



Staff Report

To: Planning Commission

From: Robin Pierce, Development Director

A handwritten signature in blue ink, appearing to be "R. Pierce", is written over the name "Robin Pierce" in the "From:" line.

Date: July 19, 2018

Re: Final Site Plan review for a proposed 100 room Hotel and restaurant at 92 and 100 Pearl Street in the TOD District by Lamoureux & Dickinson, agent for Jiddu/Sittu Trust, Owner.

Project Location: 92 & 100 Pearl Street.

Lot Frontage: 308'

Existing Land Use: Retail.

Surrounding Land Use: CVE, apartments, retail, commercial and rail line.

Total Lot Size: 1.89 acres.

Minimum Lot Size: 5,000 Square Feet.

Existing Lot Coverage: 88.4%

Permitted Lot Coverage: 100%

Proposed Lot Coverage: 78.6%

Project Description: The applicant proposes to redevelop two adjacent properties. The proposal includes removing the existing vacant residential building and construct a new four storey building and a restaurant. One of the existing curb cuts to the property will be removed as part of this proposal. The existing parking areas will be reconfigured to create green space near the building and alongside the new parking areas. This creates 106 parking spaces. One more than required by the LDC.

The water table on the property is too high to enable the applicant to provide underground parking. They have provided parking to the side and rear of the proposed buildings and increased pedestrian access to the site which does not have a formal pedestrian route currently. This was accomplished by connecting a new concrete walk between the hotel and restaurant to the Village sidewalk, and a new concrete sidewalk from the Village sidewalk along the length of the proposed new hotel on its western aspect. They have also reduced imperious lot coverage on

the site and provided a rain garden on the Pearl Street side of the property. By reducing the number of curb cuts on the property (the current middle curb cut has been eliminated) they have reduced the potential for vehicle and pedestrian conflicts. A new pedestrian path enables pedestrians to get to the heart of the new buildings from the Pearl Street sidewalk without crossing a road. Greenspace created along Pearl Street gives this proposal more street presence than currently exists and creates areas for social interaction along the street. In the Staff Report for a previous proposal for this site it was stated that, "A small hotel, given the proximity of the site to CVE, may be a better option for this site." This applicant has proposed a hotel based on this comment. There is no design review in this district.

Plans reviewed for this proposal: Existing Conditions Site Plan, Site and Utility Plan, Sign and Striping Plan, Grading Plan, Lighting Plan, Landscaping Plan, Site details and Specifications, Sewer and Water Details and Specifications, Stormwater Details and Specifications, Landscaping Details and Specifications, Erosion Prevention and Sediment Control Details, Stormwater Layout Plan, and Post Construction Soil Depth and Quality Treatment Plan all by Lamoureux & Dickinson.

SECTION 608: TRANSIT ORIENTED DEVELOPMENT (TOD)

A. Purpose. The purpose of the Transit Oriented Development District (TOD) is to encourage development that supports a variety of transportation options including public transit (bus, rail), walking, biking and the automobile.

In order to achieve the desired goal of providing greater transportation options, development within the district shall embody the characteristics of compact urban development and pedestrian oriented design. Mixed use buildings with first floor retail, wide sidewalks, interconnected streets, on-street parking, high density residential development, pedestrian amenities, transit stations and stops, open spaces, and public or shared parking are strongly encouraged and in many cases required as a part of the standards within the TOD District. **This proposal is in line with the goals of the TOD.**

The area within the TOD District is currently served by public bus transportation. In addition, the TOD District is adjacent to an active rail corridor, which may be used for light rail service in the future. A bike path is also planned for the rail corridor. Therefore, the TOD District is in an ideal location to provide greater transportation options.

The specific objectives of the TOD District are:

- Create an environment that is conducive to using public transit, walking and riding a bike. **Accomplished.**
- Accommodate a mix of uses in a form that attracts pedestrians. **Accomplished.**
- Integrate commercial, institutional and residential development into a compact development pattern arranged around a street grid. **A street grid pattern would not be**

appropriate for this design proposal. This proposal does increase pedestrian access between the Village ROW and the heart of the site in a compact form.

