PLANT LIST FOR CONTRACTORS CONVENIENCE ONLY. IF A DISCREPANCY EXISTS BETWEEN THE NUMBER OF PLANTS ON THE LIST AND THE NUMBER SHOWN ON THE DRAWING, THE GREATER NUMBER SHALL APPLY.

2. THE CONTRACTOR SHALL SUBMIT A PLAN MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN.
3. ALL PLANT MATERIAL SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT OR THE OWNER'S REPRESENTATIVE PRIOR TO ANY PLANTING.
4. ALL PLANT BEDS WILL BE TOP-DRESSED WITH 2" FINE-GRAINED DARK MULCH.
5. CONTRACTOR SHALL PROVIDE STEEPER SLOPES TO BE SLOPED TO A MINIMUM ALL MULCH BEDS WITHIN PLANTING.
6. THE CONTRACTOR SHALL LOCATE AND MARK ALL PLANTING PRIOR TO PLANTING. ANY CONFLICTS BETWEEN PLANTING MATERIALS SUBMITTED AND PLANTING MATERIALS LOCATED TO THE OWNER SHALL BE IMMEDIATELY RESOLVED BY THE OWNER AND ANY PLANTING LOCATIONS CAN BE RE-TERMINED.
7. NO SUBSTITUTION OF PLANT MATERIALS WILL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER OR LANDSCAPE ARCHITECT.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING ALREADY PLANTED PRIOR TO ANY PLANTING. ANY DAMAGE TO THE EXISTING PLANTING SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE OWNER'S ACCEPTANCE OF ALL PLANTINGS.
9. ALL OTHER DISTURBED AREAS NOT OTHERWISE INDICATED SHALL BE LOANED AND RESEED.
10. CONTRACTOR SHALL PRESERVE EXISTING TREES INDICATED.
11. CONTRACTOR SHALL PROVIDE A 3'-1/2" GA. GALVANIZED 1" X 10" IN ALL PLANTING MATERIAL.
12. PLANTING SHALL BE PLACED AT A MINIMUM OF 1' FROM EXISTING AND PROPOSED UTILITIES.

NORTHEAST NATIVE WILDFLOWER SEED MIXTURE PLANTED IN AREAS SHOWING ON LANDSCAPE PLAN

NEW P COMSEED-MIXES OR APPROVED EQUAL	SLOPE PLANTING TYPE		QTY	SIZE
	Custom Blend of Northeast Native Wildflower Mixture	± TIBD SF		SEED MIX



NE WILDFLOWER MIXTURE

IMPERIAL HONEY LOCUST	FREEMAN MAPLE 'ARMSTRONG'	DAWN REDWOOD	RED OAK TREE	PIN OAK TREE	ROYAL STAR MAGNOLIA	GREENSPIRE LINDEN	SHADLOW SERVICEBERRY	CLUMP WHITE BIRCH

