

# BARRE TOWN DEVELOPMENT REVIEW BOARD

## MINUTES FOR DECEMBER 9, 2015

The Barre Town Development Review Board held a public meeting & hearing on Wednesday, at 7:00 p.m. at the Municipal Offices, Websterville, Vermont

### **Members Present:**

Mark Nicholson, Chair	Cedric Sanborn
Mark Reaves	Charlie Thygesen
Greg Richards	Shaun Driscoll
Jon Valsangiacomo	John Hameline

### **Others Present:**

Joseph Ynsuela	Lisa Lamdin	Helen Sabens
Jeanne Daniele	Fred Thumm	Lew Stowell
John Hulbert	Jay Carr	Emily Raspe
Betty Carbonneau	Frank Hotaling	Renee Hotaling
Paul & Alyson Flint	Jeff Olesky	

### **Staff Present:**

Chris Violette – Planning & Zoning Director  
Heidi Bennett – Board Clerk

Carl Rogers – Town Manager

- A. 5:30 P.M. – SITE VISIT – NONE**
- B. 6:30 – 7:00 P.M. – PLANS AVAILABLE FOR REVIEW**
- C. 7:00 P.M. – CALL TO ORDER**
- D. CHANGES TO THE AGENDA - NONE**
- E. APPROVE MINUTES**

*On a motion by Sanborn, seconded by Driscoll, the Development Review Board voted to approve the minutes from the October 14, 2015 meeting.*

**F. NON AGENDA ITEMS (max 10 minutes)**

**G. SUBDIVISION REVIEW**

- 1) PRELIMINARY REVIEW

**APPLICANT:            FECTEAU**

**Request by Viateau & Patricia Fecteau for preliminary approval for a 4-lot subdivision on property located off Beckley Hill Road; Parcel ID 008/029.00; Zoned: Medium Density Residential; P-15000013**

Consultant:     Chase & Chase

Date:             December 4, 2015

**STAFF REPORT/REVIEW COMMENTS FROM CHRIS VIOLETTE,**

**PLANNING OFFICER**

This is a preliminary request for a four lot subdivision. The current lot is shown to be 33 acres (according to tax records) in size and is located in a medium density residential zone which has a 1 acre minimum lot size when municipal sewer is used with onsite water. Minimum road frontage is 200 feet. The subject parcel is located in a residential area with medium sized lots.

This proposal is the green highlighted map included in your packets.

Currently the lot is 33 acres.

The plan creates lot 6 at 1.41 acre in size. The lot is proposed with a single-family dwelling with access off a proposed new Town Road. The lot is shown to have 218 feet of road frontage along the proposed road. Municipal sewer will service this lot. Water is onsite.

The plan creates lot 7 at 1.01 acres. Lot 7 is proposed with a single-family dwelling with 307 feet of road frontage and access off the proposed new road. Municipal sewer will service this lot, water is onsite.

There is proposed an unnumbered lot of .55 acres to be conveyed to the Town of Barre for the purpose of a new Town road.

Also shown is a 1.37 acres parcel that is unnumbered that is also intended to be conveyed to the Town of Barre for the purpose of a new road. This parcel provides access to the four Fecteau houses with a constructed driveway. The Town has already agreed to take this over as a Town road but that has yet to occur. The other question with this parcel is the section where the sewer line is located doesn't have to be conveyed to the Town with the road. Its only purpose is for the existing Town sewer line which the Town already has an easement for. This piece might be better suited for a boundary line adjustment with an abutting lot.

Remaining land is shown to be 28.6

The 1.37 acre parcel where the Fecteau driveway is and what will be a town road brings up an issue with the conformity of the remaining land. The Fecteau's would like this parcel to run past the end of the road turn-around and end where it meets the remaining land (circled on the green plan). This would leave the remaining land with only 69.06 feet of road frontage and short of the required 200 feet by 139.04 feet. This configuration is the Fecteaus preference however having been advised that this would be nonconforming and possibly not approved, they have applied for, on this month's agenda, a boundary line

adjustment between Dan Fecteau and Vic Fecteau which would wrap Dan's lot around the end of the Town road leaving the remaining land with no road frontage. Dan would then provide an easement to the remaining land sufficient in width to make the remaining land conforming.

As I said the configuration shown on this map is what the Fecteus would prefer. The thought is why mess around with property lines just to make the lot conforming. There is some truth to that and at some point the access to back land and road frontage needs to be looked at. The DRB can approve as presented but it would not be in compliance with the regulations. In effect, approval of this without appeal would in essence create a waiver. However, it would or could call into question the develop ability of the remaining land because it isn't conforming.

Plan submitted do not include details of the new road construction.

The new road in the .55 acre parcel will have to be approved by the Selectboard between preliminary and final approval.

There is a .24 acre discrepancy in the acreage compared to what is shown on the plans and what the assessor has.

**REVIEW COMMENTS FROM HARRY HINRICHSEN,**  
**TOWN ENGINEER**

I have reviewed the proposed project and have comments to make regarding the lots being created.

When reviewing the lot layout with Chris Violette I indicated that I favored two lay out options relating to the proposed road and sewer takeover.

It is my understanding that the Town will be getting a sewer easement for the sewer line coming from the development out to Beckley Hill Road and not a deeded piece of land for it to cross. This then would mean some type of lot line adjustment for the sewer easement to be on a separate parcel that would need to be merged with an abutting lot (probably Jim Fecteau's parcel).

The road would be a separate parcel of a certain lot size that would be deeded to the Town providing it is brought up to Town Road Standards particularly for width and paving. I don't see any reason for the Town to own the small parcel at the end of the right-of-way (ROW) which could easily go to Danny Fecteau. I favor this road layout rather than have the Town get a deed for extra land beyond the limits of the 50' ROW. I fell it needs to be done this way in order to prevent problem for frontage issues in the future (lot frontage conformance). The lot for the road should be identified with a Lot number and lot size and preferably not include the sewer easement area.

**SUMMARY OF RECOMMENDATIONS & CONDITIONS:**

While I tend to agree with Jim that doing the boundary line adjustment just to eliminate road frontage when the lot can be conforming anyway with a right-of-way seems a bit silly. But it is what it is and that is what our regulations say. I guess in order to be consistent this plan should show the remaining land with no frontage and should be adjusted before final after the boundary line adjustment is approved.

I think it can be preliminarily approved with the condition it come back for final with the remaining land not having road frontage.

1. Final plans have to show road construction details.

2. Proposed road extension (.55 acer parcel) must be approved by the Selectboard between before final approval.
3. Final plans show the remaining land without any road frontage but at a minimum have access by way of a 25 foot right-of-way across land of Dan Fecteau.
4. Figure out discrepancy in acreage.
5. Underground power to lot 7.

**ADDITIONAL COMMENTS:**

CV provided a summary of this agenda item.

J. Fecteau stated that he believes the remaining land should have the road frontage, but understands it goes against the current regulations.

John Hulbert (199 Beckley Hill)—about the road frontage; CV displayed on the map where the road frontage is.