- Provide pedestrian amenities and open spaces to create a comfortable and attractive environment. **Accomplished, green space along Pearl Street is available to all.**
- Provide public and/or shared parking to accommodate automobiles, but will not detract from the pedestrian environment. **Accomplished given the restriction on the site regarding underground parking.**
- High Density Residential development. **A hotel is high density and this proposal includes short and long term residential options.**
- First Floor Retail. **Provided.**
- Encourage the use of Tax Increment Financing to support public improvements in the district. **N/A**

B. Applicability. Development proposals that involve more than 30% or more of the existing building(s) square footage on the effective date of this ordinance shall be in full compliance with the standards of the TOD District. It is the intent of the TOD District regulations to prohibit the expansion of existing non-conforming structures beyond 30% of the existing floor space on the effective date of this ordinance unless a waiver is granted by the Planning Commission upon determination that the expansion would not significantly detract from the goals and intent of the TOD District. Any expansion of existing non-conforming structures shall comply with the provisions of Chapter 8. **Not applicable.**

1. The use chart in Section 620 identifies the allowed uses in the TOD District, which shall apply on effective date of this code. Non-conforming uses shall comply with the standards in Chapter 8 regarding non-conforming uses. **Not applicable.**
2. The commission shall not approve any project which does not comply with the regulations established for the TOD District. **Not applicable.**
3. The standards within the TOD District in some cases conflict with other standards established in the Land Development Code. The standards contained within this district shall override and take precedent over other standards when in conflict with the standards of the TOD District. **No conflicts.**

C. Density/Lot Coverage.

1. The minimum lot size in the TOD District is 5,000 square feet. There shall be no maximum residential density. Residential Development potential shall be determined by the ability to meet the other provisions of the land development code including parking, building height, setbacks and lot coverage. **Standards met.**
2. The maximum total lot coverage shall be 100%. **Lot coverage reduced.**

D. Setback Requirements.

1. There shall be no minimum required setbacks.
2. The maximum front yard setback shall be 20'. **Met.**

E. Building Frontage, Façade and Entry.

1. All buildings shall have a minimum building frontage on a public street of 75% of

the frontage of the lot. The commission may waive this requirement if the proposed land use warrants less building frontage to accommodate on-site parking on the side of the building or due to site constraints. **This proposal increases street frontage considerably.**

2. All structures require clear windows, which shall encompass at least 50% of the building façade along the street from 3 feet to 6 feet 8 inches above the finished sidewalk grade.

3. At-grade, below grade and above grade parking is allowed. However, at-grade structured parking shall not be allowed unless the parking is on the interior of the structure and a liner building is present along the street frontage on the first floor. **The restriction on underground parking and the need to have a street presence dictated the design and siting of the building.**

F. Building Height. The maximum allowable building height shall be 6 stories or eighty-four feet (84'), whichever is less. **Met.**

G. Permitted and Conditional Uses. Permitted and conditional uses are as indicated on the Use Chart in Section 620 of this Code. **Met.**

H. Access to Public Streets. Curb cuts onto major arterial streets shall be minimized shared curb cuts and joint access is strongly encouraged. Each property shall be allowed a single curb cut in accordance with the width requirements of Section 705 unless waived by the Planning Commission upon determination that an additional curb cut is necessary to provide adequate access to the site. **Curb cuts reduced.**

2. Parking shall be provided along the rear of the lot, unless a waiver is granted in accordance with Section 608.E.1. 3. At the discretion of the Village Trustees, parking lots created as part of a development project may be accepted by the village as municipal public parking. **Parking is provided in a way that meets the standards of the Code while yielding to the dictates of the site.**

4. Shared parking and connections between parking lots are encouraged to provide better access, traffic flow, and ample parking. **Shared parking is possible.**

SECTION 719: LANDSCAPE AND TREE PLANTING REQUIREMENTS

A. Purpose and Intent. To protect and enhance the community's environmental, economic and aesthetic quality, thereby contributing to the overall objective of promoting public health, safety, and welfare. More specifically, it is the purpose of this Section to:

1. Reduce sound, glare, and heat.
2. Protect, preserve and improve property values.
3. Reduce conflicts between adjoining land uses and incompatible activities.
4. Promote energy conservation through the use of vegetation.
5. Protect the environment by contributing to air purification, oxygen regeneration, ground water recharge and minimizing erosion through storm water run-off.
6. Enhance community appearance, identity and unique natural beauty.