SPREADING YEW

AMERICAN ARBORVITAE

EASTERN WHITE PINE

NORWAY SPRUCE

WHITE SPRUCE

AUSTRIAN BLACK PINE

	FORSYTHIA	
	RED TWIG DOGWOOD	
	WINTERBERRY	
	HOLLY	
	PALM RHODODENDRON	
	INGERSBY SHRUB	
	PURPLE LILAC	
	WITCH HAZEL	

PURPLE CONEFLOWERS

DWARF FOUNTAIN GRASS

BLUE OAT GRASS

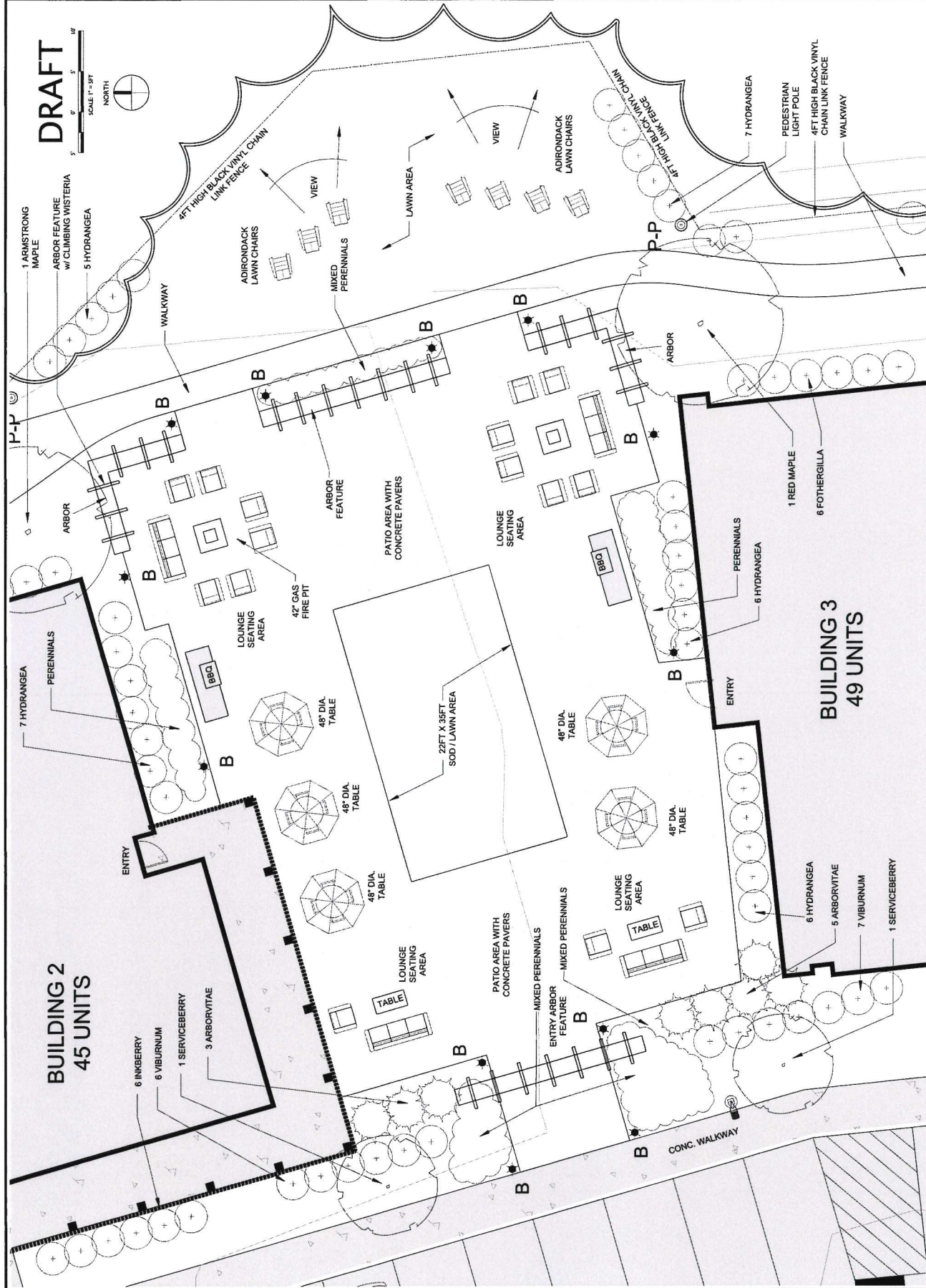
BLACKHAWK BIG BLUESTEM

STELLA D'ORO DAISY

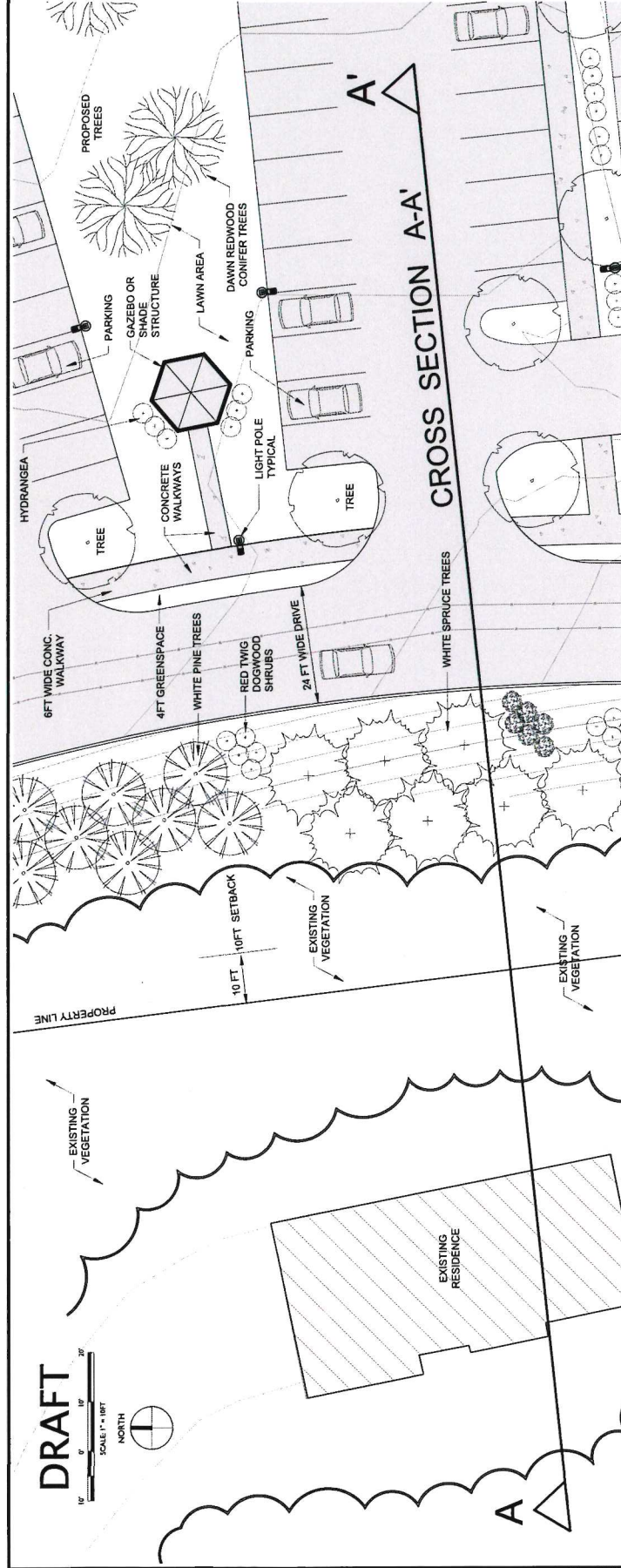
BLACK EYED SUSAN

CATMINT

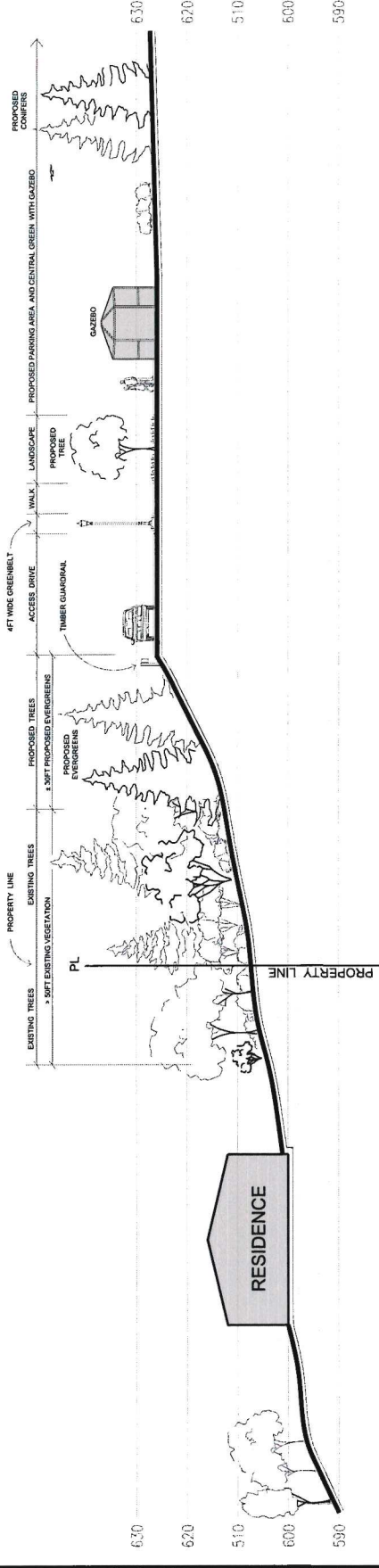
NE WILDFLOWER MIXTURE



DRAFT



CROSS SECTION A-A'



CROSS SECTION A-A'

SCALE: 1"=10'-0"

L2.3

Project Title:	Site Enlargement Plan - Entry Drive
Project No.:	Lot 45-162
Client:	SYKES MOUNTAIN RESIDENTIAL DEVELOPMENT
Location:	WHITE RIVER JUNCTION, VERMONT
Architect:	BLACK ROCK INVESTMENTS, LLC
Address:	2458 CHRISTIAN STREET
City:	WHITE RIVER JUNCTION, VT 05001
Sheet Title:	Site Enlargement Plan - Entry Drive
Sheet No.:	2218
Checked By:	PS
Drawn By:	PS
Scale:	1"=10'
Date:	10/03/2023

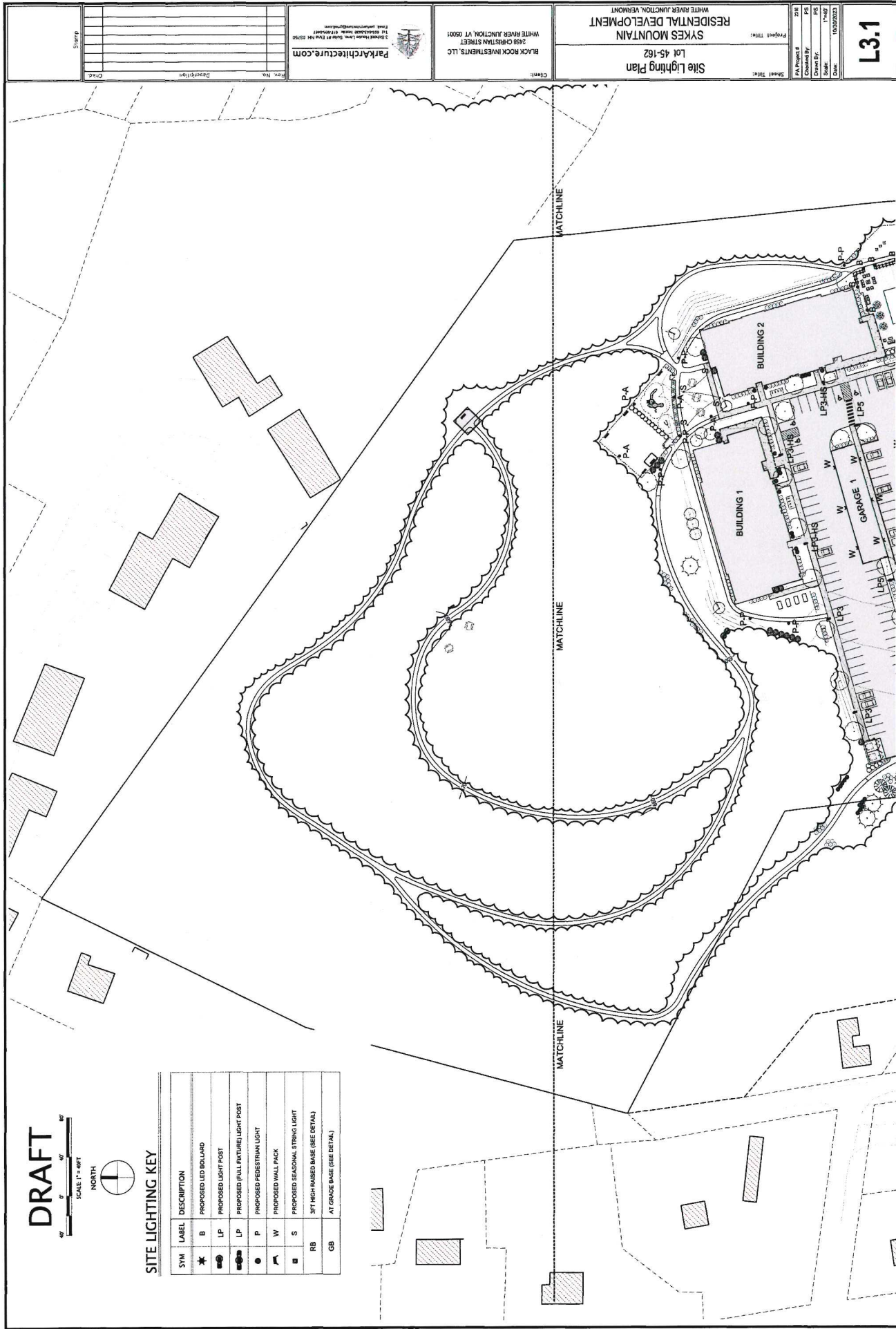
ParkArchitecture.com
2500 Main Street, Suite 100
White River Junction, VT 05001
Tel: 802.255.1234
Fax: 802.255.1235
Email: info@parkarchitecture.com