Betty Jean Carbonneau (219 Beckley Hill Rd)—asked where the new road will be; CV stated the driveway that is existing.

Jeanne Daniele asked if the Town taxpayers will be paying for the road construction; Fecteau stated that the developer pays for it. CV stated it takes a few months..

Sanborn asked about underground power; Lot 7 will be underground to the existing pole.

Sanborn stated he's not in favor of the short road frontage.

Valsangiacomo stated he's not in favor in the short road frontage.

The board was willing to approve this plan but with what was considered option B which doesn't allow the remaining land to have substandard road frontage. Plan B will require a BLA with abutter Danny Fecteau eliminating road frontage for the remaining land. Danny Fecteau will provide a minimum of a 25' right-of-way to the remaining land. The BLA is on this same agenda (P-15000014 & 15).

**MOTION & RECOMMENDATION:**

*On a motion by Sanborn, seconded by Reaves, the Development Review Board voted to approve the preliminary request by Viateau & Patricia Fecteau for preliminary approval for a 4-lot subdivision on property located off Beckley Hill Road; Parcel ID 008/029.00; Zoned: Medium Density Residential; P-15000013; Approval pending boundary line adjustment (P-15000014 & 15) and conditions 1-5 listed in the staff comments.*

**DISCUSSION:**

CONDITIONS Yes\_\_\_ No\_\_\_

MOTION BY: SANBORN  
SECOND BY: REAVES

**ROLL CALL:**

Mark Nicholson YES  
Charles Thygesen, Sr. YES  
Cedric Sanborn YES  
Mark Reaves YES  
\*Jim Fecteau \_\_\_  
Jon Valsangiacomo YES  
Shaun Driscoll YES  
Greg Richards YES  
\*John Hameline \_\_\_

*\*Alternate Development Review Board Members*

**APPLICANT:            FECTEAU RESIDENTIAL**

**Request by Fecteau Residential for preliminary approval for a 3-lot subdivision on property located off Nichols Rd: Parcel ID 008/021.02; Zoned: Medium Density Residential; P-15000016**

Consultant:        Chase & Chase

Date:                December 4, 2015

**STAFF REPORT/REVIEW COMMENTS FROM CHRIS VIOLETTE,**  
**PLANNING OFFICER**

This is a preliminary request for a three lot subdivision of land. The subject parcel is currently 29.95 acres (according to tax records) and is located in a medium density residential zone which has a minimum lot size of one acre when municipal sewer is used with onsite water. Minimum road frontage is 200 feet. The subject parcel is located in a residential area with medium sized lots.

This proposal is the yellow highlighted map included in your packets.

Currently the lot is 29.95 acres.

The plan creates lot 4 at 3.18 acre in size. The lot is proposed with a single-family dwelling with access of a proposed new Town Road. The lot is shown to have 200 feet of road frontage along the proposed road. Municipal sewer will service this lot. Water is onsite.

There is proposed an unnumbered lot of .22 acres to be conveyed to the Town of Barre for the purpose of a new Town road.

Also shown on the plans is a .03 acre temporary easement from Fecteau Residential to the Town of Barre for a temporary turn-around.

Plan submitted do not include details of the new road construction.

This plan will need to that includes a new road will have to seek Selectboard approval between preliminary and final approval.

There is a .21 acre discrepancy in the acreage compared to what is shown on the plans and what the

assessor has.

**REVIEW COMMENTS FROM HARRY HINRICHSEN,  
TOWN ENGINEER**

I have reviewed the proposed project and have comments to make regarding the lots being created.

The proposed new road to the north ends in a hammer-head turnout to the left (west). This is not a preferred configuration for snow plowing. Since the hammer-head has yet to be built and it would most likely be in the form of an easement that might eventually allow for future road extension, I recommend the hammer-head easement be to the right (east) onto New Lot 4 rather than Revised Lot 3.

**SUMMARY OF RECOMMENDATIONS & CONDITIONS:**

I recommend approving and moving to final in January with the following conditions.

1. Final plans have to show road construction details.
2. Proposed road extension must be approved by the Selectboard between before final approval.
3. Figure out discrepancy in acreage.
4. Hammerhead will be right-sided.

**ADDITIONAL COMMENTS:**

CV gave a summary of this agenda item.

Fecteau stated that the new lots will be accessed via Beckley Hill Rd.

Valsangiacomo asked about the hammerhead and the Town Engineer not being in favor; Fecteau is agreeable to change it to a right-sided hammerhead

**MOTION & RECOMMENDATION:**

*On a motion by Sanborn, seconded by Driscoll, the Development Review Board voted to approve the request by Fecteau Residential for preliminary approval for a 3-lot subdivision on property located off Nichols Rd: Parcel ID 008/021.02; Zoned: Medium Density Residential; P-150000016*

**DISCUSSION:**

CONDITIONS Yes \_\_\_\_\_ No \_\_\_\_\_

MOTION BY: SANBORN  
SECOND BY: DRISCOLL

**ROLL CALL:**

Mark Nicholson YES

Charles Thygesen, Sr. YES

Jon Valsangiacomo YES

Cedric Sanborn YES  
Mark Reaves YES  
\*Jim Fecteau \_\_\_

Shaun Driscoll YES  
Greg Richards YES  
\*John Hameline \_\_\_

*\*Alternate Development Review Board Members*

**APPLICANT: TOWN OF BARRE**

**Request by the Town of Barre for preliminary approval a 2-lot subdivision for property located off Parker Road in the Industrial Park; Parcel ID 006/047.04; Zoned: Industrial; P-15000019**

Consultant: American Consulting

Date: December 4, 2015

**STAFF REPORT/REVIEW COMMENTS FROM CHRIS VIOLETTE,**  
**PLANNING OFFICER**

This is a preliminary request for the purpose of creating a two lot subdivision of land. The intent is that this proposal will also be heard as a warned public hearing during this same meeting if approved here. The subject parcel is located within the Wilson Industrial Park and is zoned industrial.

The current lot size is 40 acres.

The proposed lot size is 6.5 acres but that needs clarification before the meeting with updated plans. The lot size is supposed to be around 4 acres. The Town manager was on vacation last week so that when the overall size after surveying came out to be 6.5 American consulting was not able to get with him for clarification.

It's expected that before the meeting the exact size and line placement will have been worked out.

Not developed on this parcel is planned at this time.

**REVIEW COMMENTS FROM HARRY HINRICHSEN,**  
**TOWN ENGINEER**

I have reviewed the proposed project and have no comments at this time to make regarding the lots being created. I believe there are some items regarding the specifics of the parcel boundary and size that need to be finalized.

**SUMMARY OF RECOMMENDATIONS & CONDITIONS:**

As long as the lot size and configuration is clarified by the meeting, I recommend moving this request to final later on this agenda.

**ADDITIONAL COMMENTS:**

CV gave a brief summary.

CV stated at this time there isn't a plan for development.