7. Preserve and protect existing mature tree growth.
 8. Channelize vehicular and pedestrian movement within off-street parking areas.
 9. Delineate parking areas and adjacent right-of-way.
 10. Delineate ingress and egress points.
- B. Tree Protection. Any application for development approval by the Commission shall submit a plan, which indicates the location of existing mature trees, or tree groupings, and shall indicate on the plan those trees or tree groupings which are proposed to be saved. The Commission may grant a credit of up to fifty (50) percent of the required landscaping for the preservation of mature trees.
- C. Street Trees. The developer or applicant for any development approval under this Code shall plant one (1) shade tree of a species determined by the Commission for each forty (40) feet of frontage along a right-of-way bordering the property.
2. Street trees shall be planted either within the right-of-way or along the frontage of the lot, as determined by the Commission.
 3. The Commission may waive this requirement if substantial efforts are proposed for preserving existing mature trees along the right-of-way.
- D. Landscaping. There shall be a sufficient amount of landscaping and screening, as may be reasonably determined by the Planning Commission, to insure protection of and enhance the quality of the project in question and adjacent properties. The landscape plan must be drawn by a landscape architect, landscape designer, or competent landscape professional. For new construction projects above \$250,000, the landscape requirement shall be a minimum of two (2) percent of the total construction cost. In the case of construction projects above \$1,000,000, a landscape architect, licensed by the State of Vermont's Office of Professional Regulation, will be required to prepare a landscape plan. This may be waived in unusual circumstances. The Commission may permit or require improvements to the public right-of-way in part or in lieu of on-site landscaping to be used to improve the pedestrian environment including street trees, plantings, stormwater retention and pedestrian amenities. With a new use on existing development or renovation on existing property, the applicant must provide landscaping adequate to provide screening and environmental enhancement to the satisfaction of the Planning Commission.

Staff Comments

General

- 1) Prior to the start of any work inside the Village right-of-way or on utilities owned or to be owned by the Village, an Excavation Permit from the Village of Essex Junction will be required.
✓ **This comment has been addressed.**
- 2) On Sheet #2, note #3 refers to a foundation drain collection system and pump station being designed by others and refers to plans by others. The applicant should provide this information for review and approval by the Village if there are to be exterior improvements and discharge points on the site.

- 3) **This comment has been addressed.** The applicant has indicated that “Due to site constraints the applicant is proposing to truck accumulated snow offsite rather than providing a designated storage area.” We recommend that this become a condition of approval of the project. In addition, we recommend that a time within which snow must be removed from the site be specified; especially in consideration of the number of parking spaces proposed for the project (see Site Layout item #4 below). The location(s) where the snow will be hauled off-site and dumped should be identified, as the Village has responsibility for monitoring this type of activity as part of the MS4 permit requirements applicable to the Village.
- **The applicant has indicated that they accept this recommendation. Accordingly, we recommend a condition of approval that requires accumulated snow to be trucked offsite within 2 days of the end of a storm event; and that the location where the snow will be hauled off-site and dumped be specified and approved by the Village in advance, if the disposal location is located within the Village.**

Site Layout – Roadways, Drives, and Walkways

- 1) The plans show 6 diagonal spaces on the west side of the existing retail building, which will support the one-way traffic pattern around the retail building. We recommend that the remaining 15 spaces on the west side of the retail building also be diagonal spaces to aid in discouraging wrong-way travel around the building.
- ✓ **This comment has been addressed.**
- 2) The parking area serving the proposed takeout restaurant should be revised to include provisions for a turn-around/backing area for vehicles exiting the western parking spaces. The applicant has indicated that “We believe that with the standard aisle width of the area, there is ample room for those vehicles to back straight out of their spaces and exit the area.” With the proposed hotel building façade directly adjacent to the edge of this parking space, we respectfully disagree. It is our opinion that entering, exiting, and opening vehicle doors in these spaces will be difficult as configured. Given that this is a fast-food, takeout restaurant, it is likely to be relatively high-turnover with high activity levels in this parking area.
- **The applicant has indicated that “All of the parking spaces in the restaurant parking area have been shifted approximately 4’ to the east to provide a back out area. Additionally, the striping and symbol for the accessible space have been reversed to make it easier for a van to access the space.” We feel our concerns have been noted and will defer to the Village staff and Planning Commission for further comment on this matter.**
- 3) How will rubbish collection/removal vehicles access the proposed dumpster enclosure for the fast food restaurant? The applicant has indicated that “Given that the garbage trucks which serve this type of establishment are typically at the sites outside of regular working hours, the trucks can drive into the parking area, load up and back out into the shared drive, and drive out.” With the configuration as shown, it is unlikely that a front loading or rear loading rubbish vehicle will be able to directly access the dumpster enclosure area. We recognize the nature of this area, but with residential units directly adjacent to the south/east, early morning rubbish pickups may create noise issues. We will defer to the Village staff and Planning Commission regarding this matter.

