



**T.J. BOYLE ASSOCIATES**  
LANDSCAPE ARCHITECTURE & PLANNING

August 19, 2022

Mitchel Cypes, Development Review Coordinator  
Town of Hinesburg  
10632 VT Route 116  
Hinesburg, VT 05461

Re: Hinesburg Center Phase II – Final Plat

Dear Mitch,

On behalf of Hinesburg Investments, LLC, I am pleased to submit updated materials for the Hinesburg Center Phase II final subdivision review. In addition to final subdivision, we are also providing applications for site plan review of Lots 52 which includes the 34-unit multi-family Building C, a portion of Lot 53 that supports Building C including the southern parking area, sidewalk, dumpster, and landscaping as illustrated on sheet L-201, and Lot 70 which includes two 9-plex buildings, one 6-plex building and the 'Village Green' pocket park. Lastly, we are also applying for conditional use review for development in a flood hazard area.

The following Project narrative provides a detailed description of the Project and reference several supporting exhibits in response to various subdivision and site plan review criterion, as well as responses to how the Project addresses conditions of the February 16, 2021, Preliminary Plat Approval, as well as the April 19, 2022 Sketch Plan and Preliminary Plat Amendment Approval. Also included with this application and landscape architectural, civil engineering, and architectural plan and detail sheets.

I look forward to having further review of this application. Please do not hesitate to contact me with any questions or comments.

Best regards,



Michael J. Buscher, ASLA, PLA  
Principal Landscape Architect | Owner

301 College Street  
Burlington, VT 05401  
tel 802.658.3555

[www.tjboyle.com](http://www.tjboyle.com)

**Project Narrative**

Hinesburg Center Phase II (HC2) is a planned expansion of the existing Hinesburg Center Phase I (HC1), a mixed-use development at Vermont Route 116 and Farmall Drive in the Village of Hinesburg. HC2 is bound by Patrick Brook and the associated stream buffer to the north, the Creekside neighborhood to the South, and HC1 to the east. The Project is bordered to the west by the growth boundary for the village area, although the Project parcel continues into the agricultural zone. Currently the parcel is maintained as an open hay field.

HC1 and HC2 are both located within the Village District of the Village Growth Area. The Village Growth Area zoning and subdivision regulations were adopted in 2009 to encourage a denser and expanded village area. The Hinesburg Town Plan and Zoning Regulations portray a vision for the Village Growth Area that includes:

*“...a vibrant mix of commercial, residential and civic activities in a compact, pedestrian oriented village that is recognizable as the Town’s social and economic center.”* (Hinesburg Zoning Regulations (HZR), pg. 14)

The regulations provide additional description for northwest corner of the Village District where the Project site is located:

*“A mix of residential and non-residential (including retail) uses are envisioned for the northwest portion of this district (west of Route 116), which is currently undeveloped. Development proposals in this area should be consistent with this mixed-use vision, which is typical for the existing village core as a whole.”* (HZR, pg. 19)

The proposed HC2 design is a smart growth, mixed-use neighborhood, with a focus on walkability. The project contains varied densities and housing types, as well as a range of retail, office, light industrial spaces and open green space. Residential densities for the Project are based on both HC1 & HC2, which consists of 11.47 acres. The allowable maximum densities are as follows:

**Table 1: Hinesburg Center – Maximum Allowable Density Calculations**

<b>HZR Section 2.4.2 Village Growth Area Density &amp; Build Out</b>	
Village Zone Residential base density (HZR section 3.6.2)	4 units / acre
Area/Acreage	11.47 acres
<b>Total Base Density</b>	<b>45.88 Units</b>
<b>HZR Section 2.9.1 Residential Density Bonus Incentives</b>	
10% Inclusionary Zoning (20% Density Bonus)	+9.18 Units
Density Bonus - Incentive 1 (50% Density Bonus)	+22.94 Units
Density Bonus - Incentive 2 (25% Density Bonus)	+11.47 Units
Density Bonus - Incentive 3 (25% Density Bonus)	+11.47 Units
<b>Maximum Allowable Density</b>	<b>100 Units</b>
<b>HC1 – Existing</b>	<b>-18 Units</b>
<b>HC2 – Potential Units</b>	<b>82 Units</b>

Of the total potential residential density, 18 units have been constructed as part of HC1, which leaves a maximum of 82 potential residential units for HC2. The current development proposal for the Project includes 73 residential units, 8,000 square feet of commercial/office space, 4,000 square feet of retail space, and 2,500 square feet of light industrial space (a total of 14,500 square feet of non-residential space). HC1 includes a total of roughly 20,000 square feet of non-residential space.

The residential units offer a range of options to accommodate everyone from first home buyers to families looking for a traditional 3-4 bedroom home. The project includes:

**15 Single Family Residential Units**

9 Traditional Lots: +/- 0.14 acre lots, 3-4 bedroom homes, similar to lots in Creekside

6 Ally Lots: +/- 0.11 acre lots, 2-3 bedroom homes, garages accessed from a rear alleyway

**24 Multi-Family Condominium Units**

24 Condominiums (2 nine-plex and 1 six-plex buildings) with rear accessed garages. Each unit would have individual entrances to the street as well as to a private garage (1,200 – 2,000 SF for each unit)

**34 Multi-Family Units**

1 – 3-story, 34-unit multi-family building, including a mix of, 6 studio, 18 one-bedroom, and 10 two-bedroom units ranging in size from roughly 550 to 1,100 square feet.

The total proposed number of residential units between HC1 and HC2, **91 total units**, will require utilization of 100% of the allowable 120% density bonus, which requires obtaining 3 density bonus incentives or a combination of density bonus incentives and additional affordable units above the required inclusionary units. The incentives that will be pursued to achieve the necessary 100% density bonus are described below.

The Project includes 4,000 square feet of ground floor retail space and 8,000 square feet of office space, currently shown as even divided between Lots 50 and 51. Up to 2,500 square feet of light industrial space will be provided in a stand-alone building on Lot 53. The commercial as envisioned will support local and cottage-style retail and office uses. Retail spaces will be oriented toward the streets and serve to balance existing non-residential space within HC1.

The Project's design evokes a traditional Vermont village. The streets are laid out to reflect a tradition grid network, like many Vermont towns. Emphasis has been put on the streetscape design, which includes buildings set relatively close to the street and to one another, front porches, sidewalks on both sides of the road and on-street parking. Off-street parking and a private alleyway (Road D) are hidden within the interior of the central blocks. Designated on-street parking will reinforce the traditional village aesthetic and satisfy parking demands, while avoiding large parking lots. There are 82 shared-use parking spaces proposed as part of HC2, including 39 on-street spaces and 43 off-street spaces.