**MOTION & RECOMMENDATION:**

*On a motion by Reaves, seconded by Sanborn, the Development Review Board voted to approve the request by the Town of Barre for preliminary approval a 2-lot subdivision for property located off Parker Road in the Wilson Industrial Park; Parcel ID 006/047.04; Zoned: Industrial; P-15000019*

**DISCUSSION:**

CONDITIONS Yes  No   
MOTION BY: REAVES  
SECOND BY: SANBORN

**ROLL CALL:**

Mark Nicholson YES  
Charles Thygesen, Sr. YES  
Cedric Sanborn YES  
Mark Reaves YES  
\*Jim Fecteau \_\_\_  
Jon Valsangiacomo YES  
Shaun Driscoll YES  
Greg Richards YES  
\*John Hameline \_\_\_

*\*Alternate Development Review Board Members*

2) WARNED PUBLIC HEARINGS

**APPLICANT:            **FECTEAU / FECTEAU RESIDENTIAL****

**Request by Viateur & Patricia Fecteau and Fecteau Residential for a boundary line adjustment for property owned off Beckley Hill Road & Nichols Rd; Parcel ID's 008/029.00 & 008/021.02; Zoned: Medium Density Residential; P-15000011 & P-15000012**

Consultant:     Chase and Chase

Date:            December 4, 2015

**STAFF REPORT/REVIEW COMMENTS FROM CHRIS VIOLETTE,**  
**PLANNING OFFICER**

This is a warned public hearing for the purpose of a boundary line adjustment between land owned by Vic Fecteau and Fecteau Residential. The subject parcels are located in a medium density residential zone where the minimum lot size is one acre when municipal sewer and onsite water are being used.

The map is the orange highlight in your packets.

Before BLA

Fecteau Residential land size 29.95 acres  
Vic Fecteau land size 33 acres

Fecteau Residential will convey at .18 acre parcel to Vic Fecteau.

The purpose of this BLA is to allow lot 7 of the four lot subdivision being considered on this month's agenda by Vic Fecteau to be conforming.

The .18 acre parcel must be conveyed from Fecteau Residential to Vic Fecteau and merged with Vic Fecteau's lot

**REVIEW COMMENTS FROM HARRY HINRICHSEN,**  
**TOWN ENGINEER**

I have reviewed the proposed project and have no problems other than my previous comments to make regarding the lots being realigned.

**SUMMARY OF RECOMMENDATIONS & CONDITIONS:**

I recommend approval of this request with the following conditions suggested:

1. To complete this boundary line adjustment, a deed conveying the .18 acres from Fecteau Residential to Viateur & Patricia Fecteau must be completed within 30 days. Said deed must also clearly state that this land is merged, combined as one lot of 1.01 acres.
2. One (1) (18" x 24") recording plat must be submitted to the Planning office for filing in the Town of Barre land records in accordance with Barre Town subdivision regulation and state statute within 180-days of approval.
3. Three (3) sets (24" x 36") paper copies of the final approved plan must be submitted to the Planning Office within 30-days of approval unless a request to extend is made and approved by staff.
4. An electronic version of the final approved plan must be submitted to the Planning and Zoning Office within 30 days of approval.
5. No changes to the approved plan can be made unless first reviewed by either the Town Planning Officer, or the Town Engineer for a determination of significance. If it is determined that an proposed change is significant, the plan will be required to go back before the Development Review Board for approval of the proposed change.
6. Failure to comply with any conditions as stated herein, could lead to nullification of this subdivision.

**ADDITIONAL COMMENTS:**

CV gave a brief summary.

The boundary line adjustment is to create a conforming lot.

**MOTION & RECOMMENDATION:**

*On a motion by Reaves, seconded by Driscoll, the Development Review Board voted to approve the request by Viateur & Patricia Fecteau and Fecteau Residential for a boundary line adjustment for property owned off Beckley Hill Road & Nichols Rd; Parcel ID's 008/029.00 & 008/021.02; Zoned: Medium Density Residential; P-15000011 & P-15000012; Approval is subject to conditions 1 – 6.*

**DISCUSSION:**

CONDITIONS Yes X No \_\_\_\_\_  
MOTION BY: REAVES  
SECOND BY: DRISCOLL

**ROLL CALL:**

Mark Nicholson YES  
Charles Thygesen, Sr. YES  
Cedric Sanborn YES  
Mark Reaves YES  
\*Jim Fecteau \_\_\_\_\_  
\*Alternate Development Review Board Members

Jon Valsangiacomo YES  
Shaun Driscoll YES  
Greg Richards YES  
\*John Hameline \_\_\_\_\_

**APPLICANT:                    **FECTEAU / FECTEAU****

**Request by Viateur & Patricia Fecteau and Danny Fecteau for a boundary line adjustment for property located off Beckley Hill Road; Parcel ID's 008/029.00 & 008/021.02; Zoned: Medium Density & High Density Residential; P-150000014 & P-150000015**

Consultant:     Chase and Chase

Date:             December 4, 2015

**STAFF REPORT/REVIEW COMMENTS FROM CHRIS VIOLETTE,**  
**PLANNING OFFICER**

This is a warned public hearing for the purpose of a boundary line adjustment between land owned by Danny Fecteau and Vic and Patricia Fecteau. The subject parcels are located in a high density residential zone where the minimum lot size is one acre when municipal sewer and onsite water are being used.

The map is the pink highlight in your packets.

Before BLA

Danny Fecteau land size 1.53 acres  
Vic Fecteau land size 33 acres

Vic Fecteau will convey at .05 acre parcel to Danny Fecteau.

Vic Fecteau will have to retain at a minimum of 25 foot right-of-way across Danny Fecteau's land for the land of Vic to remain conforming.

The purpose of this BLA is to allow the remaining land of Vic Fecteau to be conforming by removing all the road frontage is would have been left with.

This is the BLA that allows the four lot subdivision which is also on this month agenda to be conforming if the four lot subdivision isn't approved as presented. If the four lot subdivision is approved as presented, both Danny and Vic Fecteau will withdraw this request.

If this BLA proceeds, the .05 acre parcel must be conveyed from Vic Fecteau to Danny Fecteau and merged with Danny's lot

**REVIEW COMMENTS FROM HARRY HINRICHSEN,**  
**TOWN ENGINEER**

I have reviewed the proposed project and have no problems other than my previous comments to make regarding the lots being realigned.

**SUMMARY OF RECOMMENDATIONS & CONDITIONS:**

If not withdrawn, I recommend approval of this request with the following conditions suggested:

1. To complete this boundary line adjustment, a deed conveying the .05 acres from Vic and Patricia Fecteau to Danny Fecteau must be completed within 30 days. Said deed must also clearly state that this land is merged, combined as one lot of 1.58 acres.
2. One (1) (18" x 24") recording plat must be submitted to the Planning office for filing in the Town of Barre land records in accordance with Barre Town subdivision regulation and state statute within 180-days of approval.
3. Three (3) sets (24" x 36") paper copies of the final approved plan must be submitted to the Planning Office within 30-days of approval unless a request to extend is made and approved by staff.
4. An electronic version of the final approved plan must be submitted to the Planning and Zoning Office within 30 days of approval.
5. No changes to the approved plan can be made unless first reviewed by either the Town Planning Officer, or the Town Engineer for a determination of significance. If it is determined that an proposed change is significant, the plan will be required to go back before the Development Review Board for approval of the proposed change.
6. Failure to comply with any conditions as stated herein, could lead to nullification of this subdivision.