Rev. No.	Description	Date
1	Initial Design	10/03/2023
2	Final Design	10/03/2023
3	Final Design	10/03/2023
4	Final Design	10/03/2023
5	Final Design	10/03/2023
6	Final Design	10/03/2023
7	Final Design	10/03/2023
8	Final Design	10/03/2023
9	Final Design	10/03/2023
10	Final Design	10/03/2023

40' 0' 40' 80' SCALE: 1" = 40FT

SITE LIGHTING KEY

SYM	LABEL	DESCRIPTION
	B	PROPOSED LED BOLLARD
	LP	PROPOSED LIGHT POST
	LP	PROPOSED (FULL FIXTURE) LIGHT POST
	P	PROPOSED PEDESTRIAN LIGHT
	W	PROPOSED WALK PACK
	S	PROPOSED SEASONAL STRING LIGHT
	RB	3FT HIGH RAISED BASE (SEE DETAIL)
	GB	AT GRADE BASE (SEE DETAIL)

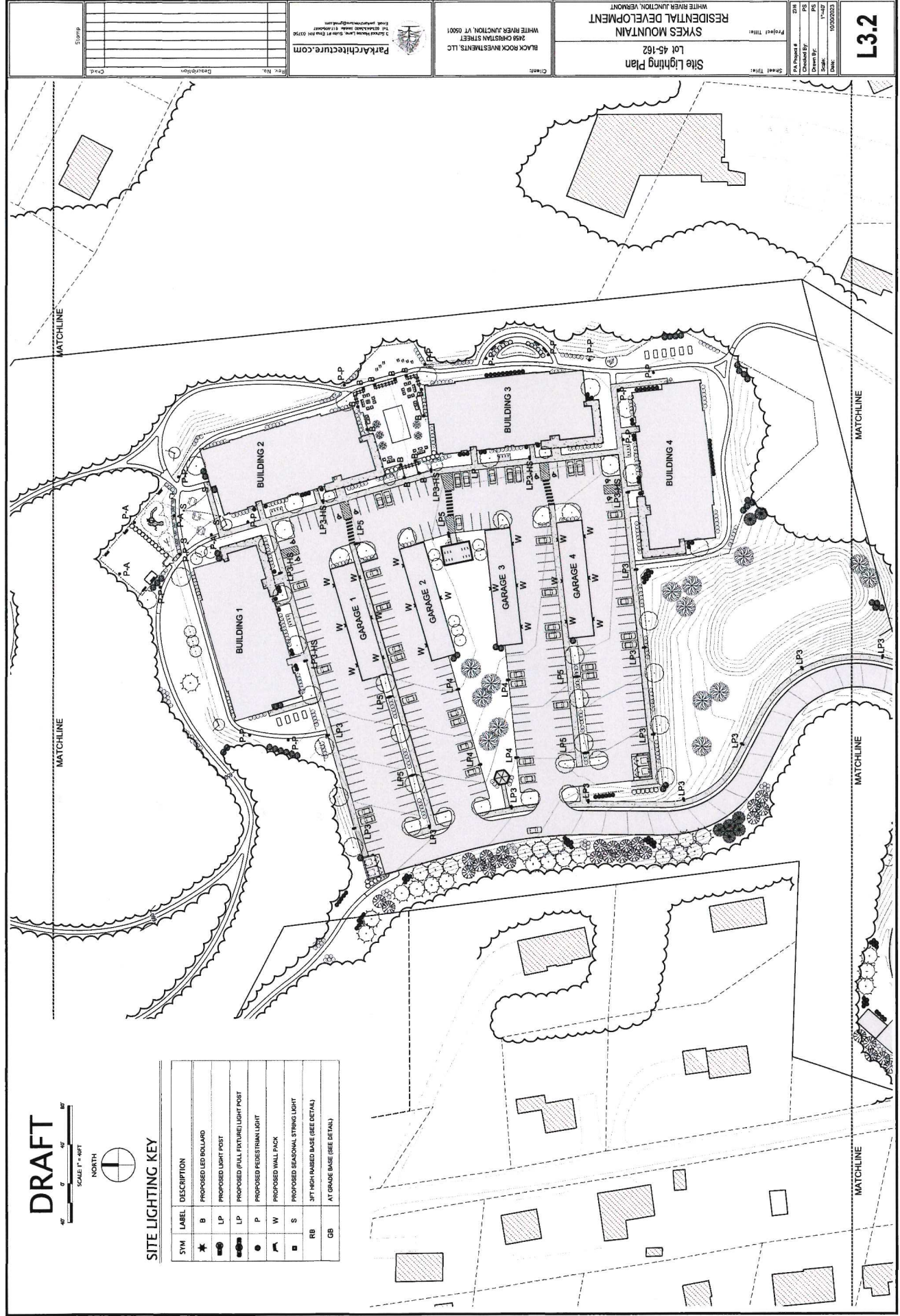


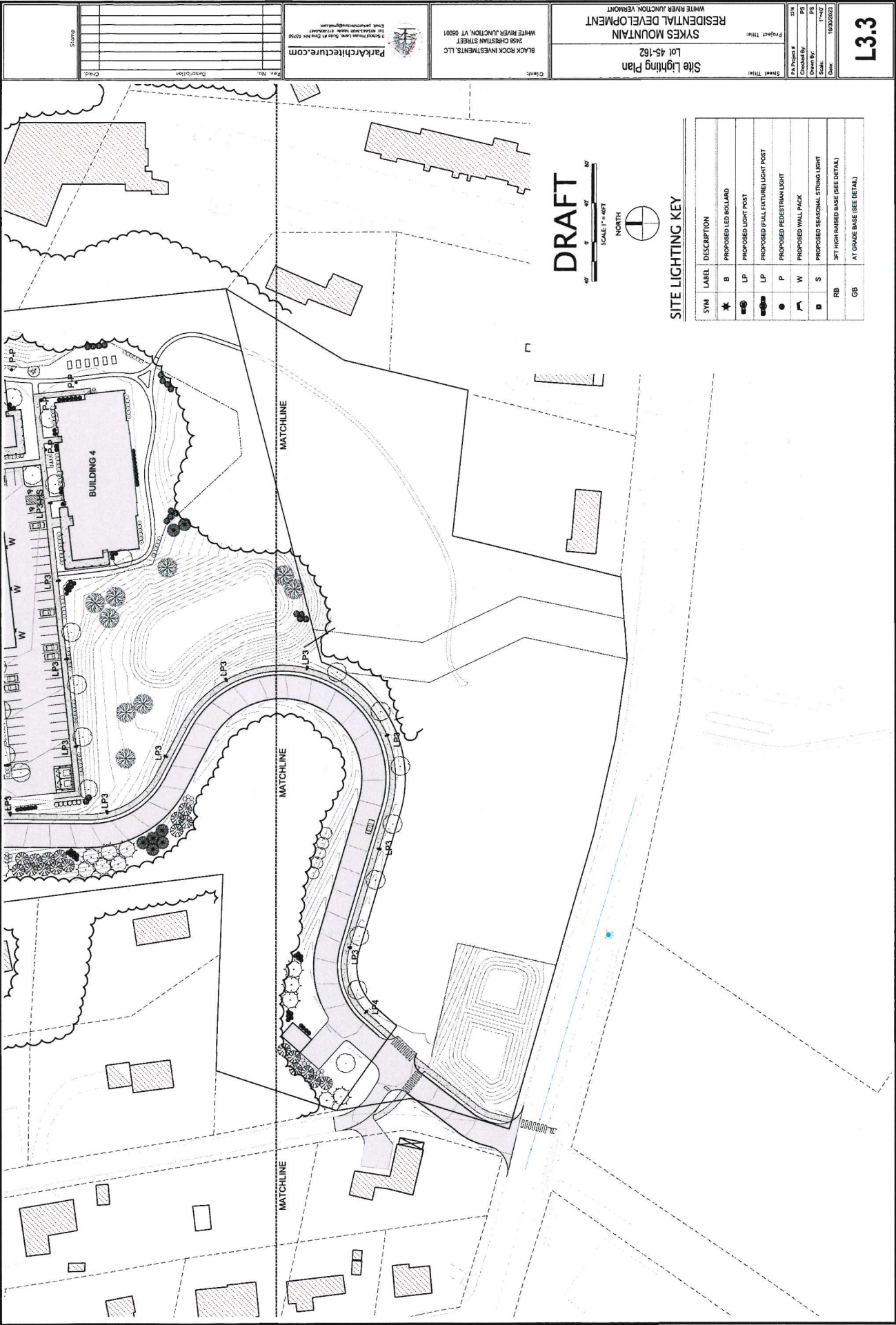
DRAFT



SITE LIGHTING KEY

SYM	LABEL	DESCRIPTION
★	B	PROPOSED LED BOLLARD
●	LP	PROPOSED LIGHT POST
●	LP	PROPOSED (FULL FIXTURE) LIGHT POST
●	P	PROPOSED PEDESTRIAN LIGHT
■	W	PROPOSED WALL PACK
■	S	PROPOSED SEASONAL STRING LIGHT
RB		3FT HIGH RAISED BASE (SEE DETAIL)
GB		AT GRADE BASE (SEE DETAIL)