The Project will have multiple access points to connect with the larger village area. There are two proposed road connections with the existing Farmall Drive: towards the northeast at the intersection with Kailey's Way, and towards the northwest at the existing terminus of Farmall Drive. A third road connection is proposed to the north, crossing Patrick Brook and would connect with the Haystack Crossing Project. The connection to the north is required as part of the Hinesburg Official Map and is part of the larger 'West Side Road' that will ultimately allow access between Shelburne Falls Road to the north and Charlotte Road to the south without accessing Route 116. Vehicular and pedestrian connections are also provided with the existing parking area within HC1.

A series of open community spaces are shown within the interior and exterior of the development. Some of the space will be provided for the residents and users of the Project's commercial and office space, while others will be open to the larger public. Proposed amenities include gathering spaces with hardscape areas, sitting walls, benches, landscaping, open lawn areas, paved recreational paths, walking trails, common barbeque grills, and tables. This includes Lot 30, a large open space shared with the Creekside community, which will be regraded and have improved drainage installed. Open space to the west of the Project is accommodated by a pedestrian access point near the southwest corner of the plan. This area of open space, which is within the Agricultural District, could potentially accommodate a community farm and garden areas, a community solar array, or other compatible uses. The Project is also adjacent to the proposed Hinesburg Town Common on Lot 1 and is within very close proximity to the Bissonette Recreational Facility north of Patrick Brook.

HC2 fills the void of unused space between Creekside and HC2. The project supports Hinesburg’s stated objective of encouraging town density in the Village Growth Area, to ensure Hinesburg maintains its traditional town center feel.

**HZR Section 2.9 – Village Growth Area Density Bonus/Incentive Options**

As encouraged by the HZR, the proposed build-out of Hinesburg Center will utilize a large portion of the 120% allowable density bonus; the Project proposes a 100% density increase from base density. The size of the development triggers inclusionary zoning, which requires 10% of the base density be provided as affordable housing units, and results in an initial 20% density bonus. The remaining 80% bonus will be earned through two (2) Village Growth Area Density Bonus/Incentive Options (HZR Section 2.9). and by providing additional affordable housing beyond the required 10%.

**Table 2: Hinesburg Center – Proposed Density Calculations**

Base Density	45.88 Units
Density Bonus - Incentive 2 (25% Density Bonus)	+22.94 Units
Density Bonus - Incentive 1 (50% Density Bonus)	+11.47 Units
20% Affordable Units (40% Density Bonus)	+18 Units
<b>Total Allowable Density</b>	<b>98 Units</b>
<b>HC1 – Existing</b>	<b>-18 Units</b>
HC2 – Potential	80 Units
<b>HC2 - Proposed</b>	<b>73 Units</b>
<b>Total Proposed Density</b>	<b>91 Units</b>

For the two incentive bonuses, HC2 is proposing:

- 50%-74% Dwelling Unit Size = 1 Incentive
- 25%-49% Renewable Energy = 1 Incentive

The remaining density bonuses will be acquired by providing additional affordable housing. Below is an overview of the planned approach to obtain the necessary density bonuses.

**(1) Dwelling Unit Size**

To obtain 1 density credit based on dwelling size, between 50 to 74% of all dwelling units need to be no larger than:

- |                                   |          |
|-----------------------------------|----------|
| (a) Single family units           | 1,500 sf |
| (b) 2-family & multi-family units | 1,200 sf |

A minimum of 46 units of the 91 total units need to meet this criterion to receive 1 Bonus Incentive.

**Hinesburg Center: Breakdown of Residential Unit Sizes**

**Total Units: 91**

**Total Units below maximum Size: 52**

**Percent of Units Below Maximum Size: 57%**

The following provides a breakdown of the qualifying units:

**HC1 (18 units)**

**Residential Building #1 – Lot 44: 3 Units**

Unit-1 – 1,015 sf, Unit-2 – 1,035 sf, Unit-3 – 1,035 sf

**Residential building #2 – Lot 45: 3 Units**

Unit-1 – 1,191 sf, Unit-2 – 1,056 sf, Unit-3 – 1,056 sf

**Residential building #3 – Lot 46: 3 Units**

Unit-1 – 1,015 sf, Unit-2 – 1,035 sf, Unit-3 – 1,035 sf

**Mixed Use #1 – Lot 41: 3 Units**

Unit-1 – 730 sf, Unit-2 – 711 sf, Unit-3 – 898 sf

**Mixed Use #2 – Lot 47: 3 Units**

Unit-1 – 820 sf, Unit-2 – 880 sf, Unit-3 – 739 sf

**Mixed Use #3 - Lot 48: 3 Units**

Unit-1 – 1,055 sf, Unit-2 – 1,040 sf, Unit-3 – 1,040 sf

**HC2 (34 units)****Table 3: Building C Unit Size Calculations – 34 Units**

Unit Type	Area	Bedrooms	Quantity
TYPE 'A'	688 SF	1	5
TYPE 'B'	647 SF	1	3
TYPE 'C'	594 SF	Studio	3
TYPE 'D'	667 SF	1	3
TYPE 'E'	710 SF	1	2
TYPE 'F'	993 SF	2	3
TYPE 'G'	1,098 SF	2	6
TYPE 'H'	554 SF	Studio	3
TYPE 'J'	722 SF	1	2
TYPE 'K'	722 SF	1	3
TYPE 'L'	890 SF	2	1
<b>Building C Total Units</b>			<b>34</b>

**(2) Renewable Energy**

For the second density incentive, the applicant will provide renewable energy to meet at least 25% of the overall energy needs for the residential units. The following table provides an analysis of the overall energy usage for the residential component of the project, and the amount of renewable energy, through solar electric generation that would be necessary to provide **25%**, 50%, or 75% of the total demand. To supply 25% of the overall energy consumption through renewable sources, the use of cold climate heat pumps is necessary for a portion of the residential units, including Building C.

To provide 25% of all residential energy use through renewable energy, a total of 347 kW of solar electric generation is required. Table 5, along with figure 1 outlines the potential for 404 kW of installed rooftop solar throughout both HC1 and HC2. Sheet L-101, Context Plan illustrates a conceptual 500 kW ground array. There is also the potential for a larger ground mounted array within the parcel to the west of the development area, Lot 71. Additionally, any onsite solar electric generation could be supplemented from net metered solar from offsite the Project site.