**ADDITIONAL COMMENTS:**

CV provided a brief summary.

This boundary line adjustment eliminates the road frontage to the remaining land in the 4-lot subdivision (P-15000013) preliminarily approved earlier on this agenda.

**MOTION & RECOMMENDATION:**

*On a motion by Reaves, seconded by Sanborn, the Development Review Board voted to approve the request by Viateur & Patricia Fecteau and Danny Fecteau for a boundary line adjustment for property located off Beckley Hill Road; Parcel ID's 008/029.00 & 008/021.02; Zoned: Medium Density & High Density Residential; P-15000014 & P-15000015; Approval is subject to conditions 1 - 6.*

**DISCUSSION:**

CONDITIONS Yes X No \_\_\_\_\_  
MOTION BY: REAVES  
SECOND BY: SANBORN

**ROLL CALL:**

Mark Nicholson YES  
Charles Thygesen, Sr. YES  
Cedric Sanborn YES  
Mark Reaves YES  
\*Jim Fecteau \_\_\_\_\_  
Jon Valsangiacomo YES  
Shaun Driscoll YES  
Greg Richards YES  
\*John Hameline \_\_\_\_\_

*\*Alternate Development Review Board Members*

**APPLICANT:                    **JDJ DEVELOPMENT COMPANY, INC.****

**Request by JDJ Development Company, Inc., for a 2-lot merger for property located at 33 & 39 Rudd Farm Road; Parcel ID's 039/003.07 & 039/003.15; Zoned: Very High Density Residential; P-15000017 & P-15000018.**

Consultant:        Chase and Chase

Date:                December 4, 2015

**STAFF REPORT/REVIEW COMMENTS FROM CHRIS VIOLETTE,**  
**PLANNING OFFICER**

This is a warned public hearing for the purpose of merging two existing developed lots into one. The subject lots are both located in a very high density residential zone and are conforming in their current configuration.

The applicant owns both parcels

Parcel ID: 039/003.07 is currently .4 acres in size  
Parcel ID: 039/003.15 is currently .37 acres in size

As mentioned both have single-family residential dwellings located on them.

The plan is to merge the two lots into one undivided parcel of .77 acres.

This merger is necessary to allow the applicants to move forward with their plan to placed three multi-family dwellings. The Conditional Use Permit to placed three houses with four units each is on this month's agenda as well.

**REVIEW COMMENTS FROM HARRY HINRICHSEN,**  
**TOWN ENGINEER**

I have reviewed the proposed project and have no concerns or comments to make regarding the lots being merged.

**SUMMARY OF RECOMMENDATIONS & CONDITIONS:**

I recommend approval of this request creating one parcel of .77 acres in size with the following conditions:

1. To complete this merger, the two lots owned by the applicant must be merged by deed.
2. One (1) (18" x 24") recording plat must be submitted to the Planning office for filing in the Town of Barre land records in accordance with Barre Town subdivision regulation and state statute within 180-days of approval.
3. Three (3) sets (24" x 36") paper copies of the final approved plan must be submitted to the Planning Office within 30-days of approval unless a request to extend is made and approved by staff.
4. An electronic version of the final approved plan must be submitted to the Planning and Zoning Office within 30 days of approval.
5. No changes to the approved plan can be made unless first reviewed by either the Town Planning Officer, or the Town Engineer for a determination of significance. If it is determined that an proposed change is significant, the plan will be required to go back before the Development Review Board for approval of the proposed change.
6. Failure to comply with any conditions as stated herein, could lead to nullification of this subdivision.

**ADDITIONAL COMMENTS:**

Valsangiacomo recused / Hameline present

CV gave a brief summary of this item.

**MOTION & RECOMMENDATION:**

*On a motion by Reaves, seconded by Driscoll, the Development Review Board voted to approve the*

*request by JDJ Development Company, Inc., for a 2-lot merger for property located at 33 & 39 Rudd Farm Road; Parcel ID's 039/003.07 & 039/003.15; Zoned: Very High Density Residential; P-15000017 & P-15000018. Approval is subject to conditions 1 – 6.*

**DISCUSSION:**

\*Valsangiacomo is present on the board.

CONDITIONS Yes  X  No    
MOTION BY:  REAVES   
SECOND BY:  DRISCOLL

**ROLL CALL:**

Mark Nicholson  YES

Charles Thygesen, Sr.  YES

Cedric Sanborn  YES

Mark Reaves  YES

\*Jim Fecteau

Jon Valsangiacomo  RECUSED

Shaun Driscoll  YES

Greg Richards  YES

\*John Hameline  YES

*\*Alternate Development Review Board Members*

**APPLICANT:                    TOWN OF BARRE**

**Request by the Town of Barre for final approval a 2-lot subdivision for property located off Parker Road in the Industrial Park; Parcel ID 006/047.04; Zoned: Industrial; P-15000019**

Consultant:     American Consulting

Date:             December 4, 2015

**STAFF REPORT/REVIEW COMMENTS FROM CHRIS VIOLETTE,**  
**PLANNING OFFICER**

This is a warned public hearing for the purpose of creating a two lot subdivision of land. This action assumes preliminary approval earlier on this same agenda. The subject parcel is located within the Wilson Industrial Park and is zoned industrial.

The current lot size is 40 acres.

The proposed lot size is 6.5 acres but that needs clarification before the meeting with updated plans. The lot size is supposed to be around 4 acres. The Town manager was on vacation last week so that when the overall size after surveying came out to be 6.5 American consulting was not able to get with him for clarification.

It's expected that before the meeting the exact size and line placement will have been worked out.

Not developed on this parcel is planned at this time.

**REVIEW COMMENTS FROM HARRY HINRICHSEN,  
TOWN ENGINEER**

I have reviewed the proposed project and have no further comments to make regarding the lots being created

**SUMMARY OF RECOMMENDATIONS & CONDITIONS:**

Assuming final clarification of the lot size and configuration I recommend final approval of this request subject to the condition stated below.

1. All necessary State of Vermont permits including but not limited to ACT 250 amendment must be obtain or this approval will be vacated.
2. One (1) (18" x 24") recording plat must be submitted to the Planning office for filing in the Town of Barre land records in accordance with Barre Town subdivision regulation and state statute within 180-days of approval.
3. Three (3) sets (24" x 36") paper copies of the final approved plan must be submitted to the Planning Office within 30-days of approval unless a request to extend is made and approved by staff.
4. One (1) (24" x 36") mylar copy of the final approved plan must be submitted to the Planning office within 30-days of approval unless a request to extend is made and approved by staff.
5. No changes to the approved plan can be made unless first reviewed by either the Town Planning Officer, or the Town Engineer for a determination of significance. If it is determined that an proposed change is significant, the plan will be required to go back before the Development Review Board for approval of the proposed change.
6. Failure to comply with any conditions as stated herein, could lead to nullification of this subdivision.