- **The applicant has indicated that the dumpsters will be on wheels that will allow access by the rubbish collection personnel. We will defer to the Village staff and Planning Commission regarding further comments on this matter.**
- 4) We are concerned that the number of parking spaces provided is inadequate for the uses proposed on the project site. The proposed hotel requires 100 parking spaces. 40 spaces are proposed under the building, 4 spaces are dedicated for the hotel on the west side of the hotel, and there are approximately 26 additional shared spaces around/adjacent to the hotel building. This totals 70 spaces compared with 100 required spaces for the hotel. In addition, as part of the previous submissions, the applicant has indicated that 40 of the 100 hotel units are planned to be extended stay units. The applicant has indicated that while 131 parking spaces are required by the LDC, only 105 shared parking spaces are required based on the "Shared Parking" manual published by the Urban Land Institutes; with a total of 106 parking spaces are being proposed. We will defer to the Village staff and Planning Commission on the parking requirements and proposed parking spaces for this project.
- **The applicant has stated that "we continue to be confident with our shared parking analysis." We feel that our concerns have been noted regarding this matter and defer to the Village staff and Planning Commission for further comment.**
- 5) Sheet #2 shows a new paver patio extending into the Village right-of-way. The plans should be revised to utilize cement concrete sidewalk within the Village right-of-way.
- ✓ **This comment has been addressed.**
- 6) Pertaining to the Parking Area Detail with Curb and Sidewalk detail on Sheet #7:
- a) The detail should be revised to require 4,000 psi concrete for curb and sidewalk inside the Village right-of-way.
- ✓ **This comment has been addressed.**
- b) For curb and sidewalk inside the Village right-of-way, no asphalt treated felt shall be installed between curb adjacent to sidewalk. Curb adjacent to sidewalk shall be separated with 4 mil polyethylene.
- ✓ **This comment has been addressed.**
- 7) Note #1 of the Typical Concrete Curb detail shown on Sheet #7 should be revised to require curb inside the Village right-of-way to be constructed with 4,000 psi concrete instead of 3,500 psi as currently shown.
- ✓ **This comment has been addressed.**
- 8) The Accessible Parking Space Detail shown on Sheet #7 contains a note stating "2' wide detectable warning surface to be approved by Town (see VTRANS Std. Detail C-3A)". This note should be revised to reference the Village of Essex Junction and not the Town.
- ✓ **This comment has been addressed.**
- 9) Sheet #7 includes a Replacement of Existing Bituminous Pavement (Pearl Street) detail. The applicant should confirm where this detail is to be utilized.
- ✓ **This comment has been addressed. This detail was removed from the plans.**
- 10) Pertaining to the New Concrete Curb and Pearl Street Pavement Replacement Detail shown on Sheet #7:
- a) This detail should be revised to require 4,000 psi concrete for curb inside the Village right-of-way; not Class B concrete (3,500 psi) as currently shown.
- ✓ **This comment has been addressed.**
- b) This detail should be revised to require saw cutting of the existing pavement 12" beyond the trench excavation limit; and then the 12" x 2" deep grind of the existing pavement.