SYM	LABEL	DESCRIPTION
★	B	PROPOSED LED BOLLARD
●	LP	PROPOSED LIGHT POST
●	LP	PROPOSED (FULL FUTURE) LIGHT POST
●	P	PROPOSED PEDESTRIAN LIGHT
■	W	PROPOSED WALL PACK
■	S	PROPOSED SEASONAL STING LIGHT
■	RB	3FT HIGH RAISED BASE (SEE DETAIL)
■	GB	AT GRADE BASE (SEE DETAIL)

SITE LIGHTING KEY

Site Lighting Plan
Lot 45-162
SYKES MOUNTAIN
RESIDENTIAL DEVELOPMENT
WHITE RIVER JUNCTION, VERMONT

Client:
BLACK ROCK INVESTMENTS, LLC
2658 CHRISTIAN STREET
WHITE RIVER JUNCTION, VT 05001

Architect:
Park Architecture, LLC
3000 ROUTE 100, SUITE 100
WHITE RIVER JUNCTION, VT 05001
www.parkarchitecture.com

Rev.	Description	Date
01	Initial	10/09/2023
02	Revised	10/09/2023
03	Revised	10/09/2023
04	Revised	10/09/2023
05	Revised	10/09/2023
06	Revised	10/09/2023
07	Revised	10/09/2023
08	Revised	10/09/2023
09	Revised	10/09/2023
10	Revised	10/09/2023

L3.3

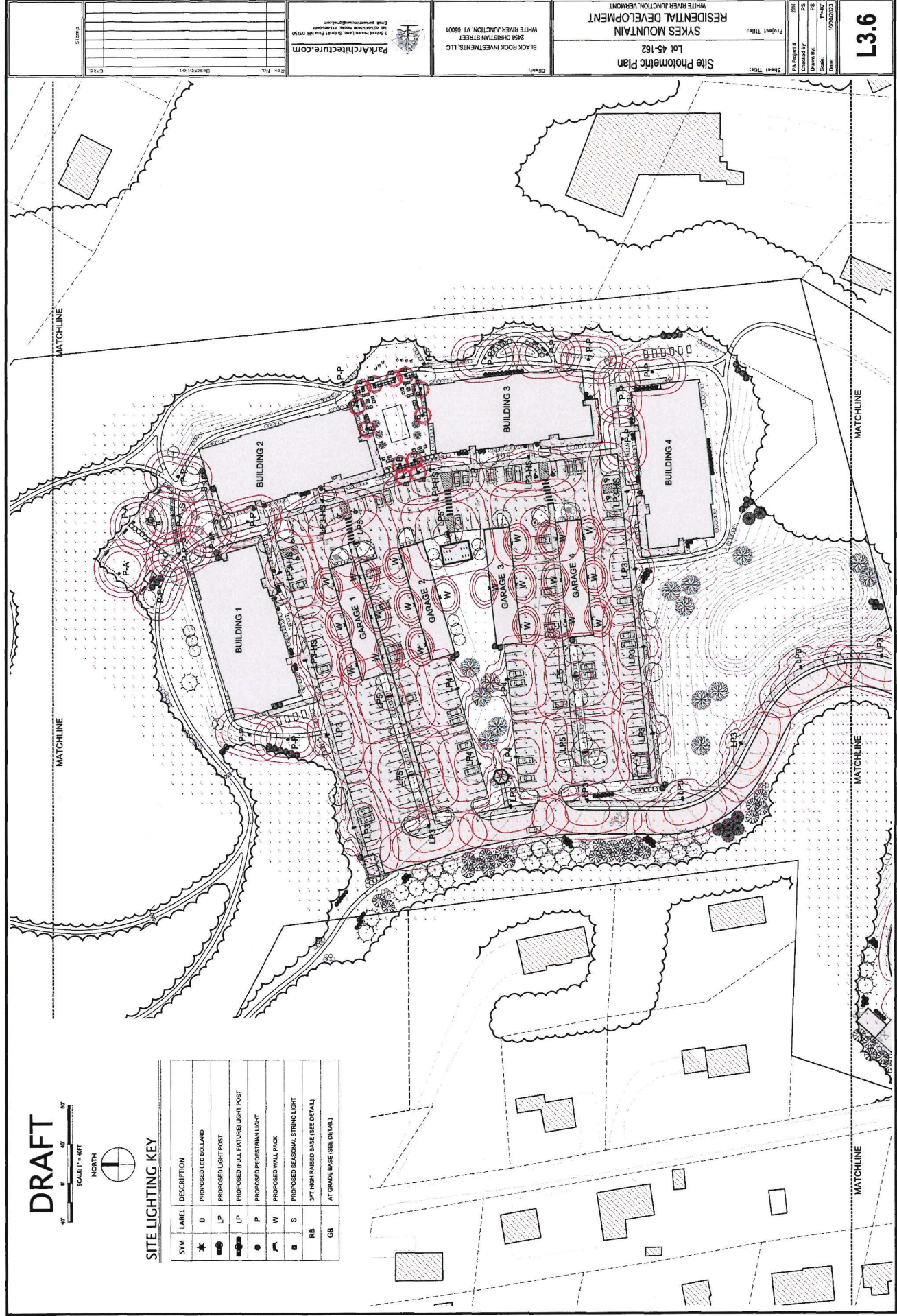
P/A Project #	2316
Checked By:	PS
Drawn By:	PS
Scale:	NTS
Date:	10/30/2023