**ADDITIONAL COMMENTS:**

CV gave a brief recap.

**MOTION & RECOMMENDATION:**

*On a motion by Driscoll, seconded by Reaves, the Development Review Board voted to approve the request by the Town of Barre for final approval a 2-lot subdivision for property located off Parker Road in the Industrial Park; Parcel ID 006/047.04; Zoned: Industrial; P-15000019; Approval subject to conditions 1 – 6*

**DISCUSSION:**

CONDITIONS Yes X No \_\_\_\_\_

MOTION BY: DRISCOLL

SECOND BY: REAVES

**ROLL CALL:**

Mark Nicholson YES

Charles Thygesen, Sr. YES

Cedric Sanborn YES

Mark Reaves YES

\*Jim Fecteau    

Jon Valsangiacomo YES

Shaun Driscoll YES

Greg Richards YES

\*John Hameline    

*\*Alternate Development Review Board Members*

3) CONCEPTUAL REVIEW

**H. SITE PLAN REVIEW**

1) WARNED PUBLIC HEARINGS

**APPLICANT:                    ONE BRIDGE STREET**

**Request by One Bridge Street for major site plan review for the proposed construction of a 6000 sq. ft. commercial building with parking and erosion control on property located off Bridge Street; Parcel ID 030/027.00; Zoned: Highway Commercial; SP-15000005**

Consultant:     Wilson Consulting Engineers, PLC

Date:             December 4, 2015

**STAFF REPORT/REVIEW COMMENTS FROM CHRIS VIOLETTE,  
PLANNING OFFICER**

This is the first of two public hearing for what is a major site plan request by One Bridge Street, LLC. One Bridge Street LLC's principal is Jay Carr. Mr. Carr is proposing the construction of a 5,975sf commercial building at the intersection of Bridge Street and South Barre Road (VT Rt. 14). The subject parcel is zoned highway commercial and is located in a mixed use area with a combination of both commercial and residential uses in close proximity. The subject parcel size is 2.8 acres in size with several hundred feet of road frontage along both Bridge Street and South Barre Road. Board members may remember that this parcel had significant regrading done over the summer.

Mr. Carr is proposing to construct a 5,975 sf building that will be used for commercial purposes. At this point in time Mr. Carr has one potential tenant (Dunkin Donuts) that would use approximately 1,500 sf of the South end of the building along the Bridge Street. The use of the rest of the building at this time is unknown but will likely be either commercial or office use.

Mr. Carr's consultant Wilson Consulting and Engineering has provided excellent site plans and narrative for this proposed project. In addition, I've met with Mr. Carr several times over the last several months. Cooperation from both Wilson and Carr has been very good.

Below is the site plan criteria (Article 5, section 5.6 (f)), I will provide more information as part of each. Enclosed in your packets is a narrative from Wilson Consulting providing comments to each as well.

**1. The proposed land development as it complies with or compliments the policies, regulations, standards, and goals of the Town's Zoning Bylaw and its most recently adopted Town Plan;**

The proposed project is in compliance with the Barre Town Zoning Bylaw with regard to use. Being a highway commercial zone, both commercial restaurant and office building are permitted uses. Many other commercial uses are also allowed in this zone. The highway commercial zone is Barre Town's primary commercial area.

The Town Plan supports this project in several sections related to land use and economic development. This area is designed to provide economic development in the form of tax revenue and job creation.

**2. The convenience and safety of vehicular movement within the site, and in relation to adjacent areas of vehicular movement. This includes consideration of access management in regards to entrances and exits for the subject site;**

The plan calls for access to the site from both Bridge Street and South Barre Road. Traffic entering from Bridge Street will be directed to the right around the building and can either exit out the South Barre Road or continue around the building and exit out on to Bridge Street. Traffic entering from South Barre Road will have the option to travel along the westerly side (I'll call the back side) of the proposed building or directly to the East side (front) and have the option to exit onto Bridge Street or go around the building and back to South Barre Road. All traffic on the back side is limited to one-way with two lanes, one for a stacking lane for the proposed drive-thru and one travel lane.

The entrance and exit lanes to and from Bridge Street are proposed to be separated by a small grassed island. As proposed the exit will have left and right turn lanes. The grass island as shown on the plan may have to be altered a little to accommodate trucks.

As mentioned the backside of the building has two lanes. The proposed restaurant use will utilize a drive-thru with an ordering point and pickup window. The applicant states that there will be enough space in this location to queue 8 or 9 vehicles. This is likely adequate but hard to know for sure. The bypass lane on the outside is a good idea. The setup is similar to what McDonalds currently utilizes just down the road.

I spoke to the consultant about truck turning abilities within the site. They have taken that into consideration and believe that for the type of delivery trucks that Dunkin Donuts uses and what other potential tenants would likely use, there is enough room to adequately allow trucks to maneuver around the site. There is also a truck pull-off area that will accommodate a place for delivery trucks to park and for the pickup of trash and recyclables.

Ingress and egress to the site could be a concern. I've talked at length to both Mr. Carr and the consultant. The Bridge Street/South Barre Road intersection is widely known to be difficult, especially for traffic entering South Barre Road from Bridge Street. The intersection is scheduled for a State safety upgrade in 2017 which will greatly improve the traffic flow at that intersection. The plans for improvement include widening the intersection along with installing a traffic light. In addition, South Barre Road just to the North of the intersection will be slightly realigned and lowered.

The applicant and consultant have been working with the Vermont Agency of Transportation (AOT) for the past several months. The site plan takes into consideration alterations to South Barre Road and how it affects this lot. At the same time they have been discussing the proposed access from the site onto South

Barre Road. While they have yet to apply for a state curb-cut permit to receive a letter of intent for that access, the discussion right along has been that there would be one there. The developer has indicated the access detail will be worked out before the final public hearing.

It is my belief that the access onto South Barre Road is imperative to the project, at least for now. As much as I wish the intersection improvements were done before this project came along, the fact is they aren't and likely won't be done for at least two years or at least a year or more after this proposed development is complete. Relying just on the access to Bridge Street at this point and what that means for the intersection is very problematic. Both Mr. Carr and the consultant understand the importance of obtaining an access directly to South Barre Road.

**3. The convenience and safety of pedestrian movement within the site, and in relation to adjacent areas of pedestrian movement. Also included for consideration is the relationship to any pedestrian access deemed necessary for adjacent properties and along public roads;**

Pedestrian movement within the site is similar to any commercial use. Parking is mainly along the side of the building with direct access to building side-walks. A small amount of parking is located across the parking lot along Bridge Street so that pedestrians will have the potential to have conflicts with but it would be minimal and generally acceptable.