**Table 4: Residential Energy Calculations**

<u>Single-Family Detached (SFD) Residential</u>				
Electric (no hot water / heat)	538	kWh / mo.	6,456	kWh / yr.
Natural Gas (heat & hot water)			900	cCF
Natural Gas Conversion to kWh Equivalent			26,903	kWh / yr.
Average Energy Use per SFD Units			33,359	kWh / yr.
Number of SFD Units			15	units
<b>Total SFD Energy Usage</b>			<b>500,385</b>	<b>kWh / yr.</b>
<u>Multi-Family Residential</u>				
General Electric Usage (no heat or hot water)	350	kWh / mo.	4,200	kWh / yr.
Cold Climate Heat Pump	650	kWh / mo.	7,800	kWh / yr.
Electric Hot Water	200	kWh / mo.	2,400	kWh / yr.
Average Energy Use per Multi-Family Unit			14,400	kWh / yr.
Number of Multifamily Units (Including HC I)			76	Units
<b>Total Multi-Family Energy Use</b>			<b>1,094,400</b>	<b>kWh / yr.</b>
<b>Total Residential Energy Use</b>			<b>1,594,785</b>	<b>kWh / yr.</b>
Average Energy Generation per KW of Solar			1,150	kWh / yr.
<b>Solar Required for 25% of all residential energy use</b>			<b>347</b>	<b>kW</b>
Solar Required for 50% of all residential energy use			693	kW
Solar Required for 75% of all residential energy use			1040	kW

**Table 5: Hinesburg Center Potential Onsite Solar Capacity**

Lot / Building	# Panels	Watts / Panel	kW(DC)	kW(AC)
HC1 Lot 40	148	400	59.20	56.24 kW
HC1 Lot 41	64	400	25.60	24.32 kW
HC1 Lot 44	14	400	5.60	5.32 kW
HC1 Lot 45	0	400	0.00	0.00 kW
HC1 Lot 46	14	400	5.60	5.32 kW
HC1 Lot 47	56	400	22.40	21.28 kW
HC1 Lot 48	58	400	23.20	22.04 kW
HC2 Lot 50	54	400	21.60	20.52 kW
HC2 Lot 51	72	400	28.80	27.36 kW
HC2 Lot 52 - Bldg C	206	400	82.40	78.28 kW
HC2 Lot 53	28	400	11.20	10.64 kW
HC2 Lot 70 - 6-Plex	61	400	24.40	23.18 kW
HC2 Lot 70 - 9-Plex (Road C)	111	400	44.40	42.18 kW
HC2 Lot 70 - 9-Plex (Road A)	76	400	30.40	28.88 kW
Traditional SFD Lots (9 X 8 kW)	72	400	28.80	27.36 kW
Ally Lot SFD (6 X 5 kW)	30	400	12.00	11.40 kW
<b>Multi-Family &amp; Non-Residential Rooftop Subtotal</b>				<b>404.32 kW</b>
<b>Potential Ground Array (Up to 500 kW)</b>				<b>500 kW</b>
<b>Subtotal</b>				<b>904.32 kW</b>

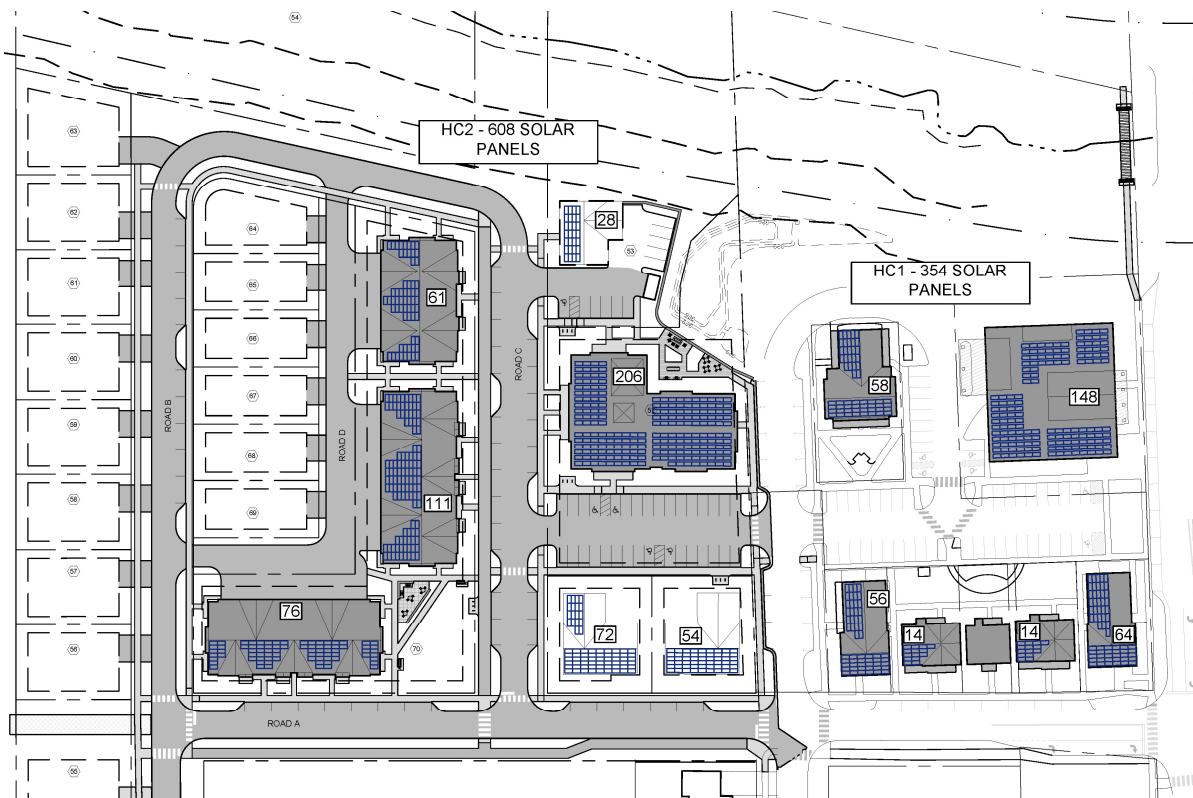


Figure 1: Potential Rooftop Solar Configuration

**(3) Affordable Housing Bonus**

The proposed development is required to provide 10% of the total unit count as affordable, defined in HZR Section 5.21. This will provide an initial 20% density bonus or 9.18 units. However, the development can provide additional affordable housing units to create density bonuses up to 100% beyond base density. The table below provides a breakdown of affordable residential units and the corresponding bonus units.