- ✓ **This comment has been addressed.**
- c) This detail should be revised to require a minimum of 24" of gravel subbase, not 18" as currently shown.
- ✓ **This comment has been addressed.**

Grading & Drainage

- 1) Note #4 on Sheet #2 states that "Prior to construction, the elevations of the sewer, footing drain, and roof drain services from the architectural plans shall be compared to the elevation of the collection mains and services shown on these plans. Report any discrepancies to the engineer." We recommend that this work be done as part of the design phase, so that any necessary changes to the plans can be incorporated into the final plans and approval documentation.
 - ✓ **This comment has been addressed. This note has been removed from the plans.**
- 2) The applicant should provide appropriate drainage computations in support of the proposed stormwater design elements. This should include computations in support of the sizing of the stormwater pump station. The Water Quality Superintendent has expressed concerns about the site runoff and handling of larger storm events, due to the proximity to the adjacent properties; especially during frozen ground conditions.
 - ✓ **Stormwater computations have been included in this submittal. Please refer to the 'Additional Comments' at the end of this Report for comments pertaining to the stormwater computations.**
- 3) The applicant is proposing an infiltration trench system for the roof drains associated with the existing retail building. The south end of this infiltration trench system is in very close proximity to monitoring well #13. The applicant has indicated that "the petroleum hydrocarbon plume appears to be fairly localized between monitor wells MW-13 and MW-11 (rear of existing facility)." In consideration of this, we question the appropriateness of locating the infiltration system in this location.
 - ✓ **In response to this comment, the applicant is relying on information provided by the Verterre Group concluding that "...the infiltration trench will not likely act as a conduit for petroleum contamination."**
- 4) The plans should be revised to provide a minimum horizontal clearance of 5 feet between new Storm Structure #3 and the water service for the proposed hotel building.
 - ✓ **The applicant has indicated that the "plans have been revised to provide the required separation." Please note that the minimum horizontal separation applies to the exterior of the storm structure. This minimum separation will be required in the field.**
- 5) On Sheet #4, the proposed infiltration basin shows Storm Structure #1 with a grate elevation of 342.70. Based on the contours in this area, it appears as though water will be able to flow to the south onto the adjacent property. In addition, this grate elevation is higher than many of the parking area grades in this area, suggesting that water may backup into the parking area prior to reaching the grate elevation. The applicant should provide clarification regarding this matter.
 - **The applicant has indicated "the grades have been revised." Notwithstanding the 'Additional Comments' at the end of this letter, with a parking elevation of 342.55 and a projected peak water elevation of 342.55, it appears as though water may**

backup into the 5 parking spaces on the south side of the restaurant parking area for the 10-year design storm event.

- 6) On Sheet #9, the Typical Precast Storm Manhole detail should be revised to provide a minimum 24" deep sump below the outlet pipe.
✓ **This comment has been addressed.**
- 7) On Sheet #9, the Stormwater Pump Station Detail contains a note stating that the "Alarm light and horn to be mounted within hotel building. Alarm to be on separate circuit breaker from pump." We recommend that the alarm light and horn be mounted on the exterior of the building in a visible/audible location.
➤ **The applicant has stated that "the note has been revised to state that the alarm be mounted within the garage area of the hotel to reduce noise for the neighbors if it goes off." We find this acceptable.**
- 8) Sheet #9 includes a Typical Spillway & Stone Ditch detail. The applicant should confirm where this is proposed for use on this project.
✓ **This comment has been addressed. The applicant indicated that this is to be located between the dry swale and the infiltration basin in the southwest corner of the restaurant parking area.**
- 9) The plans should be revised to include inspection and maintenance requirements for the proposed dry swale and infiltration basin. Copies of annual inspection reports shall be provided to the Village of Essex Junction.
✓ **This comment has been addressed. Inspection, maintenance, and reporting notes have been added to Sheet #11.**
- 10) The applicant should be required to repair deficiencies noted during the stormwater inspections within 60 days and provide confirmation to the Village that the necessary repairs have been completed.
➤ **The applicant has indicated that they "recommend that this be a condition of approval." We concur and recommend this be a condition of approval.**
- 11) Upon completion of construction, the existing downstream manhole in Pearl Street shall be cleaned by the contractor, at the applicant's expense. The stormwater 'Pretreatment Storage Tank' should also be cleaned upon completion of the construction.
➤ **The applicant has indicated that they "recommend that these be conditions of approval." For this item, we feel that these requirements should be noted on the plans, such that the Contractor is made aware of the requirements prior to the start of construction, with the intention that they will be mindful of these requirements and work to control sediment discharge during construction.**
- 12) On Sheet #9, the Peastone Pre-Treatment Filter Strip detail should be revised to increase the depth of the pea stone filter strip to 12" deep (increase from 6" deep as currently shown).
✓ **This comment has been addressed.**
- 13) On Sheet #11, the Catch Basin Inlet Protection detail contains a note stating to "wrap geotextile fabric ... around grate." This note should be revised to require the wrapped fabric to be secured to the grate to prevent it and accumulated sediment from falling into the structure if/when the grate is removed.
✓ **This comment has been addressed. The detail has been revised to utilize a different type of inlet protection.**