DRAFT



SITE LIGHTING KEY

SYM	LABEL	DESCRIPTION
★	B	PROPOSED LED BOLLARD
●	LP	PROPOSED LIGHT POST
●	LP	PROPOSED (FULL FIXTURE) LIGHT POST
●	P	PROPOSED PIEDESTAL LIGHT
■	W	PROPOSED WALL PACK
■	S	PROPOSED SEASONAL STRING LIGHT
RB		3FT HIGH BASED BASE (SEE DETAIL)
GB		AT GRADE BASE (SEE DETAIL)



L3.6

Sheet Title:	Site Photometric Plan
Project Title:	SYKES MOUNTAIN RESIDENTIAL DEVELOPMENT WHITE RIVER JUNCTION, VERMONT
Drawn By:	PS
Scale:	1"=40'
Date:	10/06/2023

BLACK ROCK INVESTMENTS, LLC
2454 CHRISTIAN STREET
WHITE RIVER JUNCTION, VT 05001

ParkArchitecture.com
3 School Street, Suite 201
White River Junction, VT 05001

Rev.	Rev.	Revised
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3	0	0
4	0	0
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0

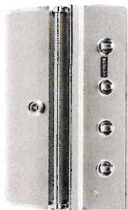
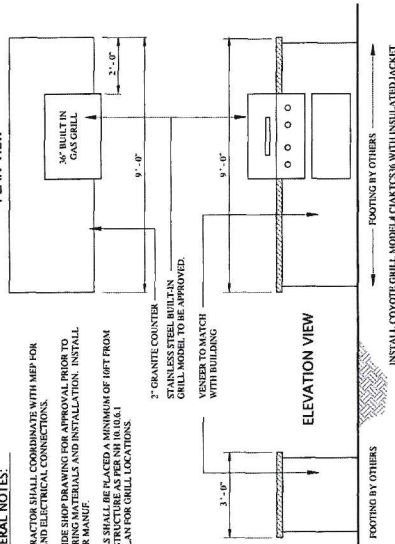
BBQ – GRILL COUNTER

NOT TO SCALE

GENERAL NOTES:

- CONTRACTOR SHALL COORDINATE WITH MEP FOR GAS AND ELECTRICAL CONNECTIONS.
- PROVIDE SHOP DRAWING FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION. INSTALL AS PER MANUF.
- GRILLS SHALL BE PLACED A MINIMUM OF 18" FROM THE BUILDING FACE. SEE PLAN FOR GRILL LOCATIONS.

PLAN VIEW



Coyote C Series 36\"/>

Overall Dimensions: 36\"/>

Overall Dimensions: 18\"/>

Overall Dimensions: 18\"/>

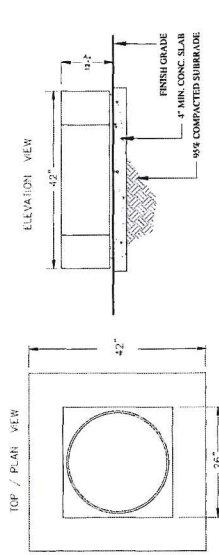
Overall Dimensions: 18\"/>

Overall Dimensions: 18\"/>

Overall Dimensions: 18\"/>

42IN BENTO GAS FIRE PIT WITH ELECTRICAL IGNITION

NOT TO SCALE



DIMENSIONS & WEIGHT
BENTO 32\"/>

BURNERS:
BENTO 32\"/>

ACCESSORIES:
ALL WEATHER COVER INCLUDED. POWDER-COATED ALUMINUM TABLE TOP. TEMPERED GLASS SCREEN.

NOTES:

- COLOR AND FINISH TO BE SELECTED BY OWNER.
- PROVIDE CONSTRUCTION DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING AND INSTALLATION.
- BURNING MEDIA SHALL BE LAVA ROCK AND TOP WITH GRAY RIVER ROCK.
- FOR MORE INFORMATION VISIT PALOFORN.COM/FIRE-PIRENTRO

BIKE RACK INSTALLATION DETAIL

NOT TO SCALE



NOTE:
BIKE RACK SHALL BE STAINLESS STEEL BY DERO/HEAVY DUTY OR APPROVED EQUAL.



CONTRACTOR TO SURFACE MOUNT

CLEAR STAINLESS STEEL

CONTRACTOR TO SURFACE MOUNT

CLEAR STAINLESS STEEL

CONTRACTOR TO SURFACE MOUNT

CLEAR STAINLESS STEEL

CONTRACTOR TO SURFACE MOUNT

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CLEAR STAINLESS STEEL

CONTRACTOR TO SURFACE MOUNT

CLEAR STAINLESS STEEL

CONTRACTOR TO SURFACE MOUNT

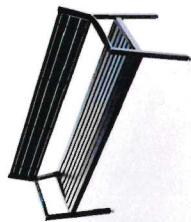
CLEAR STAINLESS STEEL

CONTRACTOR TO SURFACE MOUNT

CLEAR STAINLESS STEEL

6FT LONG SEATING BENCH

SCALE: NTS



NOTE:
1. INSTALL ANCHOR BOLTS AT 4\"/>

2. SEE PLAN FOR LOCATIONS OF BENCHES

3. MANUFACTURER SHALL BE DUNKER OR APPROVED EQUAL.

4. CONTRACTOR SHALL INSTALL SECURE BRACKETS WITH ANCHOR BOLTS TO PREVENT BENCHES FROM TIPPING.

5. CONTRACTOR TO PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

6. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

7. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

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15. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

16. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

17. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

18. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

19. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

20. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

21. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

22. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

23. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

24. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

25. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

26. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

27. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

28. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

29. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

30. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

31. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

32. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

33. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

34. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

35. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

36. CONTRACTOR SHALL PROVIDE SHOP DRAWING TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING MATERIALS AND INSTALLATION.

Site Details

Project Title:

Project #:

Drawn By:

Scale:

Date:

Sheet Title:

Project Title:

Project #:

Drawn By:

Scale:

Date:

Sheet Title:

Project Title:

Project #:

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Scale:

Date:

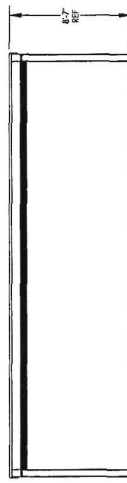
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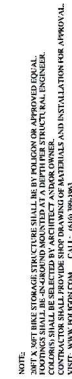
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NOT TO SCALE

NOT TO SCALE

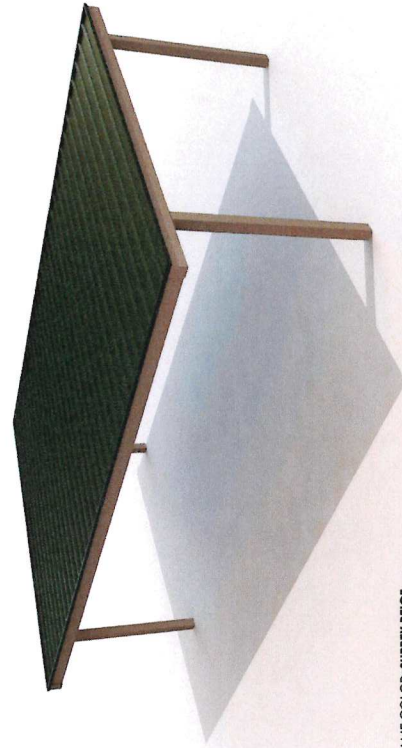


The diagram shows a rectangular frame. On the left side, there is a vertical dimension line with arrows at both ends, labeled 'REF'. On the top side, there is a horizontal dimension line with arrows at both ends, also labeled 'REF'. The interior of the rectangle is empty.



