

May 15, 2023

Town of Hinesburg Development Review Board
c/o: Mitchel Cypes, Development Review Coordinator
mcypes@hinesburg.org

RE: Proposed 8-Lot Subdivision - Laster Property
Final Plat Submittal – Response to 5/11/21 Development Review Coordinator Comments

Dear Mitch,

Thank you for your continued review of the Final Plat Submission for the above referenced project. Responses are outlined below. We look forward to addressing any additional comments at the upcoming Development Review Board meeting.

- 1. The survey plat labels lots 1-9, but the development road and stormwater areas appear to be on their own lot that is separate from the remaining land (lot 9). Either the lot lines separating these areas from lot 9 should be removed, or the road and stormwater area lot should be numbered.*

The intent is that the private road right-of-way and stormwater easement area are commonly owned by the HOA and separate from Lot 9. The Civil Plans and Survey Plat will be revised to clarify.

- 2. The placement of a swale on the north side of the building envelopes of proposed lots 1 through 5 appears to be a good idea. However, we need a detail for the swale, grading on the plans for the swale, an easement to provide maintenance of the swale, and this easement area should not be in the building envelope. Also, is there an agreement on how the swale would be maintained?*

A swale detail will be added to the plan set, along with grading and a drainage easement for maintenance. We propose a 10-ft wide easement along the stream buffer to the north, with building envelopes adjusted as needed to align with the southern limit of the drainage easement. The shared maintenance agreement will be revised to include any shared infrastructure and the stormwater maintenance manual updated to identify & include the conveyance swales.

- 3. The pipes in the roadway (per A-76) should be at least 18-inches in diameter. The proposed culvert that discharges stormwater from the northside swale is only 12-inches in diameter.*

Stormwater culverts daylighting on one end or both will be identified as a minimum of 18" dia.

- 4. The location of the driveway culverts for proposed lots 6 to 8 should line up with the swale or vice versa. Also, as in comment #1, there needs to be an easement, maintenance, exclusion from the building envelope etc.*

A swale detail will be added to the plan set, along with grading and a drainage easement for maintenance. We propose a 10-ft wide easement off the north edge of the property lines for Lots 6-8 abutting the road right-of-way with no change to the building envelopes. The shared maintenance agreement will be revised to include any shared infrastructure and the stormwater maintenance manual updated to identify & include the conveyance swales.

- 5. Please confirm that the 8-inch outlet pipe from the deep sump catch basin will not conflict with the two pipes (the 12-inch and the 18-inch pipes connected to the pretreatment structure) that cross its paths. Please provide the elevations of each as they cross.*

Confirmed – no conflict exists. The 8" dia. pipe from the deep sump catch basin ties into the underdrain system of the treatment wetland, lower than both the inlet and outlet pipes. The 12" dia. pipe crosses the 8" at elev. 368.12. The 18" dia. pipe crosses the 8" at elev. 368.98

- 6. This comment from the preliminary plat was mentioned in the stormwater narrative as being included, but apparently was not included. Section 6.6.2(5) of the HSR requires that the applicant provide some low impact design (LID) standards.*

Page 6 of the stormwater narrative includes a paragraph below the peak flow summary table addressing the LID standards. Happy to expand on that if needed.

- 7. The Applicant should explain the longer retention time for GW2 of 1440 minutes instead of 720-minutes.*

State stormwater regulations require longer detention times for discharges to warm water habitats. Gravel wetland #2 discharges to class II wetland, which is classified as a warm water habitat.

- 8. The shared roadway and stormwater operation and maintenance agreement and covenants should be updated to include other key infrastructure in the road right of way, specifically maintenance of the street trees as well as the maintenance and snowplowing*

of the pedestrian path/sidewalk. The agreement should also be updated to specifically mention shared maintenance responsibilities for the drainage swales outside of the shared roadway – i.e., swales on the north side of lots 1-5 and the north side of 6-8. Part 'b' should reference part 'f' or be reworded to include the information in part 'f'.

The shared maintenance agreement will be revised to include any shared infrastructure and the stormwater maintenance manual updated to identify & include the conveyance swales.

9. *Sheet C2.2 (utility plan) shows proposed water, sewer, electric, and stormwater drainage lines, but does not show proposed natural gas lines. Proper placement of underground gas lines should be addressed and added to the plan to avoid conflicts with other infrastructure. Section 6.9.2 of the HSR requires a note on the survey that states 'that the proposed utility locations may be modified slightly when installed, due to unforeseen site constraints such as ledge.'*

Natural gas is not proposed to serve the development. The note will be added to the plans indicating 'that the proposed utility locations may be modified slightly when installed, due to unforeseen site constraints such as ledge.'

10. *For conformance to Sections 5.22.3(5&6) of the HZR there will be conditions requiring that garages be set back at least 10-feet from the front of the principal structure and that these single-family residences will have roof pitches of at least 6 on 12.*

Understood

11. *Clarify "inspections twice annually, with inspection recommended quarterly" that is stated on the proposed stormwater maintenance plan.*

The stormwater maintenance manual has been revised to indicate "inspections annually with inspection recommended twice annually". The state stormwater permit requires annual inspection. Inspections twice a year is good practice – after fall leaf drop and after spring snowmelt.

12. *The crosswalk striping detail shown on Sheet C4.2 should be horizontal instead of diagonal for consistency with VTrans standards. Stripes should be 8 feet long and 2 feet wide with gaps between stripes also 2 feet wide.*

You are correct and the detail will be revised.

13. *The crosswalk sign posts shown on Sheet C4.2 should be revised to show 2-inch square posts (rather than u-shaped posts), in order to accept future flashing beacon equipment. Also, the post anchor detail should be revised to show a 48-inch deep concrete anchor (e.g., 12" diameter sonotube) with a post sleeve at least 18 inches deep, instead of a wood block anchor. Greater anchor stability needed in order to accept future flashing*

beacon equipment.

Understood and agreed. The two sign posts most near to the crosswalk will be upgraded to support a flashing beacon if ever installed in the future.

14. Pursuant to section 2.5.2 of the HZR, the 75-foot stream buffer area on the north side of lots 1-5 (sheet L000) shall not be converted to lawn, and shall be left in an undisturbed, vegetated condition. Control of non-native species of nuisance plants is allowed, and supplemental planting with native vegetation is encouraged.

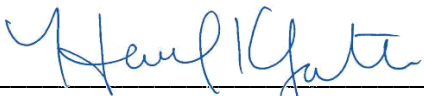
Understood

15. The landscaping plan (sheet L000) shows tree and shrub plantings on lots 1-8; however, a note indicates that the landscaping on the lots is, "representative and subject to change". The specific placement of the on-lot landscaping may change, but the number and type of plantings shall be per the plans. Minor revisions of plant species may be reviewed and approved by the Zoning Administrator.

Understood

Respectfully,

Engineering Ventures, PC



Hannah Wingate, PE – Civil Project Engineer

Cc: Joe Laster
Kevin Worden