- 14) The Water Quality Superintendent urges consideration of a more robust alternative fitting to the proposed 'ferenco connector' on the end of the discharge line from the stormwater pump station.
- ✓ **This comment has been addressed. The detail has been revised to utilize a 2x6 PVC reducer in lieu of a 'ferenco connector'.**

Water

- 1) Per the Public Works Superintendent, the plans should be revised to require the abandonment of the existing water services to include the disconnection of the existing service at the water main and the closing of the existing corporation stop at the main.
 - **The plans have been revised in response to this comment to include a note on Sheet #2 referencing this requirement. The plans should be further revised to depict the limits of disturbance and restoration of curb, sidewalk, and pavement associated with this work prior to issuance of a Permit.**
- 2) On Sheet #2, note #8 discusses the water and sewer services for the apartment building at 92A Pearl Street and that the location of these services are currently unknown. The note cautions the contractor to avoid disturbance to these services and instructs the contractor to contact the engineer if these services are encountered during the work. It is our recommendation that these services should be located in the field to confirm their locations to ensure that they are not connected to existing water and/or sewer services to be abandoned; and that they will not end up beneath one of the proposed buildings. Any necessary relocations of these services will require Village review and approved.
 - **Using the services of a utility locating company, the approximate locations of these sewer and water services have been identified and shown on the plans. The plans have been revised to require the relocation of these services to be within the access easement area. Details of the location of the tie-in points and connection methods are lacking on the plans. In addition, the plans depict work on the adjacent parcel, and as such the applicant should provide evidence of permission for this work on the adjacent property prior to the issuance of a Permit.**
- 3) We had previously commented that the applicant should consider the installation of a new fire hydrant on the project site. The applicant has indicated that "Although there is an existing hydrant approximately 120' easterly of the project, we understand that a new fire hydrant may be required with this project. We propose to work with the fire chief to determine the best location for the hydrant. At a minimum we are proposing a fire department connection at the southwest corner of the hotel." The applicant should coordinate with the Essex Junction Fire Department regarding this matter.
 - ✓ **The applicant has indicated that in a telephone conversation with Lt. Keith Rivers on February 20, 2018, Lt. Rivers indicated that a new fire hydrant on the project site would not be required.**
- 4) The plans depict a proposed "fire department connection" located at the rear corner of the proposed hotel building. Access to this location may be difficult in the event of an emergency at the site, especially during winter months. The applicant should coordinate with the Essex Junction Fire Department regarding this matter.
 - ✓ **Based on a telephone conversation between the applicant and Lt. Keith Rivers on February 20, 2018, the plans have been revised to provide a fire department connection at the northwest corner of the hotel.**

- 5) The plans should be revised to include a new isolation valve on the water service for the proposed restaurant. This valve shall be located inside the Village right-of-way or within an easement to the Village of Essex Junction.
✓ **This comment has been addressed.**
- 6) On Sheet #7, General Construction Specifications Note #10 should be revised to also reference the LDC for water and sewer separation requirements.
✓ **This comment has been addressed.**
- 7) The Water Service Backflow Prevention Detail shown on Sheet #8 contains a note stating that the "...public water system shall be protected with a backflow prevention assembly, and an appropriate thermal expansion system in compliance with the requirements of the South Burlington Water Department and the Vermont Plumbing Code." This note should be revised to reference the Village of Essex Junction Water Department and not the South Burlington Water Department.
✓ **This comment has been addressed.**
- 8) The Typical Water Trench Detail shown on Sheet #8 should be revised to require the pipe bedding material to extend 6" above the pipe.
✓ **This comment has been addressed.**
- 9) It is our understanding that the new water service installation included the installation of a new tapping valve that was installed in a rotated position and left in the open position and buried with no valve box for access. For record purposes, the plans should be revised to depict the location of this valve and label it as "abandoned in the open position".
➤ **The applicant has stated to "Please see our January 25, 2018 response to this same comment." In their January 25, 2018 letter, the applicant stated, "according to the contractor who installed the water service, a corporation and copper "pigtail" were installed on the north side of Pearl Street for testing purposes. This corporation was closed when the testing was completed, and the "pigtail" was buried with no box. There is a new gate valve on the new 8" service that is shown in the middle of the westbound travel lane, where it is raised to road grade."**