Table 6: Affordable Housing Density Calculations

% of Affordable Units	Number of affordable units (rounded to the nearest whole number)	Bonus (beyond allowed base density; rounded to the nearest whole number of units)	Number of bonus units
10% (req. min.)	4.59 Units	20%	9 Units
<b>20%</b>	<b>9.18 Units = 9 Units</b>	<b>40%</b>	<b>18 Units</b>
30%	13.76 Units	50%	23 Units
40%	18.35 Units	60%	28 Units
50%	22.94 Units	70%	32 Units
60%	27.53 Units	80%	37 Units
70%	32.12 Units	90%	41 Units
75%+	34.41 Units	100%	46 Units

The Project is proposing a mix of affordable rental units types, including 2-bedroom townhouse style units in HC1, 2-bedroom flats in HC1, and a mix of 4 efficiency and 1-bedroom flats within Building C of HC2.

**HZR Section 4.3.8 – Landscape Plan Standards**

In accordance with the provision of section 4.3.8, landscape plantings for HC2 are specified on sheets L-200 through L-203. Planting plans are based on proposed site development plans and show all physical improvements. The current application provides detailed landscape planting specifications and locations for HC2, including streets, common greenspaces, common parking areas, typical planting detail plans for a single-family residential units, and detailed plans for multi-family lots 52 and 70, and a partial plan for lot 53 for shared facilities that are proposed with lot 52. All landscaping will be installed at the time of construction with the adjacent areas.

Street Trees: For all streets in HC2, proposed street trees are shown on sheet L-200. There is a total of 97 street trees proposed throughout HC2, which include a mix of maple, hackberry, honey locust, Kentucky coffeetree, cherry, tree lilac, and elm, and zelkova trees. No single tree species will constitute more than 20% of all street trees to create diversity. All street trees will have a minimum caliper size of 2 inches at time of planting.

Common Lots: There are several common lots throughout the development. Internal common lots will primarily host large shade trees arranged in more formal park-like settings. They are planned to line walkways and define larger and smaller open greens and also provide privacy. Plantings in perimeter greenspaces are more informal and include a mix of evergreen and deciduous trees and shrubs to create a naturalize setting.

Parking Areas: Parking areas are planted with shade trees to provide solar relief of larger paved areas and to visually screen and breakup visibility of vehicles. Trees are shown along the edges of these areas, at the fronts of parking stalls, and within parking islands.

**HZR 4.3.8(e) – Landscaping Budget Requirements**

**Table 7: Landscape Budget Calculations**

<b>Total HC2 Construction Costs</b>	<b>\$18,965,000</b>
<b>Required Minimum Landscape Budget</b>	
3% - of first \$250,000 construction cost	\$7,500
2% - of next \$250,000 construction cost	\$5,000
1% - remaining construction cost	\$184,650
<b>Minimum Landscape Budget</b>	<b>\$197,150</b>
<b>Proposed Landscape Budget Cost Opinion</b>	
Street Tree Budget	\$51,108
Development Lot 50 (allowance)	\$6,000
Development Lot 51 (allowance)	\$6,000
Development Lot 52	\$20,403
Development Lot 53	\$1,860
Development Lot 53 (allowance)	\$2,000
Development Lot 70 (including 'Village Green')	\$26,872
Common Lot 54 / Road D / Common Portion of Lot 55	\$16,754
Common Lot 30	\$13,249
Single-Family 'Traditional Lot' (allowance – \$2,000 X 9)	\$18,000
Single-Family 'Ally Lot' (allowance – \$1,200 X 6)	\$7,200
<b>Total Proposed Planting Budget</b>	<b>\$169,446</b>
Development Lot 52 – Pedestrian Improvements Credit *	\$35,550
<b>Total Proposed Landscape Budget</b>	<b>\$204,996</b>

\* To meet the required town landscape budget requirements, we are proposing credit for pedestrian improvements on lot 52, which are not used for other zoning requirements, such as public open space. Improvements include decorative hardscaping, a gas fire pit, outdoor gas BBQ grills, tables, and seating. (see sheets L-204 and L-402)



**HZR Section 4.5.7 – Greenspace**

Provision shall be made for the preservation of greenspace or the creation of suitable community facilities, unless the Development Review Board determines that the applicant has made other provisions along these lines through alternative mitigation measures. The location, type, size and shape of lands set aside for greenspace and/or community facilities should be sufficient to meet the intended use, and shall be approved by the Board, in accordance with the following:

- (2) Green Space within the non-industrial Village Growth Area Zoning Districts (i.e. VG, VG NW, VG NE, C, R1, R2) serves more limited purposes due to the Town’s desire to see higher densities and/or specialized uses in these areas. Greenspace in these districts shall reflect the context of the project primarily through providing pedestrian and recreational amenities as well as community facilities. PUD greenspace in these districts shall constitute no less than 10% of the parcel area, unless the Board determines that the creation of suitable community facilities warrants a lesser area. Acceptable greenspace and community facility categories are as follows:
  - (a) Fragile Features (e.g., wetlands, steep slopes, floodplain, riparian areas)
  - (b) Gateways; areas defining contrast between the Village Growth Area and surrounding countryside
  - (c) Public facilities (e.g., water supply, community buildings, transit shelters)
  - (d) Green space & outdoor recreation (greens, playgrounds, parks, playing fields)
  - (e) Pathways (paved & unpaved), sidewalks

Greenspace within Hinesburg Center is illustrated in **Exhibit 2**, Greenspace Calculations. Overall, Hinesburg Center includes approximately 35.1% of the total area as greenspace. Greenspace is provided through a combination of internal and perimeter greenspace. Internal greenspace includes four medium sized central greens with landscaping, walkways, benches, tables and seating, a fire pit and barbeque grills. A fifth and much larger greenspace is incorporated along the southern edge of HC2, Lot 30, along the north side of the Creekside neighborhood. Perimeter greenspaces include fragile features, such as wetlands, streams, and stream setbacks, but also walking paths and landscaping where permissible.