The plans also incorporate a sidewalk from the proposed Town sidewalk. The applicant has been working with the Town and actually shows the Town sidewalk. The Town sidewalk along the north side of Bridge Street will hopefully be constructed next year.

Continued cooperation and coordination with this project and the sidewalk project will be necessary.

**4. Storm water and drainage to insure adequate consideration of storm water runoff and drainage issues in order to minimize the impacts of any development project on the adjacent property, the environment, and the Town. The applicant shall bear the responsibility for obtaining and meeting any and all permitting requirements of the appropriate state agency. The Town Engineer shall review the storm water runoff and drainage plan and shall approve the site plan and sign off on the design before the project may be approved;**

The site disturbance for the proposed project is currently under the 1 acre threshold for a State stormwater permit. Potential future development of the site will likely change that but at this point no state stormwater is necessary according to the applicant.

The stormwater will mostly be directed to the north away from the property and towards the Steven's Branch river drainage area. This is accomplished by using a series of grass lined swales (along South Barre Road) and underground catch basins and piping. A small amount of the stormwater along the Bridge Street road frontage of the project will be directed towards Bridge Street into the existing Town stormwater collection system.

The drainage to the north will head towards abutting property of the City of Barre which is currently undeveloped.

The plans also call for erosion and sediment control on the site following accepted industry standards and the State of Vermont requirements.

The Town Engineer has reviewed the plans and approves as shown.

**5. The protection of historic or natural environmental features on the property under review, as well as on the adjacent areas;**

There are no know historic or natural environmental features associated with this project.

**6. The impact of new development on public utilities such as water and sewer infrastructure and on other users/consumers;**

Both municipal water (Barre City) and sewer (Barre Town) are available to this site and will be utilized. The plans show potential flows in gallons per day. The Town of Barre has sufficient capacity to provide the sewer allocation and while not yet specifically signed off on, it is anticipated the City of Barre has water capacity to serve the project as well.

A letter from the City showing an ability to serve will be necessary before final approval.

The actual number of Town sewer units will be determined at the time of construction by the Town engineer. One sewer units allows for 300 gallons a day of low. The fee per sewer unit is \$1,500. It is possible that the overall water consumption of the building won't be the determining factor for sewer allocation, each use may be required to have its own sewer unit regardless of sewer flow in accordance with the Town's sewer policy.

**7. Signage that meets or exceeds the criteria established in this Bylaw, Article 7, Sec. 7.5.**

No signage is proposed at this time but all future tenants and sign utilization will have to comply with the section of zoning referenced above.

**8. The utilization of renewable energy resources;**

The applicant states that solar arrays may be utilized on the roof but not specific plan at this time.

**9. Landscaping and/or screening to assist in mitigating undue impact of the proposed land development upon neighboring landowners;**

The applicant has been proactive in a couple of areas related to landscaping and screening. The plans have a landscaping page calling for a combination of trees, shrubs, grass, and fencing. Along the road frontage there will be grassed areas along with some shrub plantings. Care has to be taken not to interfere with drivers views and it appears the plans take that into consideration.

The tree planting along with a stockade wooden fence is proposed at the Northwest corner of the site along Bridge Street where the project is closest to an abutting property with a residential use. This is done in an attempt to shield this house as much as possible form the site and to provide noise dampening.

The screening and plantings along the abutter property line is a good idea. While the ordering point and noise from a speaker is further back and away from the residential property, the window will not be that far away. The attempt at mitigating noise is a necessity.

**10. The adequacy of parking as well as loading and unloading facilities including their impact on surrounding traffic patterns, in accordance with the provisions established in Article 3, Sec. 3.6 of this bylaw.**

The plans have a parking plan and show that in accordance with the above referenced section of the Zoning Bylaw, 30 parking spaces are being provided for a building that requires 30 spaces. The overall sf of the building dictates the parking. Zoning requires 1 parking space for every 200sf of building size. Two handicap parking spaces are included in that number.

**REVIEW COMMENTS FROM HARRY HINRICHSEN,**  
**TOWN ENGINEER**

I have reviewed the proposed project and have comments to make regarding the lot being developed.

The first concerns relate to curb cut access.

This project is proposed to be served by more than one curb cut. The entrance off South Barre Rd. would require a permit from the State of Vermont (VTRANS) since the access is off a state highway. It also triggers a need to go through Zoning Commission approval for the second means of access. Although this isn't problem project it does have implications for traffic impacts from the Bridge Street intersection and the upcoming intersection improvement and signal project being scheduled for 2017.

We require sight distance information for traffic at each curb cut entrance. The reason for this is to review the available sight distance to ensure there is adequate cornering (intersection) sight distance for the traffic entering the road at any point proposed. I request that this information be submitted on the final plan once the exact location of the Route 14 entrance is reviewed and approved with VTRANS.

Adequate turning radii should be accounted for at each curb cut and for interior turning delivery trucks. The applicant should provide sufficient information to account for tractor trailer trucks both at the driveway entrances as well as internally for all parking stalls, curbing, sidewalks and landscape features. A note on the plans should be added wherever trucks would be traveling into and inside the limits of this project.

Drainage and run-off impacts from the project may require a State of Vermont Storm Water Permit. If the project in its current form doesn't require a Storm Water Permit, adequate provisions and any pertinent permitting with State should be made to accommodate the run-off from this portion and other parts of the site once additional development is proposed.

Sewer serviceability should be signed off by the Town and the City should sign off on the water serviceability. The information to support the anticipated of water and sewer flows should be provided at the time of Final Plan Review. A sewer allocation permit will be required by the Town. Since this application is for a fast food restaurant, Final Plans should show an oil and grease separator manhole on the lot prior to sewer entering the Town's Right of Way on Bridge Street.

**Additional Comments by CV**

Other important site specific items to not:

- The applicant is proposing a retaining wall along the very Northwest of the project site. There is a steep bank at this location and the wall is necessary to allow driveway access. The plan does not specify how tall the wall will be.
- Parking lot lighting is provided by using four 15' tall downcast and shielded lighting. Type of lighting is not noted. LED lighting is highly preferred. Whether this is lighting on the building or is unclear.
- Final conditions will be added. One of those conditions will be that knock boxes for emergency services be used for either each use or a master key for all door be placed in the knock box. Consult with the Fire Chief.

Overall I think the plans submitted are excellent. I believe most of our criteria have been met with the plans as submitted. The plans will be incorporated into the final approval. Ingress and egress is the biggest area of concern. Securing access from AOT onto South Barre Road is critical. Further improvements to the Bridge Street/South Barre Road intersection ultimately will make access to the site easier and safer overall.

#### **SUMMARY OF RECOMMENDATIONS & CONDITIONS:**

I recommend approval of the first hearing and allow the application to move to the second public hearing in January to see where the applicant is with regard to the AOT access and the ability of the City of Barre to serve the site with water.

#### **ADDITIONAL COMMENTS:**

CV entered his comments into the record.

Jeff Olesky – Engineer on the project – stated they will have a general construction permit from the state.

Retaining wall will be staggered and the bottom will run flat with the road grade.