The above quote taken from the applicant's previous letter makes no mention of the presence of the 8" gate valve. As there is a tapping valve located along the existing water main that is rotated, left open, and buried with no valve box for access, we feel it is important to document the presence of this valve for record purposes. We continue to recommend that the plans be revised to document the location and configuration of this valve and note its 'open' status prior to the issuance of a Permit.

- 10) On Sheet #8, Water System Notes & Specifications note #2 should be revised to add "double cement lined", such that it reads "All new pipe shall be Class 52, double cement lined, ductile iron pipe."
✓ **This comment has been addressed.**

Sanitary Sewer

- 1) The Water Quality Superintendent has previously noted that this section of the existing gravity sewer main along Pearl Street has experienced hydraulic issues in the past and recommends that the Village reserve the right to require the applicant to evaluate the

available hydraulic capacity of the line as this project is developed. The applicant has indicated that "The applicant understands there may be a requirement to evaluate the hydraulic capacity along Pearl Street."

The applicant has indicated that "The applicant still understands this." It is recommended that the Village reserve the right to require the applicant to evaluate the available hydraulic capacity of the gravity sewer main along Pearl Street for a period of two years from occupancy of each of the two proposed buildings.

- 2) The plans should be revised to install a new sanitary sewer manhole on the service line for the proposed hotel building, in lieu of the two 45 degree bends and cleanouts.
✓ **This comment has been addressed. The plans have been revised to include a new sanitary sewer manhole in this location.**
- 3) The plans should be revised to include a new grease trap on the sanitary sewer service line from the proposed restaurant building; or a narrative of grease prevention measures that will be required in the new facilities.
➤ **The applicant is requesting a condition of approval that appropriate details for the location and sizing of a grease trap be provided as part of the building permit application; as details for the fit-up of the restaurant are not currently available. We recommend that this then be a condition of approval, including technical review and approval of the proposed grease trap and piping.**

Lighting

- 1) Sheet #5 presents catalog cut images for RAB Lighting fixture; and also lists the RAB Lighting fixtures in the Luminaire Schedule presented on this sheet. However, the legend on this sheet lists Lithonia fixtures. The applicant should provide clarification as to the proposed light fixtures to be used on this project.
➤ **The applicant stated that "the proposed and existing fixtures are all manufactured by RAB Lighting. The legend on Sheet #5 has been revised accordingly." All proposed fixtures do appear to be manufactured by RAB Lighting and the correlate to the luminaire schedule and catalog cuts presented on Sheet #5. However, we note that the luminaire schedule refers to existing fixtures manufactured by Lithonia Lighting. As part of this project, the applicant should provide catalog cuts of these existing Lithonia Lighting fixtures.**
- 2) Sheet #5 shows illumination levels on the north, west, and south sides of the retail building less than 0.2 footcandles, which is the minimum level per the LDC. Given that this parking area is proposed for access to/from the proposed hotel building, and for shared parking, lighting in conformance with the LDC should be provided.
✓ **This comment has been addressed.**
- 3) Sheet #5 shows illumination levels less than 0.2 footcandles in the paver patio area north of the proposed hotel and restaurant building. The lighting in this area should be revised to conform with the LDC requirements.
✓ **This comment has been addressed.**
- 4) The applicant should confirm that the proposed RAB ENTRA12N light fixture is a fully shielded/cutoff fixture, per the LDC requirements.
✓ **This comment has been addressed. The plans have been revised to utilize a different light fixture that is fully shielded/cutoff, in place of the RAB ENTRA12N.**