**HZR Section 5.29 – Exterior Lighting**

Exterior lighting is proposed throughout the Project and is detailed on sheets, L-300 and L-401. All light fixtures will be full cut-off and will avoid excess glare and illumination. All lighting will utilize LED technology and will have a color rendition index (CRI) greater than 60 and a color temperature of 3,000 Kelvin or lower. All lighting will be mounted no higher than 20 feet.

All lighted areas meet town requirements for access areas, walkways, parking lot and other general site areas per the following:

**Table 8: Exterior Calculations**

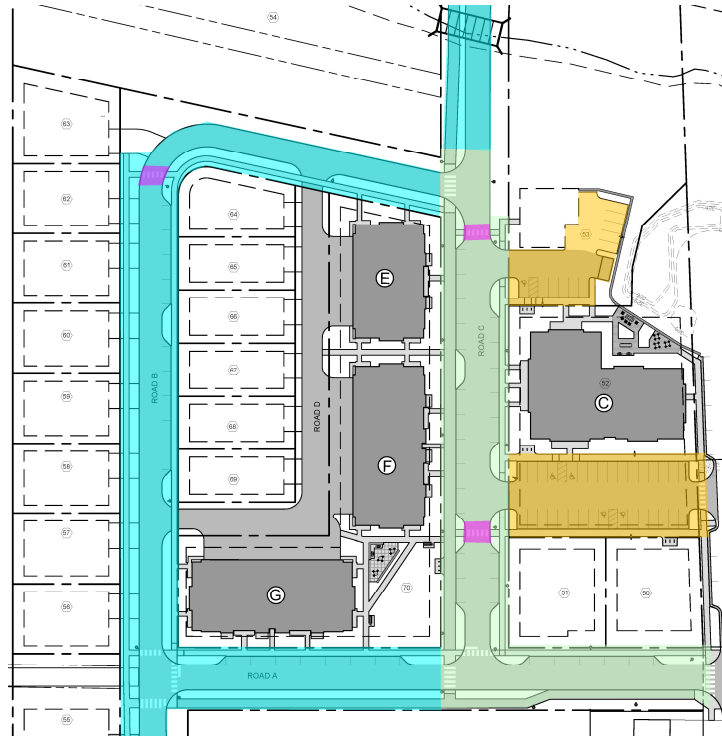
	<u>Max. Illumination</u>	<u>Max. Average Illumination</u>	<u>Maximum uniformity Ratio (Ave. to Min.)</u>
Hinesburg Requirements	6 fc	1.5 fc	8:1
HC2 (maximum proposed)*	2.7 fc	1.5 fc *	5.3:1

\* Per IESNA recommendations, Mid-block crosswalks are required to have a MINIMUM average vertical illuminance of 2.0 fc measured at 1.5 meters (5 ft) from the road surface, and therefore have not been included in the maximum or maximum average calculations noted above. Intersection calculations are a sub-calculations within the roadway and therefore are do not represent overall maximum uniformity ratio.

Overview of Exterior Lighting:

Exterior lighting for HC2 was designed to meet IESNA recommendations. For roadways, all roads are considered 'local' per IESNA intersection classification (ANSI/IES RP-8-14 – Section 5.1.1) within less than 1,500 ADT. Project streets have been divided into two categories, (1) Continuously Lighted Streets, & (2) Partially Lighted Streets (Isolated Intersections). Several streets have been designed to be continuously lighted because of mixed-uses (aka nighttime commercial activity), higher residential densities, and reliance on on-street parking. For Pedestrian Areas and Bikeways, within and near continuously lighted streets, these areas are categorized a Medium Pedestrian Conflict Areas (residential density greater than 6 units/acre, with moderate night pedestrian activities. Areas near partially lighted streets are considered Low Pedestrian Conflict Areas.

The following figure outlines street categorizations and the following provides an overview of the IESNA guidelines that were used for the exterior lighting design.



**HC2 Lighting Design Criteria**

**Legend:**

- Green** – Continuously Lighted Streets
- Blue** – Partially Lighted Street (Isolated Intersections)
- Magenta** – Midblock Crosswalk
- Orange** – Parking Lots

**Continuously Lighted Streets:**

- Street Lighting:** Min.: 0.2 fc  
Ave./Min.: 6.0
- Intersection:** **Functional Classification:** Local/Local (less than 1,500 ADT)  
**Pedestrian Classification:** Medium (intermediate area with moderate nighttime activity, residential density >6 units/acre)  
**Average Maintained:** 1.4 fc  
Ave./Min.: 6.0
- Pedestrian Areas & Bikeways:**  
**Pedestrian Classification:** Medium (intermediate area with moderate nighttime activity, residential density >6 units/acre)  
Ave.: .5 fc  
Min.: .2 fc

Ave./Min.: 4.0

**Partially Lighted Streets**

**Isolated Intersection:** **Functional Classification:** Local/Local (less than 1,500 ADT)  
**Pedestrian Classification:** Low (residential area, medium density – 2.1-6 units/acre)  
**Pavement Classification:** R2 & R3  
**Average Maintained:** 0.4 fc  
**Ave./Min.:** 6.0  
**Midblock Crosswalk:** **Vertical Ave.:** 2 fc  
**Parking Lots:** **Min.:** .2 fc  
**Ave./Min.:** 4.0  
**Max./Min.:** 15.0

**Parking: including HZR Section 5.5 Off-Street Parking Standards.**

As encourage by the Hinesburg Zoning ordinance, parking is adequately provided for the Project through the use of on-street parking, off-street parking, and shared-use parking. All single-family homes, 6-plex, and 9-plex residential units will have at minimum, 2 off-street private parking spaces. The remainder of multifamily residential units, retail, office, and light industrial uses will share on-street and off-street parking resources. **Exhibit 3, Shared Parking Analysis** shows that overall, Hinesburg Center including HC1 and HC2 will provide 9 additional spaces beyond the minimum needed, based on the town’s requirements. As conditioned by the original sketch plan approval, a parking count was also conducted for HC1, which is provided as **Exhibit 4, Hinesburg Center Phase 1 Parking Study**.