Olesky stated that they have been working with AOT to obtain an access off RT 14 and will be meeting with them again in hopes to receive a letter of intent.

Valsangiacomo asked if the City of Barre if they're aware that discharge will be crossing their property; Olesky stated that ditch is there and existing, nothing is changing. Also stated that Jay Carr is actively working with the City of Barre to purchase a piece of land, if not, there will be an easement.

Fred Thumm – Concerned about making left turns onto RT 14, would like to see a sign saying no Left Turns.

Paul Flint (Barre City) would like to have a bicycle path.

Lou Stowell – asked if the meeting with AOT is public; Olesky stated it is not a public meeting.

Alison Flint - asked how much building takes up the land (she was shown on the map).

Jeanne Daniele asked when they expect to start building; Olesky stated this as soon as allowed.

Sanborn verified that the lights will be LED and downcast; Olesky stated they'll be the standard issued.

Reaves asked about the dumpster; Olesky said the fence will be extended to the wall, plus the dumpster is enclosed; Nicholson stated the DRB will limit the time for pick-up similar to McDonald's.

Valsangiacomo asked about the turning radius for trucks; Olesky stated they're comfortable with the turning radius on the property – the only problem they ran into was the island on Bridge Street so it will be truncated by five feet.

Valsangiacomo asked about line of sight and wants to know if AOT has put this into their traffic flow; Olesky said that it will be discussed at their meeting.

**MOTION & RECOMMENDATION:**

**On a motion by Reaves, seconded by Sanborn, the Development Review Board voted to move the request by One Bridge Street for major site plan approval to the next scheduled hearing on January 13, 2016 for the proposed construction of a 6000 sq. ft. commercial building with parking and erosion control on property located off Bridge Street; Parcel ID 030/027.00; Zoned: Highway Commercial; SP-15000005**

**DISCUSSION:**

CONDITIONS Yes \_\_\_ No \_\_\_  
MOTION BY: REAVES  
SECOND BY: SANBORN

**ROLL CALL:**

Mark Nicholson YES  
Charles Thygesen, Sr. YES  
Cedric Sanborn YES  
Mark Reaves YES  
\*Jim Fecteau \_\_\_  
Jon Valsangiacomo YES  
Shaun Driscoll YES  
Greg Richards YES  
\*John Hameline \_\_\_

*\*Alternate Development Review Board Members*

2) CONCEPTUAL REVIEW

**I. CONDITIONAL USE REVIEW (WARNED PUBLIC HEARINGS)**

**APPLICANT: **JDJ DEVELOPMENT, INC.****

**Request by JDJ Development Company, Inc., for conditional use approval to allow 3 dwellings for multiple family dwellings with a total of 12 units (4 per dwelling) for property located at 33 & 39 Rudd Farm Road; Parcel ID 039/003.07 & 039/003.15; CUP-15000006**

Consultant: Chase & Chase

Date: December 4, 2015

**STAFF REPORT/REVIEW COMMENTS FROM CHRIS VIOLETTE,  
PLANNING OFFICER**

This is a warned public hearing for conditional use review for the purpose of considering allowing three separate multi-family dwelling's on the applicants recently merged lot. Conditional use review is authorized in the Barre Town Zoning Bylaw under Article 5, section 5.5. The subject parcel is located in a very high density residential zone with minimum lots sizes of 8,500sf, the subject lot is .77 acres. The use in this area is heavily residential.

Article 2, section 2.5, table 2.1 of the Barre Town Zoning Bylaw shows that very high density residential zones allow both two family dwellings and multi-family dwellings. Further, Article 3, section 3.3 (E) allows up to eight units in multi-family dwellings in this zone.

The subject parcel was recently merged from two lots into one. Each lot had an existing single-family dwelling located on it. As I understand it, for now, the two single-family houses will remain and the applicant will build the first of three four-unit apartment houses in the middle between the two existing houses.

**GENERAL REVIEW STANDARDS FOR CONDITIONAL USE APPROVAL**

The following standards are enabled through 24 VSA § 4414 (3) (A)

The impact on the capacity of existing or planned community facilities, to include but not limited to:

**Emergency services:**

The proposed use is residential. The addition of residential development can of course involve the need for emergency services. That of course occurs within the realm of any development. However, the addition of 10 living units (12 new units in the three apartment buildings minus two existing for the single-family dwellings) should not significantly impact the emergency service.

**Educational facilities:**

Similar to the emergency services, adding up to 10 new dwellings units does likely mean additional children into the U61 supervisory union school system either at Barre Town Middle and Elementary School or Spaulding High School. However, the applicant states that the apartments will be 2-bedrooms dwellings which will likely limit the number of children likely to live here.

Unlike years past, having more kids in a school system is not necessarily a bad thing. Obviously it is difficult to know how many children this proposed development will add to the school system but it is unlikely it will be enough to put a strain on the educational facilities.

**Water, sewer, or other municipal utility systems:**

All of the parcels subject to this request will be served by Barre Town sewer and

Barre City water. Each dwelling unit will be required to obtain an individual sewer allocation which provides that dwelling with up to 300 gallons a day of flow at the Barre City sewer treatment plant. Barre Town has the capacity available to provide the sewer allocation necessary to each of the units. Two sewer units already exist for the two houses that are there.

Barre City has provided a letter of ability to serve all the living units with water. The plans purpose that each unit will have its own curb-stop and water line running to the building.

**Recreational facilities:**

There are no recreational facilities such as playgrounds in the immediate area of this proposed development. Residents of the proposed dwellings will likely at some point use recreational facilities in the area. It is not anticipated that the addition of this development will put a burden on the recreational facilities that can't be managed.

**Conservation or other designated natural areas:**

This is a highly developed residential area already. There are no known conserved or sensitive natural areas.

**Solid waste disposal facilities:**

Solid waste will be handled similar to all the other residential dwellings in this area and really the entire Central Vermont Community

**The character of the area affected as defined by the purpose(s) of the zone within which the project is located, and specifically stated policies and standards of the municipal plan:**

The area proposed for this development is located in a very high density residential zone. The Barre Town Zoning Bylaw describes this zone in the purpose statement as follows:

This district is designated for land centrally located where town water and sewer facilities are available and where, due to reasons of utilities, location and existing intensive development, higher density is appropriate. The purpose of this district is to permit a continuation of residential and related uses where consistent with the objectives of the Barre Town Municipal Plan.

It appears as though the proposed development is very consistent with the purpose of the zone it is located in. When the Zoning Bylaw was rewritten in 2008, the Richardson Road area was targeted for more growth. Much of the reason growth is encouraged in this area is because of the proximity to municipal services and the existing development pattern.

The Barre Town Plan also supports growth in these types of areas which can help reduce the development of open land and can also help keep housing more

affordable.

Having said that, the addition of up to 10 new housing units (I'm using that number because there are two there now) will have an impact on the Rudd Farm Drive and Daniels Drive area. There will be more traffic on the roads. It is possible that some the people on those streets may not support the additional dwellings because of the traffic it will bring. However, that is usually the case whenever development occurs as I'm sure is the case when their lots were developed.