GENERAL ROOF NOTES:

1. METAL ROOFING:
 - 24 GAUGE
 - GALVALUME COATED
 - KYNAR 500 PAINTED
2. TRIM COLOR MATCHES ROOF
3. SEE POLYGON.COM FOR COLOR OPTIONS



FRAME COLOR: SURREY BEIGE
ROOF COLOR: EVERGREEN

FRAME COLOR: SURREY BEIGE
ROOF COLOR: EVERGREEN

MSX-20X30

L4.3

Site Details
Lot 45-162

**SYKES MOUNTAIN
RESIDENTIAL DEVELOPMENT**

BLACK ROCK INVESTMENTS, LLC
2458 CHRISTIAN STREET
WHITE RIVER JUNCTION, VT 05001

ParkArchitecture.com

[illegible]

Stamps

CH

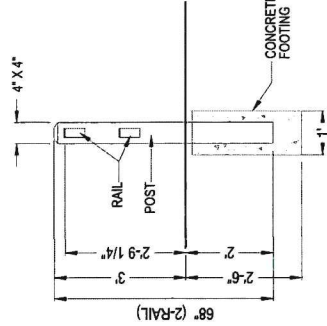
PLAY BOOSTER FOR 2-5 YEARS OLD
NOT TO SCALE



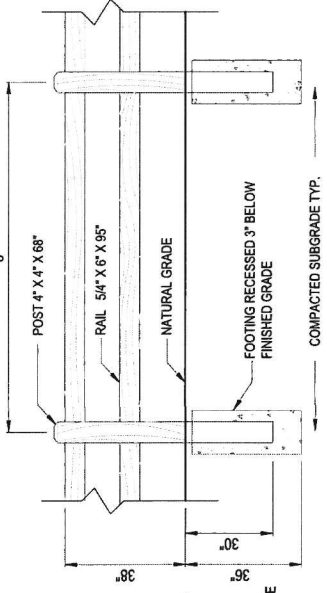
LOG BALANCE BEAM
NOT TO SCALE



SPLIT RAIL FENCE DETAIL
NOT TO SCALE



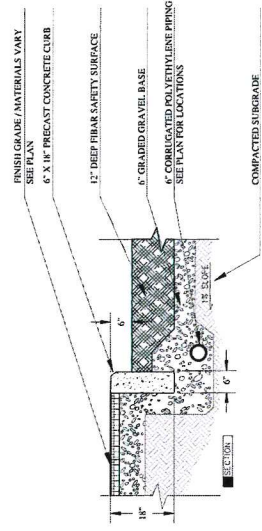
2 RAIL FENCE SECTION



2 RAIL 8 FT. SPACING FENCE ELEVATION

NOTES:
FENCE SHALL BE SPLIT RAIL 2-RAIL BY TANGENT OR APPROVED EQUAL.
VISIT: WWW.TANGENTMATERIALS.COM
INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
COLOR SHALL BE CHESNUT BY TANGENT.
INSTALL IN 8 FT SEGMENTS.
POST SIZE: TRUE 4\"/>

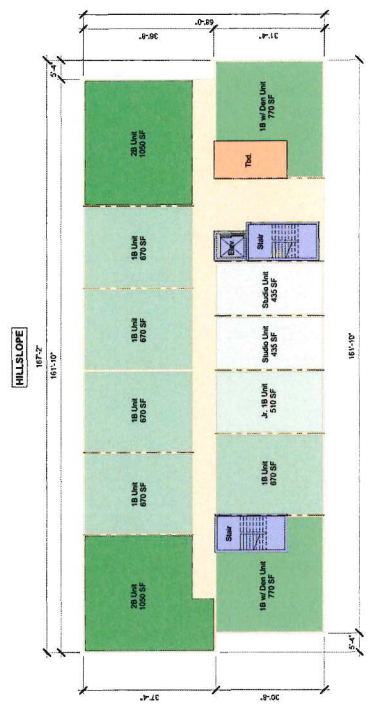
FIBAR SAFETY SURFACING
NOT TO SCALE



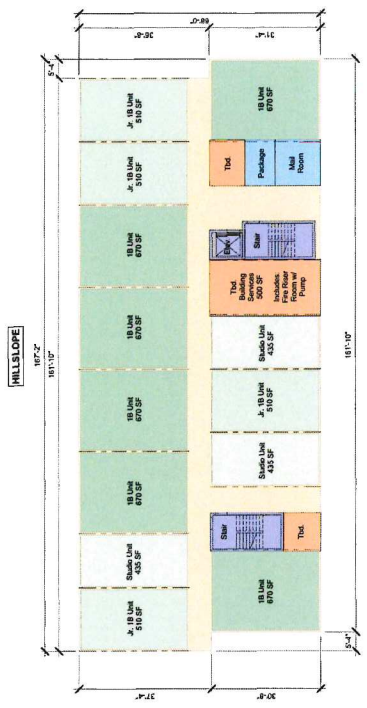
BlackRock: White River Junction Multi-Family Housing
BUILDINGS 1, 3 & 4: UNIT MIX PLANS