**HRZ Section 5.22.5 – Public Open Space Standards**

The zoning regulations require projects with 10 or more new residential dwelling units or 6,000 square feet or more of new non-residential space to provide public open space per the following minimum guidelines:

- (a) Residential Development: 200 square feet per dwelling unit
- (b) Non-residential development:  
 13,501-50,000 SF building floor area 15% of building floor area

**Table 9: Public Open Space Requirement Calculations**

73 new residential units (73 units X 200 SF/unit)	14,600 SF
14,500 SF of non-residential building floor area (14,500 SF X 15%)	2,175 SF
<b>Minimum Public Open Space Total</b>	<b>16,775 SF</b>

Section 5.22.5(1)(c) notes that ‘Trials and pathways (within the project area or off-site) may constitute up to 30% of the minimum public open space size requirements

As noted in Section 5.22.5(3) Features & Amenities

Public open spaces shall be improved with robust features and amenities including, but not limited to, at least three of the elements listed below:

- Landscaping, hardscaping, artwork, and structures (as appropriate) that provide visual interest and encourage public use.
- Shade trees (in addition to street trees) to provide summer shade and vertical differentiation.
- Sidewalks or paths to facilitate easy access within the space.
- Bike storage – e.g., bike racks, bike lockers, etc.
- Outdoor seating sufficient in type and quantity for the intended use.

To meet the public open space requirements, HC2 is proposing a combination of onsite spaces and amenities, and a financial contribution for improvements to Town Lot 1. For onsite amenities, HC2 is providing public open space in two primary ways.

1. HC2 is proposing a substantial number of public trails and pathways in addition to roads and sidewalks within the community. Most significantly, current plans show a total of over 4,000 linear feet of 20-foot-wide public trail easements, beginning at the intersection of Roads A and B and continuing west towards the LaPlatte River, a north-south easement along the VAST train to the Bissonette Recreation Area, and an easement along Patrick Brook. HC2 is also proposing a paved recreation path along the south side of Road A to provide connected between an existing recreation path along Farmall Drive and the proposed ‘western’ trail easements. This represents over 80,000 SF of dedicated easements and paved pathways. As per Section 5.22.5(1)(c), only 30% of the require open space can be satisfied by trails and pathways, which equates to 4,972.5 SF of the total 16,575 SF requirement.
2. As illustrated on sheet L-203, detail 2, ‘Village Green Plan Enlargement’ and associated details on sheet L-402, HC2 has incorporated a pocket park within the development area. The Village Green will include an open lawn area to support informal play, walkways, benches, bike racks, landscaping, and a plaza area with seat walls, tables with seating, and grills. The overall size of the village green is 7,550 SF.

<b>HC2 Public Open Space Requirement</b>	<b>16,775.0 SF</b>
Pathways & Trails	-5,032.5 SF
HC2 Village Green	-7,550 SF
<b>REMAINING</b>	<b>4,192.5 SF</b>

A total of **16,775 SF** of public open space is required for HC2. Per items 1 and 2 above, a total of 12,582.5 SF of public open space is provided as part of the Project. A minimum of 4,192.5 SF of additional public open space is necessary. Section 5.22.5(5) Contribution Alternative states:

In lieu of providing all the public open space as required by these regulations, the DRB, at its sole discretion, may allow an applicant to contribute to a suitable Town-managed fund that will be used for the creation or improvement of public open space in the village growth area. The contribution amount shall be no less than \$10 per square foot of the minimum required public open space that is not being provided within the project area. - (p. 96)

HC2 is proposing a \$41,925 financial contribution to a ‘Lot 1 fund’ to help implement improvements to the ‘Town Common’ and satisfy the remaining public open space requirement. HC2 met with the Hinesburg Selectboard at their May 4, 2022 meeting to present the financial contribution to ‘Lot 1’. The select board unanimously approved a motion ‘to recommend that the DRB consider and approve the request to provide monetary financial contribution of \$41,925 in lieu of the other hardscape green space improvement as show in the memo’ (5/4/2022 Selectboard Meeting Minutes at 6)

It should also be noted that significant improvements will also be completed for Lot 30. The original intention was to provide programmed improvements within Lot 30 of HC2, a 1.18 acre open space parcel, to comply with public open space requirements. However, this parcel provides an open space connection with the Creekside neighborhood and directly backs to several Creekside residences. There has been strong vocal resistance to programed improvements within this space from Creekside residents. Residents have provided repeated encouragement to keep Lot 30 as a passive recreational space and focus improvements within the Town Common area. Even so, HC2 will provide significant improvements to drainage and landscaping within Lot 30, and access by the public would not be restricted.

**Hinesburg Center Phase II – Preliminary Plat Conditions February 16, 2021**

- 1. The Applicant shall provide all the documentation required for Final Plat review as stated in Section 4.2 of the Hinesburg Subdivision Regulations.**

The plans, exhibits, and other documents included with this submission fulfill all required documentation as stated in Section 4.2 of the Hinesburg Subdivision Regulations.

- 2. The Applicant shall provide updated plans and documents consistent with the final version of this application, and per changes required by this decision and subsequent State reviews.**

All plan and documents included with this submission have been updated to be consistent with the final version of this application.

- 3. Applications for development in a floodplain and stream setbacks shall be submitted either with or prior to a final plat application. Development in a floodplain requires ANR review prior to a Town application.**

The team of Ripple Natural Resources, LLC (Matthew Murawski, PE) and Bear Creek Environmental, LLC were engaged to perform the specialized floodplain modeling and analyses required for ANR review. Their report (Hydraulic Evaluation Summary – Proposed Patrick Brook Culvert) is provided as **Exhibit 5**.

- 4. The Applicant shall provide an independent confirmation of the drainage area size at the discharge point from an independent source, such as ANR as part of a final plat application.**

The drainage area of Patrick Brook upstream of Route 116 is 7.4 sq. mi. (VT116 Culvert AOP Assessment Study, Milone & MacBroom, Inc., June 22, 2012)

- 5. The Applicant shall either provide modeling to show the depth of water on the street during a 100- year storm event or increase the pipe sizes for conveyance of the 100-year storm event or a combination of both as part of a final plat application.**

Please refer to **Exhibit 6**, Stormwater Narrative.

- 6. The Applicant shall submit a narrative describing how the proposed stormwater system will be maintained as part of a final plat application.**

Please refer to **Exhibit 6**, Stormwater Narrative.

- 7. The Applicant shall provide shared maintenance agreements and an indication of State approval for the discharges to the Creekside and HC1 stormwater systems as part of a final plat application.**

The required application for a State Operational Stormwater Permit (General Permit 3-9050) is being submitted to ANR concurrently with this Final Plat application. The final design of HC2 redirects existing HC1 stormwater drainage in two small areas located at the Farmall Dr/Kailey's Way/Road A and the Farmall Dr/Road A/Road B intersections. This drainage presently flows onto the HC2 parcel but will be redirected back to Creekside's existing stormwater drainage system. In addition, stormwater runoff from the Creekside residential lots located along the north side of Fredric Way, which presently drains onto Lot 30 and thence onto HC2, will be redirected back into Creekside's existing stormwater drainage system.