The real question is will there be a significant change in the character of the area because of this development? There are other multi-family dwellings in the area but the area is predominantly single-family. Some might argue that that is a change in character by adding so many multi-family dwellings. However, going back to the purpose statement for this zone, clustering residential in this area was planned for and anticipated.

There is no doubt there will be more traffic. The applicant provides some detail as to the extra traffic volume but essentially expects an increase of about 52 trips per day. I guess how significant that is can be debated.

**Traffic on roads and highways in the vicinity:**

Rudd Farm Road is paved Town class III road. Richardson Road which is the feeder road is also a paved Town class III road. Rudd Farm and possibly Daniels Drive will see more traffic as a result of the proposed development. I suspect the roads around them can handle the traffic as a whole but will be noticeable to the residents in the area.

At some point, and I doubt it is a result of this project, the intersection of Richardson Road and North Main Street in Barre City will possibly become a concern if development continues to occur in the Richardson Road area.

**Zoning bylaws and bylaws then in effect:**

The Barre Town Zoning Bylaw allows multi-family dwellings of up to eight units per dwelling. The applicant is proposing three dwellings each with four units for a total of 12. I guess technically because there are three buildings the project complies because no one unit will have more than four. Barre Town does not prohibit multiple structures on one lot.

**Utilization of renewable energy resources:**

I am not aware of any renewable energy resources being proposed with this project.

The following standards are required by this bylaw

**Any required extension or capital expense to the present maintained highway system:**

The only question raised during review for possible impact to the Town is how the proposed sewer is being dealt with. Ultimately all three building are going to share one sewer connection at the main. This might be okay because all of the building will be owned by the same entity for now. If that were to ever change we'd have a shared sewer situation.

Also Harry and I were questioning why the sewer service for the dwelling at the far end is having its sewer service run along the backside of the middle unit to connect into the shared sewer. There should already be a sewer connection for the existing house in this location, why not use it?

**The impact on neighboring uses:**

Similar to character of the area, neighboring uses, which are residential in nature, will be impacted primarily by increased traffic.

**Intrinsic capability of the land and its surrounding areas to support the use:**

Land and the surrounding area can support the proposed use.

**SPECIFIC REVIEW STANDARDS FOR CONDITIONAL USE APPROVAL**

**Minimum lot size:**

The minimum lot size for very high density residential zones is 8,500sf. The lot subject to this request is .77 acres in size which is well over the minimum lot size.

**Distance from adjacent or nearby uses:**

Adjacent uses are in close proximity

**Criteria as adopted relating to site plan review pursuant to Article 5, Sec. 5.6 (6) of this bylaw:**

This is a residential development which is exempt from site plan review

**Any other standards and factors that the bylaw may require:**

None that I am aware of beyond what has been detailed herein.

**Possible requirements by the DRB that the applicant install, operate, and maintain any and all devices which may be used to prevent or reduce fumes, gas, dust, smoke, odor, noise, vibration, or any similar nuisance. Performance standards shall be specified by the appropriate State regulatory agency:**

At the discretion of the DRB if necessary however as a residential development, it is unlikely any of the items mentioned above unless during construction will be a concern.

**Off-street parking requirements in accordance with standards outlined in Article 3, Sec. 3.9 of this bylaw:**

Barre Town's Zoning Bylaw, Article 3, section 3.9 requires that every dwelling have a minimum of two parking spaces. The plans show each of the three dwellings having two driveways each with two carports. Each unit will have access to the carport and one space behind it which results in there being sufficient parking to comply with the regulation.

**Loading/unloading facilities:**

N/a

**REVIEW COMMENTS FROM HARRY HINRICHSEN,  
TOWN ENGINEER**

The primary concerns I have relate to drainage and sewer for the lot dealing with the 3 proposed new dwellings.

I believe the sewer service from the existing Unteidt residence could be used without reconfiguring the sewer to connect around behind the proposed building in the middle (Building 2). This could eliminate a difficult layout of the sewer as well as eliminate the need for several cleanouts.

I have reviewed the storm water run-off and feel the proposed layout will work for the project as presented.

The sewer line layout leaves a question as to the intent of the sewer line between Buildings 1 & 2. I don't believe the Town would be interested in taking over the manhole in the future however that could entire in the picture if the property were sold off as condominiums. This sewer line ownership detail needs to be addressed and clarified before the final plan is approved.

**SUMMARY OF RECOMMENDATIONS & CONDITIONS:**

**ADDITIONAL COMMENTS:**

Valsangiacomo recused / Hameline present

CV gave a summary of this item

Fecteau stated that the existing homes will be rented for about a year, with a new multi-family being constructed in the middle first.

Fecteau says the plan is to own the units.

Fred Thumm asked if the piping needs to be changed for the sewer; CV said the pipe in the street is capable.

Sanborn asked about lots coverage; Fecteau stated 32%, but will check with CV to make sure the

threshold is being met.

**MOTION & RECOMMENDATION:**

*On a motion by Reaves, seconded by Driscoll, the Development Review Board voted to approve the request by JDJ Development Company, Inc., for conditional use approval to allow 3 dwellings for multiple family dwellings with a total of 12 units (4 per dwelling) for property located at 33 & 39 Rudd Farm Road; Parcel ID 039/003.07 & 039/003.15; CUP-15000006*

**DISCUSSION:**

\*Valsangiacomo is present on the board.

CONDITIONS Yes \_\_\_ No X  
MOTION BY: REAVES  
SECOND BY: DRISCOLL

**ROLL CALL:**

Mark Nicholson YES

Charles Thygesen, Sr. YES

Cedric Sanborn YES

Mark Reaves YES

\*Jim Fecteau \_\_\_

Jon Valsangiacomo RECUSED

Shaun Driscoll YES

Greg Richards YES

\*John Hameline YES

\*Alternate Development Review Board Members

**J. VARIANCES (WARNED PUBLIC HEARINGS)**

**K. FLOOD HAZARD REVIEW**

**L. APPEALS OF ZONING ADMINISTRATORS DECISIONS**

**M. OTHER**

**N. FOLLOW-UPS**

**O. CORRESPONDENCE**

STATE  
TOWN  
MISCELLANEOUS

**P. ROUNDTABLE**

**Q. ADJOURN!**

*On a motion by Valsangiacomo, seconded by Reaves, the Development Review Board voted to adjourn the meeting of December 9, 2015 at 9:05 p.m.*

Respectfully Submitted,

Heidi Bennett

\_\_\_\_\_  
Mark Nicholson, Chair

\_\_\_\_\_  
Cedric Sanborn

\_\_\_\_\_  
Charlie Thygesen Sr.

\_\_\_\_\_  
Mark Reaves

\_\_\_\_\_  
Shaun Driscoll

\_\_\_\_\_  
Jon Valsangiacomo

\_\_\_\_\_  
Greg Richards

\_\_\_\_\_  
Jim Fecteau

\_\_\_\_\_  
John Hamelin