AP - 1.1

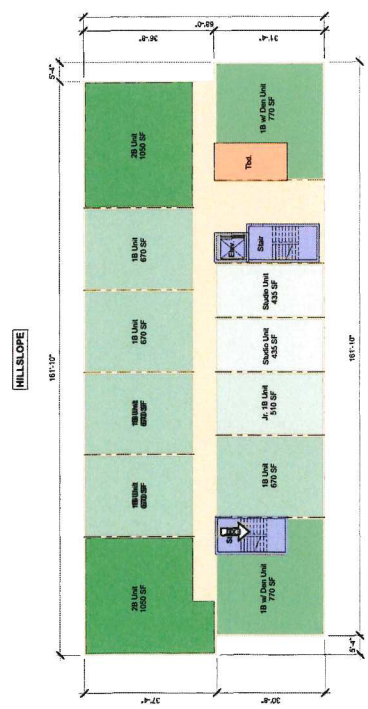
10/16/2023



2 BLDGS 1, 3, & 4 - 2ND FLR
SCALE: 1/16" = 1'-0"



1 BLDGS 1, 3, & 4 - 1ST FLR
SCALE: 1/16" = 1'-0"

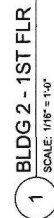
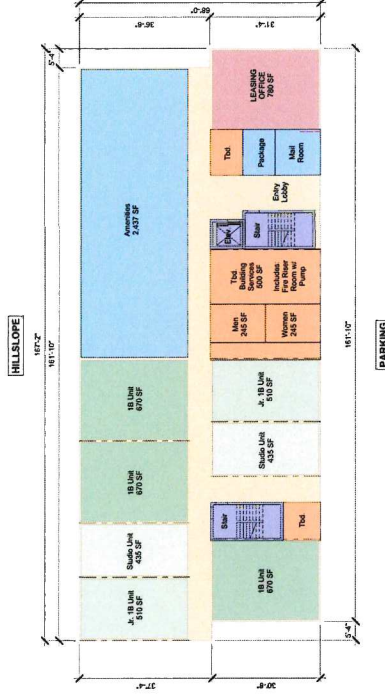
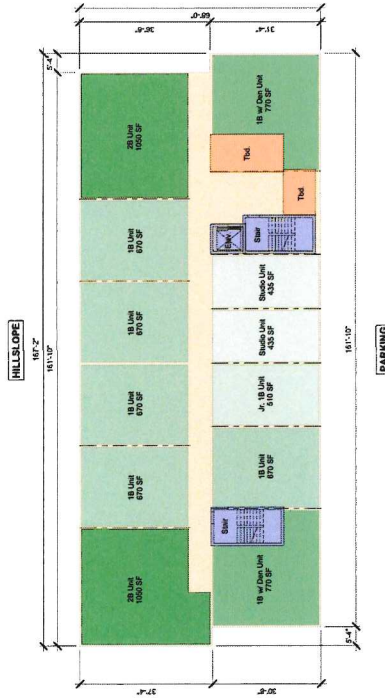
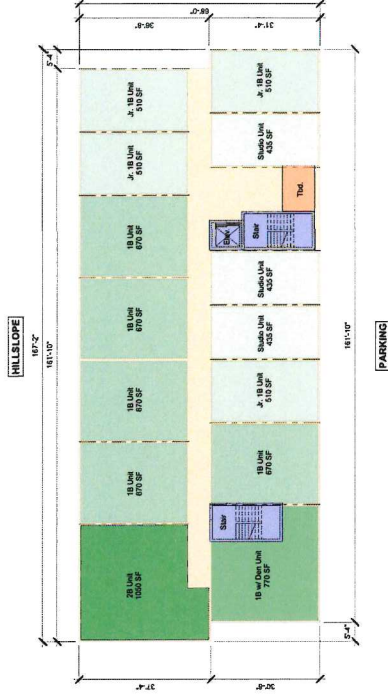
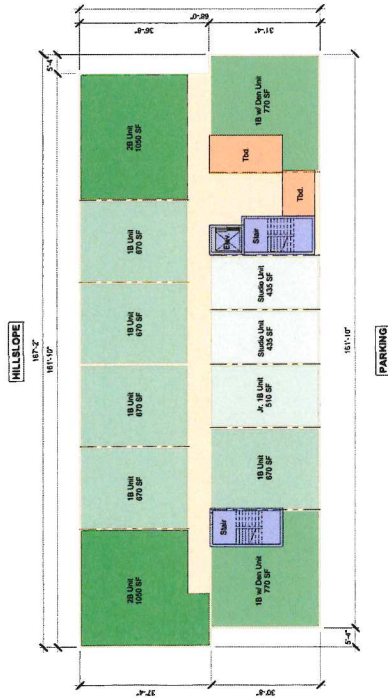


4 BLDGS 1, 3, & 4 - 4TH FLR
SCALE: 1/16" = 1'-0"

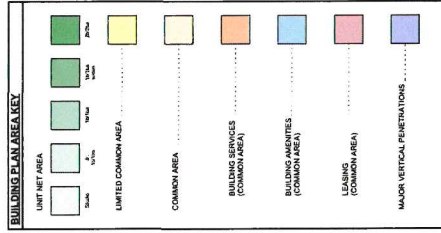


3 BLDGS 1, 3, & 4 - 3RD FLR
SCALE: 1/16" = 1'-0"

Unit Mix Schedule - Building 2		UNITS PER BLDG.			
UNIT TYPE	UNIT AREA	L1	L3	L4	
STUDIO	424 SF	2	3	2	9
1B (JR)	510 SF	2	4	1	8
1B	670 SF	3	5	5	15
1B (B)	770 SF	0	1	2	3
2B	1055 SF	0	1	2	3
UNITS PER LEVEL		7	14	12	45



Unit Mix Schedule - Building 2						
UNIT TYPE	UNIT AREA	L1	L2	L3	L4	UNITS PER BLDG
STUDIO	424 SF	2	3	2	2	9
1B (JR)	510 SF	2	4	1	1	8
1B	970 SF	3	5	3	5	16
2B	1,050 SF	0	1	2	2	5
2B	1,050 SF	0	1	2	2	5
UNITS PER		7	14	12	12	45

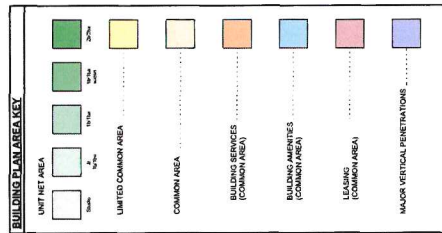


SCALE: 1/8" = 1'-0"

BlackRock: White River Junction Multi-Family Housing
BUILDINGS 1, 3, & 4: 1ST FLOOR PLAN, TYPICAL

BUILDINGS 1, 3, & 4: 1ST FLOOR PLAN, TYPICAL

10/16/2023



2022 Market Square
Architects
PH: 603.501.0202



1

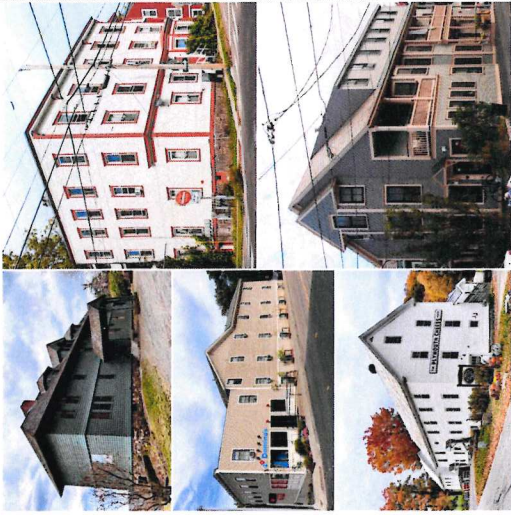
BUILDING PLAIN AREA KEY

UNIT NET AREA		20 ft or more						
		15 ft or more						
		10 ft or more						
		5 ft or more						
		Under 5 ft						
			UNITED COMMON AREA	COMMON AREA	BUILDING SERVICES (COMMON AREA)	BUILDING AMENITIES (COMMON AREA)	LOBBY (COMMON AREA)	MAJOR VERTICAL PENETRATIONS

VT AGRARIAN STRUCTURES



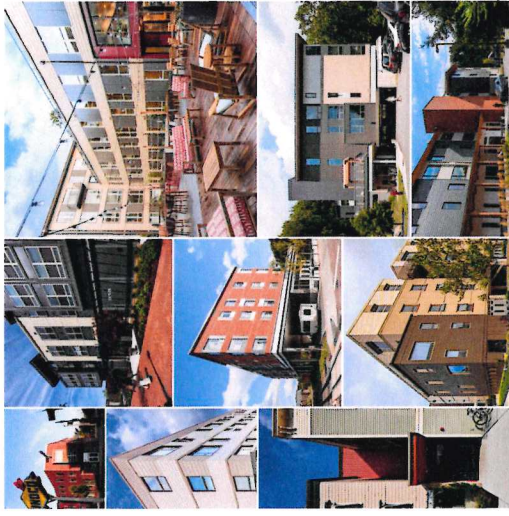
VT HOUSING VERNACULAR



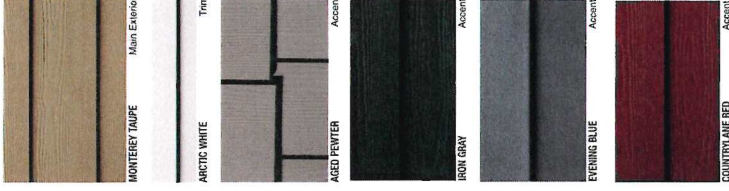
VT HISTORIC STRUCTURES



CONTEMPORARY MULTI-FAMILY HOUSING



MATERIAL FINISH AND COLOR PALETTE



NATURAL STONE - AMERICAN GRANITE LEDGE



METAL ROOFING PANEL - GRAY GALVALUME

IMPORTANT DESIGN ELEMENTS FROM PRECEDENTS

- STRONG OBJECT FORM OF PRIMARY FACADE
- FORMAL PORCH
- VARYING SCALES OF HORIZONTAL AND VERTICAL CLADDING
- STRONG ROOF PROFILES
- EMPHASIS OF LAYERED WALL CONSTRUCTION
- ENGAGED WALL PIERS AS FRAME
- TRIM USED AS A MEANS OF OUTLINING AND ACCENT
- MATERIALS AND COLOR SCHEMES THAT USE NATURAL TONES AND ACCENTS INSPIRED BY REGIONAL AND HISTORIC STRUCTURES