In each of the above areas, HC2's proposed stormwater system has been designed to treat and detain the design storm runoff so that there will be no impact to Creekside's and HC1's existing stormwater drainage systems.

8. **The Applicant shall submit erosion control plans capable of obtaining a State CGP as part of a final plat application.**

Detailed erosion control plans are included in the Final Plat application. The required application for a State CGP (General Permit 3-9020) is being submitted to ANR concurrently with this Final Plat application.

9. **As described in Findings of Fact #22 and Conclusion #12, Building 'C' shall be modified to have a 10-foot setback from the property line with Kailey's Way.**

Per the recent sketch plan amendment, Building 'C' was given preliminary approval for a setback waiver to 4-foot from Kailey's Way. Subsequently, revisions to the design of Building 'C' were necessary to meet new Village Area Design Standards and the setback was increased to 7 feet.

10. **The Applicant shall provide a plan or a memorandum of intent (MOI) to share in the financing of the Patrick Brook Bridge connection with the Haystack Crossing development as part of a final plat application. This MOI shall address cost sharing, the need for any further permitting, and timing of construction.**

A memorandum of intent to share costs of the Patrick Brook Bridge connection with Haystack Crossing is included as **Exhibit 7**. HC2 has engaged in a coordinated effort, with the town, to approach ANR regarding the need for this crossing, including compliance with the Hinesburg Official Map. Additional details regarding cost sharing will be provided when available.

11. **The Applicant shall coordinate with the Trails Committee to finalize locations for trail easements prior to final plat application.**

HC2 is in receipt of correspondence from the Hinesburg Trails Committee and has provided the requested trail easements to the west of the development area in Lot 71. The Trails Committee will be copied with the currently proposed network of easements as provide with this application.

12. **The nine-plexes and residences between Roads 'B' and 'D' shall only be allowed to have garages that abut Road 'D'.**

The nine-plexes, six-plex, and single-family residences between Road 'B' and 'D' will only have garages that abut Road 'D' as shown on the included plans with this submission.

13. **As described in Findings of Fact #23 and Conclusion #14, the Applicant shall either increase the setback from Road 'D' to 20-feet or propose an alternative to allow a vehicle to park on the properties boarding Road 'D' outside of the Road 'D' right-of-way.**

Permit plans show a 20-foot minimum setback between the Road 'D' right-of-way and the proposed nine-plex and six-plex buildings, and single-family building envelopes where a second parking space is required per unit.

14. **A final plat approval would include a requirement that the pedestrian bridge over Patrick Brook adjacent to VT Route 116 as shown on Lamoureux & Dickinson plan Sheet Number 10 shall be placed prior to the first building permit in HC2.**

The applicant respectfully requests that the final plat approval requires that the pedestrian bridge over Patrick Brook adjacent to VT Route 116 shall be in place prior to the first certificate of occupancy as opposed to the first building permit.

15. The Applicant shall provide documentation at final Plat that the proposed bridge crossing over Patrick Brook adjacent to VT Route 116 will safely convey a 100-year stormwater discharge as required in Section 6.6.2(3).

The 100-year flood elevation at floodplain study XS 2457, located immediately downstream of Route 116, will be 331.7 ft after development of Hinesburg Center II. The bottom of the new pedestrian bridge will be above that elevation. The length of the new bridge (35 ft) has also been designed to span the existing floodway and is considerably longer than the existing Route 116 culvert and the upstream pedestrian bridge. See Sheet 13 of the Hinesburg Center II design plans.

16. The Applicant shall collaborate with Staff and the Haystack Crossing developer to develop long term management solutions for the Patrick Brook riparian area.

HC2 proposes that an overall easement is offered to the town for access to the riparian area. In general, that state requirement is that basically no activity happens within the riparian area.

17. To address the concern regarding access to the western portion of the property as described on Findings of Fact #31, the Applicant shall provide a narrative and show in their plans how the western portions of the property will be accessed.

Western portions of the property will be accessed through a 40-foot right-of-way easement through Lot 55. Additionally, a 20-foot wide pedestrian easement is being provided through Lot 54 along the location of the existing mowed pathway. Both easements are shown on the subdivision plat plan PL2.

18. The Applicant shall provide the locations of the affordable units, a description on how these units are to remain affordable, the bedroom distribution for the affordable units as required per Section 5.21.4(2) and the square footage of the affordable units as required per Section 5.21.4(3) of the HZR as part of their final plat application.

HC2 has been in communication with the Hinesburg Affordable Housing Committee, HZR section 5.21.4 requires that the application identifies the affordable units within the development. Per the density calculations as provide above, 9 affordable units are proposed within Hinesburg Center. The current breakdown and location of units is as follows:

**Residential Building #2 – Lot 45 (32 Farmall Drive)**

Unit-1 – 2-bedroom, 2-story townhouse, 1,191 sf

Unit-2 – 2-bedroom, 2-story townhouse, 1,056 sf

Unit-3 – 2-bedroom, 2-story townhouse, 1,056 sf

**Residential Building #3 – Lot 46 (42 Farmall Drive)**

Unit-1 – 2-bedroom flat (below townhouses), 1,015 sf

Unit-2 – 2-bedroom, 2-story townhouse (2<sup>nd</sup> & 3<sup>rd</sup> floor), 1,035 sf

Unit-3 – 2-bedroom, 2-story townhouse (2<sup>nd</sup> & 3<sup>rd</sup> floor), 1,035 sf

**Residential Building C – Lot 52 (Road C)**

Type 'C' Unit – Studio flat, 594 sf

Type 'K' Unit – 1-bedroom flat, 723 sf

Type 'G' Unit – 2-bedroom flat, 1,098 sf

All units in buildings #2 and #3 have individual exterior entrances, otherwise consider single-family attached units. Building C is a multifamily building, with unit access from common corridors with elevator service. The Hinesburg Affordable Housing Committee is copied with the currently proposed mix and location of affordable housing units.