Traffic

- 1) The applicant provided a “Technical Memorandum” addressing Access and Internal Traffic Circulation. This document included estimated trip generation for the retail, hotel, and restaurant building. This document also states that “The proposed redevelopment ... will generate additional traffic entering and exiting the site than previously generated by their original land-use; which was primarily an auto dealership.” However, no information was provided on the ‘existing’ or previous trip generation from the auto dealership for comparison and evaluation of potential impacts to the adjacent roadways.
 - **The applicant has stated that “the Memo been [sic] revised to include the additional information.” The “Technical Memorandum” attached to this most recent submittal was dated 01/25/2018 and appears to be the same as that submitted previously. No information has been provided on the ‘existing’ or previous trip generation from the auto dealership for comparison and evaluation of potential impacts to the adjacent roadways.**
- 2) On Sheet #7, General Construction Specifications Note #12 should be revised to require advanced submission of traffic control plans to the Village for review and approval; one week in advance at a minimum.
 - ✓ **This comment has been addressed.**

Additional Comments

- 1) The applicant provided information stating that the depth to the seasonal high groundwater table (SHGWT) was between 54”-58” below grade. The LDC references the requirements of the Vermont Stormwater Management Manual, which requires a minimum of 3 feet between the SHGWT and the bottom of the practice for infiltration trenches. Based on our review of the plans, the depth to the bottom of the infiltration trench is 56” below grade. **The applicant should provide clarification in support of the proposed design prior to the issuance of a CO.**
- 2) As listed in the HydroCAD modeling, the pipe invert elevation for the infiltration trench is given as 341.63, while the plans present the pipe invert elevation as 339.53. **The plans and supporting information should be revised to resolve this conflicting information prior to the issuance of a zoning permit.**
- 3) For the 10-year design storm event, each of the rain gardens rise to an elevation above the outlet grates. **The applicant should confirm the elevations of the existing sidewalk adjacent to these structures to confirm that water will not backup onto the sidewalk prior to the issuance of a CO.**
- 4) According to the plans, the outlet structure for the infiltration basin discharges into Storm Structure 2, as does the outlet structure for the west rain garden; such that the outflow from the infiltration basin, west rain garden, and east rain garden all commingle and flow into the Village municipal storm system via the same pipe. However, in the HydroCAD modeling, the outflow from each of these three treatment devices are routed separately. Accordingly, no backwater effects, etc. are included in the analysis. **Given that the modeling results show limited available freeboard available, the modeling should be revised to reflect the actual configuration of the system prior to issuance of a zoning permit.**
- 5) No information has been provided in support of the sizing of the pump station. The Stormwater Pump Station Specifications presented on Sheet #9 indicate a minimum pump

rate of 140 gpm. Based on the HydroCAD modeling results, the peak runoff for the 1-year storm (as an example) is 0.73 cfs, or approximately 328 gpm. **The application should provide clarification in support of the proposed pump station sizing prior to the issuance of a zoning permit.**

- 6) This is a much needed development proposal in a location that is most appropriate for the Village; close to CVE, and in a retail/commercial section on major arterial route.
- 7) The applicant shall provide a bike rack on the property.

Recommendations

The Planning Department recommends that the Final Planning Commission approve the Site Plan application for a Hotel and a Restaurant at 92-100 Pearl Street.

Proposed Stipulations.

1. All Staff comments shall be addressed to Staff's written satisfaction prior to the issuance of a Certificate of Occupancy.
2. Stormwater management will be provided entirely on-site. The Village Engineer will review the final plans for compliance and approval prior to construction.
3. The Village retains the right to require the owner to provide stormwater improvements on the project site in the future.
4. All work shall comply with the Village of Essex Junction Land Development Code.
5. The applicant shall give a portion of the funds not used for landscaping, which is 2% of the construction to the Village of Essex Junction for landscaping of Village owned property and the development of street trees for future Village use.
6. The applicant shall complete (to Staff's satisfaction), and sign a Sewer Capacity Voluntary Permit Revocation form prior to the village releasing a letter of Capacity to the State of Vermont.
7. All LED light fixtures shall have a maximum color temperature of 4300K.
8. All new exterior lighting shall be down shielded and dark sky compliant.