PROJECT NO. 2022061

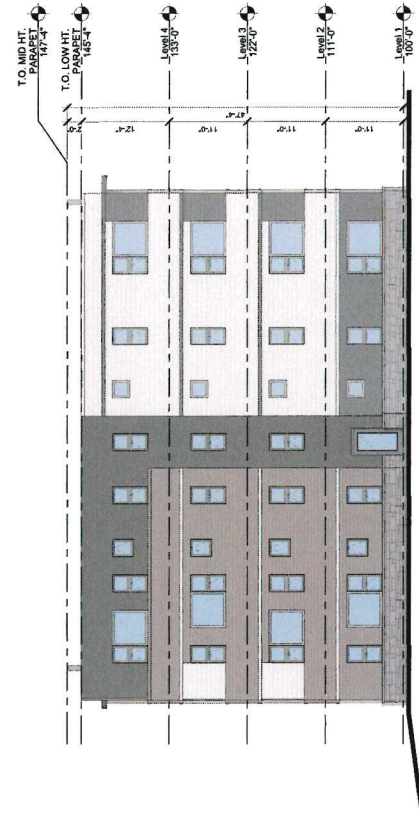
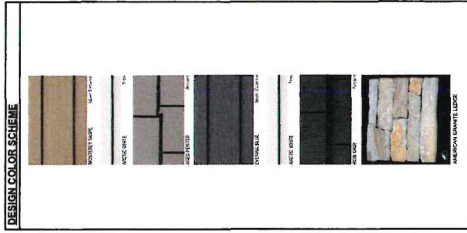
BlackRock: White River Junction Multi-Family Housing

DESIGN BOARD: INSPIRATION & PRECEDENT

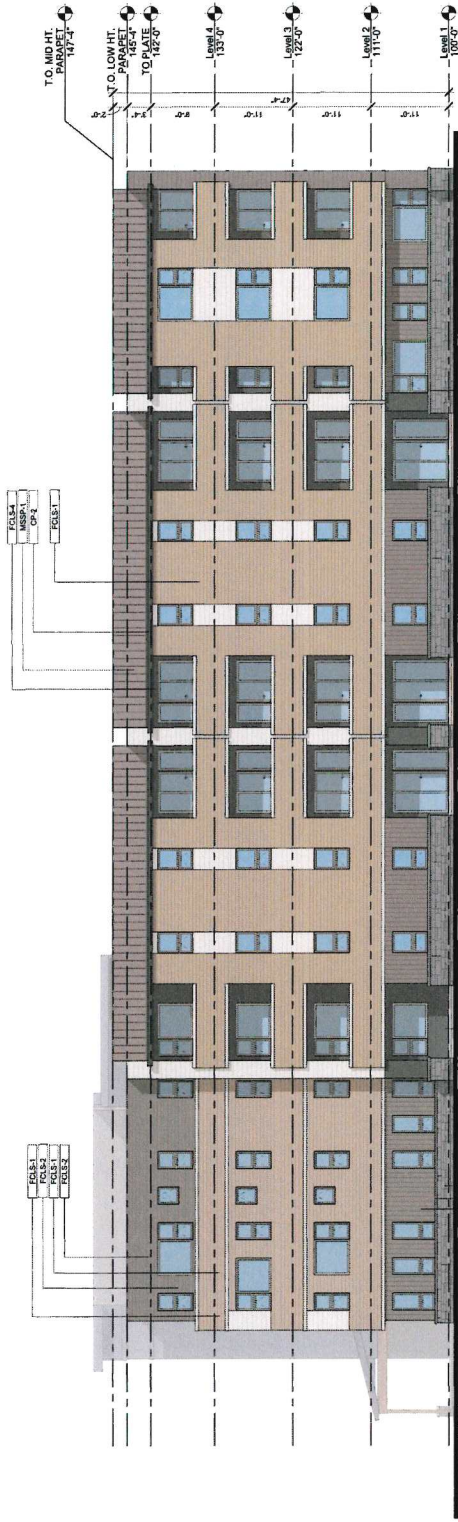
AP - 2.0

10/16/2023

ELEVATION MATERIAL KEY	
Key	Value
CMW-W	PREFINISHED BUT COMPASSIVE FRAME WINDOW, COLOR: DOWE GRAY
GP-1	CORNICHE PROFILE 1, 6FT TALL W/ WOOD FINISH TRIM, COLOR: EVENING BLUE
GP-2	CORNICHE PROFILE 2, 5FT-4IN TALL W/ MTL. STANDING SEAM PANEL, COLOR: GALVALUME PLUS
FCBBS-1	FIBER CEMENT VERTICAL BOARD AND BATTEN SIDING 1, COLOR: ASHED PEWTER
FCLS-1	FIBER CEMENT 8 INCH EXP. LAP SIDING 1, COLOR: MONTEREY TAUPPE
FCLS-2	FIBER CEMENT 8 INCH EXP. LAP SIDING 2, COLOR: EVENING BLUE
FCLS-4	FIBER CEMENT 4 INCH EXP. LAP SIDING 4, COLOR: IRON GRAY
FCLS-5	FIBER CEMENT 9 INCH EXP. LAP SIDING 5, COLOR: EVENING BLUE
FCLS-7	FIBER CEMENT 10 INCH EXP. LAP SIDING 7, COLOR: COUNTRYLANE RED
FCLS-8	FIBER CEMENT 10.75 INCH EXP. LAP SIDING 8, COLOR: ARTIC WHITE
MSSP-1	2 INCH PROFILE METAL STANDING SEAM ROOF PANEL, 16 INCH WIDE, COLOR: GALVALUME PLUS
POWC-1	PRECAST WALL CAP, 4 INCH PROFILE AND 18 INCH WIDE, COLOR: CONCRETE
POWT-4B	PRECAST WATER TABLE/SILL, 4 INCH PROFILE, COLOR: CONCRETE
RST-B	4X16 DOUGLAS FIR ROUGH SAWN TIMBER BEAM, COLOR: RAW
RST-C	4X16 DOUGLAS FIR ROUGH SAWN TIMBER COLUMN, COLOR: RAW
STN-1	NATURAL THIN CUT STONE, FINISH: SOUTH AMERICAN GRANITE LEDGE



2 BUILDINGS 2 & 5 - LEFT SIDE ELEVATION
 SCALE: 1/8" = 1'-0"



1 BUILDINGS 2 & 5 - REAR (HILLSLOPE) ELEVATION
 SCALE: 1/8" = 1'-0"



208 Flynn Avenue, Suite 2A, Burlington, VT 05401 • Tel: 802-863-6225
85 Mechanic Street, Suite E2-3, Lebanon, NH 03766 • Tel: 603-442-9333
414 Union Street, Schenectady, NY 12305 • Tel: 518-630-9614

October 27, 2023

Jo-Ann Ells, Zoning Administrator
Hartford Planning & Zoning
Hartford Municipal Building
2nd Floor Room 201 171 Bridge Street
White River Junction, Vt. 05001

Re: **444 Sykes Mountain Avenue, Lot 45-162 Site Plan Review**

Landowner: Black Rock Investments

Applicant: Black Rock Investments

Dear Jo-Ann,

I am writing on behalf of Black Rock Investments, applicant for the 444 Sykes Mountain Avenue, Lot 45-162 Site Plan Review. The project includes (4) Multi-Unit Housing Buildings with a total of 192 units and (4) Parking lots with 271 parking spaces, 50% Open Space and associated improvements as shown on the enclosed plans.

8 Copies of the following plans and documents are included with this submittal for your review:

- Signed Application Form
- Application Payment
- Responses to Staff Comments received on 10-22-2023
- Project Plans as noted on the Project Cover Sheet
- Project Narrative
- Phasing Narrative
- View Study
- Traffic Impact Study

Thank you for considering this application. Please give me a call if you have any questions or comments.

Sincerely,
Engineering Ventures P.C.

A handwritten signature in blue ink, appearing to read 'Kevin Worden', is written over the typed name.

Kevin Worden PE, Vice President