19. **The Applicant shall coordinate with Staff to provide additional amenities in order to better create Public Open Spaces that foster social interaction as required in Section 5.22.5(3) of the HZR and as described in Conclusion #31. This coordination shall consider the improvements the Town has planned for the nearby Town-owned greenspace behind the Police Station and Fire Station, so that the amenities proposed within the Applicant's project will coordinate and complement what is planned on the Town parcel.**

The HC2 approach to comply with Section 5.22.5(3) was described in detail above and includes a combination of on-site & off-site amenities, as well as a financial contribution for improvements to the town Lot 1 or Town Common, behind the Police Station and Fire Station.

20. **The Applicant shall provide evidence that a plow truck can turn on the proposed roads with a turning radius described in Findings of Fact #45.**

Radii on all roads that will have a public offer of dedication have a minimum radius of 20 feet per town plow truck specifications. A 15-foot minimum corner radii are provided at all other intersections. Truck turning paths have also been checked using AutoTurn and an AASHTO SU-40 design vehicle. The SU-40 design vehicle is a tandem axle large truck typical of garbage trucks and also used as plow trucks and fire trucks. The AutoTurn simulations confirmed that the present road layout, including Road D (which is to remain private), has sufficient roadway width and radii to accommodate those vehicles.

21. **The Applicant shall prior to a final plat application be up to date with all fees associated with their water and sewer allocations.**

HC2 is currently working with the Selectboard and Town of Hinesburg to finalize required water and sewer allocation fees.



**Hinesburg Center Phase II – Sketch Plan Conditions April 19, 2022**

1. **All provisions and conditions from the original February 9, [2021] preliminary plat approval that have not been specifically revised as stated in Orders #3, #4, and #5, below shall remain in force.**

The final plat application incorporates all provisions and conditions from the original February 9, 2021 approval or as revised in the sketch plan amendment approval from April 19, 2022.

2. **The proposed additional waivers listed in Findings of Fact #4 shall be included as part of the final design.**

The final application includes waivers noted in findings of fact #4 which includes:

- Additional setback waiver for Building C from Kailey's Way to four feet, revised to in final plat application to 7-foot.

3. **Order #2 of the February 9, [2021] preliminary plat approval is modified to state that the Applicant shall provide updated plans and documents consistent with the final version of the of the February 9, 2022 preliminary plat approval and of the revisions stated in this application, and per changes required by this decision and subsequent State reviews.**

As noted above in response to preliminary plat condition, all plans, documents, and other exhibits have been modified to reflect the final version of this application.

4. **Orders #9 of the February 9, [2021] preliminary plat approval is rescinded. Building 'C' may have a four-foot setback to the Kailey's Way right-of-way.**

To comply with new Village Area Design Standards, Building 'C' was slightly reconfigured, and now includes a minimum setback of 7 feet to Kailey's Way.

5. **Order #12 of the February 9, [2021] preliminary plat approval is modified to include the six-plex.**

As show in current HC2 plans, one six-plex has been incorporated into the design.

6. **The Applicant shall provide a traffic study for the entire buildout as part of a final plat application.**

An updated traffic study has been included as **Exhibit 8**.

7. **One unit of development will be assigned to proposed lot #56. The final plat approval can allow for development of one unit on lot #56 along with a conditional use application for development in a floodplain.**

Lot #55 (previously noted as lot #56), is not within the floodplain, but is currently constrained by a class II wetland. It is likely that the wetland is a result of the artificial berm previously constructed along the Road B alignment for installation of water and sewer services to Ballards Corner. HC2 is requesting that Lot #56 be reserved for future development of one single-family detached unit in the event that wetland conditions change. Prior to construction, a wetland delineation will be provided to show that Lot #55 is no longer constrained by wetlands.

8. **As part of a final plat application, the Applicant shall provide a narrative describing the projects conformance to the affordable housing requirements found in Section 5.21.4 of the HZR.**

HC2 has been in communication with the Hinesburg Affordable Housing Committee, HZR section 5.21.4 requires that the application identifies the affordable units within the development. Per the density calculations as provide above, 9 affordable units are proposed within Hinesburg Center. The current breakdown and location of units is as follows:

**Residential Building #2 – Lot 45 (32 Farmall Drive)**

Unit-1 – 2-bedroom, 2-story townhouse, 1,191 sf

Unit-2 – 2-bedroom, 2-story townhouse, 1,056 sf

Unit-3 – 2-bedroom, 2-story townhouse, 1,056 sf

**Residential Building #3 – Lot 46 (42 Farmall Drive)**

Unit-1 – 2-bedroom flat (below townhouses), 1,015 sf

Unit-2 – 2-bedroom, 2-story townhouse (2<sup>nd</sup> & 3<sup>rd</sup> floor), 1,035 sf

Unit-3 – 2-bedroom, 2-story townhouse (2<sup>nd</sup> & 3<sup>rd</sup> floor), 1,035 sf

**Residential Building C – Lot 52 (Road C)**

Type 'C' Unit – Studio flat, 594 sf

Type 'K' Unit – 1-bedroom flat, 723 sf

Type 'G' Unit – 2-bedroom flat, 1,098 sf

All units in buildings #2 and #3 have individual exterior entrances, otherwise consider single-family attached units. Building C is a multifamily building, with unit access from common corridors with elevator service. The Hinesburg Affordable Housing Committee is copied with the currently proposed mix and location of affordable housing units.

9. **The Applicant shall provide documentation for a financing the Patrick Brook crossing described in Findings of Fact #8 as part of a final plat application.**

A memorandum of intent to share costs of the Patrick Brook Bridge connection with Haystack Crossing is included as **Exhibit 7**. HC2 has notified planning staff and the Town Manager that per correspondence ANR would not approve the proposed Patrick Brook crossing. HC2 is recommending a coordinated effort led by the town to approach ANR regarding the need for this crossing, including compliance with the Hinesburg Official Map.

10. **In addition to the conditions of the February 9, 2021 approval, the survey will be updated as described in Findings of Fact #9 as part of a final plat application.**

As noted in Findings of Fact #9, the survey has been updated to remove the access strip between lots #52 and #53 (revised as lots #50 and #51) and all lot numbers have been corrected.

11. **The Applicant shall provide a proposal for how and when the commercial units will be phase into the development.**

A total of 14,500 sf of commercial space, including office, retail, and light industrial is proposed as part of HC2. HC1 has already developed approximately 20,000 sf of commercial space for a total of 34,500 sf within Hinesburg Center. Commercial spaces with HC2 are proposed within Lots 50, 51, and 53 and will be marketed as build-to-suit to meet the specific needs and specifications of prospective tenants. HC2 is currently marketing the availability of these lots.